FCC Construcción

Environmental Communication 2026

125 years working for people

fccco.com

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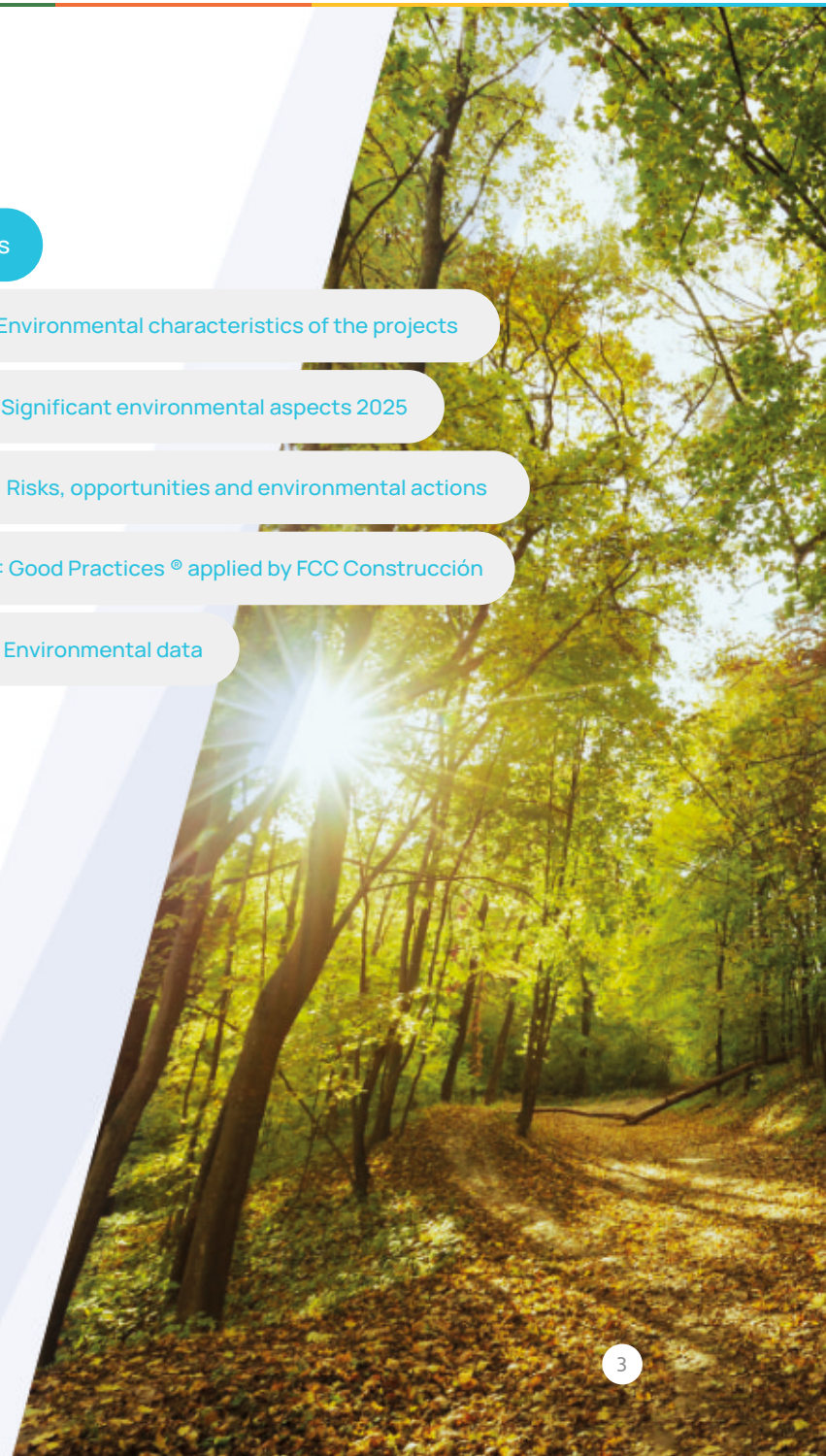


Letter from the CEO

Welcome to
FCC Construcción's
2026 Environmental Communication

FCC Construcción | Environmental Communication 2026

Dear employees, customers and partners,

Once again, I am pleased to address a few words to you within FCC Construcción's Environmental Communication, a voluntary exercise in transparency and accountability that reflects our firm commitment to sustainability, continuous improvement and the creation of medium and long-term value for society.

For more than two decades, this publication has been a sign of our desire to share in a rigorous and transparent way the environmental performance of our activity, as well as the initiatives and good practices that we promote to contribute to a construction model that is increasingly responsible and sustainable from a social, financial and environmental perspective. As a pioneering company in the sector, we understand that sustainability is not only an obligation, but an opportunity to positively transform our environment and strengthen the resilience of our operations and the communities where we operate.

The year 2025 has been marked by a particularly challenging international scenario. The persistence of geopolitical tensions, economic and energy volatility and increasing pressure on natural resources has been accompanied by increased evidence of the impacts of climate change on infrastructure and territories. Episodes of extreme heat, droughts, floods and other adverse weather phenomena have once again highlighted the need to design and build more resilient infrastructures adapted to emerging climate risks.

At the same time, progress in international commitments to biodiversity protection and the European Union's regulatory push to accelerate decarbonization, energy efficiency and sustainability of the built environment have reinforced the strategic role of the construction sector as a key player in the transition to a more sustainable, competitive and low-carbon economy.

Faced with this reality, environmental, social and governance (ESG) criteria have become an essential pillar of sustainable business management. At FCC Construcción, we maintain a long-term vision that integrates these principles across all stages of our project's life cycle, from planning and design to construction and commissioning. Our goal is to develop infrastructure that drives economic and social progress while minimizing environmental impacts and contributing to both climate change mitigation and adaptation.

During this year, we have continued to advance the implementation of our Sustainability Strategy and Climate Change Strategy, strengthening performance measurement, enhancing the identification of environmental risks and opportunities and monitoring our commitments. We have also continued to promote innovative solutions focused on the circular economy, biodiversity protection, the efficient use of natural resources and the reduction of our environmental footprint.

A prominent example of this commitment is the railway modernization project between Lugoj-Timișoara East in Romania. This is an initiative of great technical complexity that has required addressing significant challenges related to waste management, the protection of biodiversity, the preservation of archaeological heritage and the minimization of impacts on local communities. The application of our System of Good Environmental Practices® and the involvement of our professionals have made possible to turn these challenges into opportunities to innovate, improve and generate a positive impact.

This approach, aligned with the United Nations Sustainable Development Goals, responds to our conviction that infrastructure is a fundamental tool for achieving responsible and sustainable development. We will continue working to build efficient infrastructure prepared to respond to the present and future needs of society, always maintaining our commitment to excellence, innovation and respect for the environment.

We look to 2026 with determination and optimism, aware of the challenges that still lie ahead, but also of the opportunities arising from the transformation of the sector. Our goal is to develop infrastructure that meets society's needs.

I would like to conclude these lines by expressing my deepest gratitude to the extraordinary team of professionals who make up FCC Construcción.

Their dedication and commitment make it possible for us to continue advancing towards our goals, being a pioneering and responsible company.

In the same way, I am also grateful for the trust of our customers, shareholders, partners and the entire supply chain that allows us to continue building, together, a more sustainable future.

Pablo Colio Abril
CEO of the FCC Group

1.

Who we are

1.1. FCC Construcción

FCC Construcción, the Construction area of FCC Group, has established itself as a benchmark company in the design and execution of civil, industrial and building infrastructures, both nationally and internationally.

Its business model is based on the following pillars:

1 Project Design and Execution

It specializes in the design and execution of a wide range of construction projects, from civil infrastructure such as roads, bridges and railways, to industrial, commercial and residential buildings.

2 Experience and Specialization

With 125 years of experience in the construction sector, FCC Construcción stands out for its ability to tackle complex and large-scale projects. In addition, the company has experience in concession projects and collaborates with companies specialized in various industrial and energy sectors.

3 Innovation and Sustainability

Constant search for innovation in its processes and the implementation of advanced technologies to improve the efficiency and quality of its projects. In addition, it is committed to environmental and social sustainability in all its operations, seeking to minimize environmental impact and contribute to the sustainable development of the communities where it operates.

4 Internationalization

FCC Construcción has an active presence in more than 20 countries, which allows it to access new markets and business opportunities around the world. This internationalization offers greater geographical diversification and reduces dependence on a single market.

5 Strategic Collaborations

It partners with specialized companies and experts in different sectors to offer comprehensive solutions adapted to the specific needs of each project. These strategic collaborations strengthen its competitive position and allow it to access new knowledge and technologies.

FCC Construcción stands out for its ability to develop complex projects in different areas, which reflects its versatility and technical expertise. Its main **areas of activity** include:

Civil engineering

With work on roads, bridges, tunnels, railway, airport, maritime and hydraulic infraestructure, as weel as infraestructure maintenance and water treatment plants.

Building construction

Both residential and non-residential (hospitals, stadiums, offices, shopping centres), as well as refurbishment work, always with a focus on quality, innovation and respect for the urban environment.

Industrial

Ranging from distribution networks and industrial pipelines to electromechanical installations, IT systems, energy efficiency, industrial projects, prefabricated structures and corporate image solutions.

> Sustainability is an essential part of FCC Construcción's business model.

FCC Construcción organizes its activity into different business areas and has a group of subsidiary companies specializing in the industrial, energy and other complementary sectors:

FCC Construcción	Design and execution of civil, industrial and building infrastructures at national and international level, experience in concession projects and collaboration with companies specialized in various industrial and energy sectors.
FCC Industrial	Design and execution of projects in the industrial and energy sectors. Their service covers everything from the batch construction or turnkey supply of the installation to its operation and maintenance.
Matinsa	Maintenance of large infrastructures such as roads, railways, hydraulic works and execution of forestry works, as well as energy efficiency improvement services.
Prefabricados Delta	Manufacture of a wide range of prefabricated elements for industrial and civil construction.
Megaplas	Company specialized in the design, manufacture, installation and maintenance of corporate image elements for companies operating worldwide.
áridos DE MELO	Extraction, treatment and marketing of aggregates for concrete, bituminous mixtures and granular layers, and artificial gravels.
Convensa	Construction company specialized in railway works, both infrastructure and superstructure. Its offer covers the maintenance and renovation of existing lines and the construction of new stations.

FCC Construcción has extensive experience in measuring, monitoring and being accountable for the sustainability of its projects. Since 1998, the company has been operating under an Environmental Management System certified under the ISO 14001 standard, which includes sustainability indicators and enables environmental performance to be monitored across its projects. This commitment has led to the development and implementation of digital tools, such as DISCON, a proprietary platform for the centralization and monitoring of information and metrics for works and projects integrated into the System.

The monitoring of sustainability indicators is complemented by the application of internationally recognized sustainability assessment certifications for projects and infrastructures, such as ENVISION, BREEAM, LEED and Performance Ladder. FCC Construcción has significant experience in these frameworks, which require continuous measurement and reporting on key sustainability indicators.

In addition, as part of FCC Group, and adapting to current European Union regulations, FCC Construcción reports its sustainability indicators in line with European Union regulations, including the Corporate Sustainability Reporting Directive (CSRD) and the EU Taxonomy for Sustainable Activities. These frameworks improve the transparency and comparability of non-financial information, requiring greater traceability and alignment with the EU's environmental and climate objectives.

Likewise, and on a voluntary basis, it participates in other types of reporting initiatives such as the Global Compact Progress Report (IDP), the Carbon Disclosure Project (CDP), CEOE's Catalogue of Good Business Practices, the Corresponsables Yearbook and the global platform EcoVadis.

As a result of monitoring, transparency and commitment, FCC Construcción publishes different reports annually, including the Sustainability Report, the Greenhouse Gas Report, the Water Footprint Report and, since 2000, this Environmental Communication.

All these reports are compiled and made available for consultation in the Sustainability section of the official FCC Construcción website.

> The sustainability report for the 2024-2025 financial year can be consulted on FCC Construcción's sustainability website : Sustainability Report 2024-2025


1.2. Main magnitudes and circularity of resources

Below, as a result of the activity carried out during 2025, some of the most relevant indicators of environmental performance are shown.

During 2025 there has been a significant increase in productive activity, reflected in the increase of the corresponding indicators. This trend is explained by the type and state of progress of the works, as well as by the construction of several large-scale projects throughout the year. Activities related to railway works, road construction and tunnel excavation, due to their characteristics, involve large volumes of earthworks and, consequently, high energy consumption. Some of the most significant works of this year, in terms of size and metrics, are:

- At the national level, notable projects include the railway works of the UTE Montcada in Catalonia, the access road to La Sagrera Station in Barcelona and the construction of the A-73 motorway section between Quintanaortuño and Montorio in Burgos.
- Internationally, notable projects include the construction of the Rubi Line of the Porto Metro in Portugal, the extension of the Scarborough Metro in Toronto (Canada), the modernization of the Cluj-Napoca-Oradea railway line in Romania and the construction of phase 2 of the Second Avenue metro line in New York (United States).

Undergrounding of the Rodalies R2 railway line in Montcada i Reixac, Barcelona, Spain.

Key works in 2025

NATIONAL

Montcada (Railway work)

Undergrounding of the R2 Cercanías line as it passes through Montcada i Reixac (Barcelona), within the framework of an action that includes the construction of a tunnel of approximately 4 km, a new underground station and the incorporation of a third track to increase the capacity of the infrastructure.

The route begins in the surroundings of Can Sant Joan and reaches depths of up to 35 meters, crossing areas of high geotechnical complexity. This action will improve urban permeability between the different neighborhoods of the municipality and will allow the integration of the railway infrastructure into the urban environment.

La Sagrera Station (Railway work)

Construction of railway access to the future La Sagrera station (Barcelona), developed in two sections with a total length of 2.5 km.

The works cover the platforms of the entrance and exit tracks, as well as the conventional gauge railway superstructure, within one of the main transport nodes in the country.

Nou Mestalla (Sports facilities)

Development of the roof structure of the Nou Mestalla (Valencia), a stadium with a capacity to accommodate 70,000 spectators. The work is part of the reactivation of one of the main sports infrastructures currently under construction in Spain.

Quintanaortuño (Roads)

Construction of 11.5 km of the A-73 motorway between Quintanaortuño and Montorio (Burgos). The works include earthworks, structures, drains and associated links, improving connectivity and traffic conditions along this corridor in northern Spain.

Legazpi Market (Unique building)

Refurbishment of the old Fruit and Vegetable Market in Legazpi (Madrid) for its conversion into a municipal administrative complex. The intervention will house more than 2,500 jobs, making the conservation of the heritage elements compatible with the functional adaptation of the building.

Key works in 2025

INTERNATIONAL

Hanseatic, Germany (Facilities & Factories)	Development of a liquefied natural gas (LNG) regasification terminal in Stade, carried out together with Técnicas Reunidas. The facility will strengthen the capacity to receive, store and distribute gas in the European energy market.
Rubí Line, Portugal (Railway work)	New Porto Metro line between Casa da Música and Santo Ovídio, with a length of 6.3 km. The contract includes eight stations, a new bridge over the Douro River, intermodal connections, car parks and various auxiliary structures to improve metropolitan connectivity between Porto and Vila Nova de Gaia.
Amsterdam, Netherlands (Roads)	Remodeling 10.4 km of the A9 motorway in Amsterdam, by expanding road capacity, adapting junctions and structures and burying 1.5 km of route.
Metro Scarborough, Canada (Railway work)	7.8 km extension of the Toronto subway network to improve public transport coverage in the Scarborough district. The infrastructure incorporates tunnels, stations and associated works aimed at increasing the capacity and accessibility of the network.
Cluj Napoca, Romania (Railway works)	Modernization of the Cluj-Napoca–Oradea–Episcopia Bihor railway line through track renovation, electrification, signaling, structures and stations. The action will increase operating speeds and the capacity of the corridor for passenger and freight services.
Second Avenue Metro (Railway work)	Design and construction of Phase 2 of the IND Second Avenue Line of the New York City Subway. The works include the excavation of a new 2.56 km tunnel, the adaptation of an existing 762-meter section and the execution of new stations in Harlem, expanding the coverage of the metropolitan network.
Barwon Heads Road, Australia (Roads)	Development of the second phase of improvements to Barwon Heads Road in the state of Victoria. The works include increasing the road's capacity, adding new intersections and constructing associated structures to enhance the safety and functionality of this strategic access corridor to Geelong.

Consumption

- **913,911 GJ** — Power consumption
- **1,463,697 m³** — Water consumption
- **22,835,295 t** — Material consumption
- **63,694 GJ** — Renewable energy consumption
- **65,608 m³** — Recycled water
- **9,832,464 m³** — Soil and debris reused on construction sites

Waste

- **754 t** — Hazardous waste
- **7,689,630 t** — Waste
- **1,389,100 m³** — Spilled water
- **7,688,876 t** — Non-hazardous waste
- **7,301,992 t** — Waste sent to be recovered
- **457,431 m³** — Treated water

Emissions

- **1,012,779 tCO_2eq** — Verified GHGs
- **194,362 tCO_2eq** — GHGs avoided
- **411 t** — Total dust emissions
- **2,135 t** — Particles avoided

1.3. Environmental Milestones 2025

JANUARY

Double Materiality Analysis and preparation of the Non-Financial Information Statement (NFIS) in compliance with corporate sustainability reporting requirements.

FEBRUARY

Second edition of the Carbon Footprint Training Course in accordance with the ISO 14064 standard for Greenhouse Gases, aimed at FCC Construcción employees involved in the process of calculating and verifying emissions.

First edition of the Water Footprint Training Course aimed at FCC Construcción employees responsible for calculating and verifying corporate water consumption.

Calculation and verification of Megaplas in the Carbon Footprint according to the ISO 14064 standard for Greenhouse Gases.

MARCH

Development of the FCC Wise tool (Carbon-Water Integrated Sustainability Evaluation), a proprietary technological solution for the integrated calculation of environmental footprints (Carbon Footprint and Water Footprint).

APRIL

FCC CConstrucción's first Water Footprint certification in accordance with the guidelines of the Water Footprint Network (WFN), covering all activities at the national and international level.

FCC Construcción Carbon Footprint Certification, in accordance with the ISO 14064 standard for Greenhouse Gases.

Collaboration in the development of the course "Sustainability in the Infrastructure Construction Sector", developed jointly with CEOE Campus and SEOPAN.

Participation in the "Tierra de Sahagún" CO_2 absorption project, located in the province of León (Spain), for the compensation of the company's Greenhouse Gas (GHG) emissions.

JUNE

Renewal of level 5 (highest achievable) of the CO_2 Performance Ladder certification for the A9 BaHo Motorway Expansion project (Netherlands), which demonstrates comprehensive knowledge of energy consumption and CO_2 emissions, with a commitment to reducing 3,750 tons of CO_2 annually.

Obtaining the Madrid Excelente seal with an improvement in the score obtained in the Environment field compared to previous years.

Calculation and verification of Matinsa's Carbon Footprint in accordance with the ISO 14064 standard for Greenhouse Gases.

JULY

Publication of FCC Construcción's Climate Action Policy, which establishes the company's strategic framework in the face of climate change.

Publication of the CFO Annual Implementation Progress Report on SDG Investments and Finance 2025, which reflects FCC Construcción's progress in integrating the Sustainable Development Goals (SDGs) into its investment and financing decisions, consolidating its commitment to transparency, sustainable financing and active contribution to the 2030 Agenda.

Publication of FCC Construcción's 2025 Sustainability Report.

Calculation and verification of Áridos de Melo in the Carbon Footprint, based on the MITECO Calculator.

Calculation and verification of Prefabricados Delta's carbon footprint in accordance with the ISO 14064 Greenhouse Gas Standard.

Global Compact Progress Report (IDP) Annual Report.

SEPTEMBER

Independent participation, for the second consecutive year, in the Carbon Disclosure Project (CDP), obtaining a B rating in the evaluation of corporate climate performance.

OCTOBER

Renewal of the "Calculo, Reduzco y Compenso" seal in the 2024 Carbon Footprint Registry awarded by the Ministry for Ecological Transition and the Demographic Challenge (MITERD).

Calculation and verification of FCC Industrial in the Carbon Footprint in accordance with the ISO 14064 standard for Greenhouse Gases.

NOVEMBER

Study of the alignment of FCC Construcción's construction activities with the criteria of the European Environmental Taxonomy.

DECEMBER

Obtaining the Zero Waste Certification from AENOR in the Project for the execution of the works of the Variante de Benissa, N-332 road (Spain), achieving 99.99% in the recovery of generated waste.

Acquisition of Guarantee of Origin (GO) Certificates for 100% of FCC Construcción's electricity consumption in Europe during 2025, ensuring the renewable origin of the energy consumed.

Sustainability Training Program aimed at suppliers and subcontractors of FCC Construcción, developed in collaboration with NTT Data to extend the environmental commitment to the supply chain.

Comprehensive improvement of the methodology for calculating FCC Construcción's Carbon Footprint, incorporating significant changes in both the scope and the methodological criteria applied, to more accurately reflect the company's actual environmental performance.

Responsible Actions Implemented in 2025

Below are some specific cases of the responsible actions carried out during the development of FCC Construcción projects.

Spain
Installation of photovoltaic modules in road maintenance vehicles - Matinsa.

Portugal
Photovoltaic panels for self-consumption - Parque de Maquinaria Ramalho.

Canada
On-site speed control - GO Rail Expansion On-Corridor Works, Ontario.

Romania
Emissions Monitoring & Reduction - Lugoj-Timișoara East.

Spain
Preparation of noise measurement report – San Pedro Luminora photovoltaic plant.

Portugal
Cleaning point - Metro Mondego.

Spain
Wastewater Treatment and Reuse – Anillo Insular.

Spain
Obtaining Zero Waste Certification – UTE Benissa.

Spain
Reuse of vehicles as support for safety systems - Matinsa.

Romania
Ballast Decontamination - Lugoj-Timișoara East.

Spain
Reuse of granite blocks - New ONCE Headquarters.

Canada
Protecting the Plant Species Present on the Site - Go Rail Expansion On Corridor Ontario.

Romania
Biodiversity control - Lugoj-Timișoara East.

Chile
Landscape Restoration – Industrial Bridge.

Romania
Archaeological site - Lugoj-Timișoara East.

Romania
Communication and complaint management - Lugoj-Timișoara East.

Spain
Collaboration for the calculation of the Carbon Footprint – Regadíos Llardecáns.

Responsible Actions 2024/2025

Netherlands
Calculation of environmental economic indicators – A-9 motorway.

Netherlands
CO_2 Performance Ladder Certification – A-9 Motorway.

Portugal
Electric vehicle fleet - Rubí Line, Porto Metro.

Spain
Use of LED strips to illuminate construction sites – Hospital de Salamanca.

Canada
Dust Reduction - GO Rail Expansion On-Corridor Works, Ontario.

Portugal
Dust reduction - Pedreira do Alvito.

Spain
Dust reduction through irrigation – Nuevo Hospital Aranda del Duero.

Portugal
Noise study and installation of barriers - Rubí Line, Porto Metro.

Canada
Sound Barriers - Pape Tunnel Metro Ontario.

Portugal
Water Reuse and Industrial Wastewater Treatment - Rubí Line, Porto Metro.

Portugal
Wastewater control - Pedreira do Alvito.

Portugal
Groundwater monitoring - Rubí Line, Porto Metro.

Portugal
Hydrocarbon and sediment containment barriers - Rubí Line, Porto Metro.

Portugal
Wastewater control - Pedreira do Alvito.

Canada
Discharge Neutralization and Water Turbidity Reduction - GO Rail Expansion On-Corridor Works, Ontario.

Chile
Installation of anti-turbidity barriers in the river – Puente Industrial.

Spain
Benthic sediment treatment – UTE Montcada.

Portugal
Waste Park – Conduta de Morgavel.

Canada
Detailed On-Site Waste Sorting - GO Rail Expansion On-Corridor Works, Ontario.

Spain
Management and treatment of excavated material – UTE Montcada.

Responsible Actions 2024/2025

Netherlands
Reuse of beams – A-9 motorway.

Portugal
Ballast reuse - Mira Sintra - Meleças - Torres Vedras section.

Spain
Protection of birdlife - East Railway Bypass of Valladolid.

Chile
Wildlife Protection – Industrial Bridge.

Portugal
Ecological monitoring of the Douro Estuary - Rubí Line, Porto Metro.

Portugal
Monitoring and protection of Botanical Heritage - Rubí Line, Porto Metro.

Portugal
Transplanting of plant species - Monsaraz Reguengos Hydraulic Circuit.

Canada
Community Engagement - Pape Tunnel Metro Ontario.

Canada
Safety Observation and Near Miss Program - Pape Tunnel Metro Ontario.

Canada
Environmental Care - GO Rail Expansion On-Corridor Works, Ontario.

Chile
Environmental Maintenance – Industrial Bridge.

Spain
Settling pond – Aranda del Duero Hospital.

Legend

- Relationship with society
- Water discharge
- Waste generation
- Land use planning
- Atmospheric emissions
- Land occupation, contamination and loss
- Biodiversity
- Noise and vibrations generation
- Use of natural resources
- Climate change

2.

Managing our environmental footprint

2.1. Environmental Policy

FCC Construcción believes that taking care of the environment is essential to generate value for society, as well as for its shareholders. It does so through infrastructures and services that improve people's quality of life, in an efficient, sustainable and safe way. To this end, it has developed an **Environmental Policy**, approved and disseminated at all levels of the organization.

This policy has the explicit approval of Senior Management, ensuring its integration into strategic and operational decision-making. This support is reflected in the allocation of resources, the establishment of objectives and the direct oversight of compliance, thereby ensuring that all actions are aligned with the 2023–2026 Sustainability Strategy.

The foundations of this policy are continuous improvement, pollution prevention, the protection of biodiversity and water resources, as well as combating climate change and supporting the transition to a circular economy. Similarly, it highlights the importance of strategic planning to reduce the environmental footprint and promote sustainable practices in each project.

1. The compliance with regulations, laws, and other applicable commitments undertaken by the company.
2. Continuous improvement through the analysis and minimization of environmental incidents arising from the company's activities, as well as actions aimed at pollution prevention, protection and conservation of biodiversity and water resources, combating climate change, and promoting a circular economy.
3. The involvement of stakeholders (both internal and external) in evironmental management.
4. The establishment of a plan to reduce environmental impacts.

This policy reflects corporate values: commitment, efficiency, excellence, respect for the environment, innovation, integrity, teamwork and care for people.

> FCC Construcción aims to lead the sector due to its ability for innovation and value creation, acting with environmental responsibility in response of new social needs.

2.2. Global climate context

Climate change represents one of the most significant global challenges of our time, with increasingly visible effects on ecosystems, economies and societies. In this context, the construction sector plays a key role both in the generation of emissions and in the ability to adapt to their impacts. According to United Nations sector reports, the construction sector consumes 28% of global energy and represents 37% of global CO_2 emissions, with emissions from the production of construction materials such as cement, steel and glass being especially relevant[1].

FCC Construcción, as an international player in the field of civil engineering and construction, is facing multiple challenges stemming from climate change: from the increase in extreme weather events, heat waves and droughts, to regulatory pressure and the evolution of the expectations of its stakeholders. These factors directly impact on its operations, infrastructure design, supply chain and strategic planning.

At the same time, the current context opens new opportunities to move towards more sustainable, resilient and low-carbon construction models through innovation in materials, energy efficiency, circular economy and digitalization.

[1] Global Status Report for Buildings and Construction 2024/2025 I UNEP - UN Environment Programme.

The construction industry

28% of global energy consumed

34% of global CO_2 emissions

> FCC Construcción is ahead of global environmental challenges by aligning its strategies with the 2030 Agenda and the European Green Deal, promoting sustainable construction and the circular economy.

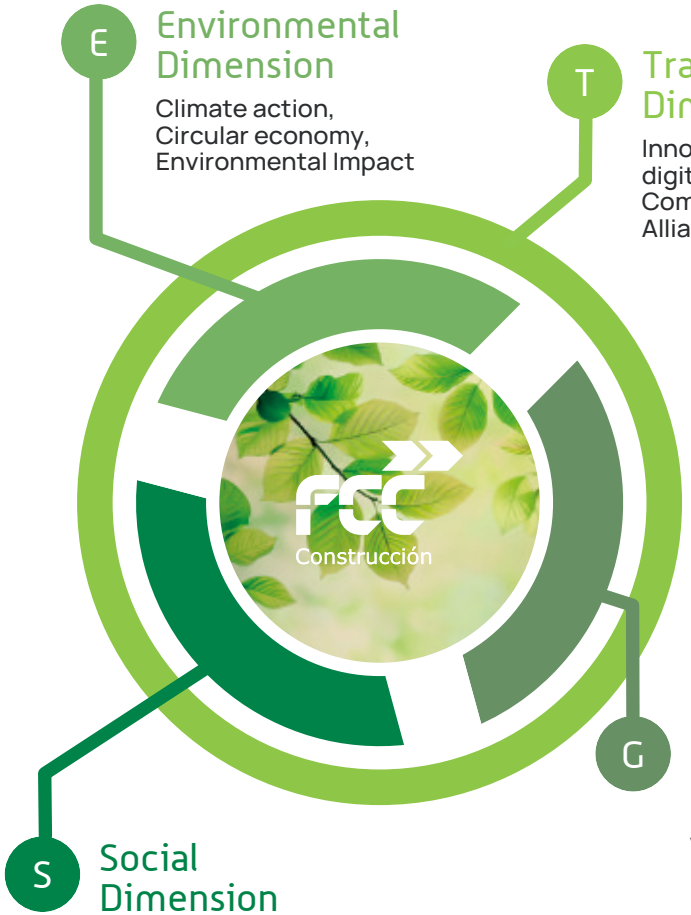
2.3. Environmental Strategy

FCC Construcción, in its Sustainability Strategy, expresses its commitment to responsible development. The Strategy is structured around the three ESG dimensions (Environmental, Social and Governance), together with a fourth dimension, the Cross-Cutting Dimension. It establishes a roadmap with concrete and measurable objectives in the short, medium and long term (2026, 2030, 2050 respectively), which set the course towards sustainability in the sector.

> FCC Construcción aims to lead the transformation of the construction sector through innovation, digitalization, the circular economy and climate action, integrating ethical and responsible practices throughout its value chain. It also actively promotes diversity, equality, job security and respect for human rights, fostering inclusive and resilient environments.

A-9 Motorway. Badhoevedorp-Holendrecht, the Netherlands.

Sustainability Strategy 2023-2026



Environmental Dimension

Commitments are established in climate action, circular economy, and environmental impact through measures aimed at decarbonization, energy efficiency, responsible waste management, and biodiversity protection. With these initiatives, FCC Construcción advances toward more sustainable and resilient construction models, aligned with the goals of the Paris Agreement and the European Green Deal.

Social Dimension

The strategy includes measures to ensure respect for human rights, generate a positive impact on local communities, foster talent development, strengthen health and safety at work, and promote diversity and equality.

Governance Dimension

The governance dimension focuses on fostering an ethical and compliant culture, responsibly managing the value chain and integrating ESG (Environmental, Social, and Governance) risks into business planning.

Transversal Dimension

This dimension encompasses the previous three. It drives innovation and digitalization of processes, knowledge management, and the adoption of methodologies such as BIM, along with strengthening internal and external communication. Additionally, it promotes collaboration with industry entities and international organizations to advance sustainable practices.

FCC Construcción's Sustainability Strategy reflects a comprehensive vision of responsible development with a strong environmental component as the backbone. This approach, aligned with the Sustainable Development Goals, places FCC Construcción as an active agent in the ecological transition of the sector.

The sustainability strategy can be consulted on the FCC Construcción website: SUSTAINABILITY STRATEGY 2023–2026

2.4. Climate Change Strategy

Climate Change is one of the most significant challenges facing society today and requires all sectors to be involved in the implementation of concrete measures to reduce GHG (Greenhouse Gas) emissions.

Aware of the urgency of the matter, FCC Construcción developed its **Climate Change Strategy**, which is part of and extends the Environmental Dimension of the Sustainability Strategy to 2050, to address the strategic line of **Climate Action.**

In its development, a comprehensive study of the risks and opportunities of climate change has been carried out, as well as the economic repercussions that these may have on assets and investments, all under the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD).

This is structured in three lines of action for its actions and objectives, which are:

Mitigation
Moving towards climate neutrality.

Adaptation
Solutions for climate resilience in construction.

Improving
Climate change governance.

The complete climate change strategy can be consulted on the FCC Construcción website:
CLIMATE CHANGE STRATEGY 2023–2026

Riyadh Metro Tunnel Boring Machine, Riyadh, Saudi Arabia.

2.5. Management and Sustainability System

In 1994, FCC Construcción became one of the pioneering companies in the sector to implement a Quality Management System in accordance with the ISO 9001 Standard. Four years later, this system evolved into an Integrated Quality and Environmental Management System, obtaining ISO 14001 certification.

Since then, the Integrated System has undergone a profound evolution and maturation within the organization, progressively incorporating new key areas such as information security, R+D+i, collaborative working relationships, information management through BIM models and occupational risk prevention, until it is consolidated as **FCC Construcción's current Management and Sustainability System.**

Through this link to the FCC Construcción corporate website, the System's certificates can be consulted: **FCC Construcción: Construction Systems and CSR - FCCCO.**

This Management System is based on different proprietary digital tools that allow FCC Construcción to collect and analyze large volumes of data from its construction sites and fixed centers in different geographies, which facilitates the monitoring of its indicators and objectives to study its sustainability performance and propose improvement actions.

One of the most relevant tools is DISCON, mentioned above, designed to facilitate the correct implementation of Quality and Environmental Management Systems in the organization's construction sites and fixed centers.

> FCC Construcción has a robust environmental management system, based on the compilation of precise indicators that allow the performance be monitored, risks to be anticipated and continuous improvement to be guaranteed in all its works and centers.

Guillermo Gaviria Echeverri Tunnel. Antioquia, Colombia.

2.5.1. Aspects, Risks and Opportunities

The identification and evaluation of the Aspects, Risks and Opportunities, a requirement of the System, is essential to guarantee the sustainability of FCC Construcción's activities. This process makes it possible to act on possible risks and anticipate potential impacts, both in the design phase and during the execution of the worksites, so that measures can be established that not only ensure regulatory compliance but also the protection of the environment.

Through the application of the DISCON System, each FCC Construcción worksite and fixed center can easily identify its environmental and social aspects associated with each of its work units, and assess which of them are significant and, therefore, require priority actions. In addition, it facilitates the task of identifying environmental aspects in emergency situations and drawing up Emergency Plans to prevent phenomena such as fires, earthquakes or hurricanes from having an even greater impact on the environment.

In the same way, the risks and opportunities, as well as the possible impacts, of the projects, can also be identified in a simple way, and actions can be established aimed at reducing these risks and maximizing opportunities. In the System itself, to facilitate this task, some of these most common actions have been identified, of proven efficiency, in such a way that the projects can have a baseline.

Thanks to this methodology, FCC Construcción turns environmental management into a dynamic process that combines control, learning and commitment, ensuring that each project contributes to sustainability and the protection of the natural environment.

FCC Construcción promotes sustainability through its System of Good Environmental and Social Practices®, a pioneering tool that goes beyond legal compliance. This system allows:

- Identify and evaluate environmental aspects and risks from the design to the execution of works.
- Apply preventive measures adapted to each project, promoting innovation and continuous improvement.
- Reducing environmental impacts through effective voluntary actions.
- Promote environmental responsibility as an integral part of the corporate culture.

2.5.1.1. Significant Environmental and Social Aspects

From the potential environmental and social aspects identified by the worksites and centers, only those that are of significant relevance require action. Therefore, in order to focus the effort and achieve good results, it is determined which of these aspects are significant and, therefore, may have a possible impact on the environment and communities.

To determine these significant aspects, an evaluation is carried out. This evaluation, at FCC Construcción, has been carried out in such a way that, by incorporating questions related to the characteristics of the projects and the combination of two variables, the **magnitude of the impact** and the importance, the significance of the aspects can be obtained.

Magnitude

Magnitude of the environmental aspect or degree of alteration to the environment: in terms of quantity, volume, surface, duration of the impactful action, etc.

Importance

Importance or sensitivity of the medium receiving the impact. In other words, it measures the impact that appearance may have depending on the environmental and social environment of the work.

Fira Barcelona Expansion Project, Spain.

The evaluation of the identified aspects is carried out at the beginning of each project and on an annual basis. In the event of significant changes during the execution of the work, this evaluation is reviewed more frequently.

FCC Construcción has also established strict criteria for evaluating aspects, which allow this assessment to be as objective as possible. The Environmental Aspects groups identified by FCC Construcción in the worksites are:

Emissions into the atmosphere

Use of natural resources

Waste generation (hazardous, inert or urban)

Land use planning / urban environment / relationship with society

Environmental accidents

Noise and vibration generation

Water discharges

Occupation, pollution and soil loss

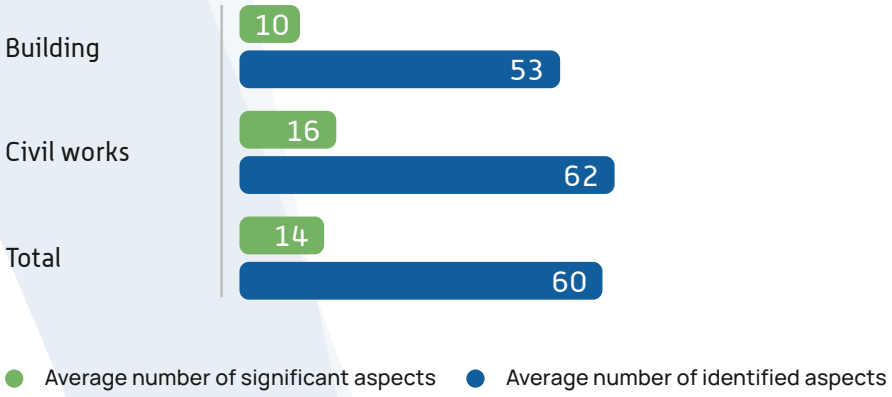
Radiation emission: Use of radioactive sources

Occupation of watercourses or seabeds, and Water catchments

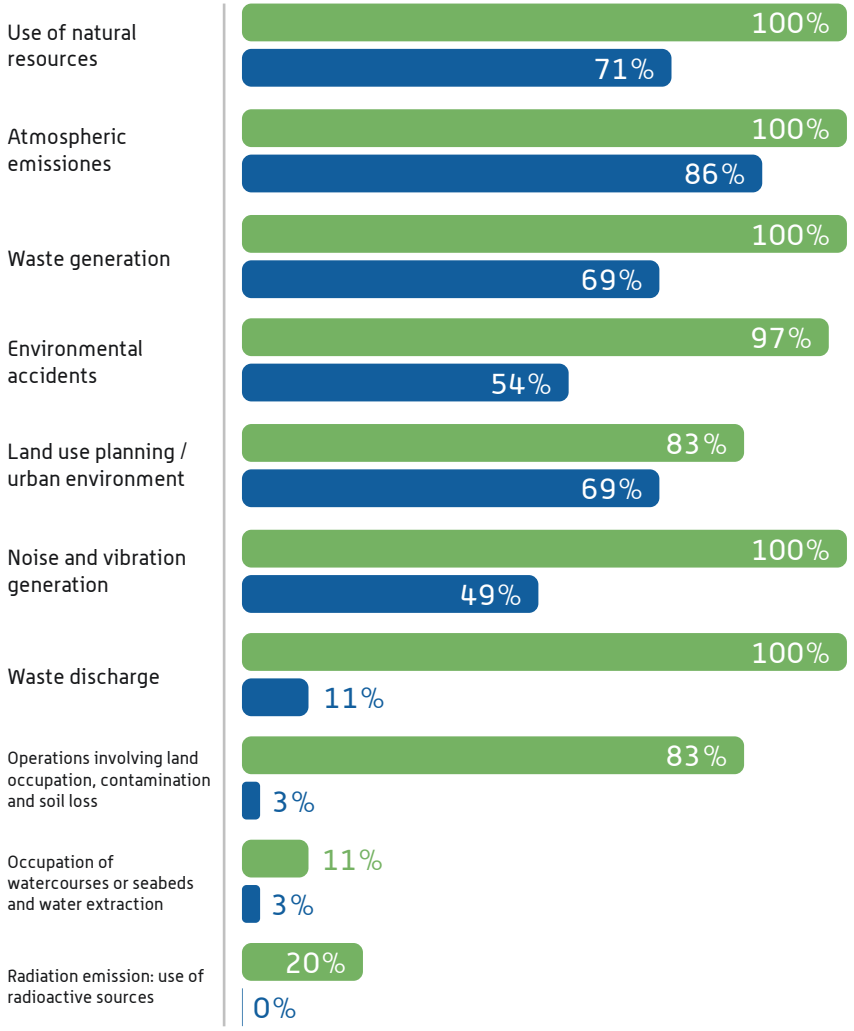
The most common environmental and social aspects in projects, as well as the significant aspects, will vary depending on whether it is a fixed center or a construction site. In the case of the works, they will depend on factors, among others, such as the typology (civil or building), the specific characteristics (linear, industrial, maritime, underground works, etc.), their location (urban area, protected areas, etc.) and the phase of the project in which it is located.

