Auditor's report on Abertis Infraestructuras, S.A. and subsidiaries

(Together with the consolidated annual accounts and consolidated directors' report of Abertis Infraestructuras, S.A. and subsidiaries for the year ended 31 December 2022)

(Translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails.)

KPMG Auditores, S.L.
Torre Realia
Plaça d'Europa, 41-43
08908 L'Hospitalet de Llobregat
(Barcelona)

Independent Auditor's Report on the Consolidated Annual Accounts

(Translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails.)

To the shareholders of Abertis Infraestructuras, S.A.

REPORT ON THE CONSOLIDATED ANNUAL ACCOUNTS

Opinion

We have audited the consolidated annual accounts of Abertis Infraestructuras, S.A. (the "Parent") and subsidiaries (together the "Group"), which comprise the consolidated balance sheet at 31 December 2022, and the consolidated statement of profit or loss, consolidated statement of comprehensive income, consolidated statement of changes in equity and consolidated statement of cash flows for the year then ended, and consolidated notes.

In our opinion, the accompanying consolidated annual accounts give a true and fair view, in all material respects, of the consolidated equity and consolidated financial position of the Group at 31 December 2022 and of its consolidated financial performance and its consolidated cash flows for the year then ended in accordance with International Financial Reporting Standards as adopted by the European Union (IFRS-EU) and other provisions of the financial reporting framework applicable in Spain.

Basis for Opinion

We conducted our audit in accordance with prevailing legislation regulating the audit of accounts in Spain. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Consolidated Annual Accounts* section of our report.

We are independent of the Group in accordance with the ethical requirements, including those regarding independence, that are relevant to our audit of the consolidated annual accounts pursuant to the legislation regulating the audit of accounts in Spain. We have not provided any non-audit services, nor have any situations or circumstances arisen which, under the aforementioned regulations, have affected the required independence such that this has been compromised.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

(Translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails.)

Key Audit Matters

Key audit matters are those matters that, in our professional judgement, were of most significance in the audit of the consolidated annual accounts of the current period. These matters were addressed in the context of our audit of the consolidated annual accounts as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

Assessment of impairment testing on goodwill and administrative concessions

See notes 3c) and 7 to the consolidated annual accounts

Key audit matter	*How the matter was addressed in our audit*
The consolidated balance sheet includes goodwill totalling Euros 8,468 million, of which Euros 7,869 million correspond to the goodwill arising in the framework of the business combination and subsequent merger with Abertis Participaciones, S.A.U. in 2019 and described in note 7.i) to the accompanying consolidated annual accounts. To assess the recoverable amount of this goodwill, the Group has performed an impairment test based on discounted cash flow valuation techniques that require the Directors to exercise judgement and make assumptions and estimates. Additionally, the consolidated balance sheet presents administrative concessions totalling Euros 26,690 million under intangible assets. The measurement of these investments in concession projects and, in particular, the assessment of their recoverable amount, involves a complex process that requires estimates to be made that include significant judgements and assumptions by Group management in the preparation of impairment tests, relating mainly to discount rates, macroeconomic variables, changes in traffic and tolls, future operating costs and disbursements for future investments, both in capacity increases and replacements, among others. The issues indicated above, and the significance of the carrying amount of the aforementioned assets lead us to consider this matter as a key audit matter.	Our audit procedures included the following,among others: - Assessing the design and implementation of the relevant controls that mitigate the significant risks identified in the process for estimating the recoverable amount of goodwill and investments in concession projects, as well as testing that these controls operate effectively. - Performing substantive tests based on obtaining impairment tests performed by Group management, checking both the adequacy of the valuation method used and the arithmetical accuracy of the calculations made, as well as evaluating the reasonableness of the main assumptions considered in the future cash flows (primarily traffic, tolls and operating costs), and their consistency with the business plans approved. - Involving our valuation specialists to analyse the reasonableness of the valuation method used to calculate the recoverable amount, and to assess the discount rates and growth rates in perpetuity applied. - Analysing the consistency of the assumptions included in the impairment tests for the previous year compared to actual operating data. - Assessing the sensitivity of the recoverable amount to changes in certain key assumptions, i.e. those with the most significant effect on determining the recoverable amount, performed by the Group. Lastly, we checked that the accompanying consolidated annual accounts contain the information required by the regulatory framework applicable to the Group in relation to the assessment of the recoverable amount of these assets.

(Translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails.)

Lawsuits and contingencies See notes 8.i, 11.i and 18.ii to the consolidated annual accounts	
Key audit matter	*How the matter was addressed in our audit*
As indicated in notes 8.i and 11.i the Group is involved in various lawsuits and claims in the framework of its activity, the most significant being those relating to: i. the claim filed by the Group company Autopista Concesionaria Española, S.A.U. (ACESA) for compensation relating to the margin guarantee provided for in Royal Decree 457/2006 approving the Agreement between the Spanish Government and the aforementioned company to amend certain terms of the concession of which that company is the operator. In relation to this margin guarantee, in 2021 the Group recognised a balance receivable of Euros 369 million, which remains outstanding 31 December 2022; ii. the commitments assumed under the support agreement entered into by the Group companies Iberpistas, S.A.U.C.E. and ACESA with the lender financial institutions of the associate Alazor Inversiones, S.A., for which the Group has recognised provisions of Euros 155 million corresponding to the best estimate at the reporting date of the disbursements necessary to settle the obligation based on an assessment of its probability, as described in notes 8.i and 18.ii.; to the accompanying consolidated annual accounts. iii. the collaboration agreement between the Generalitat de Catalunya and the Group company Infraestructures Vàries de Catalunya, S.A. (INVICAT) for the amendment of certain terms of the concession to which the latter is the operator. During 2021 a report was received from the Generalitat de Catalunya from which it is understood that the portion of the debtor balance registered of Euros 269 million, corresponding to the margin guarantee that includes the compensation formula for the aforementioned agreement cannot be applied. During 2021 a receivable was written down for this amount, in the accompanying consolidated annual accounts (see note 11.i) b), which is maintained at the 2022 reporting date	Our audit procedures included among other: - An analysis and assessment of Group management's judgements that were made on the basis of available information at the date of authorisation for issue of the accompanying consolidated accounts, which includes legal documentation used by the Directors to assess the probability of success and the size of potential losses. - We obtained confirmations from the Group's internal and external legal advisors concerning the assessment of the risk for the Group relating to the resolution of the most significant lawsuits and claims. - In addition, we involved our legal specialists to analyse the reasonableness of the conclusions reached by Group management, considering the various factors on which these conclusions were based. Lastly, we evaluated whether the disclosures in the accompanying consolidated annual accounts are appropriate, in accordance with the criteria set out in the financial reporting framework applicable to the Group.