In 2025, with a total of **116 active worksites** covered by FCC Construcción's Environmental Management System, the following environmental aspects have been identified according to the typology mentioned before:

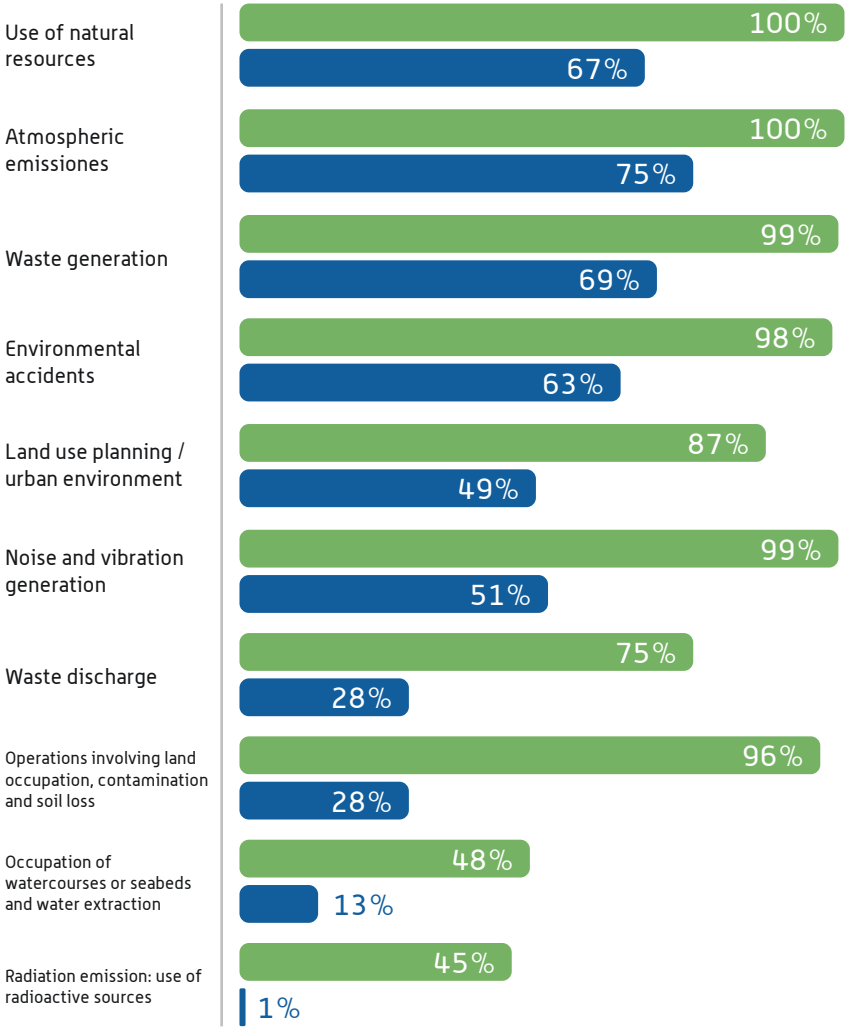
Environmental and Social Aspects identified in 2025



Aspects identified in Building projects in 2025



Aspects identified in Civil Work projects in 2025



Global distribution of environmental aspects 2025

> In general, the most significant Environmental and Social Aspects, present in more than 60% of FCC Construcción's works, are the generation of emissions into the atmosphere, the use of natural resources, the generation of waste, land use planning and environmental accidents.

For more information on the significant aspects of FCC Construcción, please refer to Annex II: Significant environmental aspects 2025.

2.5.1.2. Action on Risks and Opportunities

Since 2017, FCC Construcción has had a specific procedure for the identification of risks and opportunities implemented in its data reporting tool. From this tool, the worksites collect their environmental and social data, determine and evaluate their aspects, establishing which are significant, and identify possible impacts, risks and opportunities.

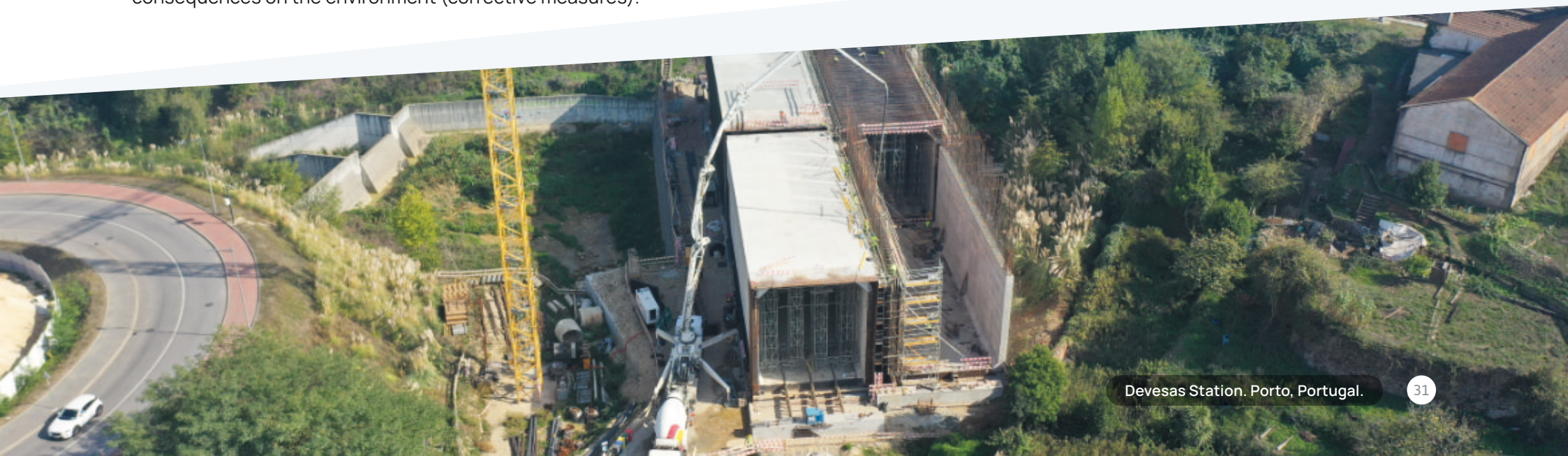
The identification of the risks that, if they materialize, may cause impacts on the environment where the activity is carried out, helps to implement the most effective actions to avoid, minimize or mitigate the potential impact.

Similarly, opportunities are identified with the aim of taking advantage of the possible environmental and social advantages that may arise in the execution of the projects.

Based on the analysis of the risks identified, FCC Construcción draws up the action strategy associated with each risk, which will reduce the occurrence of the impact (preventive measures) or, if the impact is unavoidable, minimize its effect and negative consequences on the environment (corrective measures).

Risk identification helps put in place the best actions to avoid, minimize or mitigate potential impacts.

During 2025, risks and opportunities were identified in a total of 149 facilities, corresponding to 111 works and 38 fixed centers. As a result of this process, 9,932 risks and opportunities were detected, for which 15,275 actions were defined. Of these actions, 3,605 were carried out in building projects, 10,862 in civil works and 808 in fixed centers.



Devesas Station. Porto, Portugal.

General Data on Environmental and Social Risks and Opportunities

Risks and opportunities	Building	Civil works	Fixed centers	Total FCC Construcción
No. of works with environmental risk-opportunity data/No. of total works	34/35 (97%)	77/83 (93%)	38/39 (97%)	149/157 (95%)
Total number of risks/opportunities identified	2,343	7,159	430	9,932
Average number of risks/opportunities identified by site/project	68.91	92.97	85.60	11.32
Total number of actions identified to address risks by site/project	3,229	8,242	789	12,260
Average number of actions identified per center/project	106.03	141.06	130.33	21.26
Risks/opportunities without defined actions (%)	0%	0%	0%	0%

Annex III: Risks, opportunities and environmental actions, shows the actions that have most commonly been applied in FCC Construcción's worksites and fixed centers in 2025. In addition, the main risks and opportunities identified by environmental aspects and an expansion of the information on actions to address risks and opportunities can be consulted.

Lusail Pedestrian Bridges. Qatar.

FCC Construcción System of Good Environmental and Social® Practices

In 2000, FCC Construcción established, as part of its Management and Sustainability System, a **System of Good Environmental and Social Practices®**[2], pioneer in the construction sector, through which construction sites and fixed centers are encouraged to implement, on a voluntary basis, actions aimed at protecting the environment.

The Good Practice System consists of a catalogue of actions with proven effectiveness and a favorable cost-benefit ratio. These practices can be implemented in common risk situations that may entail environmental or social impacts, and whose effectiveness has been demonstrated.

These actions go beyond the requirements set by the environmental legislation itself, by third parties, such as the Environmental Impact Statement, or by the client itself, and their application is voluntary.

The actions selected by the works and fixed centers become part of the environmental planning process. It should be noted that each work can select the actions it considers most suitable or applicable depending on the activities that are developed. In this way, the difficulty represented by the heterogeneity of projects is overcome, which makes it unfeasible to apply the same actions uniformly in all worksites.

The system is also designed as a tool for sensitization and awareness that allows knowledge to be shared and to guide site managers to make decisions that contribute to reducing the impact of projects on the natural environment and communities.

[2] ® FCC Construcción 2009. "System for evaluating environmental performance through Good Practices".

In addition, thanks to the systematization and unification of the criteria for measuring the results of the System of Good Environmental and Social Practices, FCC Construcción can know and compare the degree of effectiveness of its actions, as well as learn from the undesired results that may have been caused, so as not to repeat them in the future.

> The System of Good Environmental and Social Practices® provide those responsible for the worksites with a catalogue of actions of proven effectiveness and a good cost-benefit ratio that can be implemented, voluntarily, to minimize the risks or impacts generated.

Likewise, FCC Construcción established as an Objective of the Management System, for its continuous improvement, that 90% of its works will achieve a minimum of 60 points through the application of voluntary Good Practices, to promote the implementation of these actions and reinforce their environmental and social performance in the environment.

Therefore, the Good Practices System is based on objective scoring criteria. To achieve this objective, the works must select all the Environmental and Social Good Practices that are applicable according to their characteristics, which will give them different scores depending on their selection and their final applicability.

The value obtained for each selected Good Practice will be the result of the following equation:

Importance		Goal
It is valued from 1 to 3 and is directly proportional to the scope or effort derived from its application (whether economic, technical or logistical).	X	It is valued from 1 to 3, and the higher the degree of implantation, the greater the value attributed to it.

This system means that FCC Construcción projects must implement as many Good Practices as necessary to achieve the common objective. It is important to note that in no case can they refer to external requirements, so their application will always be within the scope of voluntariness and therefore constitutes a good indicator of the company's environmental and social performance.

In addition, the effectiveness of the environmental and social actions implemented is subjected to an in-depth analysis at least every four months. This review allows us to assess the real impact and performance of the measures adopted.

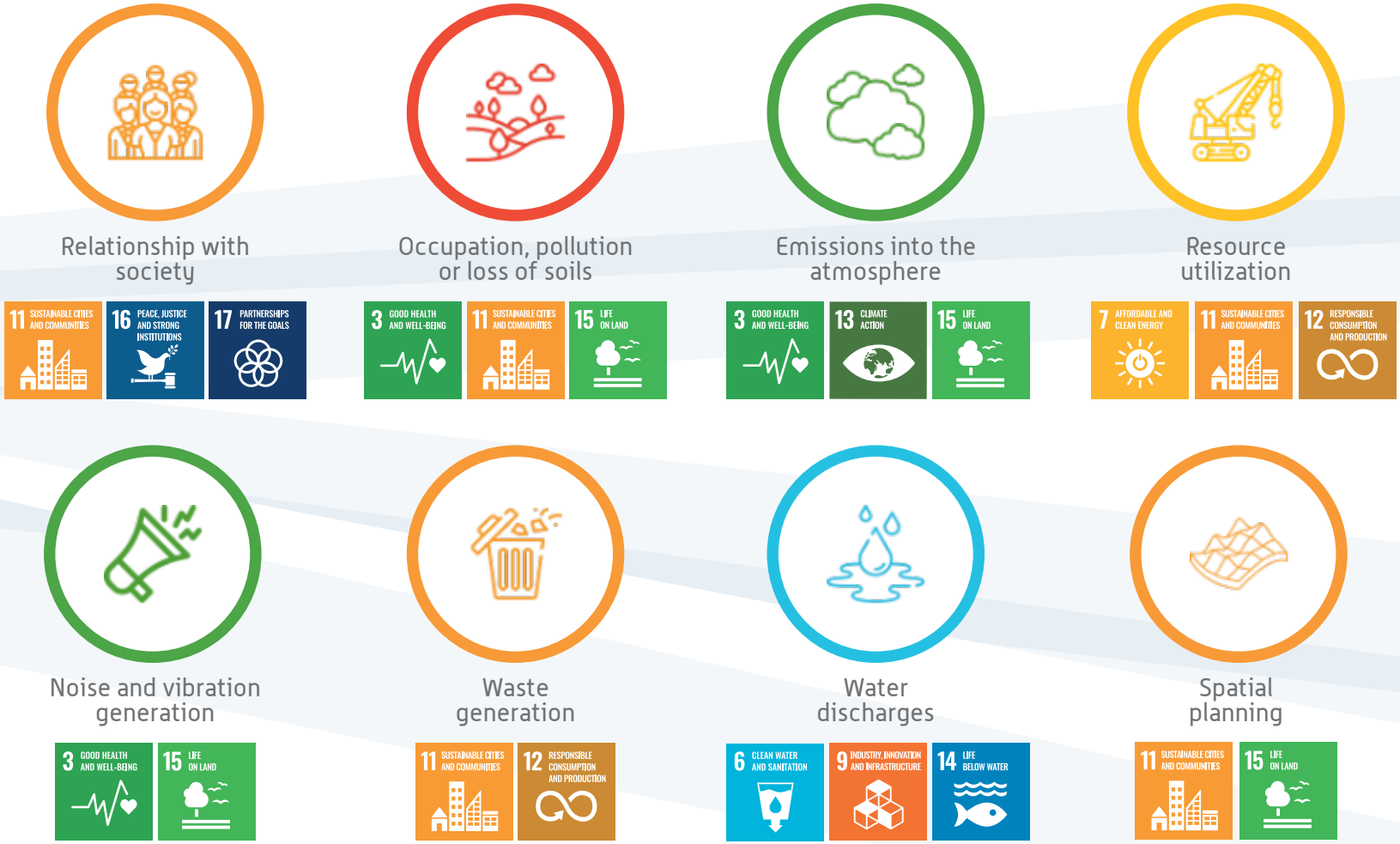
And, if necessary, pertinent settings and adjustments are made immediately to guarantee the optimal operability and maximum effectiveness of our practices.

The general data on Good Practices applied in 2025 were as follows:

GENERAL DATA	Building		Civil Works		Total	
Number of works that provide data on good practices	34	35	82	83	116	118
	97%		99%		98,3 %	
Average number of good practices applicable per work	26		26		25	
Average number of good practices applied per work	24		24		23	

Guillermo Gaviria Echeverri Tunnel. Antioquia, Colombia.

FCC Construcción's System of Good Environmental and Social Practices® is divided into eight main categories associated with the groups of environmental aspects and risks that are most identified on construction sites:



The main Good Environmental Practices® applied by FCC Construcción in the 2025 financial year can be consulted in Annex IV: Good Practices ® applied by FCC Construcción.

2.5.1.3. Main Good Practices applied on site

The application of good practices aims to address the different significant environmental and social risks identified in each worksite, so that their minimization or elimination is achieved.

Below is a summary of the main environmental aspects identified in 2025, selected for their percentage of incidence, and the Good Environmental Practices ® that have been most commonly applied to prevent or minimize their occurrence:

Dust emissions and impact on the construction site environment

Most significant environmental aspects and percentage of impact on projects	
Dust emission from machinery circulation	31%
Effect on the territory or urban environment due to the transport of debris.	30%
Dust emission due to earthworks: excavations and fills, clearings and embankments	26%
Dust emission from earth transport	25%
Dust emission from demolitions	25%
Emissions associated with the use of refrigeration and air conditioning equipment.	23%
Good Practices as a Response	
Use of trunks for the dumping of debris from a height and covering the containers with tarpaulins.	
Adequate speed control of vehicles on site.	
Use of molecular action sprayers in strategic places.	
Proper maintenance of the machinery that operates on the site.	
Paving construction roads to reduce dust raising.	
Dust reduction by irrigation with road water and stockpiles.	

Resource consumption

Most significant environmental aspects and percentage of impact on projects	
Electricity consumption.	32%
Steel consumption (structural and corrugated).	23%
Water consumption for irrigation of earthworks and pavements.	23%
Consumption of granular material.	20%
Consumption of bricks.	13%
Consumption of diesel, gasoline, fuel oil.	13%
Good Practices as a Response	
Use of materials recovered from other worksites.	
Use of recycled aggregates instead of loan filler	
Use of recycled water for irrigation, provided that it meets the necessary quality conditions.	
Reuse of effluents and process wastewater.	
Use of renewable energies (self-consumption, GoO).	
Prioritize cleaner electricity supply options.	

Reusing groundwater from underground drainage, rainwater or surplus water, as long as it reaches the minimum required quality levels, to irrigate roads or stockpiles or to wash machinery reduces water consumption on construction sites.

Waste generation

Most significant environmental aspects and percentage of impact on projects	
Generation of waste from contaminated empty containers (paints, solvents, oil, glue, etc.)	21%
Generation of surplus excavation land.	21%
Generation of urban waste from the recovery and cleaning of facilities/works.	20%
Generation of hazardous waste: contaminated empty containers (paints, solvents, pickling fluid, polishing fluids, epoxy resins, etc.)	16%
Generation of waste from formwork and molds.	14%
Generation of non-hazardous waste (packaging).	14%
Good Practices as a Response	
Management of excavation surpluses.	
Recovery of construction waste (debris).	
Use of measures to reduce the volume of waste (paper, cardboard, metals, etc.)	
Classification and separation, where appropriate, of construction and demolition waste for individual management.	
Reduction of packaging waste through practices such as requesting materials with returnable packaging from the supplier, reusing contaminated packaging, receiving it with large volume or bulk elements instead of packaging, etc.	

The stabilization of the land through the use of lime or cement avoids the need to empty it, so that the amount of waste generated and resources consumed is reduced, optimizing their management.

Noise and vibration generation

Most significant environmental aspects and percentage of impact on projects	
Noise generation due to demolitions.	22%
Earthwork: excavations and filling, clearings and embankments.	17%
Earthmoving: excavations, fillings and compaction of embankments.	15%
Circulation of machinery.	12%
Foundations.	11%
Use of auxiliary means.	10%
Good Practices as a Response	
Use of modern machinery.	
Incorporation of noise and vibration reduction devices in construction facilities or machinery, such as silencers, noise barriers, silent barriers, shock absorbers, etc.	
Consideration of environmental conditions in the work program.	
Rubber lining in hoppers, screens, mills, containers and/or buckets.	

When the work is carried out in areas of high acoustic sensitivity, noise and vibration reduction devices can be used to minimize the nuisance arising from the activity.

Among the measures highlighted to mitigate noise sources is the installation of temporary acoustic barriers, with the possibility of using acoustic screens, or using elements such as construction huts or earth stockpiles.

Environmental safety on site

Most significant environmental aspects and percentage of impact on projects	
Environmental accident due to fires in storage area of flammable/combustible substances (wood, paper, etc.)	36%
Environmental accidents due to fires as a result of the handling of explosives, welding devices, generators and motors or electrical or explosion equipment.	21%
Environmental accidents due to rupture of buried pipes (electrical, telephone, water, liquid or gaseous hydrocarbons).	15%
Good Practices as a Response	
Adoption of environmental signage on the site helps to inform and raise awareness among the personnel working on the site.	
Separation of flammable materials from ignition sources	
Environmental training of at least four hours for production personnel from managers to operators.	

The handling and storage of hazardous substances and waste on construction sites is one of the activities that can present significant risks to the environment. Possible accidental spills during the transport, storage and use of this type of substance must always be prevented and avoided. For this purpose, buckets are used in roofed areas.

Spatial planning

Most significant environmental aspects and percentage of impact on projects	
Operations that involve dirt at the entrance and exit of the work. Mud and loose materials.	36%
Falling granular material during transport.	29%
Recovery and cleaning of facilities / work.	10%
Execution of access roads.	10%
Operations that entail inconvenience to pedestrians and occupation of sidewalks and transit areas.	9%
Good Practices as a Response	
Use of means to avoid dirt at the entrance and exit of the work.	
Prevention of the fall of debris on public roads or adjacent buildings.	
Restoration of the areas affected by the work facilities.	
Limitation of occupied areas and access.	
Adequate planning of the execution of access roads.	

The worksite actions can generate effects on the environment, such as dirt on public roads, occupation of spaces and disturbance to pedestrian and road traffic. These situations are mainly caused by the movement of vehicles and the transport of materials.

To reduce these impacts, adequate access planning, material control and maintenance of cleanliness in the affected areas are essential.

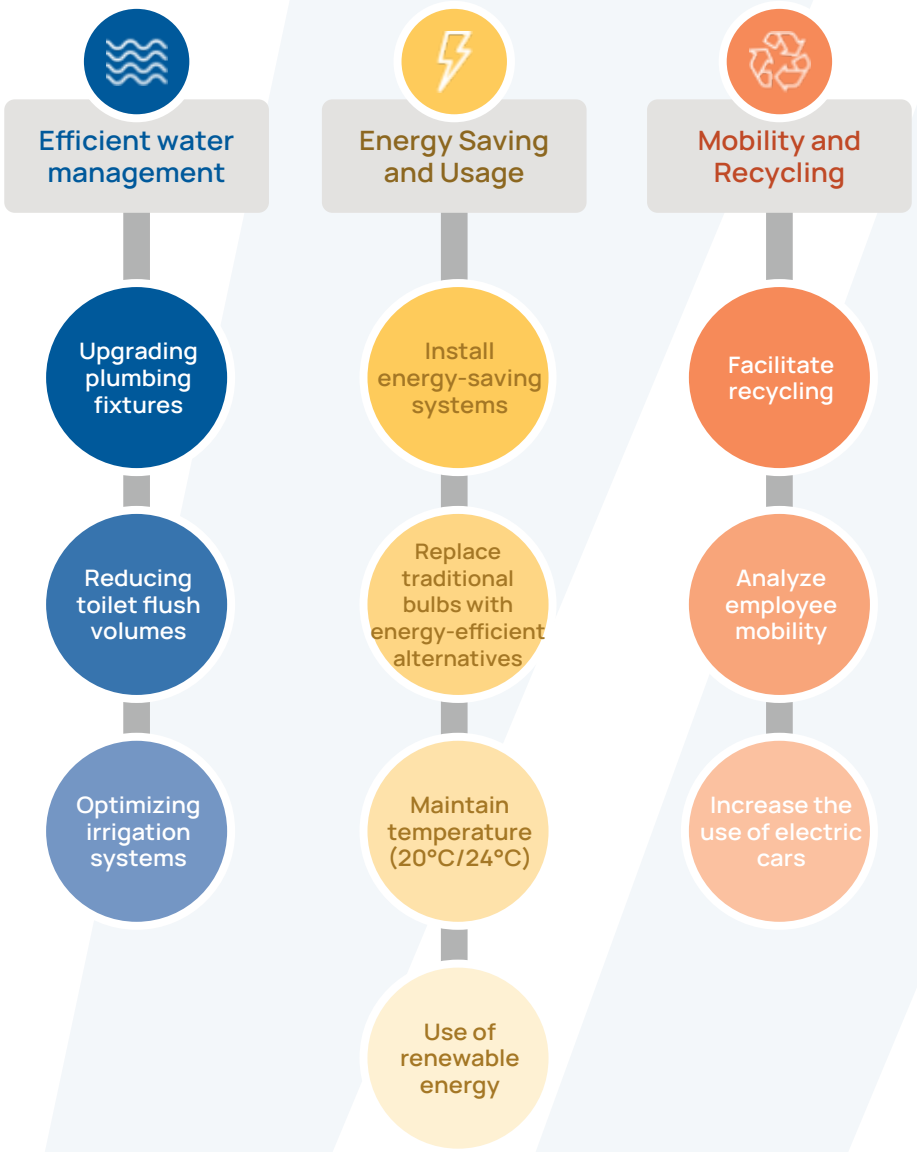
2.5.1.4. Specific Good Practices for Fixed Centers

FCC Construcción also contemplates the application of Good Environmental and Social Practices in Fixed Centers, such as offices, warehouses and machinery parks, especially in those that do not yet have associated works. In these centers, the Good Practice System is simpler and focused on continuous improvement and the constant improvement of operational standards, given that the capacity for action and the relevance of environmental aspects are more limited.

The main objective of these centers is to exceed the Good Environmental Practices® score obtained in the previous year, but without reaching a minimum score. This is achieved through two key pathways:

1. **Achievement of Pending Points**: Successfully implementing those points that were planned but were not previously achieved.
2. **Implementation of New Practices**: Incorporating new Good Environmental Practices® that arise to optimize management and operability.

Some examples of Good Practices in fixed centers are:



2.5.2. Project Monitoring and Follow-up

The Management and Sustainability System would not be efficient without proper monitoring and follow-up of its application in the worksites and fixed centers. This System is designed to facilitate its monitoring through its digital applications, so that the risks and opportunities that may arise from the organization's activity on the environment can be identified early, but also the effectiveness of the actions implemented, both mandatory and voluntary.

FCC Construcción carries out exhaustive monitoring of its works through the System. This analysis is not limited to environmental aspects but also considers the contribution of the sector and the company to employment and the economy. To this end, the System incorporates numerous indicators that vary from those related to the characteristics of the projects, their location and their interaction with the environment, their production and managed volumes of materials used, to the more strictly environmental, and that allow the different footprints of the activity to be calculated.

This monitoring and follow-up of projects is carried out at up to three levels within the organization:

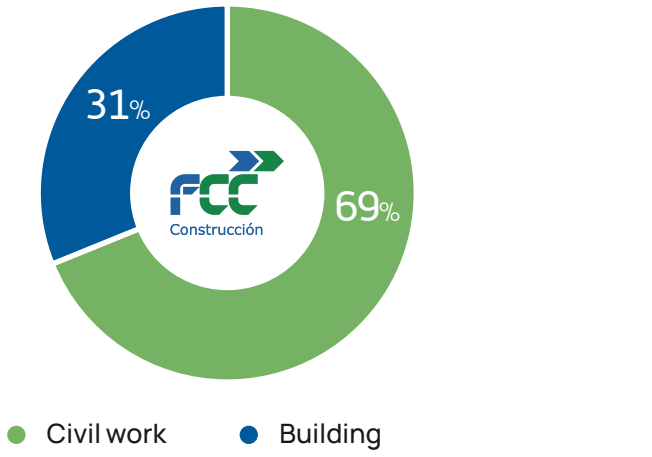
- **At the project level**: Approximately every four months, coinciding with the closure periods, the technicians in charge, or those in charge of the System, must complete, review and send to the Quality and Environment Department of Central Services the environmental and social data and results collected in the System.
- **At the Central Services level**: With the same periodicity, the data and results of the projects are reviewed and reports, both voluntary and mandatory, are prepared, including the System Review Report.
- **At the Senior Management level**: They are in charge of reviewing the Review Report and validating the conclusions.

This entire monitoring process is complemented by internal and external audits at all levels, with the aim of guaranteeing rigor and objectivity in the data, also providing transparency to the entire process.

The results of the monitoring and monitoring of the system are reflected in the indicators presented in the following sections, calculated on average values for civil and building works, and for all the 111 projects executed during 2025.

In 2025, a total of 111 works were carried out under FCC Construcción's Management and Sustainability System, including civil works and building projects.

Distribution by type of work in 2025



2.5.2.1. Project characteristics

Civil infrastructure works are environmentally complex due to factors such as the extension of the area, the intensive use of machinery, the variability of personnel and the dynamics of the activities.

This requires rigorous planning, with continuous measurement of indicators and application of good practices to minimize impacts and optimize environmental performance.

In 2025, FCC CO's worksites reached the following average values:

Main average values associated with the characteristics of the works			
7	27	3.5	8
Auxiliary facilities on site (plants, workshops, quarries, landfills, etc.)	Vehicles or machinery with combustion engines	Generators present on site for more than 5 days	Road closures

For more information on the data associated with the characteristics of the worksites, see **Annex I: Environmental characteristics of the projects**

Main average values associated with the characteristics of the works

- 345,376 m² construction site area
- 17,666 m² Built - up area
- 540 m² space allocated for offices
- 3,052 m² space allocated for workshops
- 85 personas per project

Nou Mestalla Stadium. Valencia, Spain.

2.5.2.2. Project Location and Interaction

One of the key aspects when tackling construction projects and assessing their environmental and social impact is the location of the work and its interaction with the environment. These factors are decisive not only in assessing the **impact on the nearby environment**, but also in optimizing the logistics of materials and waste management. Efficient planning in this regard allows for a reduction in travel, which entails significant benefits such as boosting local economies, saving costs and time, and reducing emissions associated with transport. To this end, specific indicators such as proximity to population centers, essential services, bodies of water or waste destinations, as well as the presence of hazardous substances or the impact on riverbeds and water tables, are analyzed.

Main average values associated with project location and interaction				
671 m distance to the nearest population	3.8 km Average distance to essential community services (firefighters, hospitals, etc.)	385 m distance to residential areas or industrial activities	3,765 m of distance to water bodies	< 360 m of distance to the final destination of construction waste

For more information on the data associated with the location and interaction of the projects, see **Annex I: Environmental characteristics of the projects.**

2.5.2.3. Production and use of materials

The materials used in construction projects have differentiated environmental impacts throughout their life cycle, from their extraction and production to their commissioning. At FCC Construcción, the systematic collection of data on the origin, quantity and use of materials – such as concrete, asphalt agglomerate, aggregates, steel or glass – allows their use to be appropriately dimensioned, resources optimized and progress towards more efficient and responsible construction.

Main average values associated with the production and use of materials						
17,218 m3 concrete plant production	2,023 t plant production and 5,361 t on-site production of asphalt concrete	56,333 t aggregate plant production	10,699 t start-up off concrete	18,719 t steel used in construction	159 t non-ferrous metals used in construction	57 % nighttime electricity consumption

For more information on the data associated with the production and use of materials, see **Annex I: Environmental characteristics of the projects.**

2.5.2.4. Managed volumes

Controlling and measuring the volumes of material managed on construction sites is essential to effectively manage their impacts and associated risks. In addition, this practice allows us to identify opportunities to recycle and reuse materials, and to make more efficient management of the worksite.

Main average volumes associated with the works

10.4 m^3 storage of flammable/ combustible substances.	9.7 m^3 storage of harmful or hazardous substances.	4,324 m^3 aggregates and other stockpiled materials that can cause water turbidity.	16,222 m^3/year River water extracted and 5,783 m^3/year Water extracted from wells	1,980 m^3 demolitions	106,414 m^3 earthmoving operations	74,084 m^3 planned construction landfill	7,106 m^3 containment studge

For more information on managed volume data, see **Annex I: Environmental characteristics of the projects.**

Port of Callao. Lima, Peru.

3.

Environmental Performance 2025

3.1. Climate Change Mitigation and Adaptation

FCC Construcción has made the fight against climate change a strategic axis of its activity, with the firm intention of **achieving climate neutrality by 2050**. Since 2010, the company has led pioneering initiatives in the sector, such as the external verification of its emissions and voluntary adherence to the MITERD Carbon Footprint Registry, consolidating a robust and transparent management framework in the fight against climate change.

Over the years, this framework has been strengthened through actions aimed at improving the accuracy and transparency **of the calculation of the carbon footprint**, promoting **training and awareness** throughout the value chain, promoting adherence to **voluntary initiatives** and integrating **specific measures** into its strategy to mitigate climate change.

Among the **most relevant milestones** developed by FCC Construcción are:

2010 Preparation of the first protocol for the quantification of GHG emissions in construction, becoming the first Spanish company in the sector to submit its emissions to external verification.

2012 Obtained the Carbon Footprint certificate "Verified CO_2 Environment" and awarded a second prize in the category "Management for sustainable development" of the European Environment Awards, granted by the Entorno Foundation.

2016 Expansion of the scope of the management system under the ISO 14064-1 standard and adhesion to the Community #PorElClima initiative.

2017 Preparation and approval of the first Strategy against Climate Change (2017-2020), aimed at neutralizing the carbon footprint on site.

2018 Extension of emissions verification to international projects in Panama, Peru and Portugal.

2019 Participation in COP25, reinforcing its global commitment.

2020 Verification of 100% of FCC Construcción's activity, aligning the strategy with SDG 13 (Climate Action).

2023 Approval and implementation of the second Climate Change Strategy, which sets ambitious short-, medium- and long-term targets (2026, 2030 and 2050).

Obtaining the "Zero Waste" certification from AENOR, being the first construction company in the sector to implement a management model based on the recovery of waste and the disposal of its deposit in landfill.

2024 Independent participation in the Carbon Disclosure Project (CDP, hereinafter) and verification of 100% of the infrastructure area.

2025 Acquisition of Guarantee of Origin Certificates (GOs) for 100% of FCC Construcción's electricity consumption in Europe during 2025, ensuring the renewable origin of the energy consumed.

Currently, this **Climate Change Strategy 2023-2026** is the key instrument to guide FCC Construcción's future steps towards climate neutrality and is based on an exhaustive analysis of climate risks, guided by the recommendations of the TCFD (Task Force on Climate-related Financial Disclosures) for the identification and evaluation of risks and opportunities. This analysis allowed the company to analyze the environmental and financial impact of its operations under different climate scenarios, ranging from neutrality to high-emission contexts.

This **proactive approach** to the fight against climate change allows FCC Construcción to:

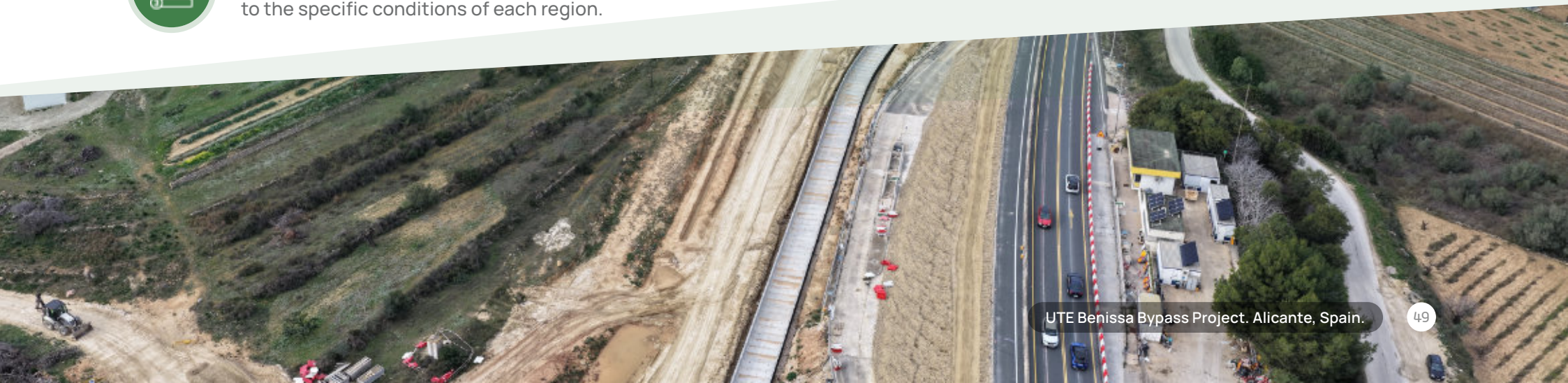
Detecting risks and opportunities in each project, through the collection and monitoring of data at the construction sites.

Design strategic plans that minimize risks, reduce impacts and take advantage of opportunities for innovation and green financing.

Prioritize actions according to their relevance and time horizon (short, medium and long term), adapting to the specific conditions of each region.

Among the **most significant risks** identified for the organization are extreme weather events, regulatory pressure, and price volatility. On the other hand, **key opportunities** such as access to clean technologies, sustainable finance and new climate-resilient business models emerge.

The complete climate change strategy can be consulted on the FCC Construcción website: CLIMATE CHANGE STRATEGY 2023–2026



UTE Benissa Bypass Project. Alicante, Spain.

3.1.1. Greenhouse Gas Emissions

3.1.1.1. Key impacts, risks and opportunities

FCC Construcción, committed to operational excellence and sustainability, proactively identifies and manages its aspects related to Greenhouse Gas (GHG) emissions in projects. This vision makes it possible to transform environmental challenges into opportunities for innovation and continuous improvement.

The main source of direct GHG emissions at FCC Construcción comes from the use of equipment and machinery on its construction sites. For this reason, the company recognizes the importance of keeping this equipment in optimal condition to guarantee compliance with the established emission parameters, in addition to committing to technological updates and preventive maintenance to avoid deviations and guarantee continuous improvement in energy efficiency.

In terms of indirect emissions, 89.2% of FCC Construcción's carbon footprint is associated with the production and transport of materials, so the reduction of these emissions depends to a large extent on the sustainable progress of these sectors. For this reason, and in line with the best available technologies and materials, the organization promotes specific initiatives such as optimizing the use of resources, incorporating more sustainable materials and means of transport, and promoting awareness throughout its value chain.

In general terms, FCC Construcción identifies multiple opportunities to move towards construction with fewer emissions:

Reduction of greenhouse gas (GHG) emissions through optimization of fuel consumption and improvement in process efficiency.

Raise awareness across the subcontracting chain, promoting responsible and sustainable practices among all stakeholders involved in the work development.

Optimizing waste management, contributing to the reduction of indirect emissions and the use of resources.

Economic and environmental improvement of the supply chain integrating sustainability criteria into operational decision-making.

Innovation in the use of clean technologies, enabling progress toward low-carbon construction.

> FCC Construcción has worked to define its strategic lines to achieve carbon neutrality by 2050, which are developed in its Sustainability and Climate Change Strategy.

3.1.1.2. Some of our actions

Actions to address risks	**Equipment maintenance**: Adequate maintenance programs for boilers and heating systems, along with advanced control systems (filters, cyclones, precipitators) that keep emission levels below legal limits.
	Efficient lighting: Reprogramming of nighttime lighting, minimizing disturbances to the population and optimizing energy consumption.
	Temperature control in climate-controlled spaces, promoting efficient comfort.
	Responsible use of resources: Ensuring that engines are not running during idle times.
Actions to leverage opportunities	**Green fuels**: Reduction of greenhouse gas (GHG) emissions through the use of biofuels, low-sulfur fuels, and efficient vehicles and machinery.
	Awareness-raising: Training sessions to promote efficient driving, the use of higher gears, and route optimization.
	Sustainable procurement: Sustainable purchasing specifications that require subcontractors to use the best available technologies.
	Waste management: Prior estimation of waste to plan transportation efficiently and reduce indirect emissions.
	Use of local materials: Utilization of locally sourced materials, such as those from nearby quarries, which reduces the carbon footprint associated with transportation.
	Preventive maintenance of machinery and vehicles.
	Use of sustainable materials: Prioritize reused, recycled, or recyclable materials, as well as those with a more environmentally friendly composition.

For more information on the actions developed to address the risks and opportunities identified in the projects, see **Annex III: Risks, opportunities and environmental actions.**

Another of the most relevant actions developed by FCC Construcción to address climate change mitigation is the Calculation and Verification of its Carbon Footprint. This footprint has been recognized as one of the most complete and detailed in the sector, which makes it possible to identify the main sources of emissions more precisely and to define specific measures to reduce them.

The calculation methodology is based on the ISO 14064-1 Standard and the GHG Protocol standard, internationally recognized for their rigor in the quantification of emissions. This methodology is defined and integrated to be applied to all works and fixed centers, regardless of their geographical location, and allows their emissions to be obtained practically in real time.

FCC Construcción uses its own digital tools that facilitate the collection and analysis of the data that make it up, guarantee the objectivity and representativeness of the information, and reinforce transparency in the communication of results. Likewise, the emission factors used are specific to each country where the works and fixed centers are located, which facilitates obtaining certifications and participation in national voluntary initiatives, such as the Carbon Footprint Registry, Compensation and CO_2 Absorption Projects of MITERD in Spain, in which, for the second consecutive year, the "Calculation, Reduction and Compensation" seal has been obtained.

All this also makes it possible to promote specific initiatives to reduce emissions at the project level that contribute to FCC Construcción's global objective of achieving climate neutrality by 2050. An example of this is the VeenIX A9 BAHO project, which has achieved Level 5 of the "CO_2 Performance Ladder" certification, the highest recognition of this standard. This level certifies that the project not only quantifies its carbon footprint, sets reduction targets and communicates its results, but also promotes the decarbonization of its value chain and actively contributes to the transition to a low-carbon economy in the sector.

Likewise, the A9 is positioned as a benchmark in sustainability, by incorporating, among its decarbonization measures, indicators based on the **Life Cycle Assessment (LCA)** of materials, which allows their environmental impact to be assessed and minimized throughout the value chain.

For more information on FCC Construction's Carbon Footprint, see the GHG Emissions Reports:
Carbon footprint - FCCCO

Guillermo Gaviria Echeverri Tunnel. Antioquia, Colombia.

Scope 1

Category 1

Direct GHG emissions.
- Associated with fuel consumption in stationary sources.
- Associated with fuel consumption in mobile sources.

Scope 2

Category 2

Indirect emissions from electricity consumption.
- Market based.
- Localized approach.

Other indirect emissions

Scope 3

Category 3: Indirect GHG emissions caused by transport.
- Associated with the displacement of the company's staff for business trips.
- Associated with commuting to the workplace.
- Associated with the transport of consumed materials.

Category 4: Indirect emissions caused by products used by the organization.
- Associated with the production of consumed materials.
- Associated with the execution of subcontracted works units.
- Associated with activities related to the energy purchased.
- Associated with the transport and management of waste and surplus materials.
- Associated with the consumption of water from the supply network.

Other biogenic emissions.
Avoided emissions.

For more information on FCC Construction's Carbon Footprint, see the GHG Emissions Reports:
Carbon footprint - FCCCO

3.1.1.3. Case Study

Installation of Photovoltaic Modules in Road Maintenance Vehicles

Location: COEX Centre in Algemesí (Valencia) and subsequent extension to different conservation contracts in Spain (Albacete, Cuenca, Ciudad Real, Madrid and Guipúzcoa).

Description

The project **developed by Matinsa** consists of a **pilot initiative** applied to road maintenance vehicles, whose objective is to improve the energy efficiency of the light signaling systems used during road operations. The implemented solution is based on the installation of a photovoltaic module on the roof of maintenance vans, connected to the vehicle's electrical system to supply energy to the signaling devices and support maintenance work.

Thanks to this system, the equipment can remain operational during road operations without the need to keep the engine running continuously, taking advantage of the available solar energy to power the lighting devices. In this way, the fuel consumption associated with these operations is reduced, while minimizing polluting gas emissions and the environmental impact of the activity.

Challenge

Road maintenance activities require the continued use of light signaling systems to ensure the safety of workers and road users. Traditionally, this equipment is powered through the electrical system of vehicles that must remain with the engine running for long periods of time, which generates a high dependence on diesel.

This situation leads to significant energy consumption, as well as unnecessary emissions of CO_2 and other atmospheric pollutants. In addition, the permanent operation of the engine increases noise levels in the work environment, affecting both operators and the areas near the work. Faced with this scenario, there is a need to incorporate innovative solutions that reduce the environmental impact of conservation operations without compromising the functionality or safety of the equipment.

Solution

To respond to this challenge, a photovoltaic system adapted to conservation vehicles was designed and implemented, consisting of:

- Installation of **200 Wp photovoltaic solar panels** on the roof of the vehicles.
- Integration of the system with the existing battery, avoiding complex modifications to the vehicle's original electrical configuration.
- Incorporation of charge controllers and electrical protection systems that guarantee the safety and reliability of the installation.
- Sizing the solution to cover the energy needs of the signaling equipment during a standard operating day of approximately **six hours per day.**
- Implementation using roof rack-type structures, without the need to drill holes in the bodywork, facilitating its installation, maintenance and possible replication in other vehicles in the fleet.

This solution allows fuel consumption to be partially replaced by renewable energy generated on site, improving the operational efficiency of vehicles and contributing to the reduction of emissions and noise associated with road maintenance work.

Result

The implementation of this solution has allowed significant environmental, economic and operational benefits to be obtained, demonstrating the feasibility of using solar energy in road maintenance vehicles.

- Reduction of CO_2 emissions: a reduction of approximately 1.51 tons of CO_2 per vehicle per year is estimated, thanks to the reduction of engine operating periods during signaling operations. This improvement directly contributes to the decarbonization of the activity and the reduction of the carbon footprint associated with road maintenance.
- Fuel savings: the monitored vehicles have experienced a reduction in specific fuel consumption, from 12.74 l/100 km to 10.56 l/100 km. This decrease shows the efficiency of the photovoltaic system to cover part of the energy needs of the auxiliary equipment without resorting to the combustion engine.
- Economic savings: the reduction in diesel consumption translates into annual savings of up to €1,750 per vehicle, allowing an estimated return on investment period of between four and five months to be achieved. These results highlight both the environmental sustainability and the economic profitability of the solution.
- Implementation and scalability: following the results obtained in the pilot phase, the initiative was implemented in 14 conservation vehicles, achieving an estimated overall savings of €24,500 per year. The simplicity of installation and its compatibility with the existing fleet make it easy to replicate it in other vehicles and maintenance contracts.
- Improved working conditions: the reduction of engine operating hours contributes to reducing noise levels and direct emissions in the areas of action, generating a more comfortable working environment for operators and reducing the nuisance to the environment and road users.

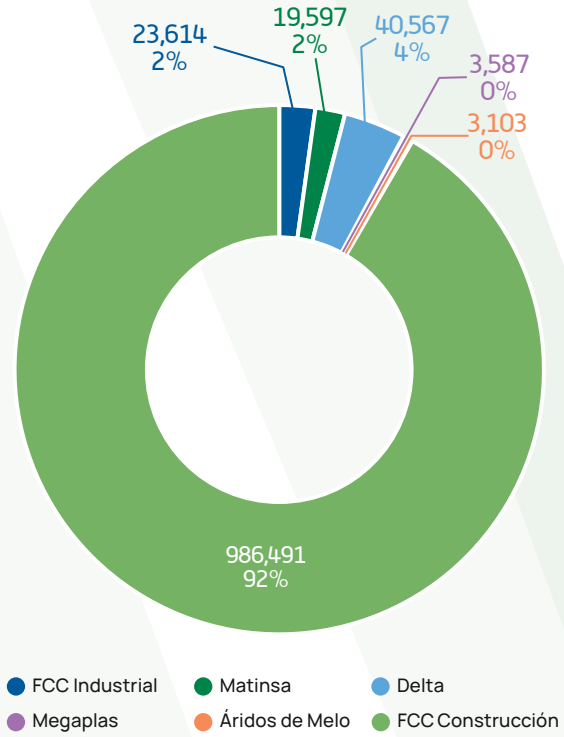
3.1.1.4. Indicators

FCC Construcción currently calculates and verifies its carbon footprint in all the countries in which it operates: Australia, Saudi Arabia, Bulgaria, Canada, Qatar, Chile, Colombia, Costa Rica, El Salvador, Spain, the United States, Ireland, Mexico, the Netherlands, Nicaragua, Norway, Panama, Peru, Portugal, the United Kingdom and Romania.

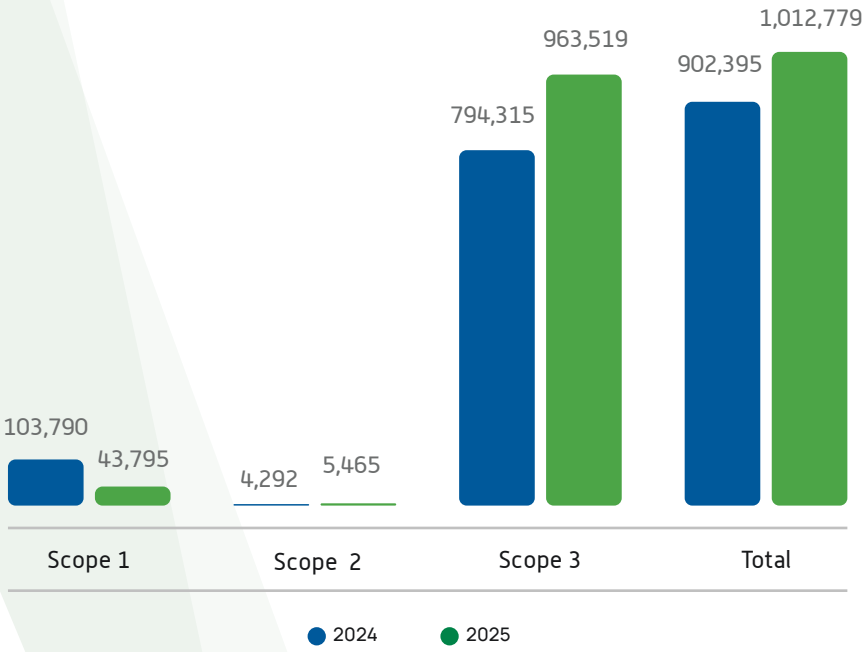
Below is the detail of the emissions verified by type of scope, for the years 2024 and 2025:

In 2025, total GHG emissions amount to **1,076,959 tCO_2e**, of this total, as of the date of publication of the report, it has not been possible to verify the emissions of FCC Industrial and Prefabricados Delta, i.e., 93.66% of GHG emissions have been verified, which corresponds to **1,012,779 tCO_2e verified emissions**, an increase of 10.9% compared to 2024.

GHG emissions 2025 (tCO_2e)



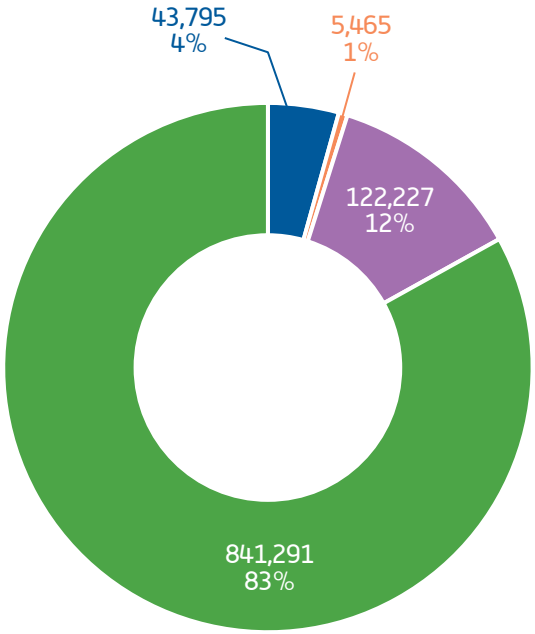
Verified emissions* 2024-2025



*The Carbon Footprint of Prefabricados Delta and FCC Industrial, S.A. is verified annually after the publication of this document. For this reason, as of the date of publication of this Report, the company did not yet have data for the financial year 2025.

Verified Emissions, Classified by Scope (tCO_2e)

(UNE-EN-ISO 14064-1:2019)



- Category 1: Direct GHG emissions
- Category 2: Indirect emissions from electricity consumption
- Category 3: Indirect GHG emissions caused by transport
- Category 4: Indirect emissions caused by products used by the organization

On the other hand, in 2025, FCC Construcción's verified avoided emissions reached a total of **194,026 tCO_2e**, a significant increase compared to the **5,033 tCO_2e emissions avoided in 2024** that reflects the effort made by FCC Construcción during the reporting period.

Avoided emissions (tCO_2e)	
FCC Industrial*	336
Matinsa	16
Prefabricados Delta*	0
Megaplas	56
Áridos de Melo	632
FCC Construcción	**193,322**
Spain	130,826
Rest of Europe	36,056
America	26,363
Middle East	0
Australia	77
Total	**194,362**
Total Verified 2025	**194,026**

*The Carbon Footprint of Prefabricados Delta and FCC Industrial, S.A. is verified annually after the publication of this document. For this reason, as of the date of publication of this Report, the company did not yet have data for the financial year 2025.

For more information, see Annex V: Environmental data, Emissions.

3.1.2. Energy

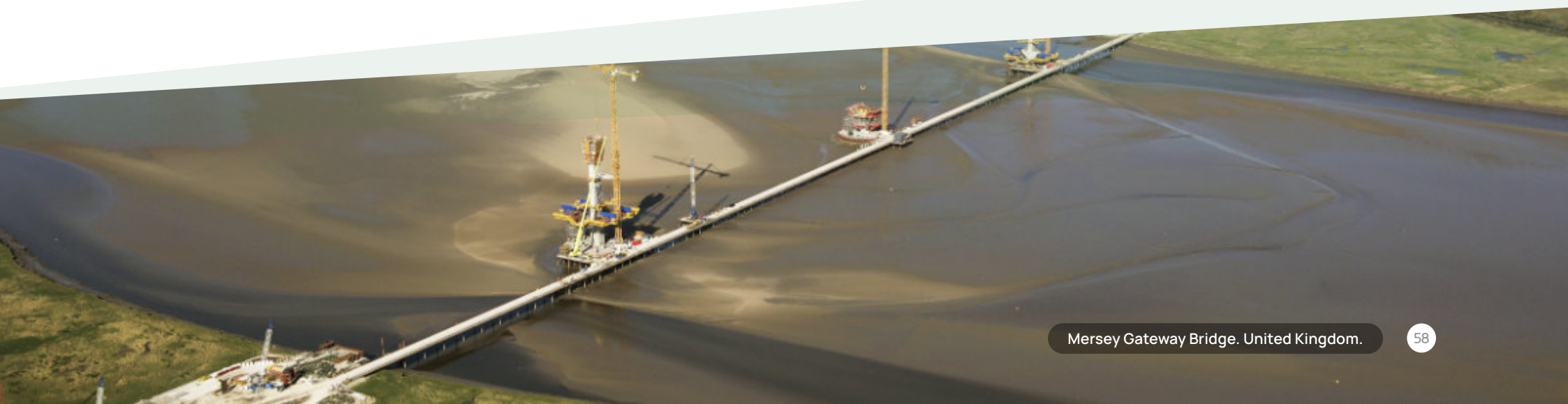
3.1.2.1. Key impacts, risks and opportunities

Energy consumption, especially from fossil fuels, from machinery, transport and construction processes, has a direct and significant impact on the organization's carbon footprint. For this reason, **efficient energy management**, the transition to **renewable sources** and **continuous improvement** in processes are key elements to move towards more sustainable construction.

Although FCC Construcción manages its energy resources efficiently, there are certain challenges that require continuous attention, such as possible shortages of fossil fuels necessary for project development, or the emergence of new legal and contractual requirements that increasingly limit their use, which may affect project planning and execution.

Through efficient energy management, the company generates environmental, economic and social benefits that translate into:

- **Reduction in energy consumption**, both in electricity and fossil fuels.
- **Reduction of GHG emissions** through the use of cleaner and more efficient technologies.
- **Optimization of waste management**, reducing transportation-related consumption.
- **Awareness-raising across the subcontracting chain,** promoting sustainable practices among collaborators.



Mersey Gateway Bridge. United Kingdom.

3.1.2.2. Some of our actions

2025 Goal

100%

emission-neutral fleet

> In its goal of achieving carbon neutrality, FCC Construcción is firmly committed to eliminating the consumption of gasoline and diesel A, and the exclusive use of renewable electricity by 2050.

•Actions to address risks	**Use of biofuels** in vehicles and machinery, whenever possible, as an alternative to fossil fuels.
	Speed control on site.
•Actions to leverage opportunities	**Starting machinery and vehicles only for the essential time**, avoiding unnecessary consumption.
	Additional preventive maintenance of machinery, beyond what is required by law.
	Optimization of machinery movements, adjusting loads to the vehicle's capacity.
	Route adjustment, reducing transportation times and distances.
	Modernization of the machinery fleet, incorporating equipment with better performance in consumption and emissions.
	Promotion of subcontractors with efficient machinery, through sustainable procurement specifications.
	Use of construction materials extracted from nearby quarries, reducing the energy associated with transportation.
	Installation of motion sensors for lighting in common areas, reducing electrical consumption.
	Assembly of **site cabins oriented toward natural light**, leveraging passive resources.
	Lighting studies for temporary lighting, adjusting illumination levels to actual needs.
	Replacement of halogen lamps with LED fixtures, improving energy efficiency.

For more information on the actions developed to address the risks and opportunities identified in the projects, see **Annex III: Risks, opportunities and environmental actions.**

3.1.2.3. Case Study

Installation of Photovoltaic Panels for Self-Consumption

Project: Palmela, Portugal.
Location: Palmela, Portugal.

Description

The project was developed at FCC Construcción's machinery park in Palmela (Portugal) with the aim of improving the energy efficiency of the facilities and advancing in the integration of renewable energy sources. The action consisted of the implementation of a photovoltaic self-consumption system, based on the installation of monocrystalline solar panels connected to the internal grid, allowing renewable energy to be generated on site and covering a significant part of the electricity demand of the facilities.

Challenge

The machinery park had a high electricity consumption derived from the daily activity of the facilities, which meant a significant operating cost associated with the energy supply. This situation also showed a strong dependence on the conventional electricity grid and limited the center's ability to reduce its environmental impact and improve its energy performance. Faced with this scenario, the need to implement solutions that would optimize energy management, increase the use of renewable sources and reduce both the costs associated with electricity consumption and the indirect emissions derived from the use of energy from conventional sources were identified.

Solution

To respond to this challenge, a production unit for photovoltaic self-consumption was designed and installed, consisting of 55 monocrystalline solar panels, with a total installed power of 25.3 kWp. The system was integrated into the existing electrical infrastructure, making it possible to take advantage of the solar energy generated to supply part of the energy needs of the machinery fleet and reduce dependence on external supply.

Result

The commissioning of the photovoltaic installation has generated significant benefits both from an economic and environmental point of view. As a main result, the machinery park managed to **reduce its energy consumption by 70%** compared to previous reporting periods, significantly improving its energy efficiency and reducing its dependence on the conventional electricity grid. This reduction in consumption has also resulted in **significant economic savings**, by reducing the costs associated with electricity supply. Likewise, the use of renewable energy generated in the facilities themselves contributes to reducing indirect greenhouse gas emissions associated with the center's energy consumption, reinforcing FCC Construcción's commitment to the decarbonization of its activities and the development of more sustainable infrastructures.

3.1.2.4. Indicators

In 2025, FCC Construcción's energy consumption has decreased by 46%, which corresponds to a decrease of **779,245 GJ** compared to the previous year. This decrease is mainly due to the completion of some projects, such as the NEOM tunnel in Saudi Arabia, which involved a large consumption of electricity.

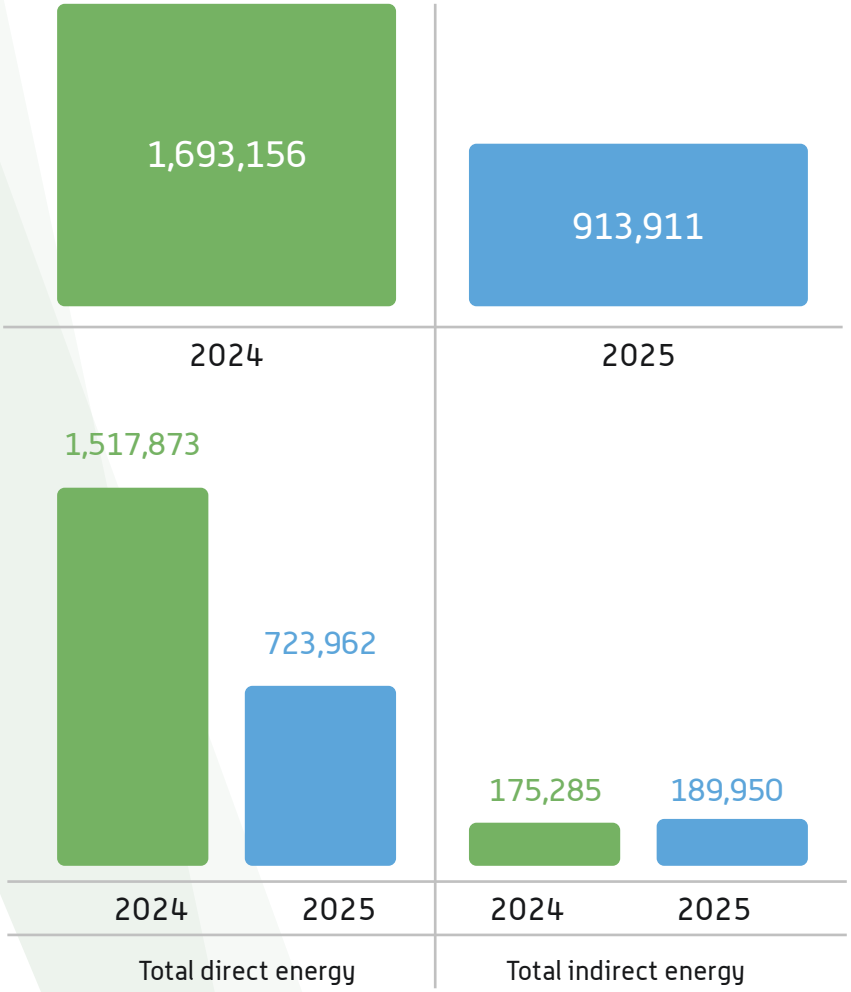
At the same time, a significant shift occurred in the source of the electricity consumed by the organization. In this regard, energy consumption from renewable sources increased to 63,694 GJ. This increase is directly linked to the acquisition of **Guarantees of Origin (GOs) covering 100% of the electricity consumed by FCC Construcción in Europe**. As a result, a substantial portion of the electricity consumption that was previously accounted for as conventionally sourced energy has been reclassified as certified renewable energy.

↓46%
energy consumption

33.5%
of electricuty consumption comes from renewable resources

In 2025, Guarantees of Origin were obtained for 61.7% of construction sites and fixed facilities with electricity consumption.

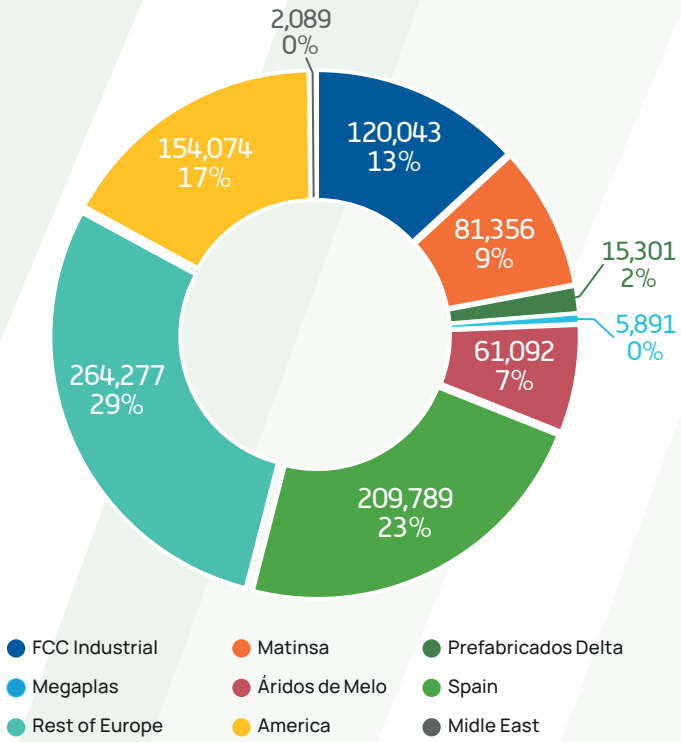
Direct and indirect energy consumption (GJ)



Power Type (GJ)	2024	2025
Direct energy consumption		
Fuel Oil	-	-
Gas Natural	58,895	52,972
Diesel A	1,185,457	358,657
Diesel B	243,420	260,895
Diesel C	7,533	8,845
Gasoline	22,193	41,944
Biodiesel	12	315
Bioethanol	-	-
Biomass	114	77
LPG	221	213
Butane	1	0
Propane	25	44
Indirect energy consumption		
Electric Power	173,461	126,255
Self-produced renewable energy	1,012	2,719
Third-Party Renewable Energy	812	60,975
Total	1,693,156	913,911

Diesel A (diesel) continues to be the fuel most used by the company, used both in light vehicles and in construction machinery.

Energy consumption 2025 (GJ)



For more information, see **Annex V: Environmental data, Energy.**

3.2. Transition to a circular economy

The transition from a linear to a circular economic model represents a strategic opportunity to extend the useful life of materials and infrastructure, while reducing waste generation and, consequently, waste management costs and environmental impact. This approach makes it possible to optimize the use of resources through practices focused on reuse and recovery, thereby reducing pressure on natural systems.

The construction sector generates a high volume of waste, mainly inert, but with a high potential for recovery. In this context, FCC Construcción identifies a great opportunity in the efficient use of resources throughout its activity.

FCC Construcción focuses on the application of circular economy principles through the design and promotion of different initiatives such as:

- **Optimize the use of excavated natural material.**
- **Improve the management and utilization of excavation surplus.**
- **Promote the reuse of rubble** and other internally generated materials.
- **Increase waste valorization rates** to percentages above 90% (Zero Waste).

Mureș Railway Bridge. Romania.

The application of these actions promotes the transition towards a more circular system, reducing environmental impact and dependence on natural resources.

Likewise, by applying circular economy principles, there is an opportunity to reduce costs by lowering expenses associated with waste management, the extraction of virgin raw materials, and transportation.

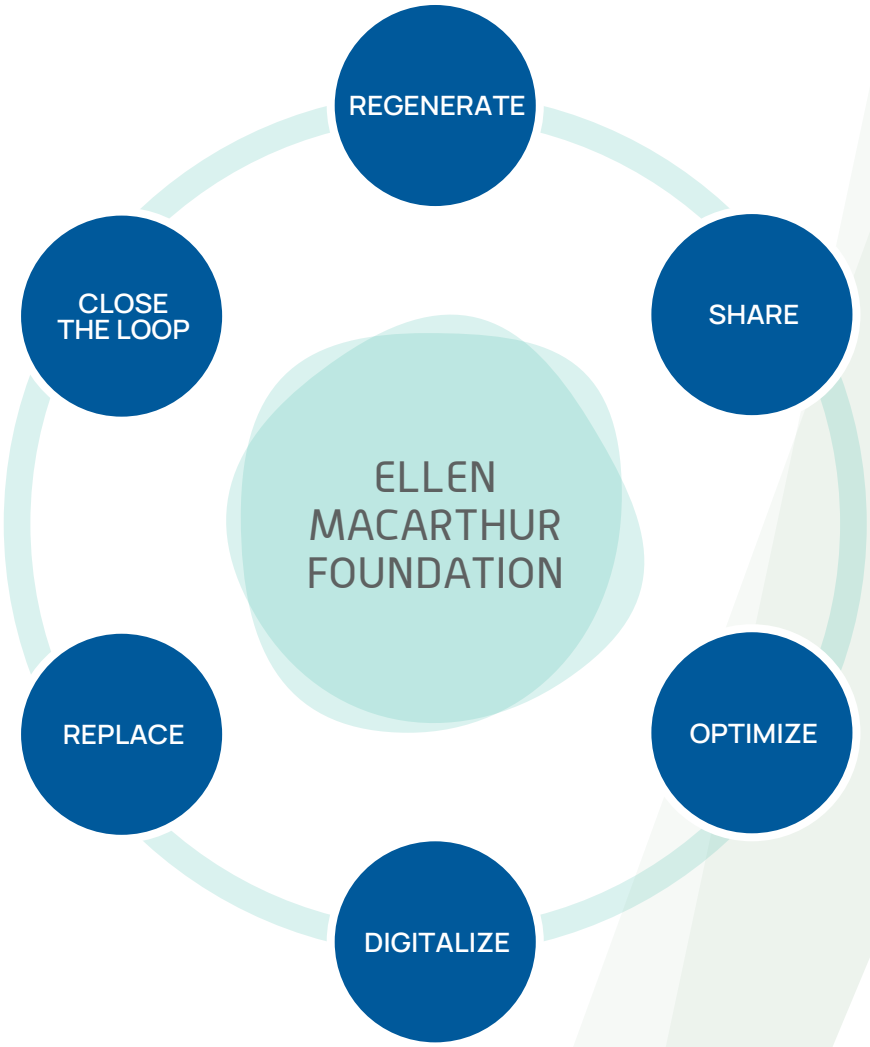
The circular economy is one of the three key pillars within FCC Construcción's Sustainability Strategy and is essential to strengthen the company's climate resilience towards the 2050 horizon.

In line with this commitment, FCC Construcción promotes the adoption of a circular model both in its projects and in its fixed centers, orienting its actions around the six areas of intervention established by the Ellen MacArthur Foundation, through the ReSOLVE programme, widely recognized worldwide.

The sustainability strategy can be consulted on the FCC Construcción website: SUSTAINABILITY STRATEGY 2023–2026

Guillermo Gaviria Echeverri Tunnel. Antioquia, Colombia.

ELLEN MACARTHUR FOUNDATION



FCC Construcción is also a signatory to the **Pact for a Circular Economy**, through which it committed to achieving the objectives of the Spanish Circular Economy Strategy and implementing the actions defined in the Pact aimed at promoting the transition:

1. **Reduce the use of non-renewable natural resources**, reusing materials contained in waste as secondary raw materials.
2. **To promote the analysis of the life cycle and the eco-design of products**, reducing harmful substances, facilitating repairability, prolonging the useful life and enabling recovery at the end of their use.
3. **Apply the principle of waste hierarchy**, promoting prevention, reuse, recycling and traceability of waste.
4. **Increase innovation and efficiency in production processes**, through measures such as the implementation of environmental management systems.
5. **Promote sustainable consumption**, including sustainable products and services and the use of digital infrastructures and services.
6. **Promote responsible consumption**, based on transparency about the characteristics, duration and energy efficiency of goods and services, using measures such as the ecolabel.
7. **Facilitate the exchange of information and coordination with administrations**, the scientific community and economic and social agents to create synergies.
8. **Disseminate the importance of the circular economy**, promoting transparency, awareness and public engagement.
9. **Promote the use of common and accessible indicators** to know the degree of implementation of the circular economy.
10. **Promote social and environmental impact indicators within companies**, to assess beyond the economic benefits derived from their commitment to the circular economy.

3.2.1. Waste

3.2.1.1. Key impacts, risks and opportunities

The generation of construction and demolition waste (CDW) is one of the main environmental aspects to be taken into account in projects. However, good management and the application of circularity principles can result in their minimization and the generation of multiple opportunities to reduce consumption.

CDW, although bulky, is mostly non-hazardous and has a high potential for recycling and reuse. For this reason, the European Union sets ambitious recovery targets for non-hazardous CDW, setting the target above 70%. In most of its projects, FCC Construcción achieves recovery rates well above 70%, although these figures may vary depending on the location of the project and the degree of technological development in waste management in the country.

In general, CDW is highly heterogeneous and, on most construction sites, represents a space management challenge. Therefore, the main measure adopted is to minimize its generation as much as possible and ensure adequate separation to facilitate recycling and reuse. These actions not only reduce the pressure of construction activity on the environment, but also optimize costs by reducing the amount of waste whose final destination is landfill, which involves high fees.

From the point of view of hazardous waste management, although large quantities are not generated in the projects, they represent a greater risk to health and the environment and, therefore, require specific measures that go beyond simple compliance with legal requirements, such as correctly defining the collection area, protecting waste from the weather and machinery traffic, preventing mixing, and installing buckets or trays to waterproof the floor against possible leaks or spills.

Puerta del Sol and Gran Vía Stations. Madrid, Spain.

Likewise, achieving proper waste management is an issue that requires awareness and sensitization of the people involved, both at FCC Construcción and outside the organization.

Therefore, it is essential to ensure that the management carried out by your subcontractors and waste managers is adequate since, in addition to the environmental problems that may arise, malpractice on their part can lead to sanctions and reputational damage for the company.

FCC Construcción's strategy regarding waste includes actions such as:

- **Minimization of waste generation**, with a focus on reuse.
- **Optimization of waste management**, reducing its volume.
- **Improvement in the management of sludge as waste**, through dehydration or mixing with soil.
- **Minimization of natural resource consumption** through the reuse of CDW.
- **Reduction of packaging waste generation**, implementing measures from the point of acquisition.
- **Awareness-raising across the subcontracting chain**, promoting sustainable practices among collaborators.

3.2.1.2. Some of our actions

Actions to adress risks	**Compliance with legal requirements**: Hire authorized transporters and managers for waste management, provide reliable evidence to the competent authority of the reuse of uncontaminated soils and stone materials.
	Subsidiary liability for improper waste management by subcontractors: Agree in advance who is responsible for managing the waste generated by the subcontractor on site; establish clauses in subcontractor procurement specifications that clearly outline environmental agreements.
	Reduction of additional costs due to inadequate segregation: Inform employees and subcontractors about waste segregation.
Actions to leverage opportunities	**Minimization of waste generation**: Reuse soils for land restoration; plan and execute demolitions under selective deconstruction criteria, aimed at optimal valorization and reuse of materials; Reduce inert waste sent to landfill compared to the volume planned in the project.
	Optimization of waste management: Use mobile crushing and screening units to reduce waste volume.
	Improvement in the management of sludge as waste: Dehydrate using filter presses; stabilize with soil or additives; valorize and reuse stabilized sludge as fill material on site.
	Minimization of natural resource consumption through the reuse of CDW: Recycle waste into asphalt, gravel, draining aggregate; reuse soil in landscape formation, small elements, or pallets; mill pavements and reuse them as subbase; separate topsoil for reuse.
	Reduction of packaging waste generation: Promote bulk supply, prioritizing the reduction of individual packaging to optimize logistics and minimize waste; returnable packaging systems; use compactors to reduce volume.
	Awareness-raising across the subcontracting chain: Incorporate environmental clauses in contracts; provide specific training; prioritize suppliers with sustainable packaging.

For more information on the actions developed to address the risks and opportunities identified in the projects, see **Annex III: Risks, opportunities and environmental actions.**

In 2025, FCC Construcción has continued to strengthen its commitment to the circular economy by implementing the **Zero Waste Management System**. This scheme, certified by AENOR, accredits the correct management of the waste generated, avoiding its disposal in landfill and guaranteeing the recovery of at least 90% of the waste produced.

During the year, the organization has continued to expand the scope of this certification in its activities, incorporating new projects into those already certified in previous years. In this context, it is worth noting that the Zero Waste certificate was obtained for the UTE Variante Benissa (Alicante), which achieved 99.99% recovery of the waste generated, a result that highlights the effectiveness of the segregation, reuse, recycling and recovery measures implemented in the work.

This new certification is in addition to those already obtained by FCC Construcción in previous years, consolidating the integration of circular economy principles in the management of its projects and contributing to the fulfilment of the corporate objective of **recovering 100% of the waste generated by 2050**, minimizing the consumption of natural resources and reducing the environmental impact associated with its activity.

2025
Goal
Recover
100%
the waste generated

Likewise, to increase waste recovery and incorporate new materials into the circularity model, innovation is key. FCC Construcción, through its participation in R+D+i projects, promotes, among others, the **development of advanced digital solutions**, such as specialized software that allows the modelling of the recovery of materials (*Demoltech project*), or the application of LCA and blockchain technology (*Smart Construction Manager project*), or **the study of a second life for waste** (Qatar geopolymer project).

Demoltech Project

This project develops an integral smart demolition prototype to convert Construction and Demolition Waste (CDW) into circular raw materials in urban environments. The project incorporates BIM tools and advanced methodologies to optimize the estimation and treatment of CDW.

> FCC Construcción is committed to the development of technological solutions to improve the traceability of materials throughout the life cycle of assets. This digital traceability, in addition to facilitating more efficient management of resources, allows us to move towards more transparent, responsible and sustainable construction models.

3.2.1.3. Case Study

Obtaining Zero Waste Certification

Project: UTE Variante Benissa
Client: Valencia Road Demarcation.
Location: Alicante, Spain.

Description

The project was developed in the area covered by the Benissa Bypass construction project, on the N-332 road, located in the province of Alicante (Valencian Community). During the works, the need to expand the scope of the study was identified with the aim of completing the route already executed and updating it in relation to its surroundings.

Challenge

The construction activity generated a high amount and diversity of waste, highlighting the presence of mixed debris after the start of the work, which made it difficult to manage it correctly. This situation raised the need to improve segregation at source, optimize recovery processes and guarantee the traceability of waste, while ensuring compliance with the requirements for environmental certification.