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Lawsuits and contingencies See notes 8.i, 11.i and 18.ii to the consolidated annual accounts	
Key audit matter	*How the matter was addressed in our audit*
iv. The Group assesses the impact that its estimate of the final outcome of these proceedings will have on its consolidated annual accounts. This matter has been considered a key audit matter, as these estimates require relevant judgements by Group management, based on historical experience and available information, including that obtained from its legal advisors.	

Other Information: Consolidated Directors' Report

Other information solely comprises the 2022 consolidated directors' report, the preparation of which is the responsibility of the Parent's Directors and which does not form an integral part of the consolidated annual accounts.

Our audit opinion on the consolidated annual accounts does not encompass the consolidated directors' report. Our responsibility regarding the information contained in the consolidated directors' report is defined in the legislation regulating the audit of accounts, as follows:

a) Determine, solely, whether the consolidated non-financial information statement has been provided in the manner stipulated in the applicable legislation, and if not, to report on this matter.

b) Assess and report on the consistency of the rest of the information included in the consolidated directors' report with the consolidated annual accounts, based on knowledge of the Group obtained during the audit of the aforementioned consolidated annual accounts. Also, assess and report on whether the content and presentation of this part of the consolidated directors' report are in accordance with applicable legislation. If, based on the work we have performed, we conclude that there are material misstatements, we are required to report them.

Based on the work carried out, as described above, we have observed that the information mentioned in section a) above has been provided in the manner stipulated in the applicable legislation, that the rest of the information contained in the consolidated directors' report is consistent with that disclosed in the consolidated annual accounts for 2022, and that the content and presentation of the report are in accordance with applicable legislation.

(Translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails.)

Directors' and Audit, Control and Sustainability Committee's Responsibilities for the Consolidated Annual Accounts

The Parent's Directors are responsible for the preparation of the accompanying consolidated annual accounts in such a way that they give a true and fair view of the consolidated equity, consolidated financial position and consolidated financial performance of the Group in accordance with IFRS-EU and other provisions of the financial reporting framework applicable to the Group in Spain, and for such internal control as they determine is necessary to enable the preparation of consolidated annual accounts that are free from material misstatement, whether due to fraud or error.

In preparing the consolidated annual accounts, the Parent's Directors are responsible for assessing the Group's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the Directors either intend to liquidate the Group or to cease operations, or have no realistic alternative but to do so.

The Parent's Audit, Control and Sustainability Committee is responsible for overseeing the preparation and presentation of the consolidated annual accounts.

Auditor's Responsibilities for the Audit of the Consolidated Annual Accounts

Our objectives are to obtain reasonable assurance about whether the consolidated annual accounts as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with prevailing legislation regulating the audit of accounts in Spain will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these consolidated annual accounts.

As part of an audit in accordance with prevailing legislation regulating the audit of accounts in Spain, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

– Identify and assess the risks of material misstatement of the consolidated annual accounts, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

– Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Group's internal control.

– Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Parent's Directors.

- Conclude on the appropriateness of the Parent's Directors' use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the consolidated annual accounts or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Group to cease to continue as a going concern.

- Evaluate the overall presentation, structure and content of the consolidated annual accounts, including the disclosures, and whether the consolidated annual accounts represent the underlying transactions and events in a manner that achieves a true and fair view.

- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the consolidated annual accounts. We are responsible for the direction, supervision and performance of the Group audit. We remain solely responsible for our audit opinion.

We communicate with the Audit, Control and Sustainability Committee of the Parent regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide the Parent's Audit, Control and Sustainability Committee with a statement that we have complied with the applicable ethical requirements, including those regarding independence, and to communicate with them all matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated to the Audit, Control and Sustainability Committee of the Parent, we determine those that were of most significance in the audit of the consolidated annual accounts of the current period and which are therefore the key audit matters.

We describe these matters in our auditor’s report unless law or regulation precludes public disclosure about the matter.

REPORT ON OTHER LEGAL AND REGULATORY REQUIREMENTS

Additional Report to the Audit, Control and Sustainability Committee of the Parent

The opinion expressed in this report is consistent with our additional report to the Parent's Audit, Control and Sustainability Committee dated 28 February 2023.

(Translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails.)

Contract Period

We were appointed as auditor of the Group by the shareholders at the ordinary general meeting on 21 April 2020 for a period of three years, beginning the year ended 31 December 2021.

KPMG Auditores, S.L.
On the Spanish Official Register of
Auditors ("ROAC") with No. S0702

(Signed on original in Spanish)

Manuel Blanco Vera
On the Spanish Official Register of Auditors ("ROAC") with No. 17698

28 February 2023

ABERTIS INFRAESTRUCTURAS, S.A.
AND SUBSIDIARIES

Consolidated Annual Accounts and Consolidated Directors' Report
for the year ended 31 December 2022
(prepared in accordance with International Financial Reporting Standards)

Free translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails

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ABERTIS INFRAESTRUCTURAS, S.A.
AND SUBSIDIARIES

Free translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails

Consolidated balance sheets
(in thousands of euros)

	Notes	31/12/2022	31/12/2021
ASSETS			
Non-current assets			
Property, plant and equipment	6	465,220	420,930
Goodwill	7	8,467,857	8,414,945
Other intangible assets	7	26,856,798	27,184,444
Intangible assets		35,324,655	35,599,389
Investments in associates and interests in joint ventures	8	25,309	73,905
Financial assets at fair value through equity	9	40,006	29,006
Non-current financial assets		65,315	102,911
Concession arrangements - financial asset model	11	1,028,724	933,548
Receivables from companies accounted for using the equity method and other related parties	11	650	700
Other financial assets	11	301,575	220,148
Derivative financial instruments	10	435,071	13,450
Other non-current financial assets		1,766,020	1,167,846
Other assets	11	2,508	2,190
Deferred tax assets	17-c	1,314,003	1,599,991
Non-current assets		**38,937,721**	**38,893,257**
Current assets			
Inventories	-	6,990	6,517
Trade receivables	11	695,814	596,687
Current tax assets	11	194,476	214,720
Concession arrangements - financial asset model	11	63,840	1,174,019
Receivables from companies accounted for using the equity method and other related parties	11	93	24
Other financial assets	11	167,130	169,535
Derivative financial instruments	10	10,509	38,797
Other current financial assets		241,572	1,382,375
Other assets	11	221,623	379,055
Cash and cash equivalents	12	4,085,009	3,907,824
Current assets		**5,445,484**	**6,487,178**
Non-current assets classified as held for sale and discontinued operations	3-h.i	-	-
Assets		**44,383,205**	**45,380,435**

These consolidated balance sheets should be read in conjunction with the Notes included on pages 8 to 257.