Solution

To respond to this need, the Zero Waste Management System was implemented on site, establishing a waste sorting area equipped with duly identified containers and big bags to facilitate waste segregation at source. This system was complemented by specific training actions and the installation of informative signage on site, as well as continuous technical supervision and exhaustive control of the flows generated. All this made it possible to improve traceability, ensure the correct recovery of waste and guarantee compliance with the necessary requirements for certification, with the active involvement of the construction team in its implementation and monitoring.

Result

As a result, the work obtained the **Zero Waste certificate**, which recognizes the correct management and recovery of the waste generated. In addition, a **recovery percentage of 99.999%** was achieved, which means that practically all the waste was recycled or recovered. This achievement has made it possible to consolidate the work as a benchmark in circular economy practices within the construction sector and to reinforce FCC Construcción's position as a company committed to sustainability and the efficient use of resources.

Vehicle Reuse

Project: Reuse of winter road vehicles as support for safety systems

Description

Within the framework of road conservation and maintenance contracts, **Matinsa has developed** this project to optimize the use of the existing fleet.

Certain winter road vehicles, while maintaining good mechanical conditions and low mileage, were excluded from the new contracts due to regulatory criteria linked to their age.

To prevent premature disuse, the company has promoted their reuse by adapting them as support vehicles for impact attenuators, essential devices for ensuring safety on construction sites.

Challenge

The execution of the project posed the challenge of managing the possible generation of waste derived from the early retirement of vehicles that are still functional, as well as the need to optimize the use of resources already available.

Additionally, the need to reinforce safety in maintenance and construction areas was identified, along with the incorporation of auxiliary equipment that would guarantee adequate signage and road protection.

Solution

To respond to this challenge, a strategy based on the reuse and adaptation of existing resources was chosen, maximizing the use of available assets and reinforcing safety levels in road maintenance operations.

- **Refurbishment of disused vehicles**, adapting them to perform new operational functions related to signage, protection and support for conservation activities.
- **Incorporation of impact attenuation systems**, designed to absorb the energy generated in the event of a collision and increase the protection of workers, road users and work teams.
- **Adaptation and installation of specific bodies**, allowing the safe and efficient transport of auxiliary material, signaling equipment and other elements necessary for maintenance work.
- **Functional reassignment of vehicles within maintenance contracts**, prolonging their useful life and optimizing the use of available resources by integrating them into new operational applications.

Result

The reuse of end-of-life vehicles as signaling and road protection elements has generated environmental, economic and operational benefits, contributing both to the improvement of safety and to a more efficient management of available resources.

- **Promotion of the circular economy**: the initiative makes it possible to extend the useful life of vehicles that have completed their main function, giving them a new operational use and maximizing the use of existing resources.
- **Waste reduction**: by avoiding the premature removal and management of assets that can still perform ancillary functions, waste generation is reduced and more sustainable management of equipment is favored.
- **Optimization of resources**: the reuse of vehicles reduces the need to acquire new signaling and protection equipment, optimizing the use of available material resources and generating savings associated with their replacement.
- **Reduction of indirect emissions**: by extending the useful life of existing assets, part of the environmental impact associated with the manufacture, transport and commissioning of new vehicles or equivalent equipment is avoided.
- **Improved occupational safety**: the use of these vehicles as protective elements increases the safety of operators working in maintenance and conservation areas, providing an additional barrier against possible incidents.
- **Reinforcement of road safety**: the incorporation of shock absorption systems improves the protection of both workers and road users, reducing the consequences of possible collisions in the areas of action.

Overall, this action constitutes a practical example of the application of circular economy principles, combining the valorization of existing assets with tangible improvements in terms of safety, operational efficiency and environmental sustainability.

3.2.1.4. Indicators

The decrease observed between 2024 and 2025 in the waste generated is mainly due to the completion of the NEOM tunnel in Saudi Arabia, one of the projects with the highest volume of waste during the previous period.

On the other hand, the 99% reduction in hazardous waste generation is mainly due to the good management practices implemented in the modernization of the railway line between Lugoj and Timișoara (Romania). In this project, certain soils initially classified as hazardous waste were subjected to decontamination processes, allowing their reclassification as non-hazardous waste and significantly reducing the total amount of hazardous waste generated.

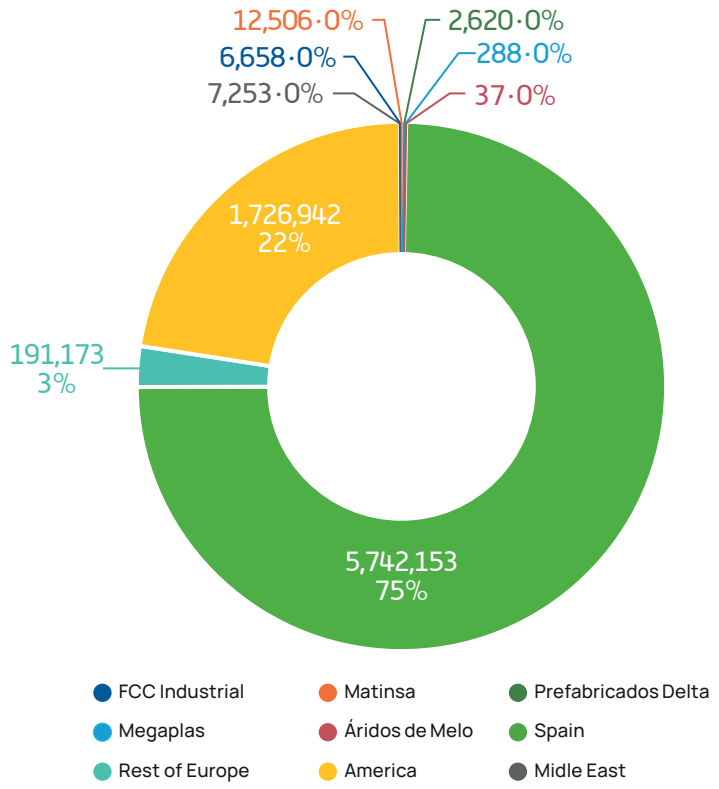
Type of treatment of waste that is NOT destined for disposal (kg)			
Type of waste	Treatment	2024	2025
Hazardous Waste	Total	74,556,592	263,504
	Reuse	3,470	8,295
	Recycled	175,070	36,002
	Other recovery operations	74,378,051	219.206
Non-hazardous waste	Total	2,965,630,220	7,301,728,485
	Reuse	171,899,703	994,326
	Recycled	1,190,452,887	5,972,346,499
	Other recovery operations	1,603,277,630	1,328,387,659
Total waste sent to be recovered (kg		3,040,186,812	7,301,991,988

The amount of recovered waste increased significantly compared to 2024, as a result of the implementation of measures aimed at promoting reuse, recycling and other ways of using materials, significantly reducing the amount of waste sent to landfill.

Type of treatment of waste destined for disposal (kg)			
Type of waste	Treatment	2024	2025
Hazardous Waste	Total	42,028,380	490,244
	Incineration with energy recovery	161,620	22,592
	Incineration without energy recovery	-	5,188
	Landfill	41,730,558	282,486
	Other	136,202	179,978
Non-hazardous waste		5,753,123,080	387,147,335
Non-hazardous waste	Incineration with energy recovery	401,259	1,200,770
	Incineration without energy recovery	17,127	8,966
	Landfill	5,749,051,378	385,544,739
	Other	3,653,315	392,859
Total waste removed (kg)		5,795,151,459	387,637,589

Area	Hazardous waste	Non-hazardous waste	Total 2025
FCC Industrial	29,619	6,628,103	6,657,722
Matinsa	12,435	12,493,922	12,506,357
Prefabricados Delta	11,500	2,608,280	2,619,780
Megaplas	10,700	277,604	288,304
Áridos de Melo	5,430	31,782	37,212
Spain	248,636	5,741,904,290	5,742,152,926
Rest of Europe	216,221	190,956,306	191,172,527
America	219,207	1,726,722,915	1,726,942,122
Middle East	-	7,252,617	7,252,617
Total	753,748	7,688,875,819	7,689,629,567

Waste generation 2025 (t)



Yecla Motorway. Murcia, Spain.

Waste generation by type and origin (kg)	
Hazardous waste	753,748
Subcontractor	112,266
Own work	571,798
Non-hazardous waste	7,688,875,819
Subcontractor	791,598,896
Own work	6,875,237,233
Inert Waste	7,231,647,586
Subcontractor	788,602,897
Own work	6,443,044,689
Urban Waste	3,726,225
Subcontractor	889,128
Own work	2,837,097
Other non-hazardous waste	431,462,318
Subcontractor	2,106,871
Own work	429,355,447
Total 2025	7,689,629,567

For more information, see **Annex V: Environmental data, Waste.**

Undergrounding of the Rodalies R2 Line in Montcada i Reixac. Barcelona, Spain.

3.2.2. Material Consumption

3.2.2.1. Key impacts, risks and opportunities

The activity that FCC Construcción carries out involves a high consumption of natural resources, so making responsible and efficient use of them becomes a key aspect to reduce its environmental impact.

From the extraction of raw materials to their transformation and commissioning, each phase of the construction process **entails an ecological footprint** that must be managed rigorously and responsibly.

In terms of material consumption, FCC Construcción faces several risks. Among them is dependence on raw materials that may experience fluctuations affecting the continuity and cost of projects, either as a result of single or limited suppliers, or due to price increases.

Current environmental policies, aimed at decarbonizing the economy, have had a direct impact on the cost of key materials, such as concrete. These regulations require a progressive reduction in CO_2 emissions in the supply chain, especially in sectors such as cement (carbon-intensive), which is one of the main components.

As a result, the costs associated with the purchase of emission allowances, the adaptation of industrial processes to cleaner technologies and the use of alternative materials with a lower environmental footprint have increased.

All this has an impact on the price of acquiring materials, which represents a challenge for the optimization of costs in projects.

From an environmental point of view, the intensive consumption of materials entails risks such as the depletion of natural resources, the alteration of ecosystems and the generation of waste, as well as a high carbon and energy footprint.

These impacts, added to regulatory requirements, reinforce the need for responsible management aimed at efficiency, reuse and the circular economy to minimize environmental effects and ensure regulatory compliance.

Another aspect that influences the availability and consumption of materials is the location of the projects. The location of the work in areas with a limited supply of materials increases the need for transport from long distances, which not only raises costs, but also the carbon footprint and environmental impact of the project.

To mitigate these effects, FCC Construcción implements actions such as prioritizing local suppliers whenever possible, using recycled aggregates from nearby plants, implementing collaborative logistics systems to reduce journeys and emissions, and planning optimized routes to minimize the environmental impact of transport.

To mitigate these risks and reduce material consumption, FCC Construcción carries out efficiency-oriented initiatives:

Minimization of natural resource consumption by using recycled or surplus materials.

Minimization of natural resource consumption through the reuse of CDW.

Economic and environmental optimization of the supply chain by prioritizing local suppliers.

Awareness-raising across the subcontracting chain, promoting sustainable practices among collaborators.

Implementation of collaborative logistics systems to reduce travel and emissions, and the planning of optimized routes to minimize the environmental impact of transportation.

Madrid-Galicia Rail Link. Spain.

3.2.2.2. Some of our actions

Actions to adress risks	**Shortage of topsoil required for the work**: Sow or fertilize the stockpiled topsoil; Stockpile topsoil in horizontal layers less than 2.5 m high; Separate topsoil for later reuse or for covering and restoring the affected area at the end of its useful life.
	Shortage of subbase materials required for the work: Re-examine the mass diagram to maximize on-site soil compensation; Reuse or recycle CDW.
	Shortage of the necessary resource for work development: Search for precise borrow pits for project execution; Minimize surplus soil and use it on the same site; Re-examine the mass diagram to maximize on-site soil compensation; Reuse inert materials from other work.
	Appearance of invalid, expired, or obsolete materials that become waste: Do not overload wheelbarrows and pallets used to transport materials; conduct a visual inspection of materials before receipt to ensure they arrive at the site in suitable condition.
	Additional cost due to the project's location in an area with few material suppliers: Identify the required amount of material through measurement of work units and study what percentage can be obtained through reuse or recycling processes.
Actions to leverage opportunities	**Minimization of natural resource consumption**: Adjust and optimize consumption; use recycled or surplus materials for alternative purposes; minimize waste in steel cutting; improve cutting processes for bricks and ceramic elements.
	Minimization of natural resource consumption through the reuse of CDW: Use as road base, gravel in concrete production, fill material, safety barriers, etc.; Use reusable formwork systems instead of wood.
	Economic and environmental optimization of the supply chain: Use locally sourced materials, manufactured in areas close to the construction site.
	Awareness-raising across the subcontracting chain: Prioritize suppliers who take responsibility for the management of their products and provide transparent information on the percentage of recycled material incorporated in their solutions; Promote the hiring of certified material suppliers.

For more information on the actions developed to address the risks and opportunities identified in the projects, see **Annex III: Risks, opportunities and environmental actions.**

3.2.2.3. Case Study

Reuse of Granite Blocks

Project: New ONCE Headquarters.
Client: ONCE.
Location: Madrid, Spain.

Description

The project represents a strategic action for ONCE through the demolition of the existing buildings, with the exception of the auditorium, which has been rehabilitated and enhanced to preserve its functionality and relevance within the complex. Several new buildings are being built on the resulting space that will make up the future **ONCE City of Services,** a modern and functional complex designed to centralize activities, optimize resources and improve the provision of the organization's services.

Challenge

During the demolition work of the old surface parking area, a significant amount of stone waste was generated from the existing granite pavement. The management of this material was a challenge from an environmental and operational point of view, since sending it to an external manager implied the generation of waste, the consumption of resources associated with transport and the need to acquire new materials for the execution of construction elements of the work.
Faced with this situation, the need to identify alternatives that would maximize the use of the materials from the demolition was raised, reducing the generation of waste and promoting the application of circular economy principles within the project itself.

Solution

After analyzing the characteristics and reuse potential of the recovered granite, a solution based on recovering the material within the project itself was proposed to Project Management. Specifically, it was proposed that the material be reused as masonry for the concrete perimeter wall located between buildings A, B, C, D and E and the exterior enclosure of the plot. This alternative allows the material from demolition to be given a second useful life, avoiding its disposal as waste and partially replacing the consumption of newly extracted materials. In addition, the solution contributes to reducing the environmental impacts associated with transport and waste management, as well as the manufacture and supply of new construction materials.

Result

The proposal has been **accepted by Project Management** and is currently pending execution. Once implemented, it is expected to obtain both environmental and economic benefits, highlighting the reduction of the volume of waste generated and the use of material that would otherwise have required external management.
Likewise, this action will reduce the consumption of raw materials in the execution of the work, favoring the reuse of resources already available on the site and reducing the impacts associated with their extraction, transformation and transport. The initiative is a practical example of the application of circular economy principles **in construction**, by transforming a potential waste into a valuable resource incorporated back into the construction process.

3.2.2.4. Indicators

In 2025, FCC Construcción recorded a total consumption of 22,835,295 tons of materials, which represents a significant increase compared to 2024.

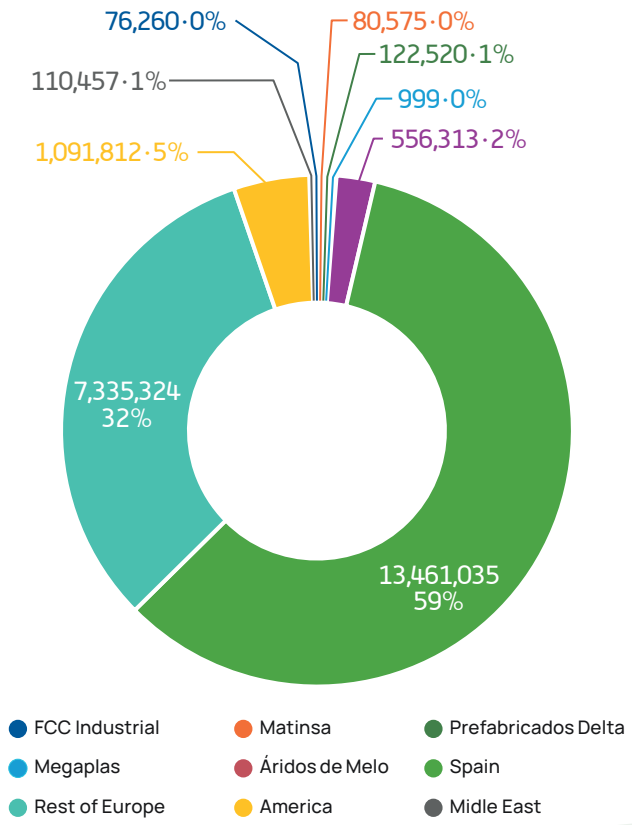
This increase is largely due to an intensification of construction activity in Europe, a region that accounts for 57% of the company's total material consumption.

> The increase in the use of materials is directly related to the increase in greenhouse gas emissions, since a significant part of these emissions comes from activities related to the supply chain, transport and the transformation of raw materials.

Type of Material Consumption (t)	
Material	**Total**
Reused/recovered materials	9,832,464
Aggregates, earth and gravel forests, marl and limestone	9,033,900
Asphalt agglomerate	481,791
Concrete	2,857,333
Cement	144,838
Steel	206,974
Bricks	21,680
Glass, metals and insulators	5,515
Large prefabricated	190,366
Wood	2,633
Packaging and other materials*	20,022
Paint, solvents, release agents, concrete curing fluids, accelerants, fluidizers, etc.	36,575
Oils, fats and other harmful substances	1,204
Total 2025	**22,835,295**

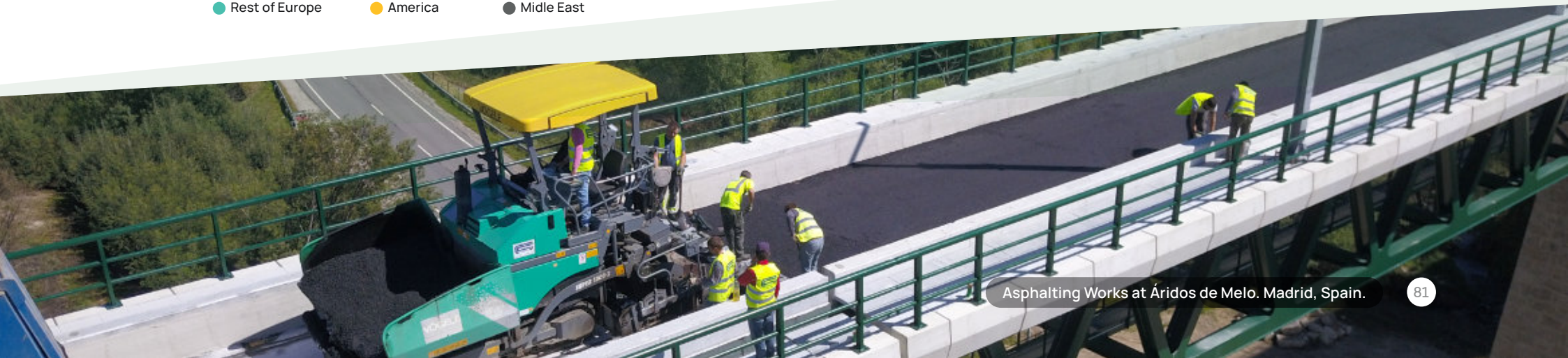
*ACM, paper, methacrylate, bitumen, soapy mixture, vinyl, etc.

Materials consumption (t)



Quantity of recycled/reused materials (t)	2024	2025
Leftover soil or rocks that are reused	10,660,777	9,738,330
Used on the site itself (compensation-excavation-filling)	9,569,115	9,329,640
Used in other works	1,091,662	408,690
Leftover clean debris that is reused	68,978	23,016
Used on the construction site	68,978	23,016
Used in other construction sites	0	0
Total 2025	10,729,755	9,761,346

*The data reported in this table correspond to FCC Construcción, not including investees.



Asphalting Works at Áridos de Melo. Madrid, Spain.

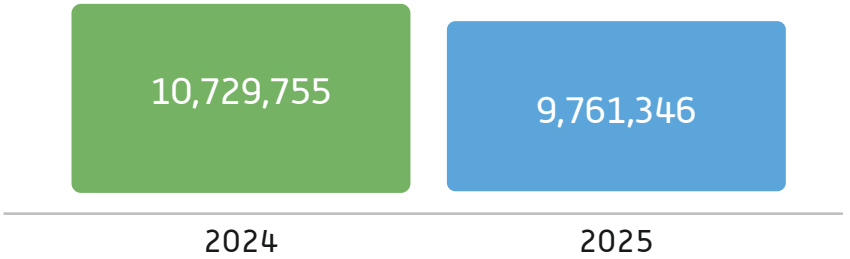
With the implementation of good practices, such as the reuse of clean earth and debris from the construction site itself or other works, as well as the optimization of the use of materials in projects, it is possible to reduce the environmental impact generated by the consumption of materials.

By 2025, **recycled/reused materials used on site** had decreased by 9%. This decrease corresponds to a general reduction in the volume of materials consumed on site, due to the completion of large projects such as the construction of the NEOM tunnel in Saudi Arabia. It should be noted that it is not always feasible to reuse excavated soil, since not all of it meets the necessary conditions for use and, in addition, the type of project may not allow it.

Therefore, the amount of reused soil will vary depending on its characteristics and the specific circumstances of the project.

> Achieving 90% recovery of excavated soil and earth materials is a strategic objective for FCC Construcción.

Recycled/reused materials (t)



For more information, see Annex V: Environmental data, Consumption of materials.

Motorway Connecting Alicante Airport. Spain.

3.3. Pollution prevention and control

Environmental pollution is one of the main global challenges in terms of sustainability. In this scenario, the construction sector, due to the nature of its activities, can generate significant impacts on the environment through different channels.

Air emissions, which include gases, particulate matter, noise, and light pollution, have the potential to affect both work zones and nearby residential areas. Likewise, construction operations can cause the alteration and contamination of soil and water, either by spills, dragging of materials or the use of chemical substances.

Aware of these risks, FCC Construcción has developed and implemented a set of preventive and corrective measures aimed at minimizing the environmental effects of its activities, reinforcing its commitment to environmental protection and sustainable development.

Industrial Bridge of Concepción. Chile.

3.3.1. Air pollution

3.3.1.1. Key impacts, risks and opportunities

Currently, air pollution is one of the most significant environmental challenges faced by FCC Construcción, due to the emissions generated in the development of activities such as earthmoving, the use of heavy machinery, the production and transport of materials, and waste management. These processes can release suspended particles (PM10, PM2.5), polluting gases (NOx, SO_2, CO_2) and volatile organic compounds, affecting air quality and the health of nearby communities.

Associated risks include non-compliance with environmental regulations, impacts on biodiversity and corporate reputation. However, this challenge also represents an opportunity for FCC Construcción to lead the transition towards more sustainable practices by incorporating machinery with low emissions, dust control systems, logistics optimization and the use of less polluting materials, reinforcing its commitment to decarbonization and environmental protection.

Likewise, light pollution is another impact to consider, especially at night or near natural areas and residential areas. The improper use of artificial lighting can alter wildlife cycles, affect biodiversity, and cause nuisance in nearby communities. To mitigate these effects, FCC Construcción applies measures such as the installation of efficient and directional lighting systems, the use of timers and the reduction of light intensity at critical times, contributing to the protection of the environment and compliance with environmental regulations.

The identification of these risks allows us to establish opportunities to strengthen the environmental performance of the organization:

- **Reduction of atmospheric emissions** through technological renewal and preventive maintenance of equipment.
- **Minimization of acoustic impact** through measures, control systems, and awareness-raising across the subcontracting chain.
- **Reduction of particulate emissions** by implementing dust control systems.
- **Environmental awareness** as key tool to promote a culture of sustainability among all stakeholders involved in te construction process.

3.3.1.2. Some of our actions

Actions to adress risks	Dust emission control	Implement dust control systems such as sprinklers, windbreaks, access sweeping, reduction of work speed, etc.
		Plan the work: centralize cutting areas, use physical barriers, etc.
		Prevention of adverse conditions, for example, by reducing activity on windy days.
		Cover trailers and cargo.
		Prompt attention to neighborhood complaints and prioritization of subcontractors with certified environmental management.
	Reduction of gas emissions	Monitor emission parameters in fuel usage to ensure legal compliance.
		Implement control systems such as filters, cyclones, electrostatic precipitators, etc
		Establish an adequate maintenance program for boilers and machinery.
		Monitor the sealing of containers with hazardous substances
		Keep solvents and chemical products properly sealed.
	Minimization of noise and vibrations	Install acoustic screens and vibration barriers.
		Adapt work schedules to avoid noisy activities during rest periods.
		Move noisy activities to remote areas.
		Use certified machinery and electric compressors with silencers.
	Light pollution control	Reschedule night-time lighting schedules and locations.
		Install efficient and directional lighting systems.
		Use sensors and timers.
		Reduce light intensity during critical hours.
Actions to leverage opportunities	Reduction of air emissions	Carry out preventive maintenance of machinery.
		Monitor temperatures in heated or refrigerated spaces.
	Reduction of noise levels	Use, whenever possible, material or waste stockpiles as noise barriers.
		Promote the use of machinery with quieter engines.
	Awareness-raising within the subcontracting chain	Hold environmental awareness meetings with subcontractors.
		Prioritize hiring companies that implement good environmental practices.

For more information on the actions developed to address the risks and opportunities identified in the projects, see **Annex III: Risks, opportunities and environmental actions.**

3.3.1.3. Case Study

Speed Control on Construction Sites and Surface Watering

Project: Go Rail Expansion On Corridor Ontario.
Client: Metrolinx.
Location: Toronto, Ontario, Canada.

Description

The **ON Corridor** project is the main action of the **GO Rail** expansion program promoted by the province of Ontario, a strategic initiative aimed at developing an integrated, multimodal and high-capacity regional transport system to respond to the mobility needs of citizens, companies and institutions. This project is part of the objectives defined by the **Regional Transport Plan 2041 (RTP 2041)** for the Greater Toronto and Hamilton area and represents the largest infrastructure investment within the historic expansion program of the GO Transit rail network.

The action will transform the current railway system into a modern network capable of offering bidirectional services throughout the day, with frequencies of up to 15 minutes on the main corridors. In this context, **Metrolinx** has entrusted **ONxpress, a consortium made up of FCC Construcción and Aecon**, with the design and construction of the new infrastructure necessary to make this transformation of regional transport a reality.

Challenge

The construction activities associated with the project involve intense traffic of machinery and vehicles on unpaved surfaces. These conditions can favor the generation and dispersion of suspended particles (dust), especially during periods of dry weather or high operational activity.

The emission of dust is one of the main potential environmental impacts in this type of project, as it can affect the air quality in the area around the construction site, cause nuisance to nearby communities and reduce comfort and safety conditions for workers. Faced with this situation, the need arose to implement effective preventive measures that would minimize the generation of particles and control their dispersion during the execution of the works.

Solution

With the aim of reducing dust emissions and minimizing their environmental impact, a set of operational measures was established focused on the preventive control of suspended particles:

- Limitation of the speed of circulation of vehicles and machinery on site to a maximum of **15 km/h**, thus reducing the lifting and dispersion of dust caused by traffic on unpaved surfaces.
- Periodic watering of roads and circulation areas by **tanker trucks**, ensuring that surfaces maintain an adequate level of humidity and reducing the generation of particles during daily operations.

These measures were integrated into the project's environmental planning, ensuring systematic application adapted to the project's operational and meteorological conditions.

Result

The implementation of these measures made it possible to **effectively control the dust emissions generated during the construction phase**, contributing to improving air quality in the area around the site and minimizing the effects on workers, nearby communities and users of adjacent infrastructures.

Study and Preparation of Noise Measurement Report

Project: San Pedro Luminora photovoltaic plant
Client: LUMINORA SOLAR DOS S.L.
Location: Murcia, Spain.

Description

The project developed by FCC Industrial consists of the construction of a **photovoltaic solar park of approximately 196.55 MW** (with a peak power of 218.74 MWp), which includes the design, supply, assembly and commissioning of the installation.

The work integrates electrical substations, aerial-underground evacuation lines and auxiliary control buildings built with prefabricated elements to respect the typology of the area. The works range from the previous clearing and earthmoving to the driving of profiles, assembly of structures and execution of pipes for the medium voltage network.

Challenge

The construction activities of the photovoltaic park, especially the driving of structures, drilling, earthworks and the transit of heavy machinery, generate noise levels that can affect the sensitive receptors located in the vicinity of the work.

The proximity of population centers such as **El Caracolero** and **La Tercia** made it necessary to permanently control noise emissions to ensure compliance with the limits established in current regulations, the Environmental Monitoring **Programme (PVA)** and the **Environmental Impact Statement (EIS)**, thus minimizing possible effects on the local population.

Solution

To mitigate this issue, an acoustic control program was implemented based on the following measures:

- **Definition of acoustic control points**: Seven control points were established in representative areas of the environment, including residential areas near the work. This distribution made it possible to cover the most sensitive enclaves from an acoustic point of view and to have a monitoring base adapted to the reality of the site and the proximity of possible receivers.
- **Carrying out periodic measurement campaigns**: Acoustic control was carried out by means of periodic measurement campaigns, carried out in accordance with standardized protocols and in compliance with Royal Decree 1367/2007, as well as the applicable regional and municipal regulations. This periodicity made it possible to continuously monitor the acoustic behavior of the work throughout its development.
- **Measurements in real operating conditions**: The measurements were carried out with the construction activity in progress, which made it possible to capture the effective acoustic impact associated with the different work tasks. In this way, the results obtained reflect the real sound behavior derived from the works carried out in each phase.
- **Use of officially calibrated equipment**: To ensure the reliability and traceability of the data, the measurements were carried out with properly calibrated equipment. The use of verified instrumentation was essential to ensure the consistency of the results and their validity for monitoring and compliance checking.
- **Analysis of results against regulatory limits**: The values recorded were analyzed taking as a reference the limits established in the current regulations for the daytime period outdoors, with values of up to 70 dB(A). This comparison made it possible to objectively assess the compatibility of the levels measured with the applicable legal criteria.
- **Identification of main emitting sources**: The monitoring made it possible to identify the main emitting sources associated with the execution of the work, including machinery, drilling and road traffic. This identification facilitated a more precise control of the noise sources with the greatest potential impact on the environment.

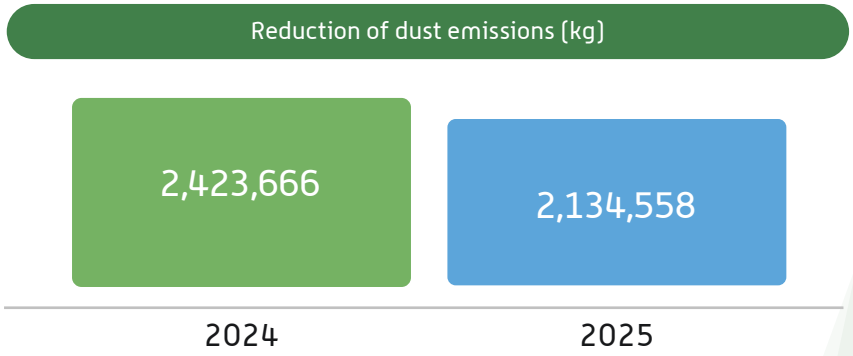
Result

The measurements carried out show a favorable evolution of the acoustic behavior of the work, with results aligned with the established control criteria:

- The average levels recorded at the different points analyzed are below the established limits, which reflects a contained acoustic effect during the development of the work.
- No exceedances of the acoustic quality objectives defined both in the applicable regulations and in the Environmental Impact Study (EIA) have been detected, confirming the adequacy of the monitoring carried out and the conditions in which the work has been executed.
- Overall, the results obtained allow us to conclude that the acoustic management implemented has favored the compatibility of the construction activity with the nearby environment.

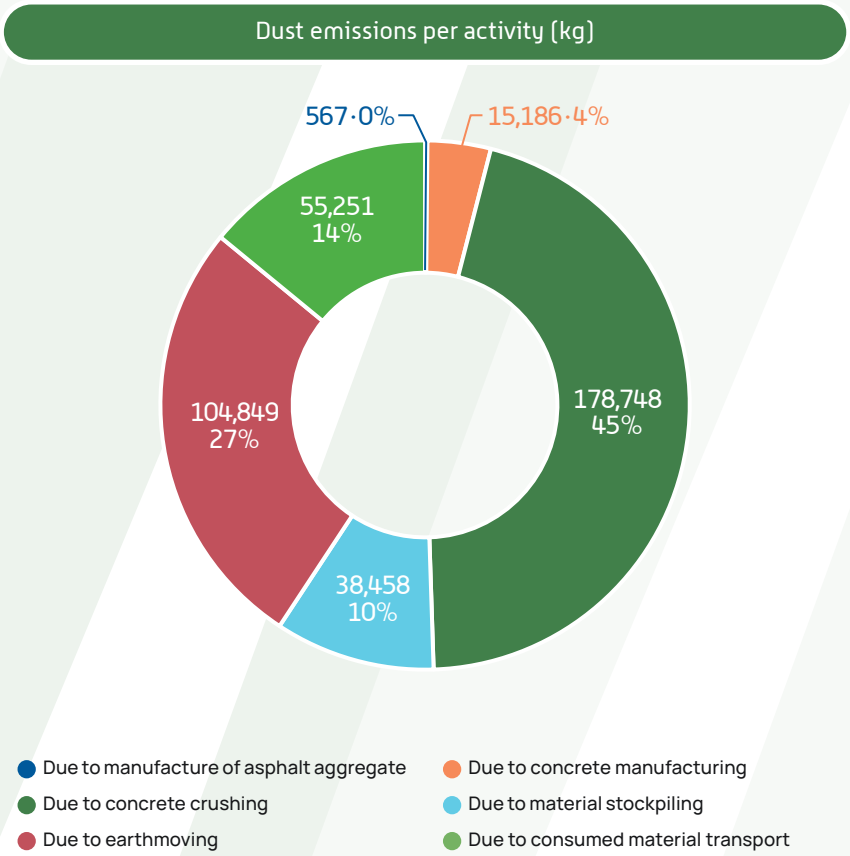
3.3.1.4. Indicators

Below is a detailed analysis of dust emissions, broken down by the production activity of origin at FCC Construcción during 2025. This classification is useful for identifying at which stages of production the most emissions are generated, which allows specific and more effective reduction measures to be targeted and applied in each of them.



As for polluting gas emissions, in 2025 there has been a general reduction in their emissions. In addition, as an improvement compared to 2024, CO and NH3 emissions have been measured.

Emissions (kg)	2024	2025
NOX	10,808,497	5,244,565
SOX	2,671	1,374
CO	-	947,548
NH3	-	1,421
VOCs	490,947	238,232



3.3.2. Soil contamination

3.3.2.1. Key impacts, risks and opportunities

FCC Construcción's activities can generate significant impacts on soil, making its protection and responsible management a key aspect of reducing environmental impact. From direct land occupation to earthworks and excavations, each phase of the construction process can alter the structure, composition and functionality of the soil, compromising its stability and capacity for regeneration.

In land management, FCC Construcción faces various risks. These include erosion and loss of fertile soil, compaction resulting from the intensive use of heavy machinery, and pollution from accidental discharges of hazardous substances, washing water or waste. Risks associated with the destabilization of slopes due to overloads or changes in the water table are also identified, which can cause landslides and affect ecosystems. Added to this is the inadequate management of waste, such as improper mixtures of sludge, which hinders its treatment and raises costs.

From an environmental point of view, these alterations accelerate degradation processes such as desertification and negatively affect the natural environment, as well as increasing regulatory pressure. All this reinforces the need for responsible management aimed at preventing discharges, reusing suitable land and applying stabilization techniques to minimize impacts and ensure regulatory compliance.

Another aspect that influences land management is the location of projects. Works in sensitive areas or with complex geotechnical features require additional measures to prevent loss of stability and contamination of the ground.

To mitigate these effects, FCC Construcción implements actions such as waterproofing washing areas, installing settling ponds for wastewater, separating and treating sludge properly, and reusing uncontaminated land in landfills. Likewise, preventive planning and environmental training are promoted for all the actors involved, promoting a culture of sustainability and circular economy in each project.

Minimization of the use of hazardous substances, prioritizing less polluting alternatives and strengthening storage and handling protocols.

Improve machinery movement planning to reduce soil compaction and preserve its natural structure.

Implementation of erosion control measures, such as slope revegetation, use of organic meshes, or physical barriers.

Optimization of waste management through proper segregation and the use of technologies that facilitate its treatment.

Strengthening spill prevention systems, including periodic inspections, tank maintenance, and staff training.

3.3.2.2. Some of our actions

Actions to adress risks	Prevention of erosion and loss of fertile soil	Stockpile topsoil in horizontal layers.
		Construction of physical barriers.
		Stabilization and planning of roads.
		Redirect runoff and suspend work on rainy days.
		Early seeding and fertilization of stockpiled topsoil
	Soil compaction control	Use designated roads for work execution
		Reduce areas occupied by machinery and personne
	Prevention of spills and contamination	Waterproofing of washing, maintenance, and storage areas.
		Use of sealed and covered containment for hazardous substances
		Checking the tightness of tanks and containers
		Carrying out maintenance in authorized workshops.
	Proper waste management	Separation of sludge in sealed tanks.
		Preparation of designated areas for stockpiling contaminated materials.
Actions to leverage opportunities	**Reuse of topsoil**: Separate and preserve for the restoration of affected areas.	
	Reduction of chemical impact: Select products with lower hazard and ecological labeling.	
	Optimization of planning: Early execution of seeding and revegetation works.	
	Improvement of operational efficiency: Rational use of space and resources to minimize the footprint on the land.	

For more information on the actions developed to address the risks and opportunities identified in the projects, see **Annex III: Risks, opportunities and environmental actions.**.

3.3.2.3. Case Study

Toyo Tunnel Project and its access roads – Section 1

Project: Construction of the Toyo Tunnel and its access roads – Section 1
Client: Government of Antioquia.
Location: Antioquia, Colombia.

Description

The Toyo Tunnel – Section 1 project consists of the construction of a road infrastructure in the Antioquia region aimed at connecting the department with the Urabá region and the Caribbean Sea. This section, located between the municipalities of Giraldo and Cañasgordas, includes the execution of approximately 17 tunnels, several bridges and viaducts, in addition to the main tunnel of about 9.7 km in length. The work includes activities such as excavation by drilling and blasting, the construction of access roads, slope stabilization and drainage works, as well as the future installation of ventilation, lighting and security systems, with the aim of guaranteeing a safe connection through the Western mountain range.

Challenge

The construction of portals, open-air roads, Excavation Material Deposit Zone (ZODME), slopes and industrial areas implied the removal of vegetation cover and the exposure of soils, increasing the risk of erosion by runoff, wind and rain. In this context, ensuring surface stability and landscape recovery posed a critical challenge for the environmental closure of the project.

Solution

Vegetation recovery was implemented through the spreading of topsoil, the establishment of herbaceous species and grasses, and the planting of ground cover. These actions were complemented by maintenance through irrigation and weed control, as well as the installation of temporary physical barriers, such as fencing, to protect sensitive areas and delimit the intervention area. A total of 361,127.51 m² was revegetated, with interventions in ZODME areas, slopes and other project areas, using adapted species such as *Brachiaria humidicola, Brachiaria decumbens*, King Grass and star grass, among others.

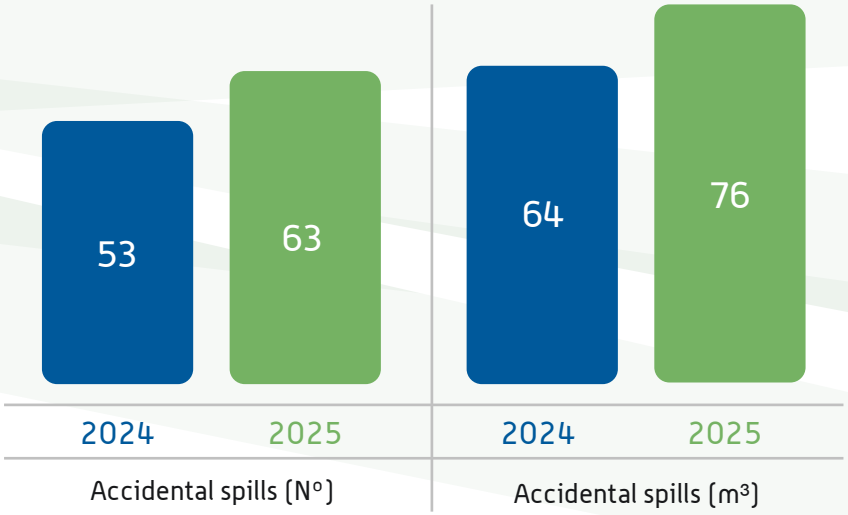
Result

The measure helped control erosion, restore vegetation cover and stabilise disturbed areas, thereby reducing sediment runoff and enhancing the landscape integration of the works. In disposal areas, it was instrumental in converting material deposition sites into environmentally restored and rehabilitated land.

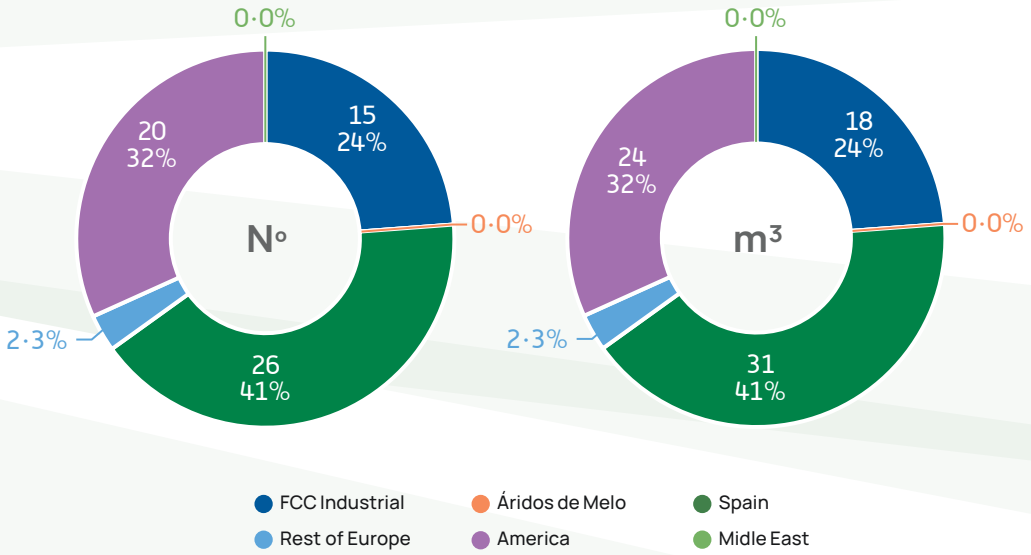
3.3.2.4. Indicators

Significant soil-related impacts of FCC Construcción							
Contamination or alteration of soils in an inappropriate or uncontrolled manner		Improper, uncontrolled, or accidental discharges		Total accidental spills (2025)		Total accidental spills (2024)	
Nº	Volume (m³)	Nº	Volume (m³)	Nº	Volume (m³)	Nº	Volume (m³)
18	22	45	54	63	76	53	64

Accidental spills (Nº)



Accidental spills 2025



During the year 2025, the total number of incidents related to accidental spills and spills was higher than the previous one.

3.3.3. Water pollution

3.3.3.1. Key impacts, risks and opportunities

Water pollution is one of the main environmental challenges in the construction sector, both because of the impact it generates and because of the risks associated with its management. Although much of the water used in construction activities is reincorporated into the natural environment, there is a possibility that its quality will be altered by contact with materials, waste, chemical additives or hazardous substances. This alteration, if not properly controlled, can affect the integrity of surface and groundwater, with consequences for ecosystems, human health and regulatory compliance.

FCC Construcción implements responsible management of water resources, aimed at preventing pollution, ensuring compliance with current environmental regulations and protecting the environment where its projects are developed. To this end, specific measures are applied such as the correct management of the washing of concrete tanks, avoiding leaks to the ground and reducing costs associated with the use of containers, as well as protocols for the control of spills and the safe maintenance of machinery.

The main risks associated with water pollution in construction activities include the alteration of the quality of surface water during the execution of works, non-compliance with the discharge parameters established by environmental regulations and the possibility of accidental discharges derived from the maintenance of machinery or the rupture of tanks. There is also a risk of contamination by washing water, especially in operations such as the rinsing of concrete vats, as well as the improper mixing of sludge and waste, which complicates its treatment and management. These risks, if not properly controlled, can have significant impacts on aquatic ecosystems, public health and corporate reputation, as well as economic and legal sanctions.

This scenario, in addition to involving risks, opens up strategic opportunities for the adoption of innovative solutions that minimize impacts, optimize the use of water resources and reinforce FCC Construcción's commitment to sustainability. These include the implementation of technologies for water reuse and treatment, real-time control systems and circular economy practices that contribute to safer, more efficient and environmentally friendly projects.

Although the impact on water resources in the field of construction is limited, FCC Construcción applies specific measures to ensure that its impact is minimal. From the protection of riverbeds to the controlled treatment of discharges, the company reinforces its commitment to continuous improvement in water management and environmental compliance.

3.3.3.2. Some of our actions

Acciones to adress risks	Prevention of pollution during work execution	Isolation of areas at risk of contact with aquifers.
		Concentration of auxiliary facilities away from watercourses.
		Execution of sensitive works away from the watercourse.
		Protection of diversions from activities involving spill risk or material stockpiling.
		Use of dredging techniques with low water disturbance.
		Placement of river water intakes that do not generate significant increases in turbidity.
	Control and treatment of discharges	Prior control of water before discharge into the natural environment.
		Prior treatment of effluents.
		Periodic monitoring of the treatment system to ensure compliance with legal limits.
		Discharge into sealed tanks for subsequent removal or reuse.
	Management of maintenance and storage operations	Availability of granular absorbent material on site to collect accidental spills.
		Location of storage areas away from water flows or other sensitive elements.
		Carrying out machinery maintenance in suitable areas or authorized workshops.
	Protection of water quality in specific operations	Continuous monitoring of turbidity and physicochemical quality during dredging.
		Placement of straw bales or filtering elements before access to the watercourse.
		pH neutralization through CO_2 injection or the addition of specific acids.
		Prohibition of direct discharge into the sewage system of substances such as oils or solvents.
		Removal and proper management of solid waste present in dredged materials
		Prevention of loss of dredged material during transport, avoiding overflows or leaks.

For more information on the actions developed to address the risks and opportunities identified in the works, see **Annex III: Risks, opportunities and environmental actions.**

3.3.3.3. Case Study

Cleaning Point for Washing Paint Materials

Project: Metro Mondego.
Client: Metro Mondengo.
Location: Coimbra, Portugal.

Descripción

The work "Construction of the Material and Workshop Park (PMO) of the Mondego Mobility System" aims to develop the facilities that will support the operation and maintenance of the future Mondego Mobility System. The project includes the construction of a set of essential infrastructures for the operation of the system, including the administrative building, which will house the Central Command Post and the areas of support for operation and maintenance; the maintenance workshop; the porter's lodge and associated technical facilities, including the transformer station; a fire-fighting water tank; road accesses to the complex and the Metrobus canal; as well as the parking and electric charging areas for operating vehicles.

Desafío

During the painting work on the walls and ceilings of the administrative building and the porter's lodge building, an environmental challenge associated with the daily cleaning of the tools and equipment used was identified. The washing of buckets, rollers and other utensils generated water with traces of paint and primers, substances that, due to their composition, could cause contamination of the soil or water if not properly managed. In addition, this activity involved high water consumption and a potential risk of accidental spills in the work area.

Solución

In order to minimize these impacts, a specific system was implemented for the collection and controlled management of washing water. To this end, **two 1,000-litre tanks** were installed on a wooden platform at the water collection point next to the administrative building, intended for the reception of water from the cleaning of tools and painting materials. This solution allowed workers to empty and clean their equipment directly in the authorized tanks, avoiding uncontrolled dumping on the ground and favoring safer and more efficient management of liquid waste generated during the execution of the work.

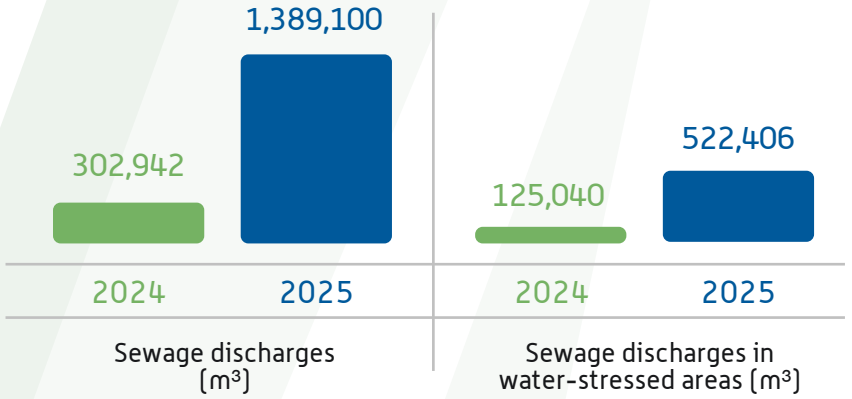
Resultado

The measure implemented significantly improved the environmental management of painting activities, reducing the risk of contamination associated with accidental spills of paint and primers on the ground. Likewise, the system favored a more efficient use of the water used in the cleaning of tools, optimizing their management during the execution of the work.

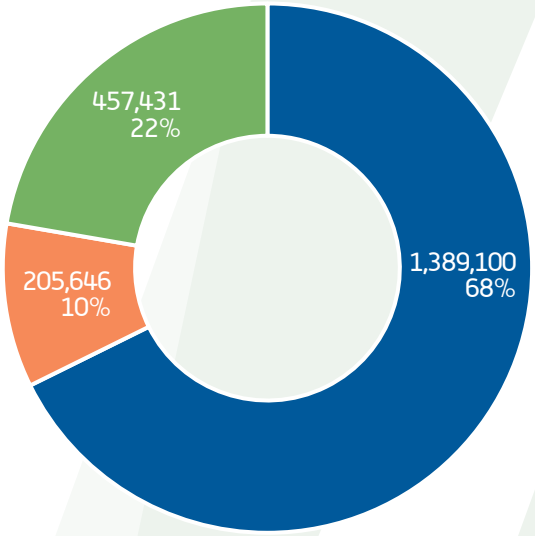
3.3.3.4. Indicators

The increase observed compared to the previous year is mainly due to an improvement in the control, recording and traceability mechanisms of discharges, driven by the requirements associated with the calculation of the **Water Footprint.**

Therefore, this increase reflects a greater monitoring capacity and availability of information, rather than a real increase in the discharges generated. This advance is an important step towards more efficient, transparent and data-driven water management, facilitating decision-making and continuous improvement of the environmental performance of projects.



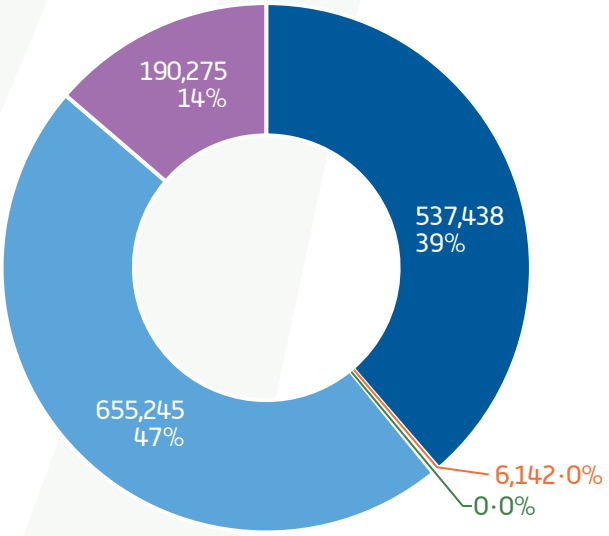
Wastewater Volume 2025 (m³)



10%
of the water is recycled or reused on-site.

Total spill · Recycled or reused water on-site and collected from rainwater · Purified water

Discharge Destination (m³)



Treated wastewater discharged into the Public Water Domiain (surface water)
Treated wastewater discharged into the Public Water Domiain (groundwater)
Treated wastewater discharged into the Public Maritime-Terrestrial Domain (seawater)
Discharged into seawage system · Discharged into a sealed septic tank

For more information, see Annex V: Environmental data, Water pollution.

3.4. Sustainable use and protection of water and marine resources

Although construction is not considered a particularly water-intensive activity compared to other productive sectors, this resource plays a fundamental role in many phases of the construction process. Its main applications include concrete curing, dust emission control, cleaning of facilities and equipment, as well as cooling machinery.

Although a significant part of the water used is subsequently returned to the receiving medium, its quality may be modified during its use as a result of the dragging of sediments, suspended solids, oils, greases or other substances present in the construction activity. Likewise, certain operations can cause alterations in the physicochemical parameters of the water, such as the increase in pH due to contact with cementitious materials or temperature variations derived from specific processes. Therefore, it is essential to implement control and monitoring measures that guarantee proper management of discharges and minimize their possible impact on the environment.

Therefore, it is essential to control discharges and the runoff generated, applying treatments, when necessary, to avoid impacts on ecosystems. FCC Construcción's activity is also carried out in areas with water stress, which requires greater control and efficiency in the use of water so that it does not put additional pressure on the ecosystem.

For all of the above, it is essential to apply sustainability criteria that ensure efficient use of the resource and avoid impacts on the good ecological status of ecosystems.

FCC Construcción promotes efficient and responsible water management, based on the continuous control of consumption and the application of measures that favor its rational use in all phases of the project.

FCC Construcción's strategy not only reduces the possible associated environmental impacts, but also reinforces the company's commitment to sustainability, promoting practices that contribute to the conservation of water resources. Proper water management improves operational efficiency and generates shared value, both for the organization and for the environment in which it operates.

3.4.1. Key impacts, risks and opportunities

The analysis of impacts, risks and opportunities in the water field has made it possible to identify water consumption as another of the significant environmental aspects that require attention from FCC Construcción's works. FCC Construcción's construction activity requires environmental planning and specific actions to make responsible use of water, in addition to continuing to implement measures to avoid compromising the quality of aquatic ecosystems.

The water used in FCC Construcción's works comes mainly from the supply network. However, in civil works projects, a high volume of water comes from its extraction from bodies of groundwater or surface water near the project.

Although this use is not intensive, the extraction of the resource can affect the associated ecosystems, among other reasons, by altering its availability, the lowering of the water table or the modification of the water/sediment balance, which result in changes in hydro-morphological processes and in the quality of the resource.

Likewise, the company manages its discharge in such a way that the necessary actions are taken to respect the legal limits of discharge and any other requirement derived from its environmental impact statement, where it exists. In addition, FCC Construcción goes a step further through the application of Good Practices that include treatment measures by purification, decantation and neutralization of the pH.

The purification and decantation of solids are essential processes, since, although suspended particles are not a pollutant in themselves, they can affect the aquatic environment by increasing the turbidity of the water, reducing the penetration of light and, in general, altering the biodiversity of the ecosystem. By installing containment elements in the work areas near the watercourses, the arrival of solids into the river courses is prevented.

Although the main risk is the possible scarcity of the resource, this situation represents a strategic opportunity to advance **water efficiency and reduction of water consumption**, through the implementation of measures that optimize its use on site.

Reduction of water consumption and maximization of its usage efficiency on site

3.4.2. Some of our actions

Actions to adress risks	**Calculate and minimize** the water required for each activity.
	Verify that the amount of water used for concrete production is appropriate.
	Avoid overconsumption by maintaining control over water usage and preventing waste.
	Plan the supply of the required water well in advance for each activity.
Actions to leverage opportunities	**Use water-saving systems**: Install diffuser systems, taps with timers, and dual-flush mechanisms in sanitary facilities.
	Efficiency in cleaning: Clean paved areas with mechanical sweepers instead of using water; clean machinery using water-saving systems; clean equipment immediately after use to prevent the formation of hardened deposits.
	Periodic inspections to detect possible leaks.
	Reuse water from the same process or from other processes under organizational control.
	Use previously stored **rainwater**.
	Use **non-potable water** whenever activities and operations allow it.

For more information on the actions developed to address the risks and opportunities identified in the works, see Annex III: Risks, opportunities and environmental actions.

2050
Goal
20%
Reduce water consumption

In 2025, FCC Construcción began calculating and verifying its water footprint, both nationally and internationally, a key step in advancing the sustainable management of the resource. Thanks to the Water Footprint Network's applied methodology, the company can identify the main points of consumption and define specific strategies to optimize their use and reduce their impact.

At the same time, the company promotes other good practices such as water reuse through innovative solutions such as rainwater harvesting and the use of treated water for operational tasks, thus reducing pressure on natural resources. Under this preventive and continuous improvement approach, FCC Construcción addresses the associated risks and transforms challenges into strategic opportunities to reduce water consumption and increase efficiency in a context of growing scarcity.

3.4.3. Success stories

Wastewater Treatment and Reuse

Project: Insular Ring.
Client: Ministry of Public Works and Transport of the Government of the Canary Islands.
Location: Tenerife, Spain.

Description

The construction of the section of the Insular Ring under the Teno massif aims to complete the road connection between El Tanque and Santiago del Teide through the execution of approximately 10 km of tunnels and another 10 km of roads of new surface layout, which will allow its integration with the existing road network. This action constitutes a strategic infrastructure to improve connectivity, mobility and functionality of the Tenerife Island Ring, contributing to more efficient and safer circulation on the island.

Challenge

During on-site concrete production, tank and equipment washing operations generated an effluent with a high concentration of suspended solids and cementitious residues, resulting in the formation of sludge. In addition, these waters had a physicochemical composition that required prior treatment to guarantee adequate environmental management and avoid possible effects on the environment. The need to minimize water consumption and reduce the generation of waste associated with the activity made it necessary to implement a solution that would allow this resource to be recovered and reused within the production process itself, favoring more sustainable and efficient management.

Solution

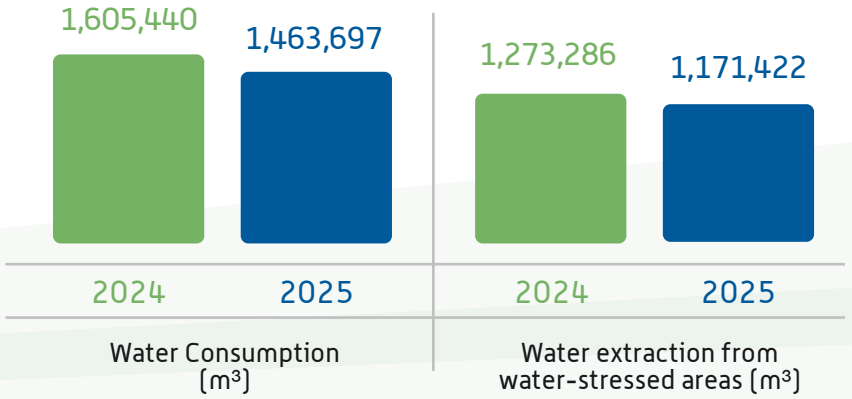
To respond to this challenge, a treatment system was implemented for the water from the washing of tanks that allows its pH to be adjusted through the controlled dosage of hydrochloric acid and an automatic monitoring system. In this way, the treated water reaches the necessary conditions for reuse as mixing water in the concrete plant. Likewise, the sludge generated in the process is dried and managed as inert waste in an authorized landfill.

Result

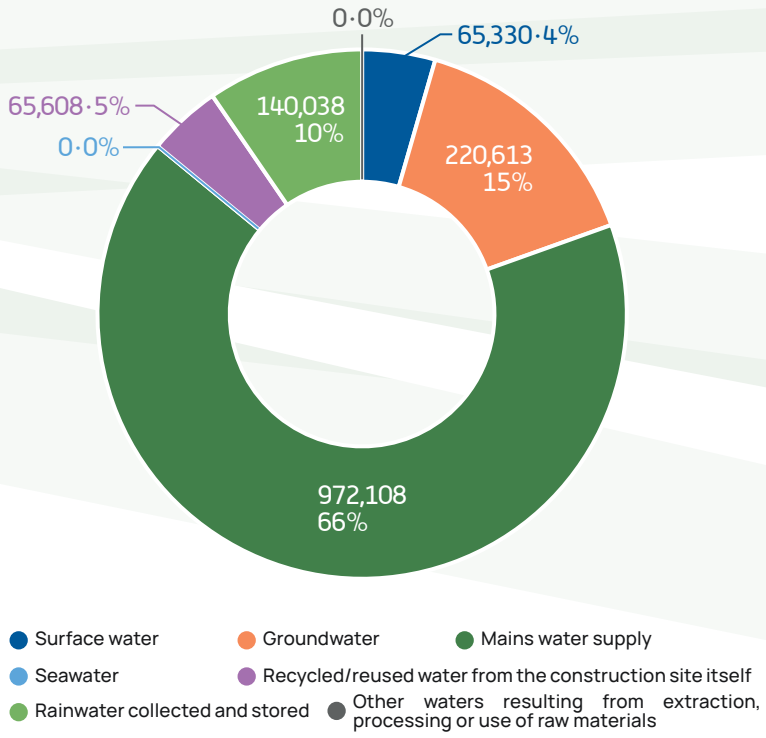
The implementation of this solution has made it possible to close the water cycle within the concrete production process, obtaining an effluent with the appropriate characteristics for reuse as mixing water in the plant. Thanks to this, the demand for fresh water necessary for the manufacture of concrete has been reduced and the management of the water resources associated with the work has been optimized. Likewise, the sludge generated during treatment has been correctly dried and managed as inert waste in an authorized landfill, guaranteeing its adequate traceability and minimizing the associated environmental risks.

3.4.4. Indicators

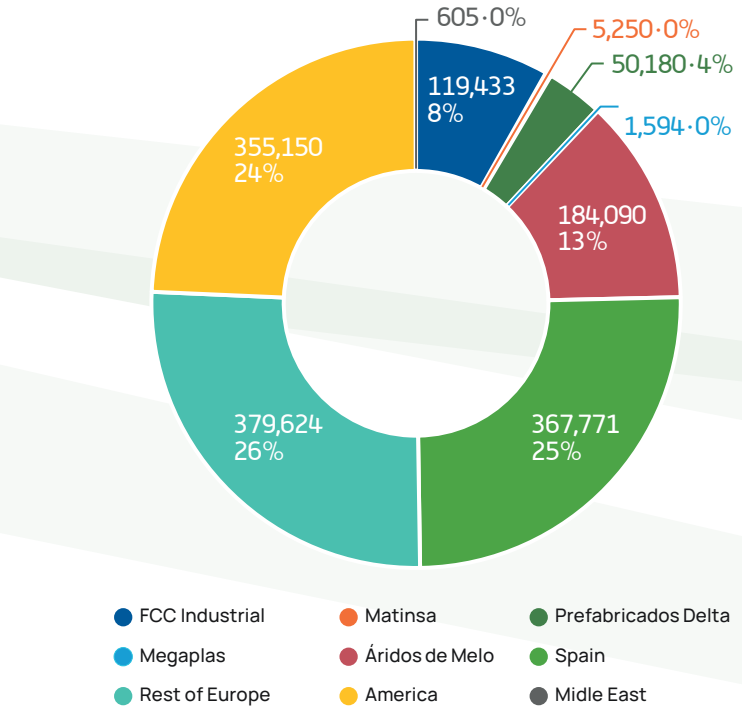
In the course of 2025, in general terms, total consumption decreased by 9% compared to 2024, a total of 1,463,697m3 of water was consumed, of which 205,646 m³ were reused in different activities, thus contributing to more efficient and sustainable management.



Water extraction by supply source (m³)



Water consumption 2025 (m³)

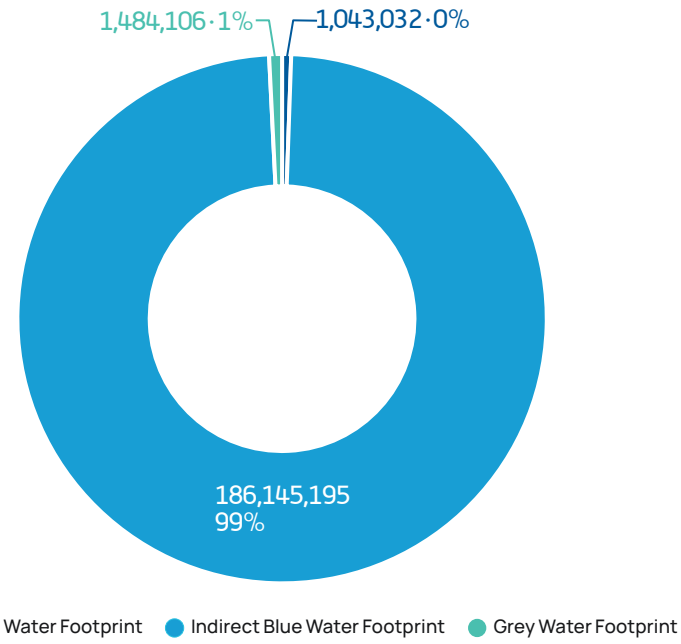


In addition, FCC Construcción calculates its Water Footprint, distinguishing between:

- **Direct blue water footprint**: Consumption of fresh water from surface or underground sources in its own operations.
- **Indirect blue water footprint**: Water consumption along the supply chain in the production of purchased materials and services.
- **Grey water footprint**: Volume of water needed to dilute the pollutants generated until the established quality standards are met.

Water Footprint (m³)		
	2024	2025
Direct Blue	1,343,937	1,043,032
Indirect Blue	60,432,134	186,145,195
Grey	170,729	1,484,106

Water Footprint by Type (m³)



For more information, see **Annex V: Environmental data, Water consumption by source of supply.**

3.5. Protection and restoration of biodiversity and ecosystems

FCC Construcción works to protect biodiversity and reduce the impact of its activities on the natural environment. To this end, it applies a comprehensive approach based on three complementary lines of action. Most projects include studies and **Environmental Impact Assessments**, which make it possible to identify potential risks and plan preventive measures from the design phase, during execution and until the completion of the works.

Implementation of a specific methodology to identify, measure, and assess impacts on biodiversity in projects located in sensitive areas.

Incorporation of Nature-Based Solutions (NBS) as a tool to address environmental challenges from an ecosystem-based perspective.

Dissemination of good practices aimed at the preservation and restoration of biodiversity.

After the execution of the works, specific actions are carried out to restore the natural environment in the affected areas. When projects are developed in sensitive areas, such as Sites of Community Interest (SCI) or Special Protection Areas for Birds (SPAs), specialized monitoring is carried out with the aim of preserving the environment and applying compensatory measures that favor biodiversity. FCC Construcción is committed to responsible management and develops specific practices to reduce impacts on fauna, flora and their habitats.

3.5.1. Key impacts, risks and opportunities

FCC Construcción's activities, by their nature, can generate alterations in the landscape and ecosystems. In certain projects, the work can modify the environment significantly, causing fragmentation and disconnection of habitats, which hinders the mobility and natural development of species of fauna and flora.

The main associated risk is the impact on fauna due to habitat modification, derived from the occupation of the territory, earth movements, soil loss or intervention in watercourses and seabeds.

Other relevant risks include nuisance caused by artificial lighting at night, impacts from noise and vibrations, habitat pollution from accidental discharges and dust emissions or blasting, which can lead to the abandonment of hatchlings and the displacement of wildlife.

Although no specific opportunities have been identified in this analysis, the focus is on the application of preventive and corrective measures to minimize risks.

3.5.2. Some of our actions

Actions to adress risks	**General preventive measures**	Carry out an initial ecological inventory to identify existing habitats and species.
	Flora protection	Install soil-mass screens or terracing to mitigate vibrations in vegetated areas.
		Use micro-blasting or blasting with micro-delays to reduce explosive charge.
		Identify existing plant species prior to clearing activities.
		Physically protect plant specimens of higher value.
		Reduce the clearing area and transplant singular specimens affected by the works.
	Fauna protection	Create temporary shelters for animal species.
		Reduce or halt blasting activities during breeding seasons.
		Avoid habitats of vulnerable species when selecting disposal areas.
		Impose temporary restrictions on activities during migration or spawning periods.
		Install wildlife fencing or deterrent signage to prevent animal crossings.
		Prepare work programs that reduce temporary impacts and facilitate migration.
		Recover nests or burrows in logs when necessary.
		Relocate nests or animal specimens in cases of direct impact.
Actions to leverage opportunities	**Measures to minimize disturbance**	Proper placement of lighting fixtures, with focused and shielded lighting in sensitive areas.
		Use of yellow lights to reduce insect attraction.
		Rescheduling night work to minimize light pollution impacts.
		Reduction of activity during periods or hours with greater noise or vibration impact
	Protection of aquatic habitats	Respect the riverbed and physically protect spawning grounds.

For more information on the actions developed to address the risks and opportunities identified in the works, see **Annex III: Risks, opportunities and environmental actions**

3.5.3. Case Study

Protection of the Plant Species Present in the Work

Project: Go Rail Expansion On Corridor Ontario
Client: Metrolinx
Location: Toronto, Canada

Description

The **ON Corridor** project is the main action of the **GO Rail** expansion program promoted by the province of Ontario, a strategic initiative aimed at developing an integrated, multimodal and high-capacity regional transport system to respond to the mobility needs of citizens, companies and institutions. This project is part of the objectives defined by the **Regional Transport Plan 2041 (RTP 2041)** for the Greater Toronto and Hamilton area and represents the largest infrastructure investment within the historic expansion program of the GO Transit rail network. The action will transform the current railway system into a modern network capable of offering bidirectional services throughout the day, with frequencies of up to 15 minutes on the main corridors. In this context, **Metrolinx** has entrusted **ONxpress, a consortium made up of FCC Construcción and Aecon**, with the design and construction of the new infrastructure necessary to make this transformation of regional transport a reality.

Challenge

During the implementation of the project, one of the main environmental challenges was to ensure the conservation of the trees listed as protected in accordance with the applicable technical reports and authorizations. The proximity of construction activities and the transit of machinery posed a potential risk of affecting both the aerial part and the root system of these specimens, so it was necessary to adopt specific measures to ensure their preservation during the development of the works.

Solution

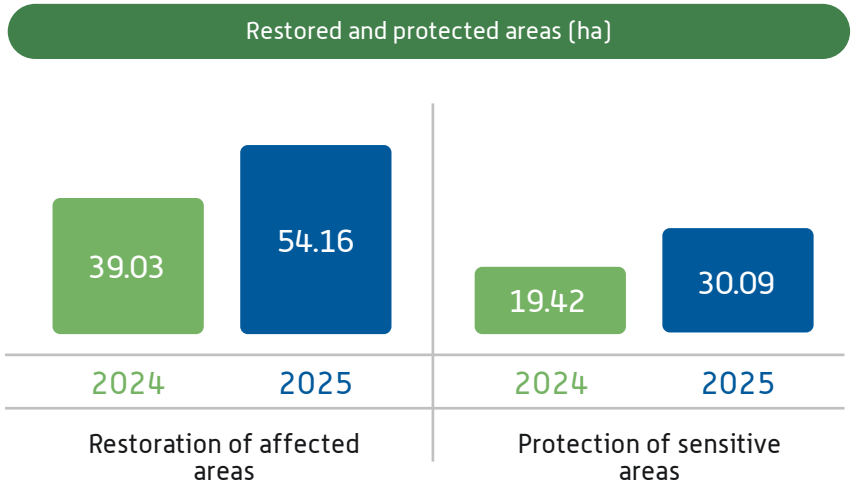
To respond to this challenge, **tree protection zones** were established around the identified specimens, delimited by perimeter fencing and specific signage. These protected areas restricted the access of machinery, the collection of materials and the execution of construction activities inside, guaranteeing the protection of the root system and the integrity of the trees throughout the construction phase.

Result

Thanks to the implementation of these preventive measures, it was possible to **preserve all the protected trees present in the area of action**, avoiding damage derived from construction activities. The action made it possible to guarantee the conservation of the specimens in accordance with the requirements established in the arboriculture reports and in the applicable regulations, making the development of the work compatible with the protection of the environmental values of the environment.

3.5.4. Indicators

During 2025, as in previous years, FCC Construcción has maintained its commitment to the restoration of affected natural areas and the protection of sensitive areas from the point of view of biodiversity. The actions have focused on minimizing the impact of work and guaranteeing the conservation of environments of high ecological value.



Land adjacent to or located within protected natural areas or areas of high biodiversity not protected

Type of condition	2024		2025	
	Nº obras	Superficie (ha)	Nº obras	Superficie (ha)
Location in protected natural areas or with high value for the DB	12	758	13	673
Location in an area with a landscape classified as relevant	13	1,166	15	1,249
Effect on a natural riverbed in a protected area	6	51	7	51
Effect on natural riverbeds in areas with high biodiversity value	13	858	17	873
Effect on riverbeds with very high value for local communities and indigenous communities	7	64	11	65
Effect on channels with relevant value for local and indigenous communities	10	852	13	849
Effect on listed or protected vegetation	8	908	22	1,839
Effect on listed or protected animal species	18	905	23	1,467

FCC devotes special attention to the identification of species, both plant and animal, potentially affected by its activity, in order to design and implement the most appropriate mitigation measures:

Spain and Portugal

Six actions have been identified located in protected natural areas or of high value for biodiversity, including the **Yesa Reservoir** (UTE), the Tenerife Island Ring (UTE), the **Ribadesella Bridge** (UTE), the **Barragem do Pisão**, the **Reguengos de Monsaraz** CH and the IP-Torres-Caldas section.

These interventions are located in areas of high environmental sensitivity, such as the Natura 2000 Network (including the SCI/SPA of the Aragón River and the Sierras de Leyre and Orba), the Albufera Natural Park in Valencia, the Sella River, the TENO SAC in Tenerife, as well as various Portuguese river systems, including the Ribeira da Azambuja. the Degebe River, the Arnóia and the Ribeira da Seda.

In this context, possible effects on habitats and species of flora and fauna included in the **IUCN Red List have been detected**:

- **Flora**: Halonidophilous shrublands (*Pegano-salsoletea*), Black Arto (*Maytenus senegalensis*), Salado (Salsola papillosa), Jujube (*Ziziphus lotus*) and Chio Flower (*Hymantoglossum*).

- **Fauna**: Short-toed Lare (*Calandrella brachydactyla*), Short-toed Calandra (*Melanocorypha calandra*), Iberian Sandgrouse (*Pterocles alchata*), Gaig blau (*Coracias garrulus*), European pond turtle (*Emys orbicularis*), Short-toed eagle (*Aquila fasciata*), Audouin's gull (*Larus audouinii*), Shag (*Gulosus aristotelis*), Bottlenose dolphin (*Tursiops truncatus*) and European pond turtle (*Emys orbicularis*).
  - Specifically, the work on the Yesa Reservoir has affected the following species:
    - **Fish**: Loach (*River Wolf*) (*Barbatula barbatula*), Red-tailed Barbel (*Barbus haasi*), Bermejuela (*Chondrostoma arcasii*), Madrilla (*Chondrostoma miegii*) and River trout (*Salmo trutta*).
    - **Reptiles**: European pond turtle (*Emys orbicularis*).
    - **Birds**: Golden Eagle (*Aquila chrysaetos*), Eagle Owl (*Bubo bubo*), Black Stork (*Ciconia nigra*), Short-toed Eagle (*Circaetus gallicus*), Montagu's Harrier (*Circus pygargus*), Black Woodpecker (*Dryocopus martius*), Common Crane (*Grus grus*), Bearded Vulture (*Gypaetus barbatus*), Bonelli's Eagle (*Hieraaetus fasciatus*), Black Kite (*Milvus migrans*), Red Kite (*Milvus milvus*), Egyptian Vulture (*Neophron percnopterus*), Yellow-billed Chough (*Pyrrhocorax graculus*) and Red-billed Chough (*Pyrrhocorax pyrrhocorax*).
    - **Mammals**: Iberian desman or river mole (*Galemys pyrenaicus*), otter (*Lutra lutra*) and European mink (*Mustela lutreola*).

Romania

Within the framework of the Lugoj–Timișoara East Railway Modernisation works and Section 3 Gurasada–Simeria, the impact on various species has been identified, requiring planning and the adoption of specific protection measures. The actions are carried out in protected areas under the European Union's Habitats Directive, as well as in areas of high ecological value that are home to priority habitats and high biodiversity. In this context, protection and conservation measures have been implemented adapted to the characteristics of these natural environments:

- **Flora**: Turkish Oak (*Quercus cerris*) and Beech (*Fagus sylvatica*).
  - It is worth mentioning that the projects have been developed in the vicinity of the Natura 2000 Habitat of 91E0 "Alluvial forests of alder and ash", affecting the following species: Black alder (*Alnus glutinosa*), Common ash (*Fraxinus excelsior*), White willow (*Salix alba*) and Gray alder (*Alnus incana*).
- **Fauna**: Kingfisher (*Alcedo atthis*) and Golden Eagle (*Aquila chrysaetos*). In this case, the projects have been developed in the vicinity of the following areas:
  - **ROSCI0373** - *Râul Mureș între Brănișca și Ilia:*
    - **Amphibians**: Red-bellied toad (*Bombina bombina*), Yellow-bellied toad (*Bombina variegata*), Crested newt (*Triturus cristatus*) and smooth newt (*Lissotriton vulgaris ampelensis*).
    - **Fish**: Aspio/Avat (*Aspius aspius*), Cobitis (*Cobitis taenia*), European Bitterling (*Rhodeus amarus*), Keßler's Goby (*Romanogobio kesslerii*), Danube Goby (*Romanogobio vladykovi*) and Balkan Goby (*Sabanejewia balkana*).

Romania

- **Reptiles**: European pond turtle (*Emys orbicularis*).
- **Mammals**: European otter (*Lutra lutra*).
- **Invertebrates**: Coenagrion ornatum, Cordulegaster heros and Ophiogomphus Cecilia.

- **ROSCI0064** – *Defileul Mureșului:*
  - **Mammals**: European otter (*Lutra lutra*), Great horseshoe bat (*Rhinolophus ferrumequinum*), Small horseshoe bat (*Rhinolophus hipposideros*) and Great buzzard bat (*Myotis myotis*).
  - **Reptiles**: European pond turtle (*Emys orbicularis*), yellow-bellied toad (*Bombina variegata*) and crested newt (*Triturus cristatus*).
  - **Fish**: European bitterling (*Rhodeus amarus*), Cobitis (*Cobitis taenia*), Sabanejewia (*Sabanejewia aurata*) and European barbel (*Barbus barbus*).
  - **Invertebrates**: Cordulegaster heros, Lucanus cervus (*Flying Deer*) and Rosalia alpina (*Rosalia alpina*).
- **ROSCI0385** – *Râul Timiș între Rusca și Prisaca:*
  - **Amphibians**: Red-bellied toad (*Bombina bombina*), Yellow-bellied toad (*Bombina variegata*) and Crested newt (*Triturus cristatus*).
  - **Mammals**: European otter (*Lutra lutra*), medium buzzard bat (*Myotis blythii*) and large buzzard bat (*Myotis myotis*).
  - **Fish**: Balkan Barbel (*Barbus balcanicus*), Cobitis (*Cobitis taenia complex*), Danube Lamprey (*Eudontomyzon danfordi*), Vladykov's Lamprey (*Eudontomyzon vladykovi*) and European Bitterling (*Rhodeus amarus*).
  - **Reptiles**: Mediterranean tortoise (*Testudo hermanni*).