Free translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails

Consolidated balance sheets
(in thousands of euros)

	Notes	31/12/2022	31/12/2021
EQUITY			
Share capital and reserves attributable to shareholders of the Parent			
Share capital	13-a	2,133,063	2,734,696
Treasury shares	13-a	(21,147)	(20,991)
Other equity instruments	13-b	1,983,926	1,979,794
Reserves	13-c	306,274	(389,993)
Retained earnings and other reserves	13-d	1,661,099	1,496,367
Other shareholder contributions	13-e	991,400	-
		7,054,615	**5,799,873**
Non-controlling interests	13-f	**2,905,366**	**2,787,550**
Equity		**9,959,981**	**8,587,423**
LIABILITIES			
Non-current liabilities			
Bond issues and bank borrowings	14	23,957,625	26,774,084
Derivative financial instruments	10	153,719	156,456
Other financial liabilities	19	179,498	180,525
Non-current financial liabilities		24,290,842	27,111,065
Employee benefit obligations	18	79,895	88,417
Other provisions	18	1,186,515	1,241,425
Long-term provisions		1,266,410	1,329,842
Deferred income	15	36,286	37,460
Deferred tax liabilities	17-c	4,933,754	5,111,796
Other liabilities	19	150,763	144,562
Non-current liabilities		**30,678,055**	**33,734,725**
Current liabilities			
Bond issues and bank borrowings	14	2,360,195	1,584,485
Derivative financial instruments	10	-	5,825
Other financial liabilities	19	48,468	70,645
Current financial liabilities		2,408,663	1,660,955
Employee benefit obligations	18	20,586	53,168
Other provisions	18	328,857	292,266
Short-term provisions		349,443	345,434
Payable to suppliers and other payables	16	683,098	726,265
Current tax liabilities	17-d	274,036	277,661
Other liabilities	19	29,929	47,972
Current liabilities		**3,745,169**	**3,058,287**
Liabilities associated with non-current assets classified as held for sale and discontinued operations	-	-	-
Liabilities		**34,423,224**	**36,793,012**
Equity and liabilities		**44,383,205**	**45,380,435**

These consolidated balance sheets should be read in conjunction with the Notes included on pages 8 to 257.

Free translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails

Consolidated statements of profit or loss
(in thousands of euros)

	Notes	2022	2021
Services	20-a	4,937,867	4,721,728
Other operating income	20-b	163,949	131,966
Operating income		5,101,816	4,853,694
Revenue from construction services [1]		604,017	511,294
Capitalised borrowing costs	7	66,444	29,188
Infrastructure upgrade revenue	3-o	670,461	540,482
Income from operations		5,772,277	5,394,176
Staff costs	20-c	(521,766)	(517,259)
Other operating expenses	20-d	(1,136,828)	(1,037,364)
Impairment losses on assets at amortised cost	-	28,308	2,806
Accrual of provisions for infrastructure maintenance and restoration obligations	18.ii.	(177,692)	(149,911)
Use of provisions for infrastructure maintenance and restoration obligations charged to profit or loss	18.ii.	237,778	193,471
Changes in provisions		88,394	46,366
Valuation adjustment on concession financial assets	11.i.	-	(7,119)
Changes in impairment losses on non-current assets	6/7	(38,216)	(702,614)
Depreciation and amortisation charge	6/7	(2,226,840)	(2,391,865)
Other expenses	-	(1,897)	(1,115)
Operating expenses		(3,837,153)	(4,610,970)
Infrastructure upgrade expenses	3-o	(597,502)	(504,361)
Expenses from operations		(4,434,655)	(5,115,331)
Profit (Loss) from operations		1,337,622	278,845
Changes in fair value of financial instruments	20-e	17,401	2,016
Net gains (losses) on disposals of financial instruments	20-e	41,929	27,241
Finance income	20-e	604,548	545,713
Finance costs	20-e	(1,558,727)	(1,302,174)
Net finance income (expense)		(894,849)	(727,204)
Result of companies accounted for using the equity method	8/13-d.iii	(14,978)	3,383
Profit (Loss) before tax		427,795	(444,976)
Income tax	17-b	(223,718)	175,518
Profit (Loss) from continuing operations		204,077	(269,458)
Profit (Loss) from discontinued operations	-	-	-
Profit (Loss) for the year		**204,077**	**(269,458)**
Profit (Loss) attributable to non-controlling interests	13.d.iii.	(2,932)	(276,675)
Profit (Loss) attributable to shareholders of the Parent		**207,009**	**7,217**
Earnings per share (in euros per share)			
- basic earnings per share from continuing operations	13-h	0.228	0.008
- basic earnings per share from discontinued operations	13-h	-	-
- diluted earnings per share from continuing operations	13-h	0.228	0.008
- diluted earnings per share from discontinued operations	13-h	-	-

[1] Including in 2022 EUR 6,515 thousand relating to in-house work performed by the Group (2021: EUR 6,933 thousand).

These consolidated statements of profit or loss should be read in conjunction with the Notes included on pages 8 to 257.

Free translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails

Consolidated statements of comprehensive income
(in thousands of euros)

	Notes	2022	2021
Profit (Loss) for the year		**204,077**	**(269,458)**
Income and expense recognised directly in equity transferable to the consolidated statement of profit or loss:			
Changes in cash flow hedges of the Parent and of fully consolidated companies		447,160	30,222
Transfers to the consolidated statement of profit or loss		24,011	26,542
	-	471,171	56,764
Hedges of net investments in foreign operations of the Parent and of fully consolidated companies		(10,660)	(703)
Transfers to the consolidated statement of profit or loss		2,278	2,634
	-	(8,382)	1,931
Cash flow hedges/Hedges of net investments in foreign operations of companies accounted for using the equity method	8/13	(19,149)	11,517
Foreign currency translation differences		582,198	151,786
Transfers to the consolidated statement of profit or loss		876	(1,472)
	13	583,074	150,314
Other	-	2,089	538
Tax effect of income and expense recognised in equity	-	(110,238)	(14,745)
		918,565	206,319
Income and expense recognised directly in equity not transferable to the consolidated statement of profit or loss:			
Actuarial gains and losses	18.i.a.	19,671	1,843
Net increase (decrease) in the fair value (before tax) of financial assets at fair value through equity	9/11.v	4,571	(34,928)
Tax effect of income and expense recognised in equity		(1,484)	2,152
		22,758	(30,933)
Other comprehensive income		**941,323**	**175,386**
Total comprehensive income		**1,145,400**	**(94,072)**
Attributable to:			
– shareholders of the Parent:			
– from continuing operations		907,574	75,228
– from discontinued operations		-	-
		907,574	75,228
– non-controlling interests		237,826	(169,300)
		1,145,400	**(94,072)**

These consolidated statements of comprehensive income should be read in conjunction with the Notes included on pages 8 to 257.

Consolidated statements of changes in equity
(in thousands of euros)

	Share capital and treasury shares	Other equity instruments (1)	Reserves	Retained earnings and other reserves	Other shareholder contributions	Non-controlling interests	Equity
Notes	13.a.	13.b.	13.c.	13.d.	13.e.	13.f.	
At 1 January 2022	2,713,705	1,979,794	(389,993)	1,496,367	-	2,787,550	8,587,423
Comprehensive income for the year	-	-	696,267	211,307		237,826	1,145,400
Payment of 2021 dividend	-	-	-	-	-	(41,263)	(41,263)
Payment of 2022 dividend	-	-	-	-	-	(8,274)	(8,274)
Treasury shares	(156)	-	-	-	-	-	(156)
Perpetual bonds	-	4,132	-	(47,884)	-	-	(43,752)
Capital increase/ (reduction)	(601,633)	-	-	-	-	882	(600,751)
Receipt/(Reimbursement) of shareholder contributions	-	-	-	-	991,400	(62,046)	929,354
Changes in the scope of consolidation and other	-	-	-	1,309	-	(9,309)	(8,000)
At 31 December 2022	**2,111,916**	**1,983,926**	**306,274**	**1,661,099**	**991,400**	**2,905,366**	**9,959,981**

(1) Variation corresponds to amortised cost of placements with a balancing entry under "Retained earnings and other reserves".

These consolidated statements of changes in equity should be read in conjunction with the Notes included on pages 8 to 257.

	Share capital and treasury shares	Other equity instruments (1)	Reserves	Retained earnings and other reserves	Non-controlling interests	Equity
Notes	13.a.	13.b.	13.c.	13.d.	13.e.	
At 1 January 2021	2,721,913	1,241,726	(476,110)	2,156,085	2,970,192	8,613,806
Allocation of final purchase price of **Erc** (2)	-	-	-	-	(9,312)	(9,312)
At 1 January 2021, adjusted	2,721,913	1,241,726	(476,110)	2,156,085	2,960,880	8,604,494
Comprehensive income for the year	-	-	86,117	(10,889)	(169,300)	(94,072)
Payment of 2020 dividend	-	-	-	-	(11,071)	(11,071)
Payment of 2021 dividend	-	-	-	(601,633)	(4,773)	(606,406)
Treasury shares	(8,208)	-	-	-	-	(8,208)
Perpetual bonds	-	738,068	-	(47,196)	-	690,872
Capital increase	-	-	-	-	23,837	23,837
Reimbursement of shareholder contributions	-	-	-	-	(12,144)	(12,144)
Changes in the scope of consolidation and other	-	-	-	-	121	121
At 31 December 2021	**2,713,705**	**1,979,794**	**(389,993)**	**1,496,367**	**2,787,550**	**8,587,423**

(1) Including EUR -15,938 thousand relating to the cost of issuing perpetual subordinated bonds amounting to EUR 750,000 thousand, and EUR 4,006 thousand relating to the amortised cost of the bond placements with a balancing entry under "Retained earnings and other reserves".

(2) Due to the application of IFRS 3, as indicated in Note 5 to the 2021 consolidated annual accounts (final purchase price allocation (PPA)) regarding the acquisition with effect from 30 December 2020 of 55.2% of the share capital of the **Erc** Group).

These consolidated statements of changes in equity should be read in conjunction with the Notes included on pages 8 to 257.

Consolidated statements of cash flows
(in thousands of euros)

	Notes	2022	2021
Net cash flows from (used in) operating activities:			
Profit (Loss) from continuing operations		204,077	(269,458)
Adjustments:			
Taxes	17.b.	223,718	(175,518)
Depreciation and amortisation charge	6/7	2,226,840	2,391,865
Changes in impairment losses on assets	6/7	38,216	702,614
Valuation adjustments on concession financial assets	11.i.	-	7,119
Impairment losses – accounts receivable	-	81,037	66,375
Net gains (losses) on disposals of property, plant and equipment, intangible assets and other assets	-	(3,134)	(1,181)
Net gains (losses) on financial instruments	20.e.	(17,401)	(2,016)
Net gains (losses) on disposals of financial instruments	20.e.	(41,929)	(27,241)
Changes in provisions for pensions and other obligations	18.i.	17,203	22,955
Changes in provisions required under IFRIC 12 and other provisions	18.ii.	156,238	160,399
Dividend income	20.e.	(1,353)	(663)
Interest and other income	20.e.	(603,195)	(545,050)
Interest expenses (net of amounts capitalised) and other expenses	20.e/3.o	1,558,727	1,302,174
Transfer of deferred income to profit or loss	15	(2,323)	(3,575)
Other net adjustments to profit or loss	-	(29,842)	39,875
Result of companies accounted for using the equity method	8/13.d.iii.	14,978	(3,383)
		3,821,857	3,665,291
Changes in current assets and liabilities:			
Inventories	-	(212)	1,127
Trade and other receivables	-	(188,531)	(161,638)
Payable to suppliers and other payables	-	48,423	(6,479)
Other current liabilities	-	(27,158)	(28,840)
		(167,478)	(195,830)
Cash flows from (used in) operating activities		**3,654,379**	**3,469,461**
Income tax proceeds (paid) [(1)]	-	(299,520)	(180,250)
Interest paid and hedges settled	-	(983,604)	(933,785)
Interest received and hedges settled	-	176,862	82,319
Provisions for pensions and other obligations used	18.i.	(37,722)	(56,204)
Other provisions used	18.ii.	(14,732)	(26,411)
Other payables	-	3,250	(14,576)
Grants and other deferred income received/refunded	15	178	57
Non-current trade and other receivables [(2)]	-	1,213,578	8,304
(A) Total net cash flows from (used in) operating activities		**3,712,669**	**2,348,915**

These consolidated statements of cash flows should be read in conjunction with the Notes included on pages 8 to 257.

(1) Including in 2022, proceeds of EUR 60,395 thousand relating to the tax consolidation in Spain (2021: proceeds of EUR 69,106 thousand).

(2) Including in 2022, the collection of EUR 1,218,268 thousand concerning various agreements with some of the grantors (Notes 11.i and 14).

Consolidated statements of cash flows
(in thousands of euros)