United Kingdom

The work on the A465 motorway has been carried out in the Brecon Beacons National Park (Wales), directly crossing this protected area and also affecting two areas of special conservation such as Blaen Cynon and the Usk Bat Sites, affecting the following species:

- **Fauna**: European lapwing (*Vanellus vanellus*), Scabious maiden (*Euphydryas aurinia*), Hazel dormouse (*Muscardinus avellanarius*) and Crested newt (*Triturus cristatus*).

Chile

Finally, the construction of the Industrial Bridge in the commune of Hualpén, in the Biobío region, has been carried out within a protected area associated with the Los Batros wetland, characterized by hosting habitats of reptiles and amphibians with a high degree of conservation.

Likewise, the intervention affects the Biobío River, considered a channel of high ecological value and relevance for local communities.

3.6. Spatial planning

Construction projects, especially those of civil infrastructure, occupy large areas of the territory, in addition to exerting a great influence, both direct and indirect, on it. Interventions in natural areas can cause the modification of reliefs and landscapes, generate interference in the functioning of ecosystems, and even affect local communities and their way of life.

In more urban environments, work also has repercussions. The interruption of traffic, cuts in basic services and the occupation of pedestrian paths, among others, are aspects that must be adequately addressed to try to avoid causing further inconvenience and always guarantee safety.

For all these reasons, territorial planning is essential for responsible management, as it defines the planning and actions necessary for the rational use of natural resources, assessing the fragility of the environment and the socio-economic activities of each geographical area. Its essential purpose is to prevent significant soil disturbance, preserve natural and cultural heritage and lay the foundations for long-term sustainability.

Enciso Dam. La Rioja, Spain.

3.6.1. Key impacts, risks and opportunities

The concept of **territorial planning** refers to the set of actions aimed at guaranteeing a rational use of resources, considering the fragility of the environment and the activities that are carried out in each area. Its aim is to prevent significant soil disturbances, preserve natural and cultural heritage and lay the foundations for long-term sustainability.

Therefore, all construction projects have an influence on the planning of the territory, although the intensity of this influence varies depending on various factors. This influence depends on a number of factors, including its **location** (natural vs. urban environment); the **type of project or infrastructure** in question (e.g., linear infrastructure, such as a road or railway, generates very different impacts than a building project); **the interaction of the project with communities**, for example, if there is a connection between the infrastructure and basic services, as it can affect mobility and accessibility, or if it is located in an environment of special cultural, historical or landscape interest, its repercussions will be greater for them.

Construction projects are essential for the development of communities, although they inevitably have effects on the environment. For this reason, FCC Construcción considers land use planning to be a key aspect of its Management System, for which it identifies risks and opportunities, and defines measures to ensure that this development is conducted in the most sustainable way possible, minimizing the risk of impact and trying to make the most of its opportunities.

Among the most relevant risks identified in the System are the **fragmentation of ecosystems**, caused by the "barrier effect" of linear infrastructures that limit the mobility of fauna; the **alteration of watercourses, relief and landscape**, derived, among others, from earth movements, soil compaction or the creation of impermeable surfaces; or the **occupation of land**, which together with the above actions can lead to the reduction of the permeability of the land, affect the quality of the water and also transform the configuration of the landscape.

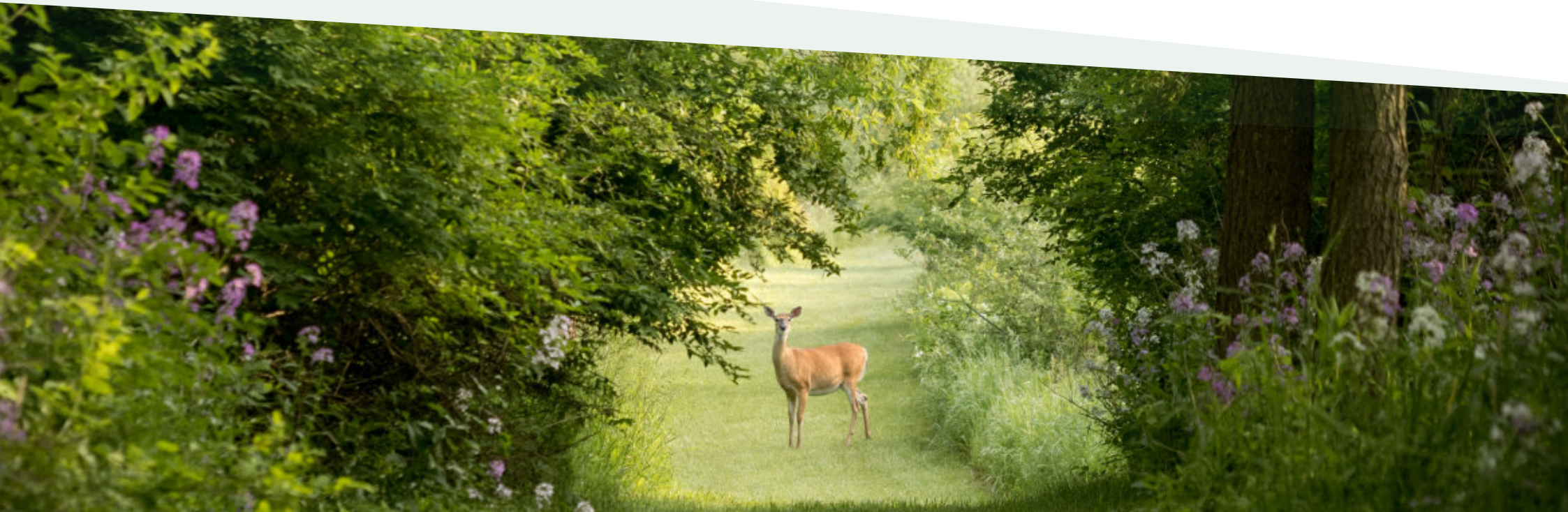
In urban environments, the System also identifies risks (interruptions to traffic and basic services, dirt, noise, etc.), which generate unrest in communities and can lead to reputational damage for the company, as well as a reduced willingness of stakeholders to collaborate in other aspects. Therefore, in order to prevent and minimize these risks, FCC Construcción considers it essential to carry out exhaustive studies during the design and planning phase of the territory, assessing its repercussions on its environment and society. It also seeks to implement all necessary measures to preserve biodiversity and protect the interests of communities.

> FCC Construcción integrates spatial planning into all phases of its projects: from initial planning and design, through construction and operation, to end-of-life management. It actively seeks to minimize and mitigate the impacts generated in order to ensure that each infrastructure is developed respecting the fragility of the natural environment and promoting the well-being of society.

3.6.2. Some of our actions

Actions to adress risks	**Site selection**: Choose material extraction areas with the lowest visual impact.
	Landscape restoration: Restore the landscape at the end of construction and/or after the disposal area is no longer in use.
	Use of **native plant species** in sowing and planting.

For more information on the actions developed to address the risks and opportunities identified in the works, see **Annex III: Risks, opportunities and environmental actions.**



3.6.3. Case Study

Land Reuse and Landscape Restoration

Project: Industrial Bridge Road Concession
Client: Aleatica S.A., Sociedad Concesionaria Puente Industrial S. A.
Location: Hualpén Commune, Chile

Description

The project aims to improve connectivity between the communes of **Hualpén and San Pedro de la Paz**, in the Biobío Region (Chile), through the creation of a new mobility alternative that contributes to decongesting key infrastructures such as **Route 160**, the main connection route to Coronel, and **Costanera Avenue.**

To this end, the construction of a new 2.5 km long bridge was carried out, which, together with its associated links and roads, reaches a total length of approximately **6.5 km**, constituting a strategic infrastructure to improve mobility and connectivity in the area.

Challenge

During the early stages of implementation, a major challenge associated with the management of the scarp material and soils extracted during earthmoving activities was identified. The volume generated and its characteristics made it necessary to have specific planning to avoid its consideration as waste and to minimize the environmental impacts derived from its transport, external management or disposal.

In addition, the project had to guarantee adequate control of the processes of erosion, runoff and emission of particulate matter, as well as promote the landscape restoration of the intervened areas through environmentally sustainable solutions integrated into the environment.

Solution

During the construction stage of the Industrial Bridge, the following measures were implemented:

- **Emission control in aggregate stockpiles**: aggregate stockpiles over 1.5 meters in height located within 200 meters of sensitive areas, such as homes and horticultural areas, were protected by the installation of containment nets in accordance with the requirements set out in the RCA and BALI. This measure made it possible to minimize the dispersion of particulate matter and reduce possible effects on the environment.
- **Sustainable landscape design**: the landscape design, approved by the Tax Inspectorate, incorporated sustainability criteria through the use of plant species with low water requirements and high resistance to local climatic conditions, including docas (Carpobrotus chilensis), sunbeam (Lampranthus multiradiatus)) and native trees such as boldo, corcolén and pelú. This selection favors biodiversity, contributes to erosion control and reduces maintenance needs.
- **Stabilization and revegetation of surfaces**: the modeling and stabilization of the exposed surfaces was carried out in order to control runoff, prevent erosive processes and facilitate the natural revegetation of the intervened areas.
- **Installation of slope pole barriers**: treated wood pole barriers were placed in slope areas to reduce water and wind erosion, promote sediment retention, improve conditions for the establishment of native species and visually integrate the infrastructure into the surrounding landscape.
- **Planting of native species**: the planting of native species from southern Chile was promoted, selected for their high adaptability and low maintenance requirements. This action contributes to the recovery of vegetation cover, the reinforcement of local biodiversity and the conservation of the ecosystem identity of the environment.

Result

In addition to the measures implemented during the execution of the work, the project made it possible to develop a specific system for the management and traceability of excavated soils, aimed at maximizing their reuse and promoting a more efficient use of natural resources.

- **Management and control of extracted soils**: a specific area was set up for the collection of soils and escarpments, where detailed monitoring of the volumes extracted was carried out. This information was incorporated monthly into the aggregate traceability reports, guaranteeing transparent, controlled management aligned with the applicable regulatory requirements.
- **Classification and segregation of stockpiled materials**: a system of differentiation of the different types of temporarily stored soil was implemented, allowing its reuse to be optimized according to the needs of the project and the planned landscaping actions. This measure favored a more efficient technical management of materials and contributed to minimizing the generation of waste through the use of potentially reusable resources.

4.

Successful Project: Lugoj–Timișoara East Railway Modernization

Successful Project: Lugoj–Timișoara East Railway Modernization

The project involves the comprehensive modernization of the railway line between **Lugoj and Timișoara East**, part of the **Caransebeș–Timișoara–Arad** corridor, with the aim of enabling speeds of up to 160 km/h.

The works include doubling the track, renovating stations, rehabilitating bridges and improving drainage systems, implementing **the European Rail Traffic Management System (ERTMS)**, modernizing telecommunications, electrifying infrastructure and adopting measures to minimize environmental and noise impacts.

The objective is to increase the capacity, safety and efficiency of rail transport in accordance with current European Union standards.

4.1. Emissions Monitoring and Reduction

Challenge

In the execution of the railway section, the **generation of atmospheric emissions derived from construction activities** was identified as a relevant environmental aspect, with potential temporary impact on air quality in the nearby environment. Two main sources of emission were identified:

1. Construction Machinery, responsible for the emission of polluting and greenhouse gases, including CO_2, NOx, CO and non-methane volatile organic compounds (NMVOCs).
2. Mechanical activities and vehicle circulation, which favor the lifting and dispersion of suspended dust particles during the different phases of project execution.

Solution

To address this issue, a set of mitigation measures was implemented to reduce atmospheric emissions associated with construction activities through the optimization of material transportation and the efficient management of construction activities.

- Transport of materials. Prioritization of rail transport over road transport, with the aim of reducing traffic from heavy vehicles and associated carbon emissions.

- Control of emissions from vehicles and machinery.
  - RCarrying out periodic inspections to verify emission levels and carbon monoxide concentrations generated by on-site machinery and vehicles.
  - Only equipment that meets the established standards is authorized for use once any detected deficiencies have been corrected.

- Work organization and dust control.
  - Implementation of modern facilities and auxiliary means in the work areas.
  - Maintenance of site roads through regular grading, periodic watering and the establishment of vehicle speed limits.
  - Application of specific measures aimed at minimizing the generation and dispersion of suspended dust.

- Optimization of earthworks. Definition of optimized material circulation and transport routes, promoting material compaction and reducing particle dispersion.

- Refueling protocol.
  - Establishment of centralized refueling points or designated refueling areas within the construction site.
  - Selection of suitable sites to avoid additional environmental impacts and ensure safe management of operations.

Result

As a result of the measures implemented during the construction phase, a **significant reduction of dust emissions and other air pollutants** was achieved. The environmental monitoring data was collected through real measurements with specialized equipment and confirmed that the concentrations of key air pollutants, such as sulfur dioxide (SO_2), nitrogen dioxide (NO_2) and particulate matter (PM10), were always within the applicable legal limits.

This performance was made possible by the coordinated application of optimized procedures and best practices by the project team.

These include the speed limitation of vehicles on site, the reduction of idling times for machinery, the periodic maintenance of roads and the use of modern and efficient equipment.

These actions contributed not only to preserving air quality in the area around the work, but also to optimizing fuel consumption and, consequently, to reducing polluting and greenhouse gas emissions associated with construction activities.

4.2. Ballast Decontamination

Challenge

During the railway infrastructure modernization works, the presence of contaminated material was detected, mainly in the existing ballast. Investigations determined that the primary source of contamination was fuel spills and leakages from tank wagons previously parked on the railway line, resulting in the contamination and degradation of the ballast in specific sections of the corridor.

Solution

The solution adopted was based on the implementation of a strategy for the decontamination and recovery of affected ballast, aimed at maximizing the recovery of the material and minimizing the generation of waste. To this end, a process structured in the following phases was developed:

- Initial characterization. Chemical analysis to determine the levels of contamination present in the ballast.
- Extraction and classification. Excavation of the affected material and separation according to its characteristics.
- Material treatment. Decontamination by washing processes with specialized equipment, designed to remove hydrocarbons adhering to the ballast.
- Environmental process control system. Implementation of recirculation systems and closed water circuits, minimizing the use of water resources.
- Verification of decontamination. Laboratory tests to check the efficacy of the treatment and verify compliance with the criteria established for its reuse.

Throughout the decontamination process, priority was given to the use of low-hazard substances and environmentally sustainable techniques. Likewise, the treated material that met the technical and environmental specifications was reincorporated into the project itself, favoring the circular economy and reducing the need to use virgin raw materials.

Result

As a result, 73.690 tonnes of ballast **were processed and decontaminated**, all of which were reused within the project. A total of **100% of the treated material** was used to produce material for the track substructure, ensuring its reintegration into the construction process and eliminating the need for disposal as waste.

The material obtained, consisting of a mixture of mineral aggregates and crushed granular material, met the technical requirements for use in the railway structure. This initiative represents an example of efficient resource management and the application of circular economy principles, maximizing the use of recovered materials, significantly reducing waste generation and decreasing the demand for virgin raw materials during the project execution.

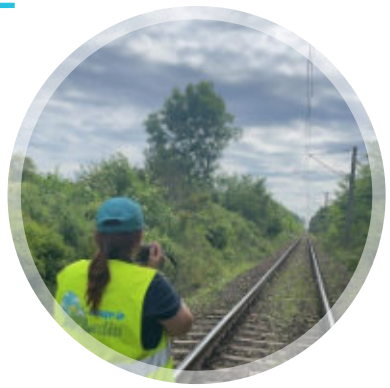
4.3. Monitoring, Analysis and Control of Biodiversity

Challenge

As a key environmental aspect of the project, the potential impact on biodiversity resulting from the construction work in a highly ecologically sensitive area was identified, including its passage through areas belonging to the Natura 2000 Network. Among the main risks identified were potential wildlife mortality due to train or vehicle collisions along the route and the instruction or spread of invasive alien species within the works areas.

Furthermore, the proximity to protected areas such as *Lunca Timișului* required the implementation of specific prevention, monitoring and control measures to ensure the conservation of the natural values and habitats within the area of influence of the projects.

Solution



To address the identified risks, a comprehensive and ongoing biodiversity monitoring program was implemented, designed to generate detailed and comparable information over time. This approach was structured around periodic campaigns based on transects distributed along the entire route, allowing for the systematic collection of data on fauna, invasive flora and potential impacts such as wildlife mortality due to vehicle collisions.

The program combined previous analysis, specific planning of the campaigns and seasonal fieldwork, incorporating techniques such as transect surveys, species identification, installation of cameras and georeferenced recording of observations. The information collected was consolidated through detailed monitoring sheets, facilitating the comparison between periods (winter, spring, summer and autumn) and the detection of variability patterns.

Result

As a result of the monitoring program implemented, a detailed and continuous knowledge of the biodiversity present in the project area was obtained, through the realization of seasonal campaigns based on 20 transects distributed along the route.

The monitoring made it possible to detect the presence of relevant invasive species, such as *Robinia pseudoacacia*, *Ambrosia artemisiifolia* or *Sorghum halepense*, as well as to systematically record the appearance of fauna and possible roadkills. Overall, the study carried out will make it possible to define and implement the most appropriate biodiversity mitigation and protection measures during the different phases of the project's development. Likewise, the monitoring program established will facilitate continuous monitoring of the effectiveness of the measures adopted, allowing their performance to be evaluated and, if necessary, the introduction of corrective actions to ensure the conservation of the habitats and species present in the intervention area.

4.4. Discovery and protection of archaeological sites

Challenge

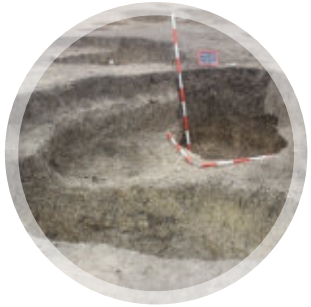
One of the main challenges of the project was the presence of **10 archaeological sites** within the intervention area. In accordance with current regulations on the protection of cultural heritage, it was necessary to carry out preventive archaeological surveys before the start of construction to ensure the conservation and proper documentation of the remains of historical interest.

To this end, exhaustive excavation campaigns were conducted, along with the systematic recording, analysis and documentation of this finding.

Solution

In response, more than 6,000 m² were excavated, uncovering remains of two settlements: one from the Late Bronze Age and the other from the late Roman period. 188 archaeological units were identified, including dwellings, ovens and wells, as well as numerous ceramic fragments.

The findings were documented and transferred to the National Museum of Banat, guaranteeing the preservation of the heritage and allowing the railway modernization to continue in accordance with the regulations.



Result

During the preventive archaeological investigation, the following categories of materials were discovered: pottery, stone tools, bone and antler objects, coins, glass and metal objects.

The intervention made it possible to preserve the archaeological heritage, comply with legal regulations and advance in the railway project in a responsible and sustainable way.

The excavations revealed two archaeological sites of great relevance. The first corresponds to a Late Bronze Age settlement, located in the western area of the site, which includes domestic pits, a ritual deposit pit with pottery and semi-underground dwellings. The second is a settlement from the late Roman period (3rd–4th centuries AD), confirmed by the discovery of a bronze coin of the URBS Roma type, minted during the reign of Emperor Constantine the Great in the house identified as Complex nº. 25. The Roman occupation is evident from the third century AD thanks to pieces such as a silver fibula in the shape of a "T", fragments of terra sigillata (fine Roman ceramics) and wheel-thrown and handmade pottery. In the northwestern part of the settlement, a set of grouped ovens was discovered, used to smoke or dry food. This community, dated to the 3rd–4th centuries AD, belonged to a mixed population of farmers and shepherds, descendants of local Dacians and Sarmatians who migrated from the Pannonian Plain at the end of the 2nd century AD. The strong Roman influence is reflected in the presence of metal and ceramic artifacts, including fine grey-paste wheel-thrown pottery and common reddish-brown tableware.

4.5. Stakeholder Communication and Grievance Management

Challenge

During the execution of the works in the urban environment of Recaș, a challenge was identified derived from the **proximity to sensitive infrastructures**, particularly the rainwater collection channel, which generated concern among the local population about the possible effects of the actions on the drainage system

Likewise, **formal complaints were received** through the Administration, related to earthworks, elevation and other potential impacts associated with the work.

This context highlighted the need to manage not only the technical and regulatory aspects, but also the management of expectations and concerns in the local community, ensuring transparent communication and proper integration of actions into their environment.

Solution

To address the concerns raised, an approach based on transparency, institutional collaboration and compliance with technical and environmental requirements was adopted. In this regard, inspections by the Water Administration and the National Environmental Guard were facilitated.

In addition, measures were implemented to ensure the **continuous operation of the drainage system and the minimization of impacts on the environment and the population**, including the supervision of the canal to avoid obstructions, the adaptation of construction solutions without interfering with the flow of water, the control of earthworks and stockpiles, and responsible management of the materials and waste generated. These measures are supported by proper work planning to reduce disturbance to local communities while ensuring regulatory and environmental compliance.

Result

The inspections carried out by the competent authorities confirmed that the **concerns raised were addressed and verified in a transparent manner**, with no real effects on the drainage channel or significant impacts on the environment or the population being identified. Likewise, the works were carried out without a relevant generation of dust or noise, **complying with the applicable environmental regulations** and without resulting in sanctions.

In addition, this process made it possible to strengthen the Administration's confidence in the environmental management of the project, evidencing the capacity of the work to respond effectively to social concerns through verifiable data.

5.

Involving Society in responsible management

Involving Society in responsible management

FCC Construcción believes that the **responsible management** of its activities must consider not only compliance with legal and environmental requirements, but also the active involvement of society in its construction processes.

The construction sector has a direct influence on territorial, economic and social development, generating employment, boosting the local productive fabric and facilitating access to essential infrastructures and services. However, given its transformative impact on the environment, especially in urban or peri-urban areas, the execution of works can cause nuisance to the community, such as noise, dust, dirt, alterations in urban mobility or interruptions in basic services.

Aware of this reality, FCC Construcción incorporates the interests and expectations of its stakeholders into its corporate strategy, prioritizing the identification, evaluation and management of the possible negative effects arising from its activities. To this end, the company has developed a set of actions aimed at minimizing the inconvenience caused during the execution of the projects, as well as maximizing the social benefits derived from its activity.

These measures include advance impact planning, the implementation of communication protocols with the community, coordination with local authorities and the adoption of technical solutions that maximize the social footprint of the works. This approach allows FCC Construcción to move towards a **sustainable, transparent construction model committed** to the well-being of the communities in which it operates.

FCC Construcción also maintains a firm commitment to transfer its values throughout its value chain so that the stakeholders involved in its processes contribute to avoiding or minimizing the possible negative effects of the activity and maximizing the sustainable development of the environment.

To this end, among other actions, all suppliers and subcontractors who wish to collaborate with the organization must sign and commit to acting in accordance with FCC CO's Code of Ethics and Conduct, which includes the principles of environmental responsibility. Likewise, all of them must adopt the **organization's Code of Environmental Behavior** and commit to the **Ten Principles of the United Nations Global Compact**, both commitments included in the contractual clauses.

For FCC Construcción it is very important to extend its environmental responsibility throughout its value chain. Some key actions in the management of its suppliers are:

Certification in Sustainable Procurement in accordance with ISO 20400

Integration of sustainbility into procurement practices, promoting a responsible supply chain aligned with FCC Construcción´s social and environmental objetives.

GoSupply Supplier Qualification Platform

Platform designed to facilitate supllier management and communication.

To mitigate the inconvenience that may be caused during the execution of the works, **FCC Construcción** has identified a set of **Actions and Opportunities structured** around three fundamental pillars for **its sustainable performance:**

Creating Environmental Awareness

Committed to training and **raising awareness** in this area.

Engaging Stakeholders

To achieve environmental goals more easily through **active collaboration.**

Communicate

Both internally and externally, to **built relationships of trust** with the various stakeholders involved in the projects.

Annex IV: Good Practices ® applied by FCC Construcción presents the **Good Practices** implemented by **FCC Construcción** during 2025, aligned with the three pillars mentioned above and aimed at minimizing the potential impacts of its works on the local population and the environment in general.

5.1. Environmental training and awareness

FCC Construcción is committed **to training and environmental awareness** as strategic tools to integrate sustainability at all levels of its activity. The company considers that the continuous training of its own personnel and subcontracted companies is essential to guarantee the correct application of good environmental practices, prevent negative impacts and promote a corporate culture committed to respecting the environment.

The training offer is designed specifically for each professional profile, including technical courses, awareness sessions and materials adapted to the activities carried out on site. This training not only provides theoretical knowledge but also promotes practical skills and a proactive attitude in the face of environmental challenges. In this way, FCC Construcción ensures that all stakeholders involved in its projects are prepared to identify risks, apply preventive measures and act in accordance with the principles of ***the Good Environmental Practices System®.***

During 2025, the results obtained reflect the high degree of commitment of the organization to this line of action:

Training in sustainability has been strengthened, with a growing offer of specialized courses such as:

- Quantification, verification and communication of Carbon Footprint.
- Calculation and verification of the Water Footprint.
- Waste management according to AENOR's Zero Waste scheme.
- Sustainability in the Construction and Infrastructure industry.
- Quality and Environmental Technicians Conference.

100% of production personnel, up to the level of supervisors, received the scheduled environmental training at 66% of all worksites.

90% of subcontractors involved in construction projects participated in environmental awareness talks specific to their activities, in 49% of all projects.

These actions translate into tangible benefits for FCC Construcción such as:

- Reduction of environmental and legal risks by ensuring regulatory compliance and proper management of aspects such as waste, emissions, and protection of the natural environment.
- Improved operational efficiency by minimizing errors, optimizing processes and reducing costs arising from environmental incidents.
- Strengthening corporate reputation by demonstrating a genuine commitment to sustainability to customers, governments and local communities.
- Greater involvement of staff, who take ownership of environmental objectives and actively contribute to their fulfilment.

Overall, environmental **training** and **awareness** are key aspects that allow environmental management to be integrated effectively and transversally in each project, from planning to execution.

5.2. Stakeholder engagement

The **active involvement of local communities** in FCC Construcción's projects is a fundamental pillar for achieving the environmental objectives defined by the organization. **Stakeholder participation** not only strengthens the social dimension of environmental management, but also builds relationships of trust, improves transparency, and fosters a shared culture of sustainability.

From an operational perspective, this direct interaction with the social environment provides the company with valuable information about the characteristics of the territory, the concerns of the population and the possible environmental risks associated with each project.

This knowledge facilitates more informed decision-making, early identification of potential impacts and the definition of solutions adapted to the real needs of the environment. As a result, FCC Construcción achieves **more efficient environmental management**, aligned with the expectations of its stakeholders and capable of anticipating possible conflicts, thus promoting a smoother and more responsible execution of the works.

On the other hand, local communities also benefit from this active relationship. Through communication, awareness-raising and training processes, **citizens become more aware of the importance of protecting the environment** and, in many cases, incorporate sustainable practices into their daily lives. This transfer of knowledge contributes to generating more resilient, informed environments committed to the conservation of the natural environment. The benefits derived from this participation are numerous:

For FCC Construcción, this translates into continuous improvement of its processes, greater social legitimacy for its projects and a reduction in reputational and operational risks.

For local communities, it represents an opportunity to get involved in transforming their environment, access relevant environmental information and adopt more sustainable habits.

In short, the integration of stakeholders in environmental management not only improves the company's environmental performance, but also promotes a more inclusive, transparent and environmentally friendly construction model.

5.3. Active communication

FCC Construcción considers active communication to be an essential element to guarantee transparency, accountability and the consolidation of relationships of trust with its stakeholders. This communication strategy not only allows the company to transmit its values, commitments and actions in environmental matters, but also facilitates direct knowledge of the perceptions, concerns and expectations of the stakeholders regarding its projects.

The company has developed a **two-way approach to communication**, both internally and externally, which allows for a **constant exchange of information**. Internally, a flow of **transversal communication** is promoted between all levels of the organization, from worksites to the corporate structure, ensuring that strategic decisions are aligned with the operational reality.

Externally, FCC Construcción establishes **open channels** with local communities, public institutions and other relevant actors, allowing them to express proposals for improvement, complaints or environmental concerns, while receiving updated information on the status of the projects.

This active communication model translates into significant benefits for the company such as:

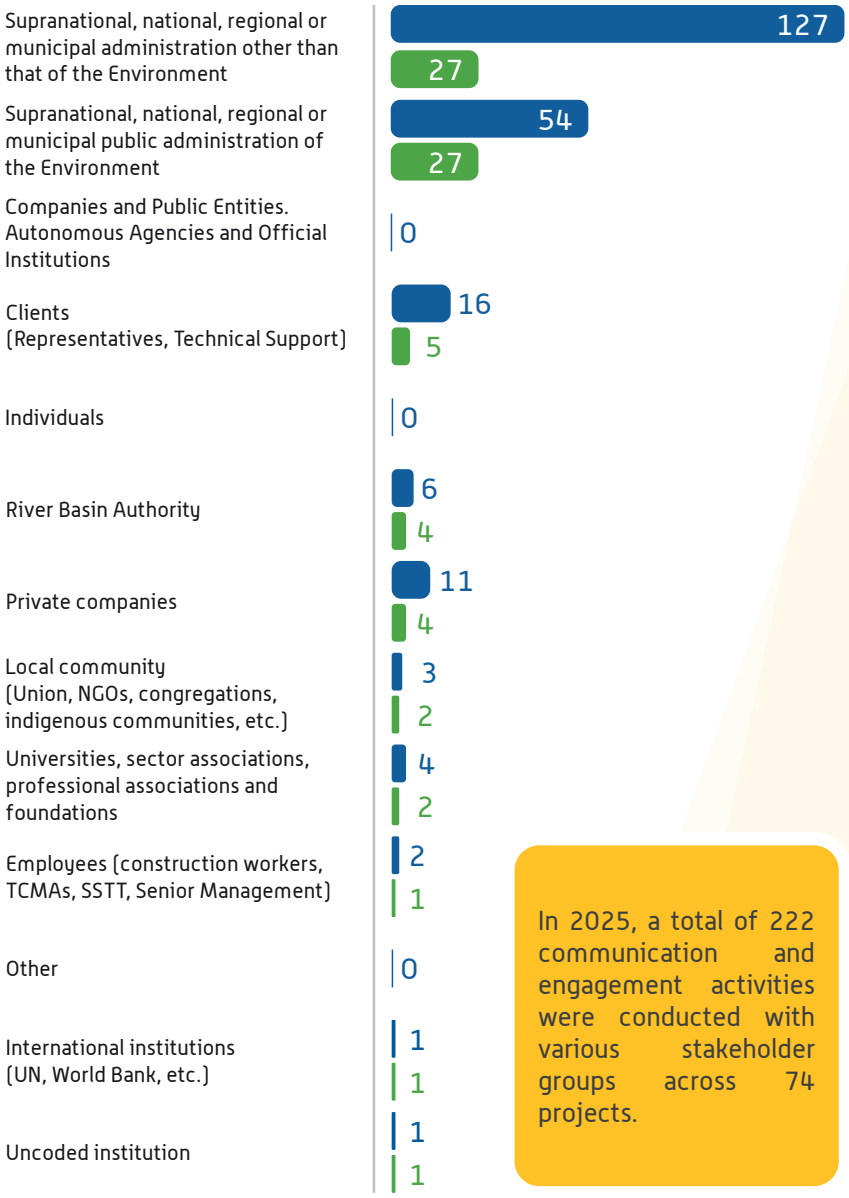
- Improvement in environmental management by incorporating stakeholder input into project planning and implementation.
- Reduction of negative impacts, thanks to the early identification of potential issues and the implementation of corrective measures.
- Strengthening corporate reputation by demonstrating a genuine commitment to transparency and active listening.
- Greater operational efficiency by avoiding social conflicts and facilitating collaboration with affected communities.

To ensure the effectiveness of this communication strategy, FCC Construcción has implemented specific mechanisms within its *Good Practice® System*, such as the development of **environmental, social or cultural heritage communication plans**. These plans encourage collaboration with local communities and public institutions, including government representatives, and allow messages and channels to be adapted to the characteristics of each environment.

Active communication not only strengthens the link between FCC Construcción and its stakeholders but is also key to moving towards a more sustainable, participatory and environmentally friendly construction model.

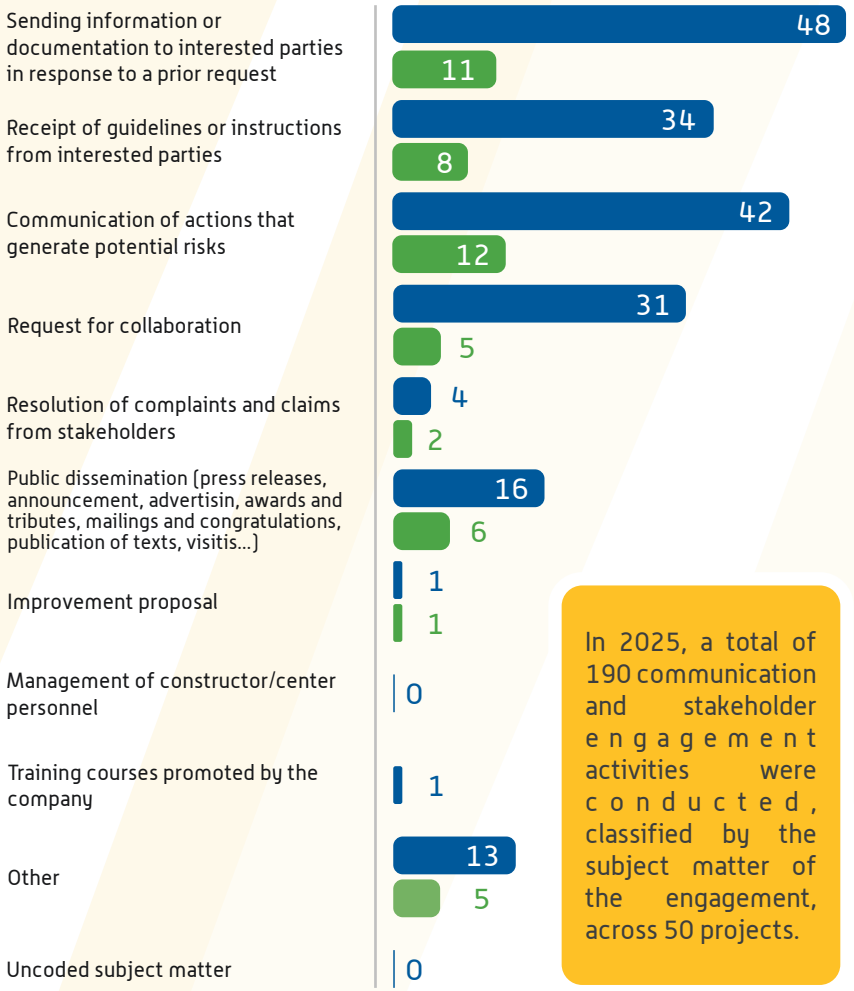
Below is the data collected on the relationships maintained during the execution of the works with the different stakeholders of FCC Construcción in 2025, as well as the main topics addressed in these communications.

Frequency of communication with stakeholders during the execution of the works



In 2025, a total of 222 communication and engagement activities were conducted with various stakeholder groups across 74 projects.

Frequency of communication with the different stakeholders on each matter during the execution of the works



In 2025, a total of 190 communication and stakeholder engagement activities were conducted, classified by the subject matter of the engagement, across 50 projects.

Number of relationships
Number of works in which the relations occur

5.4. Collaborative relationship on the methodology for calculating the Carbon Footprint

Project: Llardecáns Irrigation
Client: AIGÜES DEL SEGARRA GARRIGUES, S.A. (ASG)
Location: Llardecáns (Catalonia, Spain)

Description

The project is part of the development of the Segarra-Garrigues Irrigation System and aims to execute the distribution network necessary to serve the D1 area of Sector 13, in the province of Lleida. The project includes hydraulic modelling of the area, considering both the new irrigated areas and the existing systems, in order to optimize the overall operation of the network.
It also includes the installation of pipes, hydraulic equipment and associated infrastructures that guarantee the supply of water to farms, both those introducing irrigation for the first time and those already equipped with irrigation systems. In this way, the action contributes to the modernization of hydraulic infrastructures and the improvement of efficiency in the management and distribution of water resources.

Challenge

During the development of the project, the need arose to provide the client with a detailed and transparent explanation of the methodology used by FCC Construcción to estimate the Carbon Footprint of its activity. This requirement highlighted the challenge of structuring and clearly communicating the procedures, criteria and tools used, as well as strengthening coordination between the work and Central Services, guaranteeing the consistency, traceability and technical rigor of the information reported.

Solution

A collaborative action was carried out between the client and FCC Construcción, in which the methodology for calculating FCC Construcción's Carbon Footprint was presented in detail. The session was supported by documentation prepared by the Quality and Environment Department of Central Technical Services. This collaboration made it possible to answer various questions regarding the scope, methodological criteria, origin of the data and sources of conversion factors and included the practical application of the calculation in the project itself, thus reinforcing transparency, technical understanding and coordination with the client.

Result

As a result, the client acquired knowledge about the data collection and processing process and the methodology used by FCC Construcción for the calculation of the Carbon Footprint. This allowed them to compare the results obtained with their own analyses and estimate the environmental impact of the project from a complementary perspective.

6.

Annexes

6.1. Annex I: Environmental characteristics of the projects

6.1.1. Interaction with the environment

Indicator	Average value	% Evaluated*
Distance to nearest town (m)	698 607 671	100% 100% 100%
Distance to essential services to the community (firefighters, airports, hospitals, official centers, airports, power stations, telephones) (m)	4,814 655 3,791	60% 47% 56%
Distance to dwellings or industrial activities (m)	309 595 385	80% 71% 76%
Distance to final destination of waste (authorized landfill for inert or non-hazardous waste or to another worksite) (km)	26 1,123 359	95% 100% 97%
Distance to bodies of water (m)	2,307 7,035 3,765	79% 85% 81%
Length of the riverbed affected by diversions (m)	208 208	20% N/A 14%
Water table depth (m)	35 57 106	85% 79% 81%
Simultaneous presence of hazardous substances on site (litres)	3,382 2,898 1,441	82% 79% 80%

*Percentage of works in which the different magnitudes have been evaluated.

● Civil Work ● Building ● Total

6.1.2. Characteristics of the works

Indicator	Average value	% Evaluated*
Surface area occupied by the work (m2)	471,440 45,047 345,376	99% 100% 99%
Built area (buildings) (m2)	4,706 39,422 17,666	57% 82% 65%
Office area (m2)	644 303 540	94% 89% 91%
Workshop area (m2)	3,052 3,052	6% N/A 4%
Surface area of the work with movement or presence of Hazardous Waste (PR) or Hazardous Substances (SP) (m2)	50,424 22,192 44,008	62% 44% 57%
Surface area of pavement or road occupied by the work (m2)	44,681 1,419 25,934	41% 76% 52%
Surface area of the Hydraulic or Maritime-Terrestrial Public Domain affected by the work (m2)	4,359 13,088 4,873	39% 6% 29%
Number of people on site (units)	72 112 85	90% 100% 93%
Number of people in office (unit)	30 16 25	90% 97% 92%
Number of auxiliary facilities other than the construction office (plants, workshops, prefabricated buildings, quarries, landfills, machinery parks, etc.) (units)	10 2 7	78% 76% 78%
Number of vehicles or machinery with combustion engines on site (excluding generator sets) (units)	35 6 27	98% 97% 97%

*Percentage of works in which the different magnitudes have been evaluated.

Civil Work · Building · Total

Indicator	Average value	% Evaluated*
Number of generators sets present on site for more than 5 days (unit)	4 4 3	74% 87% 83%
Number of road closures (units)	11 1 8	50% 41% 47%

*Percentage of works in which the different magnitudes have been evaluated.

Civil Work Building Total

6.1.3. Material Production

Indicator	Average value	% Evaluated*
Concrete Plant Production (m³)	17,218 17,218	10,98 N/A 7.76%
Asphalt Agglomerate plant production (t)	2,024 2,024	4.88% N/A 3.45%
Aggregate plant production (t)	66,037 1,348 56,333	20.73% 8.82% 17.24%
On-site production of asphalt agglomerate (t)	6,210 1,200 5,362	65.80% 32.35% 56.03%
Concrete placement (t)	12,948 5,430 10,700	91.46% 94.12% 92.24%
Quantity of steel used on site (structural and corrugated) (t)	22,074 11,171 18,719	87.80% 94.12% 89.66%
Percentage of electricity consumption at night (%)	80 3 57	86.59% 88.24% 87.07%
Quantity of non-ferrous metals used on site (t)	29 294 159	29.27% 67.65% 48.28%
Brick factory area (m2)	2,795 14,621 8,919	32.93% 85.29% 48.28%
Glass surface (m2)	2,743 21,242 12,833	24.39% 70.59% 37.93%

*Percentage of works in which the different magnitudes have been evaluated.

● Civil Work ● Building ● Total

6.1.4. Managed volumes

Indicator	Average value	% Evaluated*
Stored volume of flammable/combustible substances (wood, paper, etc.) (m³)	6 / 21 / 10	81.71% / 88.24% / 83.62%
Stored volume of harmful or hazardous substances that can be accidentally broken (m³)	10 / 9 / 10	85.37% / 61.76% / 78.45%
Volume of aggregates and other stockpiled materials that can create turbidity in the water (m³)	4,372 / 3,804 / 4,324	26.83% / 5.88% / 20.69%
Volume extracted from river water (m³/year)	16,898 / 0 / 16,222	29.27% / 2.94% / 21.5%
Volume of water extracted from wells (m³/year)	5,892 / 4,750 / 5,783	60.98% / 70.59% / 63.79%
Volume of water consumed in activities other than concrete manufacturing and irrigation of earthworks and pavements (m³/year)	3,810 / 3,605 / 3,744	60.98% / 70.59% / 63.79%
Volume of topsoil needed on the site (m³)	11,559 / 767 / 9,760	36.59% / 17.65% / 31.03%
Demolition volume (m³)	1,886 / 2,243 / 1,980	68.29% / 58.82% / 65.52%
Blast volume (m³)	235,576 / 14,668 / 217,167	13.41% / 2.94% / 10.34%
Volume of bulk used on site (embankments + gravel + cement soil + chipboard + concrete) (m³)	99,604 / 10,114 / 74,746	95.12% / 88.24% / 93.10%
Earthmoving volume (excavations plus fills, clearances plus embankments) (m³)	142,730 / 18,376 / 106,415	97.56% / 97.06% / 97.41%

*Percentage of works in which the different magnitudes have been evaluated.

● Civil Work ● Building ● Total

Indicator	Average value	% Evaluated*
Volume of loans and quarries exploited (m³)	41,374 41,374	18.29% N/A 12.93%
Volume of earth and debris planned for landfill (external or construction) (m³)	52,520 23,914 43,673	81.71% 88.24% 83.62%
Expected volume of rubble (rubble that is reused on site plus rubble destined for landfill/recovery) (m³)	18,986 3,012 13,903	73.17% 82.35% 75.86%
Planned construction landfill volume (m³)	77,629 3,205 74,085	24.39% 2.94% 18.10%
Volume of soil contaminated for reasons unrelated to the work (m³)	1,713 16 1,458	20.73% 8.82% 17.24%
Volume of containment sludge (bentonite) used (m³)	9,473 5 7,106	10.98% 8.82% 10.34%
Volume of paint, solvents, release agents, concrete curing fluids, accelerants, fluidizers, antifreeze, epoxy resins (m³)	468 334 431	81.71% 73.53% 79.31%
Volume of soil for backfill from the work itself (m³)	79,412 4,444 65,132	62.30% 35.29% 54.31%
Volume of land for landfill from loans or other works (m³)	47,435 1,265 39,110	60.98% 32.35% 52.59%
Volume of slabs used on site (m³)	5,922 47,264 15,587	71.95% 52.94% 66.38%
Volume of inert or hazardous dredged sludge expected	24,763 24,763	1.22% N/A 0.86%

*Percentage of works in which the different magnitudes have been evaluated.

Civil Work Building Total

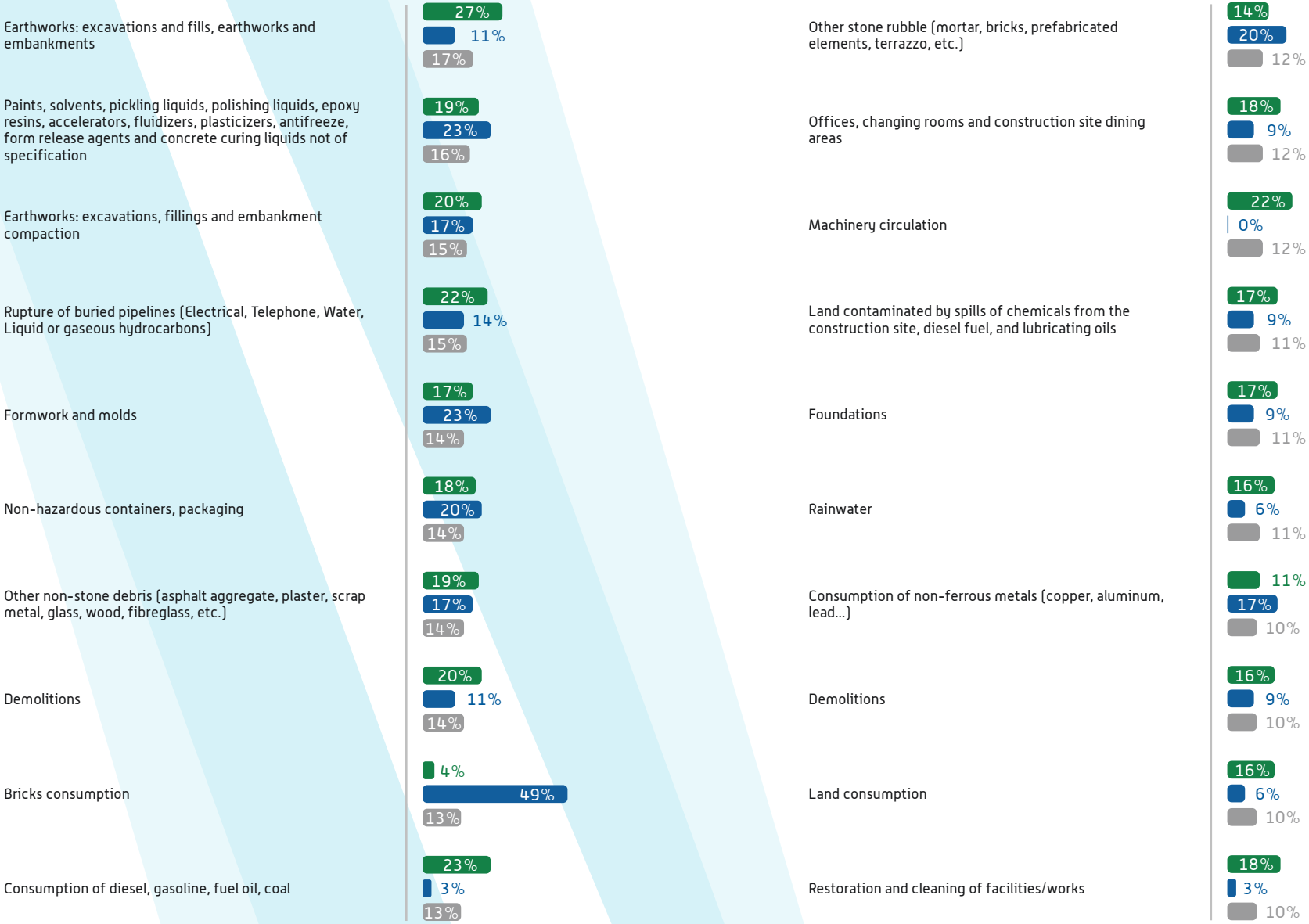
6.1.5. Characteristics of the natural environment

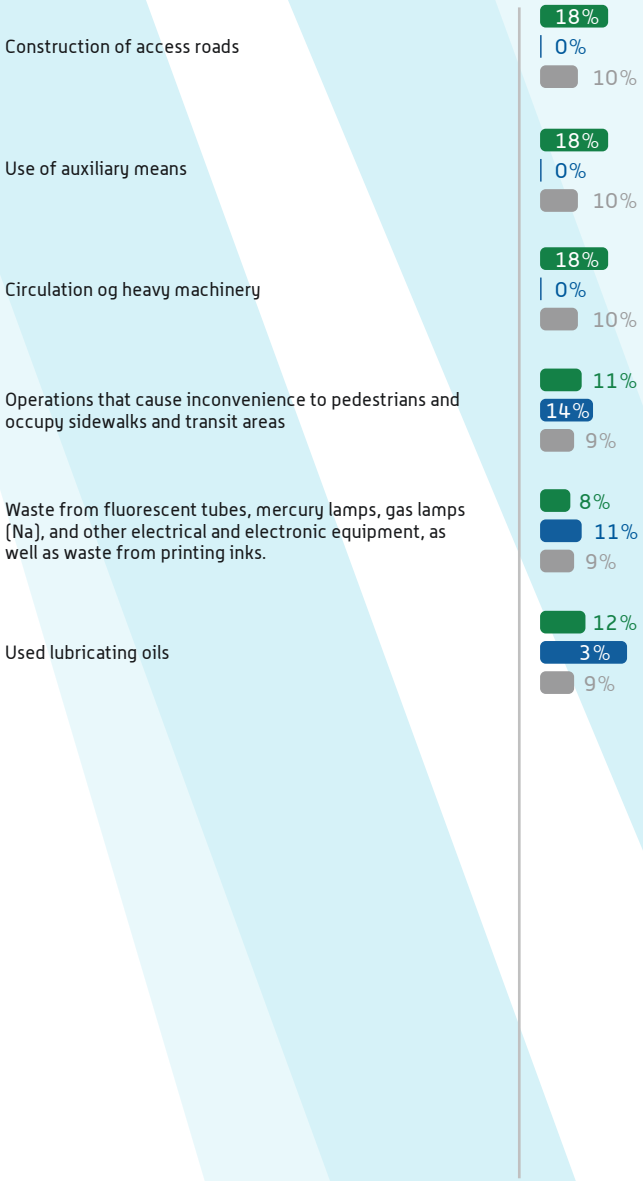
Indicator	Average value	% Evaluated*
Animal species catalogued or protected: Not recorded(1). Yes(2). No(3).	2 2	36.59% N/A 25.86%
Abundant vegetation (more than 50% of the territory within a radius of 10 km): Yes(1). No(2).	2 2	36.59% N/A 25.86%
Catalogued or protected vegetation: Yes(1). No(2).	1 1	36.59% N/A 25.86%
Landscape not listed as relevant(1). Listed as relevant(2).	1 1 1	46.34% 14.71% 37.07%
Hardly visible landscape(1). Highly visible landscape(2).	1 2 2	51.22% 14.71% 40.52%
Landscape near historic-artistic buildings (1). Not close to historic-artistic buildings(2).	2 2 2	47.52% 8.82% 36.21%
Urban areas (1). Semi-urban (2). Rural (3). Natural and protected areas (4)	2 1 2	98.78% 100% 99.14%
Channel: Artificial channel (1). Natural channel (2).	2 2 2	76.83% 32.35% 63.79%
Coastline: Artificial(1). Natural anthropized (beaches)(2). Natural(3).	2 2 2	59.76% 47.06% 56.03%
Normal daytime activity (8-22 h) (1). Night work in less than 10% of the construction period(2) . Night work in more than 10% of the construction period(3) .	2 1 1	96.34% 100% 97.41%
Majority of fuels consumed on site:Gas(1). Gasoline, diesel, fuel oil(2). Coals(3)	2 2 2	93.90% 94.12% 93.97%
Type of road affected: Roads not belonging to the official road network (1). Local roads, urban roads (2). Other routes (3)	2 2 2	60.98% 55.88% 59.48%

*Percentage of works in which the different magnitudes have been evaluated.

Civil Work Building Total

6.2. Annex II: Significant environmental aspects 2025


Earthworks: excavations and fills, earthworks and embankments
27%
11%
17%
Paints, solvents, pickling liquids, polishing liquids, epoxy resins, accelerators, fluidizers, plasticizers, antifreeze, form release agents and concrete curing liquids not of specification
19%
23%
16%
Earthworks: excavations, fillings and embankment compaction
20%
17%
15%
Rupture of buried pipelines (Electrical, Telephone, Water, Liquid or gaseous hydrocarbons)
22%
14%
15%
Formwork and molds
17%
23%
14%
Non-hazardous containers, packaging
18%
20%
14%
Other non-stone debris (asphalt aggregate, plaster, scrap metal, glass, wood, fibreglass, etc.)
19%
17%
14%
Demolitions
20%
11%
14%
Bricks consumption
4%
49%
13%
Consumption of diesel, gasoline, fuel oil, coal
23%
3%
13%
Other stone rubble (mortar, bricks, prefabricated elements, terrazzo, etc.)
14%
20%
12%
Offices, changing rooms and construction site dining areas
18%
9%
12%
Machinery circulation
22%
0%
12%
Land contaminated by spills of chemicals from the construction site, diesel fuel, and lubricating oils
17%
9%
11%
Foundations
17%
9%
11%
Rainwater
16%
6%
11%
Consumption of non-ferrous metals (copper, aluminum, lead...)
11%
17%
10%
Demolitions
16%
9%
10%
Land consumption
16%
6%
10%
Restoration and cleaning of facilities/works
18%
3%
10%
Civil work
Building
Total


Construction of access roads
18%
0%
10%
Use of auxiliary means
18%
0%
10%
Circulation og heavy machinery
18%
0%
10%
Operations that cause inconvenience to pedestrians and occupy sidewalks and transit areas
11%
14%
9%
Waste from fluorescent tubes, mercury lamps, gas lamps (Na), and other electrical and electronic equipment, as well as waste from printing inks.
8%
11%
9%
Used lubricating oils
12%
3%
9%
Civil work
Building
Total

6.3. Annex III: Risks, opportunities and environmental actions

6.3.1. Main environmental risks and opportunities identified

	Environmental aspect	Risk/opportunity detected	% Projects
Environmental accidents	Fires in storage area of flammable/combustible substances (wood, paper, etc.)	**Risk**: Affection to workers, due to inhalation of toxic gases, burns, etc.	56%* (52/107)
		Opportunity: Minimization of the probability of accident occurring.	49%* (36/107)
	Fires as a result of handling explosives, welding devices, electrical or explosion groups.	**Risk**: Affection to workers, due to inhalation of toxic gases, burns, etc.	54%* (31/80)
	Breakage of containers with harmful substances. Hazardous Products Storage Tanks	**Risk**: Soil or water contamination.	54%* (21/63)
	Rupture of buried pipes (Electrical, Telephone, Water, Liquid or gaseous hydrocarbons).	**Risk**: Contamination of the soil or the water table, due to rupture of buried pipes.	45%* (30/66)
		Opportunity: Minimization of the probability of accident occurring.	52%* (34/66)
	Accidental spills	**Risk**: Aggravation of the accident, due to inadequate response to the emergency.	42%* (28/74)
Emissions to air	Machinery circulation	**Risk**: Complaints from neighbours about the high levels of suspended particles.	77%* (89/116)
	Supply and stockpiling of powdery materials	**Risk**: Complaints from neighbours about the high levels of suspended particles.	75%* (62/83)
	Debris transportation	**Risk**: Complaints from neighbours about the high levels of suspended particles.	68%* (36/88)
		Risk: Fine for dirt at the entrances and exits of the work.	63%* (60/88)
		Opportunity: Awareness of the subcontracting chain.	41%* (55/88)
	Asphalt agglomerate paving	**Risk**: Emissions higher than authorized or nominal emissions due to obsolescence or lack of maintenance of equipment or facilities.	65%* (36/55)
	Soil transportation	**Risk**: Fine for dirt at the entrances and exits of the work.	64%* (65/101)
		Risk: Complaints from neighbors about the high levels of suspended particles.	64%* (37/101)

	Environmental aspect	Risk/opportunity detected	% Projects
Emissions to air	Enclosures and finishes	**Risk**: Complaints from neighbors about the high levels of suspended particles.	63%* (26/57)
		Risk: Pulmonary condition of the operators due to the application of chemical products used (insulators, adhesives, etc.).	44%* (25/57)
		Opportunity: Awareness of the subcontracting chain.	46%* (36/57)
	Earthworks: excavations and fills, clearings and embankments	**Risk**: Complaints from neighbors about the high levels of suspended particles.	61%* (41/104)
		Risk: Fine for dirt at the entrances and exits of the work.	60%* (63/104)
	Demolitions	**Risk**: Deterioration of health of operators (cancer) due to exposure to airborne asbestos fibers, as a result of the demolition, removal and disposal, repair and maintenance of asbestos-containing materials.	45%* (31/69)
		Opportunity: Awareness of the subcontracting chain.	58%* (40/69)
	Night lighting	**Risk**: Complaints from the population about nuisances due to the lighting of the facilities or the work.	43%* (30/75)
		Opportunity: Reduction of energy consumption.	40%* (32/75)
	Generator sets	**Risk**: Emissions higher than authorized or nominal emissions due to obsolescence or lack of maintenance of equipment or facilities.	58%* (59/101)
	Refrigeration equipment, air conditioning	**Risk**: Emissions higher than authorized or nominal emissions due to obsolescence or lack of maintenance of equipment or facilities.	58%* (38/116)
	Use of vehicles and machinery	**Opportunity**: Reduce greenhouse gas emissions.	48%* (40/129)
Spatial and urban planning	Interference with road traffic outside the construction site	**Risk**: Complaints from neighbors, due to increased dust and noise.	53%* (38/72)
	Operations that involve inconvenience to pedestrians and occupation of sidewalks and transit areas	**Risk**: Effect on pedestrians and road users.	68%* (41/60)
	Operations that involve dirt at the entrance and exit of the work. Mud and loose materials.	**Risk**: Fine for dirt at the entrances and exits of the work.	80%* (72/90)
	Activities that cause alterations to the landscape and cultural heritage	**Risk**: Delay in the execution period of the work due to the appearance of archaeological or paleontological remains	41%* (13/49)
	Drop of granular material during transport	**Risk**: Fine for dirt at the entrances and exits of the work.	63%* (37/73)
		Risk: Complaints from neighbors about the high levels of suspended particles.	51%* (46/73)

	Environmental aspect	Risk/opportunity detected	% Projects
Use of natural resources	Irrigation of earthworks and pavements	**Risk**: Financial penalty for not having an authorization to collect water.	46%* (31/68)
		Risk: Scarcity of the resource necessary for the development of the activity	41%* (18/68)
	Topsoil consumption	**Risk**: Shortage of topsoil needed for the work.	53%* (14/53)
	Aggregate's consumption	**Opportunity**: Economic and environmental optimization of the subcontracting chain.	47%* (20/77)
	Land consumption	**Opportunity**: Minimization of the consumption of natural resources.	44%* (18/66)
	Consumption of non-ferrous metals (copper, aluminium, lead, etc.)	**Opportunity**: Awareness of the subcontracting chain.	40%* (12/48)
	Electrical power consumption	**Opportunity**: Reduced energy consumption	64%* (88/137)
Waste and vibration generation	Used oil and diesel filters.	**Risk**: Financial penalty for non-compliance with legal requirements related to the transport and management of waste generated	39% (15/41)
		Risk: Increase in hazardous waste and extra costs in its management, due to improper mixtures.	46.3% (19/41)
	Demolitions	**Risk**: Extra cost in waste management, due to improper mixing.	27.8% (20/72)
		Risk: Increase in hazardous waste and extra costs in its management, due to improper mixtures.	40%* (19/50)
		Risk: Complaints of excessive and annoying sound levels.	66%* (25/71)
		Opportunity: Minimization of waste generation.	42%* (26/72)
		Opportunity: Optimization of waste management.	43%* (29/72)
	Use of auxiliary means	**Risk:** Complaints about excessive and annoying noise levels.	61%* (46/76)
	Earthworks: excavations and fills, clearings and embankments	**Risk**: Complaints of excessive and annoying sound levels.	60%* (31/102)
	Earthmoving: excavations, backfills and compaction of embankments	**Risk**: Complaints from neighbors about high vibration levels.	60%* (24/97)
	Piloting	**Risk**: Complaints from neighbors about high vibration levels.	59%* (30/51)
	Stripping and demoulding	**Risks**: Complaints of excessive and annoying sound levels.	58%* (52/89)
	Foundations	**Risks**: Complaints of excessive and annoying sound levels.	56%* (27/80)
	Heavy machinery circulation	**Risks**: Complaints from neighbors about high levels of vibration.	53%* (48/91)
	Machinery circulation	**Risk**: Complaints of excessive and annoying sound levels.	59%* (31/117)

	Environmental aspect	Risk/opportunity detected	% Projects
Waste and vibration generation	Concrete installation	**Risk**: Complaints from neighbors about high vibration levels.	50%* (46/92)
	Office activity	**Risk**: Affect on the surrounding population or neighbors due to extraordinary activity.	41%* (32/110)
	Recovery and cleaning of facilities / works	**Opportunity**: Minimization of waste generation.	43%* (29/75)
	Other stone rubble (mortar, bricks, prefabricated elements, terrazzo, etc.)	**Risk**: Extra cost in waste management, due to improper mixing.	41%* (35/85)
	Asphalt agglomerate installation	**Risk**: Complaints from neighbors about high vibration levels.	51%* (28/55)
		Opportunity: Optimization of waste management.	40%* (17/57)
	Used lubricating oils	**Risk**: Accidental spillage into the soil/water, due to rupture of hazardous waste storage tanks.	40%* (18/65)
	Paints, solvents, pickling fluids, polishing fluids, epoxy resins, accelerants, fluidizers, plasticizers, antifreeze, release agents and concrete curing liquids out of specification.	**Risk**: Accidental spillage into the soil/water, due to rupture of hazardous waste storage tanks.	40%* (21/73)
Occupation of watercourses or seabeds and water catchment	Machinery storage	**Risk**: Soil contamination due to machinery maintenance work.	61%* (28/46)
	Stockpiles of extracted and supplied materials.	**Risk**: Soil contamination in areas where potential contaminants are collected.	51%* (21/82)
	Execution of access roads	**Risk**: Effect on fauna, due to habitat alteration.	43%* (15/40)
	Clearing and clearing; Vegetation removal	**Risk**: Erosion and loss of fertile soil.	42%* (20/64)
	Recovery and cleaning of facilities / works	**Risk**: Decreased visual quality of the landscape around the site.	41%* (24/75)
	Other auxiliary facilities (offices, warehouses, workshops, etc.)	**Risk**: Accidental spillage into the soil/water, due to tank breakage.	40%* (34/84)
Water discharges	Concrete installation	**Risk**: Water pollution.	50* (40/80)

* The percentage is the average of the building and civil works projects.

6.3.2. Actions identified to address risks and opportunities

Action	% of sites identifying the action	Total projects
Control the movements and limit the speed of machinery on the site and its accesses.	72, 80, 6, 58	86
Periodic sweeping of the area where vehicles enter and exit the worksite.	64, 83, 0, 53	79
Adequate maintenance program.	51, 57, 44, 51	76
Cover the transported materials that produce dust.	60, 69, 0, 48	71
Have differentiated containers for the different types of waste generated on site.	51, 66, 28, 49	73
Watering where and when necessary.	62, 57, 0, 46	68
Prioritize the hiring of subcontractors that apply environmental management systems.	62, 66, 0, 48	71
Having absorbent granular material on site, for the collection of possible spills.	60, 46, 14, 46	68
Knowing the protocols for action against fires.	44, 51, 42, 45	67
Using machinery with a certification mark (CE mark, UL mark, ETIL mark, CSA mark, etc.), to ensure that noise emissions are within the required limits.	55, 51, 6, 42	63
Turning off equipment that is not in use.	26, 37, 61, 37	55
Knowing the protocols for action against fires.	38, 54, 17, 37	55
Knowing the evacuation routes.	36, 49, 44, 41	61

Civil Work Building Other Total

Action	% of sites identifying the action	Total projects
Not carrying out the noisiest activities during rest hours (agreed with the neighbors).	40 54 0 34	50
Reducing the speed of vehicles	55 29 3 36	54
Keeping documentation that justifies proper waste management	45 40 22 38	57
Not carrying out activities with higher vibration levels during rest times (agreed with the neighbors).	47 51 0 37	55
Signposting the arrangement of fire extinguishers and evacuation routes.	36 43 44 40	59
Estimating the amount and volume of waste that will be generated, to optimize transport.	49 49 3 38	56
Periodically checking whether the waste is classified according to the instructions.	44 43 22 38	57
Identifying the legal requirements that affect the activity and check their compliance periodically	53 37 11 39	58
Informing employees and subcontractors of the waste they must deposit in each container.	35 49 17 34	50
Conveniently marking the containers, depending on the type of waste they contain	42 37 8 33	49
Adequate maintenance program for generator sets	49 23 6 32	48

Civil Work Building Other Total

6.4. Annex IV: Good Practices ® applied by FCC Construcción

6.4.1. Good Practices ® applied by FCC Construcción in "Relationship with society" in 2025

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
0a	FCC production staff (including managers) have completed the company's programmed environmental training course.	3			› 30% of the construction site staff			› 60% of staff.			100% of staff		
	% of application	97%	98%	0%	24%	12%	0%	10%	21%	0%	66%	67%	0%
0b	Subcontractors have received environmental awareness and training talks from FCC, at least one hour, in relation to the subcontracted activities.	3			› 30% of subcontractors			› 60% of subcontractors			› 90% of subcontractors		
	% of application	97%	96%	0%	24%	23%	0%	18%	32%	0%	58%	45%	0%
0c	Subcontractors that apply an environmental management system.	2			At least one subcontractor is ISO 14001 or EMAS certified			The same › 10%			The same › 25%		
	% of application	93%	96%	0%	23%	42%	0%	54%	41%	0%	23%	17%	0%

● Building ● Civil Work ● Others

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
0d	Environmental performance of subcontractors.	3			› 30% of subcontractors carry out actions related to waste optimization, provide their relevant permits and licenses, and have contractual environmental requirements, which they meet.			› 75% of subcontractors carry out actions related to waste optimization, provide their relevant permits and licenses, and have contractual environmental requirements, which they meet. or › 30% of subcontractors carry out actions related to waste optimization, provide their relevant permits and licenses, and have contractual environmental requirements, which they comply with and, in addition, non-conformities resulting from their actions either do not occur, or are identified and reported by them.			› 75% of subcontractors carry out actions related to waste optimization, provide their relevant permits and licenses, and have contractual environmental requirements, which they comply with and, in addition, the non-conformities resulting from their actions either do not occur, or are identified and reported by them.		
	% of application	76%	91%	0%	81%	51%	0%	13%	32%	0%	6%	17%	0%
0e	Relationship with stakeholders.	3			All aspects that can lead to significant relevant impacts have been discussed with the client and the solution to be adopted has been agreed upon.			Those that have the greatest impact on society have dealt with the authorities or with the associations and individuals potentially affected.			Those who have the greatest impact on society have dealt with the authorities and with the associations and individuals potentially affected.		
	% of application	81%	98%	0%	36%	40%	0%	27%	30%	0%	36%	30%	0%
0f	Complaints and claims.	3			All complaints and claims received have been dealt with the affected individuals.			The solutions to be adopted have been agreed with them.			These actions have been carried out and there is written acceptance in at least 50% of the cases.		
	% of application	76%	95%	0%	53%	40%	0%	32%	39%	0%	16%	21%	0%

● Building ● Civil Work ● Others

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
0g	Obtaining social recognition.	3			A congratulatory note has been received from the customer or the local authority regarding environmental performance.			Some publications outside the company praise the environmental performance.			It has received an award with express mention of its environmental performance.		
	% of application	80%	64%	0%	100%	86%	86%	0%	14%	14%	0%	0%	0%
0h	Ownership involvement in environmental management.	3			The Owner is aware of the implementation of the Environmental Management System in the work.			The Owner has been actively involved in some aspects of the development of the Environmental Management Program.			A formal presentation of the Environmental Management System has been made in a specific session, with transparencies or other audiovisual means.		
	% of application	93%	93%	0%	32%	28%	0%	60%	64%	58%	8%	8%	0%
0i	Environmental training, lasting at least four hours, for production staff from managers to operators.	3			100% of the managers			100% Managers and > 20% of operators/foremen			1100% Managers and > 50% of operators/foremen		
	% of application	83%	81%	0%	40%	29%	0%	10%	29%	0%	50%	43%	0%
0j	Environmental improvements introduced to the original project.	3			Some environmental/social improvements to the original project have been proposed, although they have not been finally admitted.			An environmental/social improvement to the original project has been admitted.			More than one environmental/ social improvement to the original project has been admitted.		
	% of application	100%	80%	0%	67%	40%	0%	33%	30%	0%	0%	30%	0%
0k	Adoption of environmental signage on the site that helps to inform and raise awareness among the personnel working on the site.	2			Standard environmental waste signage is used throughout the construction site			Full standard environmental signage is used throughout the construction site			Full standard environmental signage is used throughout the construction site and awareness posters are also put up.		
	% of application	94%	96%	0%	7%	20%	0%	13%	27%	0%	80%	53%	0%

● Building ● Civil Work ● Others

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
0l	Dissemination of the knowledge acquired in environmental matters.	2			At least one experience to be transmitted or an example of Good Practice (in relation to environmental management or social initiatives) is prepared and published on the intranet of the Delegation, Area or Technical Services so that it is available for other works.			The same with 2 experiences to be transmitted or examples of Good Practices (in relation to environmental management or social initiatives).			The same with 3 or more experiences to be transmitted or examples of Good Practices (in relation to environmental management or social initiatives).		
	% of application	67%	25%	0%	75%	84%	0%	0%	38%	0%	25%	31%	0%
0m	Relationship with populations affected by the work.	3			Affected populations receive information on the social, economic, environmental and cultural impacts, the duration of the activities, the affected municipalities and the benefits and compensation of the project.			In addition, mechanisms for consultation and participation are established with the populations likely to be affected by the work.			In addition, after participation process, consent has been obtained freely and with full knowledge of the facts from the affected populations.		
	% of application	75%	79%	0%	67%	47%	0%	33%	47%	0%	0%	7%	0%
0n	Training in social issues for FCC's production staff and subcontractors.	3			> 30% of the site's own personnel and > 30% of the subcontractors.			> 60% of the site's own personnel and > 60% of the subcontractors.			100% of our own staff and > 90% of the subcontractors.		
	% of application	0%	40%	0%	0%	50%	0%	0%	0%	0%	0%	50%	0%
0o	Ethical behavior of subcontractors	3			> 25% of subcontractors have their own code of conduct or contractually accept and comply with the FCC Code of Ethics.			> 50% of subcontractors have their own code of conduct or contractually accept and comply with the FCC Code of Ethics.			> 75% of subcontractors have their own code of conduct or contractually accept and comply with the FCC Code of Ethics.		
	% of application	100%	93%	0%	40%	8%	0%	0%	26%	0%	60%	66%	0%

● Building ● Civil Work ● Others

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
0p	Communication Plan on environmental, social or cultural heritage matters	2			A communication plan is developed and implemented for the dissemination of the project in environmental, social and cultural heritage matters; in which the affected communities collaborate.			In addition, institutional bodies also collaborate.			In addition, the corresponding Ministries (Culture, Environment, etc.) also collaborate.		
% of application		0%	70%	0%	0%	57%	0%	0%	14%	0%	0%	29%	0%

● Building ● Civil Work ● Others

6.4.2. Good Practices® applied by FCC Construcción in "Spatial Planning" in 2025

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
8a	Use of means to avoid dirt at the entrance and exit of the work.	1			Entrances and exits are systematically swept			The wheels of all trucks are cleaned before they are incorporated into the public road			A fixed device is used for this (pits with water at the exit, sprinklers, etc.)		
	% of application	94%	95%	0%	62%	66%	0%	31%	26%	0%	7%	8%	0%
8b	Occupation of sidewalks and roads.	1			Protection measures are adopted (fencing, signage, separation of sidewalk / roadway, etc.).			In addition, alternative access routes are enabled.			In addition, the maximum authorized occupancy time or space is reduced		
	% of application	85%	88%	0%	48%	28%	0%	48%	53%	0%	4%	19%	0%
8c	Prevention of the fall of debris on public roads or adjacent buildings.	2			Placement of "protective tray" on the front of the façade (cantilevered scaffolding protruding from the façade with vertical defense)			Placement of wraparound mesh around the building structure.			In addition to the placement of a "protective tray" or enveloping mesh, signage of the means of prevention installed.		
	% of application	74%	53%	0%	36%	67%	0%	57%	22%	0%	7%	11%	0%
8d	Adaptation of the planning of the work to minimize the impact on public roads.	1			Activities on public roads are limited to the hours of least disturbance for pedestrians and vehicles.			Activities on public roads are interrupted punctually, depending on external conditions.			Significant alteration of the planning of the work to avoid affecting the public road.		
	% of application	65%	81%	0%	73%	31%	0%	18%	54%	0%	9%	15%	0%

● Building ● Civil Work ● Others

6.4.3. Good Practices ® applied by FCC Construction in "Circular Economy: Waste" in 2025

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
6a	Reduction of inert waste to landfill with respect to the volume planned in the project.	3			Reduction greater than 5%.			More than 15%.			More than 30%.		
	% of application	88%	90%	0%	60%	70%	0%	13%	6%	0%	27%	24%	0%
6b	Construction and demolition waste is sorted/ separated for individual management.	2			Construction and demolition waste is classified in a category more than those required by legislation.			Construction and demolition waste is classified into two more categories than those required by legislation.			All construction and demolition waste is sorted and recovered.		
	% of application	89%	85%	0%	48%	45%	0%	24%	15%	0%	28%	39%	0%
6c	Changes in the design or construction system in relation to the use of PR generating materials such as fiber cement, release agents, additives, resins, varnishes, paints, etc., generating less or no hazardous waste.	3			Any hazardous waste foreseen in at least one activity/unit of work is no longer generated. For example, by applying water-based paint instead of paints with organic solvents.			The same in three or more activities.			The same in five or more		
	% of application	100%	25%	0%	50%	100%	0%	50%	0%	0%	0%	0%	0%
6d	Reduction of packaging waste through practices such as requesting materials with returnable packaging from the supplier, reusing contaminated packaging, receiving it with large volume or bulk elements instead of packaging, etc.	2			It applies to two or more materials.			The same 5 or more.			The same 10 or more.		
	% of application	50%	79%	0%	100%	73%	0%	0%	27%	0%	0%	0%	0%

● Building ● Civil Work ● Others

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
6e	Management of excavation surpluses.	2			More than 1% in another work or restoration of degraded area.			More than 30%.			More than 50%.		
	% of application	86%	90%	0%	17%	24%	0%	50%	42%	0%	33%	34%	0%
6f	Recovery of debris.	2			Reuse or recycling on another site or in an external plant			Reuse in the work itself.			Stone recycling by setting up a plant on site		
	% of application	74%	92%	0%	94%	46%	0%	0%	41%	0%	6%	13%	0%
6g	Use of means to reduce the volume of waste (paper, cardboard, metals, etc.).	2			It is applied to a type of waste.			It applies to two different types of waste.			It applies to three or more different types of waste.		
	% of application	83%	83%	0%	60%	27%	0%	40%	47%	0%	0%	27%	0%

Building Civil Work Others

6.4.4. Good Practices ® applied by FCC Construction in "Circular Economy: Materials" in 2025

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
5a	Reuse of inert waste from other works.	3			More than 1% of all inert (filled).			More than 5%.			More than 15%.		
	% of application	100%	67%	0%	50%	38%	50%	50%	38%	0%	0%	25%	0%
5b	Use of recoverable elements in construction processes such as removable walls (traditionally made of concrete from later demolition) in aggregate crushing facilities, etc.	2			Use of some system at least in 50% of cases possible in the development of an activity.			The same in 2 or more activities			. The same in 5 or more activities		
	% of application	0%	80%	0%	0%	75%	0%	0%	13%	0%	0%	13%	0%
5c	Reduction of loans with respect to the volume planned in the project.	3			Reduction greater than 5%.			More than 15%.			More than 30%.		
	% of application	96%	88%	0%	78%	74%	0%	19%	14%	0%	4%	12%	0%
5e	Reuse of removed topsoil.	2			Separation of topsoil into horizontal layers less than 2 and a half meters high			In addition, the topsoil collected for more than six months.			In addition, sowing or fertilizing the stockpiled topsoil.		
	% of application	70%	93%	0%	71%	56%	0%	29%	33%	0%	0%	10%	0%
5f	Use of elements recovered from other works, such as portable treatment plants, buckets, etc.	2			Use 1 element.			Use of up to 3 elements.			Use of more than 3 elements.		
	% of application	89%	80%	0%	73%	42%	0%	13%	17%	0%	75%	42%	0%

● Building ● Civil Work ● Others

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
5h	Use of renewable energies.	3			Some renewable energy sources (photovoltaic solar panels, solar thermal panels, biomass boilers, etc.)ares used for the self-supply of the construction offices.			Some renewable energy sources (photovoltaic solar panels, solar thermal panels, biomass boilers, etc.)ares used for some activities in the construction process.			The previous two.		
	% of application	0%	70%	0%	0%	43%	0%	0%	29%	0%	0%	29%	0%
5i	Use of recycled aggregates, instead of loan material.	2			More than 5% of the total aggregates needed are recycled aggregates.			More than 15% of the total aggregates needed are recycled aggregates.			More than 30% of the total aggregates needed are recycled aggregates.		
	% of application	100%	70%	0%	25%	58%	0%	50%	11%	0%	25%	32%	0%
5j	Prioritize cleaner electricity supply options.	2			Natural gas or liquefied gas generators are used, exceptionally, for electricity supply			Renewable energy self-consumption systems or non-combustion energy storage systems are used for electricity supply			All electricity is supplied via connection to the grid		
	% of application	50%	100%	29%	0%	20%	0%	0%	0%	50%	100%	100%	50%