	Notes	2022	2021
Net cash flows from (used in) investing activities:			
Other changes in the scope of consolidation [1]	2.h.	5,102	54,991
Net acquisition of investments in associates and interests in joint ventures	8	-	-
Proceeds from disposals of investments in associates and/or available-for-sale financial assets	-	1,455	204,871
Proceeds from disposals of non-current assets	-	22,954	16,558
Net collection due to settlement of derivatives hedging net investments in foreign operations	-	30,415	72,414
Purchases of property, plant and equipment, intangible assets and other concession infrastructure	6/7/11	(818,278)	(633,885)
Dividends received from financial investments, associates and joint ventures	8/20.e/ 24.c	15,551	12,542
Provisions required under IFRIC 12 used	18.ii.	(237,778)	(193,471)
Other [2]	-	(629,970)	(46,620)
Proceeds from the sale of operations classified as held for sale and discontinued operations [3]	-	-	26,756
(B) Total net cash flows from (used in) investing activities		**(1,610,549)**	**(485,844)**
Net cash flows from (used in) financing activities:			
Borrowings obtained in the year	14	1,981,251	1,660,468
Repayment of borrowings in the year	14	(2,948,509)	(3,013,017)
Borrowings granted by/repaid to the Company's shareholder	14.ii.	(166,942)	228,459
Borrowings granted to associates		-	(5,335)
Early termination fees for debt refinancing	20.e	(84,187)	-
Lease payments	-	(28,642)	(23,052)
Net payments due to settlement of derivatives associated with borrowings		(10,368)	(202)
Issue of other equity instruments	13.b.	-	734,062
Payment of interest on subordinated perpetual bonds	13.b.	(60,288)	(15,060)
Capital redemption/dividends paid to the shareholders of the Parent (net of the amounts corresponding to treasury shares)	13.d.	(598,991)	(600,579)
Treasury shares	13.a.	(156)	(8,208)
Reimbursement of share premium/Dividends/Other payments to non-controlling interests	13.f.	(109,566)	(40,700)
Capital increase/Other amounts received from non-controlling interests	13.f.	882	23,837
(C) Total cash flows from financing activities		**(2,025,516)**	**(1,059,327)**
(D) Effect of foreign exchange rate changes		**100,581**	**1,905**
Net (decrease)/increase in cash and cash equivalents of continuing operations (A)+(B)+(C)+(D)		**177,185**	**805,649**
Opening balance of cash and cash equivalents of continuing operations		3,907,824	3,102,175
Cash and cash equivalents transferred to "Non-Current Assets Classified as Held for Sale and Discontinued Operations"	-	-	-
Closing balance of cash and cash equivalents of continuing operations	**12**	**4,085,009**	**3,907,824**
Net (decrease)/increase in cash and cash equivalents of discontinued operations	**-**	**-**	**-**
Opening balance of cash and cash equivalents of discontinued operations		-	-
Cash and cash equivalents transferred to "Non-Current Assets Classified as Held for Sale and Discontinued Operations"		-	-
Changes in the scope of consolidation		-	-
Closing balance of cash and cash equivalents of discontinued operations	**-**	**-**	**-**

These consolidated statements of cash flows should be read in conjunction with the Notes included on pages 8 to 257.

(1) Including in 2022, proceeds from the sale of **Eurotoll**, net of cash disposed and the payment for an additional 1.23% of **A4's** capital (Note 2-h).2021, proceeds from the sale of **Sanef Aquitaine** and **Abertis Motorways UK** (holder of the stake in Rmg), net of cash disposed (Note 2-h).

(2) In 2022 it mainly includes, on the one hand, the payment of 581,464 thousand euros for the purchase in 2016 of 51.4% of the A4 subgroup (see Note 14.iii) and, on the other hand, in the same way that in 2021, contracting of new deposits.

(3) In 2021, this corresponded to proceeds from the sale of the ownership interest in Brebemi (Note 3-h.i).

NOTES TO THE CONSOLIDATED ANNUAL ACCOUNTS FOR 2022

1. GENERAL INFORMATION

Abertis Infraestructuras, S.A. ("**Abertis**" or "the Parent") was incorporated in Barcelona on 24 February 1967. Its registered office is at Paseo de la Castellana, 89, floor 9 (Madrid).

The company object of **Abertis** is the construction, upkeep and operation (or simply the upkeep and operation) of toll roads under concession arrangements; the management of road concessions in Spain and abroad; the construction of road infrastructure; the operation of service areas; ancillary activities for the construction, upkeep and operation of toll roads and service stations; and any other activity related to transport and communications and/or telecommunications infrastructure for the mobility and transport of people, goods and information, with such authorisation as might be required there for. It also includes the preparation of studies, reports, designs and contracts, as well as the management and provision of advisory services in relation to the aforementioned activities.

The Parent may carry on its company object, especially its concession activity, directly or indirectly through its ownership interests in other companies, subject, in this respect, to the legal provisions in force at any given time.

Abertis is the head of a group engaging in the management of mobility and communications infrastructure, and currently operates in the toll road concessions sector.

Also, since 29 October 2018 the Parent and the other Group companies have formed part of the Atlantia Group, the parent of which is Atlantia, S.p.A. (with registered office at Piazza San Silvestro, 8, Rome, Italy), which was delisted from the Italian Stock Exchange on 9 December 2022 and which, in turn, forms part of the group the parent of which is Edizione S.r.l. (with registered office at Piazza del Duomo, 19, Treviso, Italy).

The detail of the Group's subsidiaries, joint ventures and associates at 31 December 2022 is shown in Appendices I, II and III, respectively.

Lastly, Note 25-c includes the information on the most significant concession arrangements held by the Group.

2. BASIS OF PRESENTATION

a) Basis of presentation

The consolidated annual accounts of Abertis Infraestructuras, S.A. and Subsidiaries for the year ended 31 December 2022, which were obtained from the accounting records kept by the Parent and by the other companies composing the Group, were authorised for issue by the Parent's directors at the Board of Directors meeting held on 28 February 2023.

These consolidated annual accounts were prepared in accordance with the regulatory financial reporting framework applicable to the Group provided for in International Financial Reporting Standards ("IFRSs") as adopted by the European Union, taking into account all the mandatory accounting principles and rules and measurement bases, and the Spanish Commercial Code, the Spanish Limited Liability Companies Law, the Spanish Securities Market Law and all other applicable Spanish corporate law, as well as the rules of the Spanish National Securities Market Commission (CNMV), and, accordingly, they present fairly the **Abertis** Group's consolidated equity and consolidated financial position as at 31 December 2022 and the consolidated results of its operations, the changes in consolidated equity and the consolidated cash flows in the year then ended.

Since the accounting policies and measurement bases used in preparing the Group's consolidated annual accounts as at 31 December 2022 may differ from those used by certain Group companies, the required adjustments and reclassifications were made on consolidation to unify the policies and methods used and to make them compliant with IFRSs.

In order to uniformly present the various items composing the consolidated annual accounts, the accounting policies and measurement bases adopted by the Parent were applied to all the consolidated companies.

The consolidated and separate annual accounts of **Abertis** and the separate and/or consolidated annual accounts of the companies and/or subgroups composing the Group will be submitted to the shareholders or sole shareholder at their respective Annual General Meetings, as applicable, within the legally established time periods. The directors of **Abertis** consider that the aforementioned annual accounts will be approved without any significant changes.

The Group's consolidated annual accounts for the year ended 31 December 2021 were approved by the shareholders at the Annual General Meeting of the Parent held on 4 April 2022.

b) Adoption of IFRSs

The **Abertis** Group's consolidated annual accounts are presented in accordance with IFRSs, in conformity with Regulation (EC) No 1606/2002 of the European Parliament and of the Council of 19 July 2002. In Spain, the requirement to present consolidated annual accounts in accordance with IFRSs as approved by the European Union was also regulated by Final Provision Eleven of Law 62/2003, of 30 December, on Tax, Administrative, Labour and Social Security Measures.

The principal accounting policies and measurement bases adopted by **Abertis** are presented in Note 3.

i) Standards and interpretations effective in 2022

The following new amendments to the applicable accounting standards became effective in 2022:

New amendments		**Obligatory application in annual reporting periods beginning on or after**
Amendment to IFRS 16, Leases – Covid-19-related Rent Concessions (issued in March 2021)	IFRS 16 updated to allow lessees to account for rent concessions as if they were not lease modifications.	01/04/21 (1 January 2022 in **Abertis'** case)
Amendment to IAS 16, Property, Plant and Equipment	The amendments prohibit the deduction from the cost of property, plant and equipment of any proceeds from the sale of items produced while an entity is preparing that item for its intended use.	01/01/22
Amendment to IAS 37, Onerous Contracts—Cost of Fulfilling a Contract (issued in May 2020)	These amendments explain that the cost of fulfilling a contract comprises the incremental costs of fulfilling that contract and an allocation of other costs that relate directly to fulfilling contracts.	01/01/22

New amendments		**Obligatory application in annual reporting periods beginning on or after**
Annual Improvements to IFRS Standards 2018-2020 Cycle (issued in May 2020)	Minor amendments to: • IFRS 1, exceptions regarding the treatment of translation differences when a subsidiary adopts the IFRSs at a later date than its parent. • IFRS 9, to determine that the costs to be considered in modifications of financial liabilities must only include commission paid or received by the entity or the lender and vice versa. • IFRS 16, clarifies the treatment of incentives. • IAS 41, removes the requirement to use a pre-tax cash flows when calculating fair value.	01/01/22
Reference to the Conceptual Framework (Amendments to IFRS 3) (issued in May 2020)	IFRS 3 is amended to bring the references to the definitions of assets and liabilities in a business combination into line with those contained in the Conceptual Framework. Also, certain clarifications are included in relation to the recognition of contingent assets and liabilities.	01/01/22

Since their entry into force on 1 January 2022, the Group has applied the aforementioned standards and interpretations, which did not have a significant impact on the Group.

ii) Standards and interpretations issued but not yet in force

At the date of preparation of these consolidated annual accounts, the following standards and amendments had been published by the IASB but had not yet become effective, either because their effective date is subsequent to the date of the consolidated annual accounts or because they had not yet been adopted by the European Union:

New amendments		**Obligatory application in annual reporting periods beginning on or after**
	Approved for use in the European Union	
IFRS 17, Insurance Contracts (issued in May 2017 and amendments in June 2020)	Supersedes IFRS 4. It establishes principles for the recognition, measurement, presentation and disclosure of insurance contracts issued to ensure that entities provide relevant and reliable information that gives a basis for users of the information to assess the effect that insurance contracts have on the annual accounts.	01/01/23
Amendment to IAS 1, Presentation of Financial Statements, and IFRS 1, Practice Statement 2: Disclosure of Accounting Policies (issued in February 2021)	Amendments helping entities in properly identifying which significant accounting policies to disclose in their annual accounts.	01/01/23
Amendments to IAS 8, Accounting Policies, Changes in Accounting Estimates and Errors: Definition of Accounting Estimates (issued in February 2021)	The amendment clarifies how entities must distinguish between changes in accounting policies and changes in accounting estimates.	01/01/23
Amendment to IFRS 17, Insurance Contracts – Initial application of IFRS 17 and IFRS 9 Comparative information.	Amendment of transition requirements of IFRS 17 for insurers applying IFRS 17 and IFRS 9 for the first time.	01/01/23
Amendment to IAS 12, Income Tax: Deferred Tax related to Assets and Liabilities arising from a Single Transaction (issued in May 2021)	The amendment clarifies that the initial recognition exemption does not apply when there are equal amounts of deductible and taxable temporary differences (e.g. costs related to decommissioning and leases).	01/01/23
	Not yet approved for use in the European Union	
Amendment to IAS 1 – Classification of Current and Non-current Liabilities	Clarifications on the presentation of liabilities as current or non-current and, in particular, the rule that early settlement of liabilities is subject to compliance with covenants.	01/01/24
Amendment to IFRS 16, Lease Liability in a Sale and Leaseback	Clarifications on the subsequent treatment of lease liabilities arising from sale and leaseback transactions.	01/01/24

The application of new standards, amendments and interpretations will be considered by the Group once they have been ratified and adopted, as the case may be, by the European Union. In any case, the Parent’s directors have assessed the potential impact of applying these standards in the future and consider that their entry into force will not have a material effect on the Group's consolidated annual accounts.

c) Presentation and functional currency

These consolidated annual accounts are presented in the Parent's functional currency, the euro, since this is the currency of the main economic area in which the Group operates. In this connection, the annual accounts of the foreign companies presented in a functional currency other than the presentation currency of the consolidated annual accounts are translated to euros using the method described in Note 2-g.vi.

d) Responsibility for the information and use of accounting estimates and judgements

In preparing the consolidated annual accounts in accordance with IFRSs, Management was required to make certain accounting estimates and to consider certain factors on which to make judgements. These estimates and judgements, which are assessed on an ongoing basis, are based on historical experience and other factors including expectations regarding future events that are considered to be reasonable in the circumstances. Although the estimates used were based on the best information available at the date of authorisation for issue of these consolidated annual accounts, in accordance with IAS 8, any change in estimates in the future would be applied prospectively from that time, and the effect of the change in the estimates would be recognised on the consolidated statement of profit or loss for the period in question.

The principal estimates and judgements made in preparing the consolidated annual accounts related to:

- The purchase price allocation in business combinations and, especially, the choice of the valuation models and key assumptions for determining the fair value of the assets and liabilities acquired in the business combination (Notes 3-h and 5).
- The years of useful life of the property, plant and equipment and intangible assets (Notes 3-a and 3-b).

- The assumptions used in the impairment tests to determine the recoverable amount of the goodwill, intangible assets and other non-financial assets (Notes 3-c, 6, 7 and 8).
- The business model vis-à-vis the Group's financial assets and the consequent classification thereof (Note 3-d).
- The estimate of the recoverable amount of the quoted and unquoted financial assets and the financial assets relating to the concession arrangements held by the Group, in particular the balance relating to Royal Decree 457/2006 (Notes 3-d and 11).
- The significant increase in credit risk which led to a change from the general 12-month expected credit loss to a lifetime expected credit loss model (Notes 3-d and 11).
- The fair value of derivatives and other financial instruments (Notes 3-d, 3-e and 10).
- The estimate of the maintenance cycles in determining the provisions recognised in accordance with IFRIC 12 (Notes 3-n and 18).
- The assessment of litigation, provisions, obligations and contingent assets and liabilities at year-end (Notes 18 and 21).
- The assumptions used in determining pension and other obligations to employees (Notes 3-l and 18).
- The estimate of the income tax expense and the recoverable amount of the deferred tax assets (Notes 3-k and 17).
- Where applicable, the consequences for the scope of consolidation of the Group (Notes 2-h and 5) and of non-current assets and liabilities classified as held for sale (Note 3.h).