● Building ● Civil Work ● Others

6.4.5. Good Practices® applied by FCC Construction in "Pollution Prevention: Emissions into the atmosphere" in 2025

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
1a	Reduction of dust by irrigating with water from roads and stockpiles.	2			Sporadic application			Frequent application			Systematic application		
	% of application	94%	95%	0%	13%	14%	0%	45%	57%	53%	42%	29%	0%
1b	Use of additives in irrigation water to create surface crust, paving tracks, or other long-lasting dust control practices.	1			Sporadic application			Frequent application			Systematic application		
	% of application	0%	40%	0%	0%	50%	0%	0%	0%	0%	0%	50%	0%
1c	Use of screens against dust dispersion in localized activities.	1			In more than 30% of the perimeter of the enclosure where the dust is generated.			The same by more than 60%			The same by more than 90%		
	% of application	75%	57%	0%	33%	0%	0%	67%	50%	0%	0%	50%	0%
1d	Use of molecular action sprayers in dust-generating facilities, such as aggregate treatment plants, etc.	2			Sprayers in more than 30% points Dust generation.			The same by more than 60%			The same by more than 90%		
	% of application	100%	67%	0%	0%	75%	0%	50%	0%	0%	50%	25%	0%
1e	Use of drilling machinery with a dust humidifier system, establishment of a wet curtain at the outlet of ventilation pipes, or other dust collection systems.	3			Implantation in an activity			Implantation in two or more activities			Implementation in five or more activities		
	% of application	100%	85%	0%	67%	91%	0%	33%	9%	0%	0%	0%	0%

● Building ● Civil Work ● Others

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
1f	Improvement of the levels required by legislation in parameters that are controlled (opacity of discharges, suspended particles, etc.).	3			Systematic collection of pollutant levels better than required by more than 5% in all controlled parameters			The same by more than 15%, or by more than 30% in the half of the parameters controlled			The same by more than 30% on all the controlled parameters		
	% of application	0%	50%	0%	0%	50%	67%	0%	50%	0%	0%	0%	0%
1g	Proper maintenance of the machinery that operates on the site.	2			Preventive maintenance,in addition to that required by the legislation, in at least the 30% of the machines that work on the construction site			Preventive maintenance, in addition to that required by the legislation, in at least the 60% of the machines that work on the construction site			Preventive maintenance, in addition to that required by the legislation, in at least the 90% of the machines that work on the construction site		
	% of application	79%	88%	0%	30%	60%	0%	48%	19%	0%	22%	21%	0%
1h	Environmentally friendly night lighting.	1			Directional lighting in environmental in the minus 30% of the surface, or automation on and off			Directional lighting in environmental in the less than 60% of the Surface and automation on and off			Directional lighting in environmental in the minus 90% of the surface, and automation on and off		
	% of application	91%	90%	0%	20%	28%	0%	50%	44%	0%	30%	28%	0%
1i	Use of horns for the dumping of debris from height and covering the containers with tarpaulins.	1			In more than 30% of the containers			The same by more than 60%			The same by more than 90%		
	% of application	80%	67%	0%	50%	63%	0%	0%	38%	0%	50%	0%	0%
1j	Adequate speed control of vehicles on site.	1			More than 30% of the construction roads with Limitation Signage speed			The same by more than 60%			Fairing of the set of installation.		
	% of application	92%	97%	0%	8%	30%	0%	25%	34%	0%	67%	37%	0%
1k	Reduction of dust emission in auxiliary installations.	2			Shielding over elements of the installation.			Individual fairing some equipment of the installation.			Carenado del conjunto de la instalación.		
	% of application	0%	77%	0%	0%	80%	0%	0%	20%	0%	0%	0%	0%

● Building ● Civil Work ● Others

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
1l	Appropriate selection of the location of the machinery and dust-emitting activities.	1			There is a planning written or graphic of the work areas where will place the machinery and activities that can emitting dust.			In addition, in the planning is considered the environment to situate these areas as much as possible. far from possible receivers.			In addition, the planning is dynamics and contemplates the transfer of these areas in function of the Constraints of the work and the environment.		
	% of application	57%	92%	0%	50%	50%	0%	0%	42%	0%	50%	8%	0%
1m	Paving construction roads to reduce dust raising.	2			The inputs and outputs.			The Inputs and outputs and more of 10% of the roads of work.			The Inputs and outputs and more of 20% of the roads of work.		
	% of application	78%	57%	0%	57%	75%	0%	29%	0%	0%	14%	25%	0%
1n	Reduction of combustion gas emissions from vehicles and machinery.	2			Shutting down motors vehicles when they do not are working.			In addition, minimization of the Construction traffic in the work area.			In addition, the use of low fuel sulphur content.		
	% of application	86%	92%	0%	100%	67%	0%	0%	30%	0%	0%	3%	0%

● Building ● Civil Work ● Others

6.4.6. Good Practices® applied by FCC Construction in "Pollution Prevention: Noise and Vibrations" in 2025

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
2a	Incorporation of noise/ vibration reduction devices in construction site installations or machinery, such as silencers, noise barriers, silencers, dampers, etc.	3			Presence of these devices in any equipment considered critical.			The same applies to 50% of the equipment considered critical and 50% of those used in night work.			The same in 100% of both critical and night work.		
	% of application	100%	77%	0%	100%	82%	0%	0%	0%	0%	0%	18%	0%
2b	Rubber lining in hoppers, mills, screens, containers, buckets, etc.	2			Presence of rubber-coated elements.			More than 30% of these elements are protected against noise.			The same in more than 60%.		
	% of application	100%	50%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%
2c	Consideration of environmental conditions in the work programme.	2			Limiting noisy activities to the least annoying times.			Limiting noisy activities to the least annoying times of the year.			Frequent punctual interruption of work due to external conditions.		
	% of application	92%	98%	0%	82%	73%	0%	0%	16%	0%	18%	11%	0%
2d	Reduction of blasting effects.	2			Protection of the affected area through the use of rubber blankets, provision of intermediate barriers between the affected area and the origin of the blasting, or protection by means of tarpaulins, meshes or any other of the sensitive elements.			In addition, use of low-density explosives.			In addition, reduction of the explosive load due to micro-delay in blasting, or preparation of decoupling or spacing of the load.		
	% of application	100%	50%	0%	0%	100%	0%	100%	0%	0%	0%	0%	0%
2e	Improvement of the levels required by legislation in the noise levels that are controlled.	3			Systematic achievement of noise levels better than those required by more than 5%.			The same by more than 15%.			The same by more than 30%.		
	% of application	0%	78%	0%	0%	71%	0%	0%	29%	0%	0%	0%	0%

● Building ● Civil Work ● Others

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
2f	Use of modern machinery.	2			Percentage of machinery with CE marking (own and subcontractors) greater than 50%.			The same greater than 70%.			The same greater than 90%.		
% of application		90%	93%	0%	15%	13%	0%	30%	26%	0%	56%	61%	0%

● Building ● Civil Work ● Others

6.4.7. Good Practices® applied by FCC Construction in "Pollution Prevention: Soil Protection and Spills" in 2025

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
4a	Restoration of the areas affected by the work facilities.	2			Cleaning and removal of elements foreign to the environment, or without subsequent use, with written and/or graphic planning of the actions.			In addition, the decompaction of the land and the morphological adaptation with the environment are carried out.			The same but adding plantations and ornamental elements integrated into the resulting or pre-existing environment.		
	% of application	88%	93%	0%	53%	41%	0%	33%	29%	30%	13%	29%	0%
4b	Limitation of access areas.	2			There is a written or graphic road access plan that is respected throughout the work.			The same but including the physical signage that delimits them "in situ".			The same but limiting road access to those already existing.		
	% of application	91%	95%	0%	5%	25%	0%	76%	60%	0%	19%	15%	0%
4c	Limitation of occupied areas.	1			There is written/graphic documentation of the areas that machinery and personnel can occupy.			In addition, there is a physical delimitation or marking of these areas.			In addition, these areas are limited to the area occupied by the work		
	% of application	96%	95%	0%	13%	12%	0%	42%	45%	0%	46%	43%	0%
4d	Prevention of accidental spills.	2			Physical defenses and/or deterrent signs are available on the perimeter of the storage trays for hazardous substances or hazardous waste, to prevent unwanted access and avoid collisions.			Additional protection is available in the supply area of the storage trays for hazardous substances or hazardous waste.			In addition, there are platforms or protected areas for handling or maintenance operations that must be carried out on the site or center.		
	% of application	85%	94%	0%	41%	33%	0%	53%	42%	0%	6%	25%	0%
4e	Adequate planning of the execution of access roads.	2			Use of existing roads.			Search for a definitive use for temporary access to roads.			The previous two.		
	% of application	78%	89%	0%	57%	50%	0%	29%	9%	0%	14%	41%	0%

● Building ● Civil Work ● Others

6.4.8. Good Practices® applied by FCC Construction in "Pollution Prevention: Discharges" in 2025

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
3a	Use of portable treatment plants or recoverable prefabricated water tanks for the treatment of sanitary water.	3			They are installed at least in the effluent with the highest flow.			At least 50% of the discharge generating points are installed.			The same with elements recovered from other works.		
	% of application	100%	64%	0%	25%	29%	0%	75%	71%	0%	0%	0%	0%
3b	Ponds for decanting effluents with or without the use of additives in effluent discharges and process water.	2			That they control greases and solids in suspension.			In addition, the pH.			In addition, the effluent must not have coloration.		
	% of application	100%	82%	0%	100%	56%	0%	0%	44%	0%	0%	0%	0%
3c	Acid neutralization of the pH of basic effluents.	2			Neutralization with HCl or H2SO4 at least one discharge point.			The same in 50% or at least in two different discharges.			The same at 100% or at least at three discharge points.		
	% of application	0%	67%	0%	0 %	50%	0%	0%	0%	0%	0%	50%	0%
3d	Improvement of the levels required by legislation or by the discharge permit in controlled parameters.	3			Systematic obtaining of pollutant levels is better than those required by more than 5% in all parameters.			The same in more than 15%, or in more than 30% in half of the parameters controlled.			The same in more than 30% on all the parameters controlled.		
	% of application	100%	33%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0 %
3f	CO_2 neutralization of the pH of basic effluents.	3			CO_2 neutralization at least at one discharge point.			The same in 50% or at least in two different discharges.			The same at 100% or at least at three discharge points.		
	% of application	100%	55 %	0%	0 %	100%	0%	0%	0%	0%	100%	0%	0%

● Building ● Civil Work ● Others

6.4.9. Good Practices® applied by FCC Construcción in "Sustainable use and protection of water resources" in 2025

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
5d	Reuse of effluents and process wastewater.	2			More than 15%			More than 30%.			More than 60%.		
	% of application	0%	50%	0%	0%	100%	63%	0%	0%	0%	0%	0%	0%
5g	Use of recycled water for irrigation, provided that it meets the necessary quality conditions.	2			More than 30% of the water used for irrigation is recycled water, from the work itself.			More than 80% of the water used for irrigation is recycled water, from the work itself			Recycled water from external sources is used.		
	% of application	0%	62%	0%	0%	63%	0%	0%	25%	0%	0%	13%	0%
3e	Reuse of washing water from concrete tanks.	3			Reuse on site for road irrigation.			Reuse on site for subsequent tank washes.			Reuse in the concrete plant.		
	% of application	100%	55%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%
3g	Gutter washing area	1			Definition of points away from bodies of water and the water table where to wash the gutters.			In addition, they are waterproof.			In addition, they are covered and recovered landscaped at the end of the work.		
	% of application	93%	94%	0%	20%	25%	0%	52%	27%	0%	28%	48%	0%

● Building ● Civil Work ● Others

6.4.10. Good Practices® applied by FCC Construcción in "Protection and restoration of biodiversity" in 2025

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
7a	Physical protection of specimens of vegetation present in the work.	1			All the unique specimens affected by the work are protected.			The same for all copies.			In addition, care and maintenance work is carried out		
	% of application	100%	93%	0%	33%	32%	0%	67%	43%	0%	0%	25%	0%
7b	Transplants.	1			The transplantation of a singular specimen affected by the work is carried out.			The same for all unique specimens			In addition, transplant success is more than 80%.		
	% of application	100%	80%	0%	40%	31%	0%	40%	63%	0%	20%	6%	0%
7c	Adaptation of the planning of the work to the life cycles of the most valuable species.	2			Project forecasts are improved.			It was not contemplated in the project to take it into account, and it is done.			In addition, affected individuals are monitored for more than six months.		
	% of application	0%	64%	0%	0%	56%	0%	0%	33%	0%	0%	11%	0%
7d	Transfer of nests or individuals.	1			Some transfer is made.			A generalized transfer is carried out.			In addition, affected individuals are monitored for more than six months.		
	% of application	100%	75%	0%	100%	22%	0%	0%	22%	0%	0%	56%	0%
7e	Use of means to minimize the barrier effect and avoid running over animals.	2			Entrances and exits are systematically swept.			The wheels of all trucks are cleaned before they are incorporated into the public road.			A fixed device is used for this (pits with water at the exit, sprinklers, etc.)		
	% of application	0%	57%	0%	0%	25%	0%	0%	0%	0%	0%	75%	0%
7f	Wildlife refuge establishments with artificial structures.	2			Protection measures are adopted (fencing, signage, separation of sidewalk / roadway, etc.).			In addition, alternative access routes are enabled.			In addition, the maximum authorized occupancy time or space is reduced.		
	% of application	0%	50%	0%	0%	50%	0%	0%	0%	0%	0%	50%	0%

● Building ● Civil Work ● Others

	GOOD PRACTICE	IMPORTANCE			GOAL (DEGREE OF IMPLEMENTATION)								
					1			2			3		
7g	Biodiversity Plan	1			Placement of a "protective tray" on the front of the façade (cantilevered scaffolding protruding from the façade with vertical defense).			Placement of wraparound mesh around the building structure.			In addition to the placement of a "protective tray" or enveloping mesh, signage of the means of prevention installed.		
	% of application	0%	86%	0%	0%	33%	0%	0%	0%	0%	0%	67%	0%

● Building ● Civil Work ● Others

6.5. Annex V: Environmental data

6.5.1. Emissions

6.5.1.1. Verified emissions

2025 Verified GHG Emissions (tCO_2e)				
Scope	Scope 1	Scope 2	Scope 3	Total 2025
FCC Industrial*	6,427.83	2,488.40	14,697.86	23,614.09
Matinsa	4,823.36	154.72	14,618.79	19,596.873
Prefabricados Delta*	530.79	649.46	39,386.30	40,566.55
Megaplas	297.31	98.60	3,191.49	3,587.40
Áridos de Melo	2,857.33	246.05	-	3,103.38
FCC Construcción	35,817.19	4,965.67	945,708.22	986,491.08
Spain	13,865.29	-	360,094.25	373,959.54
Rest of Europe	16,385.92	-	312,331.19	328,717.11
America	5,436.63	4,920.11	253,751.63	264,108.37
Middle East	-	-	381.60	381.60
Australia	129.35	45.56	19,149.55	19,324.46
Total 2025	50,753.81	8,602.90	1,017,602.66	1,076,959.38
Total Verified 2025	43,795.19	5,465.04	963,518.50	1,012,778.74
Total Verified 2024	103,789.79	4,292.32	794,315.01	902,395.42

*Prefabricados Delta and FCC Industrial emissions are subject to the verification process scheduled for October 2026.

6.5.1.2. Emissions classified by scopes

Emissions Classified by Scope (according to UNE-ISO 14064-1:2006) tCO_2e								
	FCC Industrial*	Matinsa	Prefabricados Delta*	Megaplas	Áridos de Melo	FCC CO	FCC CO + investees	FCC CO+ investees verified in 2025
Scope 1: Direct GHG emissions	6,427.83	4,823.36	530.79	297.31	2,857.33	35,817.19	50,753.81	**43,795.19**
Associated with fuel consumption in stationary sources	26.34	85.79	424.9	287.83	2,458.73	14,622.37	17,905.96	**17,454.72**
Associated with fuel consumption in mobile sources	6,392.46	4,737.58	105.89	9.48	398.6	21,194.82	32,838.83	**26,340.48**
Other anthropogenic biogenic emissions	-	-	-	-	-	-	-	-
Fugitive emissions from refrigerant equipment	9.03	-	-	-	-	-	9.03	-
Scope 2: Indirect GHG emissions	2,488.40	154.72	649.46	98.6	246.05	4,965.67	8,602.90	**5,465.04**
Localized focus	2,565.05	66.38	668.35	101.47	84.14	10,358.70	13,844.09	**10,610.69**
Market Based	2,488.40	154.72	649.46	98.6	246.05	4,965.67	8,602.90	**5,465.04**
Scope 3: Other indirect emissions	14,697.86	14,618.79	39,386.30	3,191.49	-	945,708.22	1,017,602.66	**963,518.50**
Category 3: Indirect GHG emissions caused by transport	1,459.10	3,897.98	4,497.84	615.33	-	117,714.03	128,184.28	**122,227.34**
Associated with the displacement of the company's staff for business trips	265.48	32.63	4.77	9.52	-	848.08	1,160.48	**890.23**
Associated with commuting to the workplace	963.47	1,565.33	327.64	218.93	-	5,029.45	8,104.82	**6,813.71**
Associated with the transport of consumed materials	230.15	2,276.67	760.89	55.11	-	111,836.50	115,159.32	**114,168.28**

Emissions Classified by Scope (according to UNE-ISO 14064-1:2006) tCO_2e								
	FCC Industrial*	Matinsa	Prefabricados Delta*	Megaplas	Áridos de Melo	FCC CO	FCC CO + investees	FCC CO+ investees verified in 2025
Associated with the displacement of subcontractors executing the work within the work.	-	23.35	-	-	-	-	23.35	**23.35**
Downstream goods (finished product)	-	-	3,404.54	331.77	-	-	3,736.31	**331.77**
Associated with waste transport	-	-	-	-	-	-	-	-
Category 4: Indirect emissions caused by products used by the organization	13,238.77	10,720.81	34,888.46	2,576.16	-	827,994.19	889,418.38	**841,291.16**
Associated with the production of consumed materials	6,424.20	9,236.90	34,766.50	2,484.84	-	778,428.60	831,341.04	**790,150.34**
Associated with the execution of subcontracted works units	4,262.66	-	-	-	-	30,269.25	34,531.91	**30,269.25**
Associated with activities related to the energy acquired	1,697.96	1,175.96	116.42	66.55	-	9,485.77	12,542.66	**10,728.28**
Associated with the transport and management of waste and surplus materials	605.41	131.95	5.54	24.77	-	9,667.85	10,434.62	**9,824.57**
Associated with the consumption of water from the supply network	-	1.56	-	-	-	142.72	144.28	**144.28**
Associated with capital goods	249.43	174.44	-	-	-	-	423.87	**174.44**
Total Emissions 2025	23,614.09	19,596.87	40,566.55	3,587.40	3,103.38	986,491.08	1,076,959.38	**1,012,778.73**
Total Emissions 2024	18,313.23	21,441.27	36,505.07	4,019.41	3,557.52	836,873.85	902,397.12	**902,397.12**

*Prefabricados Delta and FCC Industrial emissions are subject to the verification process scheduled for October 2026.

6.5.1.3. Emissions avoided

Avoided greenhouse gas emissions of FCC Construction (tCO_2e)	
Geographical area	t CO_2e avoided
FCC Industrial*	336.45
Matinsa	15.86
Prefabricados Delta*	-
Megaplas	55.68
Áridos de Melo	631.91
FCC Construcción	193,322.33
Spain	130,826.34
Rest of Europe	36,056.24
America	26,362.59
Middle East	-
Australia	77.16
Total	**194,362.23**

*Prefabricados Delta and FCC Industrial emissions are subject to the verification process scheduled for October 2026.

6.5.2. Energy

Energy Resource Consumption by Consumption Type (GJ)										
Power Type	FCC Industrial	Matinsa	Prefabricados Delta	Megaplas	Áridos de Melo	Spain	Rest of Europe	America	Middle East	Total
Direct energy consumption										
Fuel Oil	-	-	-	-	-	-	-	-	-	-
Gas Natural	118	-	-	-	48,507	100	4,247	-	-	52,972
Diesel A	89,865	70,614	839	134	-	104,944	27,676	64,170	415	358,657
Diesel B	1,395	49	630	3,758	4,442	69,708	179,735	-	1,178	260,895
Diesel C	164	1,110	5,330	-	-	1,882	-	109	250	8,845
Gasoline	-	7,332	-	-	-	14,058	11,308	9,246	-	41,944
Biodiesel	94	221	-	-	-	-	-	-	-	315
Bioethanol	-	-	-	-	-	-	-	-	-	-
Biomass	15	62	-	-	-	-	-	-	-	77
LPG	33	181	-	-	-	-	-	-	-	213.38
Butane	-	0.23	-	-	-	-	-	-	-	0.23
Propane	-	44	.	-	-	-	-	-	-	44
Indirect energy consumption										
Electric energy	27,500	1,743	8,502	1,291	6,468	-	-	80,549	202	126,255
Self-produced renewable energy	-	-	-	708	1,675	292	-	-	44	2,179
Third-Party Renewable energy	859	-	-	-	-	18,805	41,311	-	-	60,975
Total 2025	120,043	81,356	15,301	5,891	61,092	209,789	264,277	154,074	2,089	913,911
Total 2024	181,272	76,747	13,058	5,792	65,769	179,847	274,271	142,329	754,073	1,693,156

6.5.3. Waste

6.5.3.1. Type of treatment for waste destined for valorization

Type of treatment of waste not intended for disposal (kg)												
Type of waste	Treatment	FCC Industrial	Matinsa	Prefabricados Delta	Megaplas	Áridos de Melo	Spain	Rest of Europe	America	Middle East	Total 2024	Total 2025
Hazardous Waste (kg)	Total	20,023	12,289	8,500	801	505	65,229	154,076	2,080	-	74,556,592	263,504
	Reuse	40	400	-	-	-	4,785	990	2,080	-	3,470	8,295
	Recycled	66	797	3,300	-	-	1,119	30,720	-	-	175,070	36,002
	Other valuation operations	19,917	11,092	5,200	801	505	59,325	122,366	-	-	74,378,051	219,206
Non-Hazardous Waste (kg)	Total	6,350,390	12,264,985	2,608,280	277,604	30,495	5,732,939,207	142,139,257	1,402,755,027	2,363,239	2,965,630,220	7,301,728,485
	Reuse	-	-	-	-	-	985,106	9,220	-	-	171,899,703	994,326
	Recycled	756,530	4,368,230	-	-	1,287	4,514,618,935	48,324,528	1,402,660,494	1,616,495	1,190,452.887	5,972,346,499
	Other valuation operations	5,593,860	7,896,755	2,608,280	277,604	29,208	1,217,335,166	93,805,509	94,533	746,744	1,603,277,630	1,328,387,659
	Total	6,370,413	12,277,274	2,616,780	278,405	31,000	5,733,004,437	142,293,333	1,402,757,108	2,363,239	3,040,186,480	7,301,991,988

6.5.3.2. Type of treatment for waste destined for disposal

Type of treatment of waste destined for disposal (kg)												
Type of waste	Treatment	FCC Industrial	Matinsa	Prefabricados Delta	Megaplas	Áridos de Melo	Spain	Rest of Europe	America	Middle East	Total 2024	Total 2025
Hazardous Waste (kg)	Total	9,596	146	3,000	9,899	4,925	183,406	62,145	217,127	0	42,028,380	490,244
	Incineración con recuperación de energía	-	20	-	-	-	-	22,572	-	-	161,620	22,592
	Incineración sin recuperación de energía	-	8	-	-	-	900	4,280	-	-	-	5,188
	Vertedero	8,560	-	3,000	-	-	34,538	19,261	217,127	-	41,730,558	282,486
	Otras	1,036	118	-	9,899	4,925	147,968	16,032	-	-	136,202	179,978
Non-Hazardous Waste (kg)	Total	277,713	228,936	-	-	1,287	8,965,083	48,817,049	323,967,888	4,889,378	5,753,123,079	387,147,335
	Incineration with energy recovery	-	2,080	-	-	-	137,960	1,060,730	-	-	401,259	1,200,770
	Incineration without energy recovery	1,169.6	7,796	-	-	-	-	-	-	-	17,127	8,966
	Landfill	180,444	16,920	-	-	1,287	8,767,608	47,721,215	323,967,888	4,889,378	5,749,051,378	385,544,739
	Other	96,100	202,140	-	-	-	59,515	35,104	-	-	3,653,315	392,859
Total (kg)		287,309	229,082	3,000	9,899	6,212	9,148,489	48,879,194	324,185,015	4,889,378	5,795,151,459	5,753,613,324

6.5.3.3. Waste generated by type and geographical location

Waste generated by type of waste and geographical location (kg)						
Area	Hazardous waste 2024	Non-hazardous waste 2024	Total 2024	Hazardous waste 2025	Non-Hazardous Waste 2025	TOTAL 2025
FCC Industrial	29,600	10,685,140	10,714,740	29,619	6,628,103	6,657,722
Matinsa	230,165	5,774,908	6,005,073	12,435	12,493,922	12,506,357
Megaplas	9,265	2,465,211	2,474,476	11,500	2,608,280	2,619,780
Prefabricados Delta	33,800	303,570	337,370	10,700	277,604	288,304
Áridos de melo	312	59,799	60,111	5,430	31,782	37,212
Spain	303,164	2,747,454,536	2,747,757,699	248,636	5,741,904,290	5,742,152,926
Rest of Europe	115,440,669	501,565,791	617,006,460	216,221	190,956,306	191,172,527
America	537,997	1,183,487,321	1,184,025,318	219,207	1,726,722,915	1,726,942,122
Middle East	-	4,266,957,023	4,266,957,023	-	7,252,617	7,252,617
Total	116,584,971	8,718,753,300	8,835,338,271	753,748	7,688,875,819	7,689,629,567

6.5.3.4. Waste generated by type

HAZARDOUS WASTE (kg)		684,063.82
Empty RP containers (kg)		125,724.60
15 01 10*	Empty RP containers	110,538.02
15 01 10*	Empty plastic RP containers	9,354.42
15 01 10*	Empty metal RP containers	3,958.16
15 01 11*	Metal packaging containing a dangerous solid and porous matrix (e.g. asbestos)	1,874.00
Empty RP containers (kg)		328,655.45
08 03 17*	Printing toner waste containing hazardous substances	211.40
15 02 02*	Absorbents and cleaning cloths containing SPs	48,176.51
16 01 07*	Oil Filters	3,393.00
16 02 11*	Discarded equipment containing chlorofluorocarbons HCFC, HFC	139.00
16 02 13*	Discarded electrical and electronic equipment	276.00
16 05 04*	Sprays containing SPs	7,798.30
16 05 08*	Discarded organic chemicals containing hazardous substances	85.00
16 06 01*	Lead-acid batteries	3,474.00
16 06 02*	Ni-Cd Batteries	360.00
16 06 03*	Mercury-containing batteries	13.81
17 01 06*	Debris containing SPs (concrete, mortar, bricks, prefabricated elements, others)	10,634.00
17 02 04*	Glass, plastic, and wood containing SPs	22,589.00
17 03 01*	Bituminous mixtures with tar	30,909.00
17 05 03*	Contaminated land and rocks	4,280.00
17 05 07*	Railway track ballast containing hazardous substances	135,756.00
17 06 05*	Asbestos-containing building materials	56,038.00
19 03 06*	Solidified hazardous waste	3,870.00

20 01 21*	Fluorescent tubes containing mercury	304.83
20 01 31*	Cytotoxic and cytostatic drugs	267.60
20 01 33*	Batteries and accumulators specified in codes 16 06 01, 16 06 02 or 16 06 03, and unclassified, containing such batteries	44.00
20 01 35*	Discarded electrical and electronic equipment, other than 13,941.00 codes 20 01 21 and 20 01 23 with hazardous components	11.00
20 01 37*	Wood containing hazardous substances	12.00
	Used oils (kg)	44,210.00
12 01 12*	Used waxes and greases	36.00
13 02 05*	Non-chlorinated mineral oils for engines, mechanical transmissions and lubricants	18,503.00
13 03 08*	Engine oils, mechanical transmission oils and lubricants	21,701.00
13 08 99*	Oil residues not elsewhere specified	3,970.00
	Liquid hazardous waste (kg)	185,473.77
06 02 05*	Alkaline solution residues	31,992.00
08 01 11*	Paint and varnish residues containing SPs	1,738.00
08 01 13*	Paint and varnish sludge containing organic solvents or other hazardous substances	35.00
08 04 09*	Adhesive and sealant residues containing SPs	3,559.00
08 04 15*	Aqueous liquid waste containing adhesives and sealants with SPs	2.365.00
08 05 01*	Residual isocyanates	101.00
12 03 01*	Aqueous cleaning liquids	1,250.00
13 05 08*	Mixture of waste from sand traps and water/oily separators	6,635.00
14 06 03*	Solvents and solvent mixtures	563.00
16 01 21*	Release agents, curing fluids, plasticizers, fluidizers	151.00
16 05 06*	Laboratory chemicals with SPs	5,228.25
16 07 08*	Hydrocarbon waters	131,796.00
20 01 99	Other factions not specified elsewhere	60.52

NON-HAZARDOUS WASTE		7,666,836,128.79
Inert (kg)		7,231,647,586.10
17 01 01	Concrete	201,114,765.00
17 01 03	Roof tiles and ceramic materials	78,582.10
17 01 07	Clean debris (concrete, mortar, bricks, prefabricated elements, others)	301,141,564.00
17 05 04	Leftover soil or rocks	6,729,312,675.00
Urban waste (kg)		3,726,225.09
20 01 39	Plastics	156,436.00
20 02 01	Remains of vegetation	401,563.00
20 03 01	Urban waste and similar to urban waste	2,941,281.09
20 03 07	Bulky municipal waste	225,205.00
20 03 99	Municipal waste not elsewhere specified	1,740.00
Other non-hazardous waste (kg)		431,462,317.60
01 05 04	Bentonitic sludge	1,583,787.00
02 01 07	Forestry waste	357,365.00
08 03 18	Print toner waste	50.84
10 11 03	Waste from fiberglass materials.	758.00
12 01 13	Welding residues	640
15 01 01	Paper and cardboard packaging	101,830.00
15 01 02	Plastic packaging	80,618.50
15 01 03	Wooden containers	42,751.00
15 01 04	Metal Packaging	2,020.00
15 01 05	Composite packaging	25,385.00
15 01 06	Non-hazardous packaging	103,550.00

15 02 03	Absorbents, filters and cleaning cloths that do not contain hazardous substances	84.00
16 01 03	End-of-life tyres	2,520.00
16 01 17	Ferrous metals	1,046,447.00
16 02 14	Discarded, non-hazardous electrical and electronic equipment	1,345.34
16 05 05	Gases in pressure packaging	58.00
16 06 04	Alkaline batteries that do not contain mercury	361.16
16 06 05	Other batteries and accumulators	9.00
17 02 01	Woods	3,298,441.60
17 02 02	Glass	30,457.90
17 02 03	Plastic	577,756.39
17 03 02	Bituminous mixtures (agglomerates and bitumens)	84,858,709.98
17 04 01	Copper, bronze, brass	168.00
17 04 02	Aluminum	2,280.00
17 04 03	Lead	465.50
17 04 05	Iron and steel	1,082,806.00
17 04 07	Mixed metals	946,186.50
17 04 11	Cable residues, which do not contain hazardous substances	1,710.00
17 05 08	Railway track ballast that does not contain hazardous substances	17,484,110.00
17 06 04	Insulation materials, which do not contain asbestos or hazardous substances	75,826.00
17 08 02	Plaster casts	662,230.00
17 09 04	Mixed debris (non-hazardous waste mixing)	131,670,931.81
19 12 01	Paper and cardboard	7,534.60
19 12 02	Ferrous metals	5,390.00
19 12 04	Plastic and rubber	8,960.00

20 01 01	Paper and cardboard	119,561.69
20 01 08	Cooking fats	3,365.54
20 01 34	Batteries and accumulators other than those specified in code 20 01 33	5.30
20 01 36	Discarded electrical and electronic equipment other than those specified in codes 20 01 21, 20 01 23 and 20 01 35	78.00
20 01 40	Metals	604,187.00
20 03 04	Septic tank sludge	186,672,215.95
TOTAL WASTE		7,667,520,192.61

Note: The data reflected in this table have been extracted from the internal DISCON platform, so it does not include data from the investees (Matinsa, Prefabricados Delta and Megaplas).

6.5.4. Resource Consumption

6.5.4.1. Material consumption

Type of Material Consumption (t)										
Material	FCC Industrial	Matinsa	Prefabricados Delta	Megaplas	Áridos de Melo	Spain	Rest of Europe	America	Middle East	Total
Reused/recovered materials	-	-	-	-	71,118	7,562,640	2,198,706	-	-	9,832,464
Aggregates, earth and gravel forests, marl and limestone	3,510	27,150	102,346	-	443,205	4,170,925	4,013,665	190,317	82,827	9,033,900
Asphalt agglomerate	-	35,037	-	-	-	250,438	144,338	50,278	1,700	481,791
Concrete	71,705	1,548	-	-	-	1,237,921	788,794	747,491	9,873	2,857,333
Cement	-	110	19,781	-	33,551	66,038	1,913	8,226	15,219	144,838
Steel	-	4,989	-	344	-	65,043	58,818	76,942	838	206,974
Bricks	-	20	-	-	-	21,280	380	-	-	21,680
Glass, metals and insulators	-	8	-	325	-	2,964	2,214	4	-	5,515
Large prefabricated	-	-	-	-	-	57,036	115,594	17,736	-	190,366
Wood	-	-	-	-	-	1,665	826	142	-	2,633
Packaging and other materials*	-	11,436	214	306	8,067	-	-	-	-	20,022
Paint, solvents, concrete curing fluids, accelerants, fluidizers, etc.	544	302	36	24	-	24,958	10,036	676	-	36,575
Oils, fats and other substances	501	20	143	-	372	127	41	1	-	1,204
Total 2025	76,260	80,575	122,520	999	556,313	13,461,035	7,335,324	1,091,812	110,457	22,835,295

Note: Disaggregated data for 2024 is not included, as the calculation method has changed, which prevents comparison.
*ACM, paper, methacrylate, bitumen, soapy mixture, vinyl, etc.

6.5.4.2. Water consumption by source of supply

Water withdrawal by supply sources (m³)											
Origin	Surface water	Groundwater	Mains water	Seawater	Recycled/ reused water from the work itself*	Rainwater captured and stored*	Other waters resulting from extraction, processing or use of raw materials*	Total 2025	Total with water stress 2025	Total 2024	Total with water stress 2024*
FCC Industrial	7,710	14,517	2,217	-	-	94,989	-	119,433	119,433	27,822	27,822
Matinsa	-	-	5,250	-	-	-	-	5,250	5,250	6,099	6,099
Prefabricados Delta	-	15,354	34,826	-	-	-	-	50,180	50,180	49,537	49,537
Megaplas	-	-	1,594	-	-	-	-	1,594	1,594	1,535	1,535
Áridos de Melo	-	-	181,557	-	-	2,533	-	184,090	184,090	176,510	176,510
Spain	5,380	131,35	188,261	-	383	42,397	-	367,771	367,771	366,861	366,861
Rest of Europe	23,521	29,986	297,137	-	28,923	57	-	379,624	88,448	98,560	28,656
America	28,719	29,406	260,723	-	36,302	-	-	355,150	354,051	326,446	64,196
Middle East	-	-	543	-	-	62	-	605	605	552,070	552,070
Total	65,330	220,613	972,108	-	65,608	140,038	-	1,463,697	1,171,422	1,605,440	1,273,286

*As a novelty in 2025, the data on Recycled/reused water from the work itself and Rainwater captured and stored are incorporated into the report. Likewise, the concept that in 2024 was generically grouped as Water from other sources, in 2025 has been differentiated under the category of “Other waters resulting from extraction, processing or use of raw materials”.

6.5.5. Air pollution

Area	Total NOx emissions	Total SOx emissions	Total VOC emissions 2025**	Total CO emissions	Total NH3 emissions**	Total particulate matter (dust) emissions	Reduction of dust emissions by 2025	Reduction of dust emissions 2024
FCC Industrial	-	-	-	-	-	18.039	-	-
Matinsa	-	-	-	-	-	-	-	-
Prefabricados Delta	145.45*	-	-	-	-	-	-	-
Megaplas	-	-	-	-	-	-	-	-
Áridos de Melo	-	-	-	-	-	-	-	-
Spain	1,636,014	525	74,329	296,640	443	163,385	1,146,280	1,406,742
Rest of Europe	3,346,232	787	151,988	603,593	907	219,593	811,271	786,262
America	135,995	32	6,177	24,530	37	5,145	177,007	230,662
Middle East	126,324	30	5,738	22,785	34	4,935	-	-
Total	5,244,565	1,374	238,232	947,548	1,421	411,097	2,134,558	2,423,666

*NOx emission from Prefabricados Delta is expressed in mg/Nm3.
**In 2024, VOC and NH3 emissions were not measured.

6.5.6. Soil contamination

Significant effects on the ground of FCC Construction										
Geographical area	Total accidental spills 2024		Contamination or alteration of soils in an inappropriate or uncontrolled manner		Improper, uncontrolled, or accidental discharges		Total accidental spills 2025		Total accidental spills 2024	
	Nº	Volume (m³)	Nº	Volume (m³)	Nº	Volume (m³)	Nº	Volume (m³)	Nº	Volume (m³)
FCC Industrial	21	25	-	-	15	28	15	18	21	25
Áridos de Melo	-	-	-	-	-	-	-	-	-	-
Spain	18	22	7	8	19	23	26	31	18	22
Rest of Europe	-	-	2	2	-	-	2	2	-	-
America	14	17	9	11	11	13	20	24	14	17
Middle East	-	-	-	-	-	-	-	-	-	-
Total	53	64	18	22	45	54	63	76	53	64

6.5.6. Water pollution

Water discharges (m³) 2025										
Destination of the water discharge	FCC Industrial	Matinsa	Prefabrica dos Delta	Megaplas	Áridos de Melo	Spain	Rest of Europe	America	Middle East	Total
Public Hydraulic Domain (surface water)	-	-	2,426	-	-	-	535,012	-	-	537,438
Public Hydraulic Domain (groundwater)	-	-	-	-	-	3,634	2,508	-	-	6,142
Public Domain Maritime Terrestrial (seawater)	-	-	-	-	-	-	-	-	-	-
Sanitation network (third-party water)	25	3,448	-	1,594	103	65,055	523,987	59,919	1,114	655,245
Watertight septic tank (third-party water)	-	374	-	-	-	556	866	188,479	-	190,275
Total 2025	25	3,822	2,426	1,594	103	69,245	1,062,373	248,398	1,114	1,389,100
Total with water stress 2025	25	3,822	2,426	1,594	103	69,245	196,462	247,555	1,114	522,406
Purified water 2025	-	-	-	-	-	8,546	201,446	247,439	-	457,431
Water discharges (m³) 2024										
Total 2024	967	1,348	2,505	1,535	103	54,497	154,626	38,079	49,282	302,942
Total with water stress 2024	967	1,348	2,505	1,535	103	54,497	4,615	10,188	49,282	125,040
Purified water 2024	-	-	-	-	-	3,497	9,740	37,397	-	50,634

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