In making the principal estimates and judgements indicated above, using the best information available, the directors took into account both the continuing effects of the Covid-related health crisis in 2022, the impacts on the economy of the current crisis in Ukraine and the uncertainties that the aforementioned circumstance give rise to in making them, considering, where necessary, several future sensitised scenarios.

The consolidated annual accounts were prepared on an historical cost basis, except in the cases specifically indicated in these Notes, such as the line items measured at fair value described in Notes 3-d.i and 4-b

The consolidated annual accounts were prepared on the basis of the principle of uniformity in recognition and measurement. If a new standard amending existing measurement bases becomes applicable, it will be applied in accordance with the transition guidance provided in that standard.

Certain amounts on the consolidated statement of profit or loss and consolidated balance sheet were grouped together for the sake of clarity, and they are broken down in the corresponding notes to these consolidated annual accounts.

The distinction presented on the consolidated balance sheet between current and non-current items was made on the basis of whether the assets and liabilities are to be realised or settled within one year or more.

In addition, the consolidated annual accounts include all the disclosures considered necessary for their correct presentation in accordance with the corporate legislation in force in Spain.

Lastly, the figures included in all the consolidated annual accounts (consolidated balance sheet, consolidated statement of profit or loss, consolidated statement of comprehensive income, consolidated statement of changes in equity and consolidated statement of cash flows) and in the notes to the consolidated annual accounts are expressed in thousands of euros, unless it is explicitly stated that they are expressed in millions of euros.

e) Comparative information

As required by IFRSs, the information relating to the year ended 31 December 2021 contained in these consolidated annual accounts for 2022 is presented for comparison purposes only.

f) Materiality

In determining the information to disclose in the notes to the consolidated annual accounts on the various line items in the consolidated annual accounts or on other matters, the Group took into consideration materiality with respect to these consolidated annual accounts for 2022.

g) Basis of consolidation

i) Consolidation methods

Subsidiaries

Subsidiaries are the entities with respect to which **Abertis** directly or indirectly controls the financial and operating policies, exercises power over the relevant activities, has exposure, or rights, to variable returns from involvement with the investee, and has the ability to use its power over the investee to affect the amount of those returns. This is generally because it holds more than 50% of the voting power. Also, in order to assess whether **Abertis** controls another entity, the existence and the effect of the exercise or conversion of potential voting power is taken into consideration.

Subsidiaries are fully consolidated and therefore, their assets, liabilities, income, expenses and cash flows are recognised on the consolidated annual accounts from the date the subsidiaries were acquired, which is the same date **Abertis** gained effective control of them. Subsidiaries are derecognised from the scope of consolidation as from the date Abertis effectively loses control over them.

In this connection, at 31 December 2022 and 2021 the Group fully consolidated Grupo Concesionario del Oeste, S.A. (**Gco**) and Autopistas del Sol, S.A. (**Ausol**) over which it exercises effective control despite directly holding 50% or less of the dividend and voting rights. Specifically, in accordance with the applicable accounting legislation, effective control of both **Gco** and **Ausol** is exercised as a result of the corporate and shareholder structure of these companies and of the fact that the historic quorums at these companies have afforded **Abertis** de facto control.

Abertis exercises effective control over the subgroup of which the consolidated company Arteris, S.A. (**Arteris**) is the parent, since Abertis exercises effective control over the consolidated company Partícipes en Brasil, S.A. (**Partícipes**, which holds a direct and indirect interest of 82.30% in Arteris, S.A.) as it holds a 51% ownership interest in the latter and by virtue of the shareholders agreement entered into with the other shareholder of the company, giving it decision-making capacity over relevant activities. **Partícipes**, as majority shareholder, has the capacity to appoint a majority of the members of the Board of Directors of **Arteris** and, consequently, exercises control over the latter.

Also, **Abertis** exercises effective control over: (i) Túnels de Barcelona i Cadí, Concessionària de la Generalitat de Catalunya, S.A. (**Túnels**); (ii) Autopistas Metropolitanas de Puerto Rico, LLC (**Metropistas**); (iii) Autopista Trados 45, S.A. (**Trados 45**); (iv) Red de Carreteras de Occidente, S.A.B. de C.V. (**Rco**); and (v) Elisabeth River Crossings, LLC (**Erc**). Such effective control is the result, on the one hand, of holding ownership interests of over 50%, specifically, 50.01%, 51%, 51%, 53.12% and 55.20%, respectively, and, on the other, of the respective shareholders agreements entered into with the other shareholders of each company, which give **Abertis** decision-making capacity over the investees' relevant activities and, therefore, control over them.

The information on all the consolidated subsidiaries at 31 December 2022 is detailed in Appendix I to these Notes.

Joint ventures (jointly controlled entities)

These are companies whose activities are jointly controlled with one or more third parties by virtue of a contractual arrangement and where the strategic financial and operating decisions related to that activity require the unanimous consent of all the parties sharing control.

The Group's interests in jointly controlled entities are accounted for in accordance with IFRS 11 using the equity method as indicated in the section on *"Associates"* below.

The impairment of "joint ventures" is measured in the same way as that of "associates" as described below.

Appendix II to these Notes provides the information on joint ventures (jointly controlled entities) accounted for using the equity method at 31 December 2022.

Associates

An associate is a company over which **Abertis** exercises significant influence and with which it has a long-term relationship that fosters and influences its activities even though it has limited representation in the management and control bodies which, in general, is accompanied by an ownership interest of between 20% and 50% of the voting power of the investee, unless it can be clearly demonstrated that such influence does not exist or unless **Abertis** holds less than 20% of that power and it can be clearly demonstrated that said influence does exist.

Investments in associates are accounted for using the equity method from the date that significant influence commences until the date that significant influence ceases, and are initially recognised at acquisition cost. This includes any costs directly attributable to the acquisition and any contingent asset or liability that depends on future events occurring or certain conditions being met, which is highly probable.

The investments held by **Abertis** in associates include, in accordance with IAS 28, any goodwill (net of any accumulated impairment losses) identified on acquisition, recognised under "Investments in Associates and Interests in Joint Ventures" on the consolidated balance sheet.

In the case of associates acquired in stages, IAS 28 does not specifically define how to determine the related cost. Therefore, the Group takes the cost of an investment in an associate acquired in stages to be the sum of the amounts paid in each acquisition plus the share of the profits and other changes in equity less any impairment that may have arisen.

Following acquisition, the share of **Abertis** of the profit or loss and reserves of associates is recognised on the consolidated statement of profit or loss for the year and as reserves of consolidated companies (other comprehensive income), respectively, with the value of the ownership interest as the balancing item in both cases. Dividends received and/or accrued after acquisition are adjusted against the amount of the investment.

If the Group's share of the losses of an associate equals or exceeds its interest in the associate, including any receivables for which adequate collateral does not exist, the Group discontinues recognising its share of further losses, unless it has incurred obligations, provided guarantees or made payments on behalf of the associate.

If there are any indications of impairment, the investment will be tested for impairment, pursuant to IAS 36, as if it were an individual asset, by comparing its recoverable amount (the higher of value in use and fair value less costs of disposal) with its carrying amount. In order to determine the value in use of the net investment, an estimate will be made of: i) its share of the present value, discounted at a rate of the weighted average cost of capital, of the estimated future cash flows expected to be generated by the associate or joint venture, including those from the operations of the associate or joint venture, and the amounts arising from the ultimate disposal of the investment; or ii) the present value, discounted at a rate corresponding to the cost of equity, of the estimated future cash flows expected to arise as dividends to be received from the investment and from its ultimate disposal. The application of either method should produce the same result.

The recoverable amount of an investment in an associate or joint venture will be assessed for each associate or joint venture unless the associate or joint venture does not generate cash inflows as a result of its continuing use that are largely independent of the inflows from the Group's other assets.

The data relating to the associates accounted for using the equity method at 31 December 2022 are detailed in Appendix III to these Notes.

ii) Uniformity of timing and measurement

Except in the case of Trichy Tollway Private Limited (**TTPL**) and Jadcherla Expressways Private Limited (**JEPL**), whose annual reporting periods end on 31 March, the reporting date for all the companies included in the scope of consolidation is 31 December, and their respective annual accounts for the year prepared in accordance with IFRSs were used for consolidation purposes. Under current legislation, these companies present either separate annual accounts or consolidated annual accounts for the subgroups of which they are the parents in accordance with the legislation applicable to them in their country of origin.

For consolidation purposes, in the specific case of **TTPL** and **JEPL**, timing uniformity adjustments were made, and the respective annual accounts prepared in accordance with IFRSs for a year ended 31 December were used.

The accounting policies applied by the Group companies are essentially the same. However, wherever necessary, in order to ensure the uniformity of the accounting policies of the consolidated companies with the accounting policies applied by the Group, the appropriate adjustments were made.

iii) Goodwill or gain on a bargain purchase arising on first-time consolidation

The subsidiaries acquired by the Group are accounted for using the acquisition method provided for in IFRS 3. Acquisition cost is the fair value of the assets acquired, the equity instruments issued and the liabilities incurred or assumed at the acquisition date, plus any asset or liability resulting from a contingent consideration arrangement. Costs directly attributable to the acquisition are recognised directly on the consolidated statement of profit or loss for the year in which the transaction takes place.

The identifiable assets acquired and the liabilities and contingent liabilities assumed in a business combination are initially recognised at their acquisition-date fair value, including those attributable to non-controlling interests. For each business combination, the Group may choose to recognise any non-controlling interest in the acquiree at either fair value or the non-controlling interest’s proportionate share of the acquiree’s identifiable net assets.

Any excess of the cost of acquisition over the fair value of the net assets identified in the transaction is recognised as goodwill arising on consolidation, which is allocated to the respective cash-generating unit (CGU).

Abertis carries out a provisional allocation of the cost of the business combination at the acquisition date which is remeasured, if appropriate, within the 12 months following the date on which control of the acquiree was obtained.

The resulting goodwill is allocated to the various CGUs to which the benefits of the business combination synergies are expected to flow, separately from any other assets or liabilities of the acquiree allocated to these units or groups of units.

However, if the acquisition cost is lower than the fair value of the net assets of the acquiree, in the case of a bargain purchase, the difference is recognised as a gain directly on the consolidated statement of profit or loss.

Goodwill on consolidation is not amortised systematically but is rather tested for impairment annually, as indicated in Note 3-c.

In the case of business combinations achieved in stages, on obtainment of control the fair value of the assets and liabilities of the business acquired must be determined including the interest already held. The differences arising from the previously recognised assets and liabilities must be recognised on the consolidated statement of profit or loss.

In the case of associates acquired in stages, goodwill is calculated for each acquisition based on the cost and the share of the acquisition-date fair value of the net assets acquired.

As indicated in Note 2-g.i, goodwill arising from acquisitions of associates and joint ventures is capitalised to the corresponding ownership interest and is measured as indicated in Note 3-b.iii.

iv) Elimination of intragroup transactions

Intragroup balances and transactions and gains not realised vis-à-vis third parties arising from intragroup transactions are eliminated. Unrealised losses are also eliminated, unless the transaction evidences an impairment loss on the asset transferred.

Gains and losses arising from transactions between the Group and its associates and joint ventures are recognised in the Group's annual accounts only to the extent that they arise from the interests of other investors in associates and joint ventures not related to the investor.

v) Non-controlling interests

Non-controlling interests are recognised in equity on the consolidated balance sheet, separately from the equity attributable to the shareholders of the Parent. Non-controlling interests in the consolidated profit for the year (and consolidated comprehensive income for the year) are also presented separately on the consolidated statement of profit or loss (and on the consolidated statement of comprehensive income).

Transactions with non-controlling interests are recognised as transactions with the Group's equity holders. Accordingly, in purchases of non-controlling interests, the difference between the consideration paid and the proportionate share of the carrying amount of the net assets of the subsidiary is taken to equity. Similarly, gains or losses on disposals of non-controlling interests are also recognised in the Group's equity.

If the Group ceases to exercise significant influence or control, the investment retained is remeasured at its fair value and any gain or loss relative to the previously recognised investment is taken to the consolidated statement of profit or loss for the year. In addition, any amount previously recognised as other comprehensive income on the consolidated statement of comprehensive income in relation to this entity is accounted for as if the Group had directly sold all the related assets and liabilities, which would give rise, where applicable, to the amounts previously recognised under "Other Comprehensive Income" being reclassified to the consolidated statement of profit or loss for the year. If the decrease in the investment in an associate does not give rise to a loss of significant influence, the proportional share previously recognised in "Other Comprehensive Income" is reclassified to the consolidated statement of profit or loss.

vi) Translation of annual accounts in currencies other than the euro

The annual accounts of the foreign companies presented in a functional currency (that of the main economic area in which the entity operates) other than the presentation currency of the consolidated annual accounts (the euro) are generally translated to euros using the year-end exchange rate method, whereby:

- Equity is translated at the historical exchange rate;
- Income and expense items are translated using the average exchange rate for the year as an approximation to the exchange rate ruling at the transaction date;
- The other balance sheet items are translated using the year-end exchange rate.

The exchange differences generated as a result of applying the aforementioned method are included under "Reserves – Translation Differences" in equity on the consolidated balance sheet.

Translation of annual accounts in currencies other than the euro - entities and branches located in hyperinflationary economies

In accordance with IAS 29, in order to assess whether an economy is a hyperinflationary economy, the characteristics of the economic environment of a country are analysed to assess whether certain circumstances exist, such as whether the general population prefers to keep its wealth or savings in non-monetary assets or in a relatively stable foreign currency, whether prices may be quoted in that currency, whether interest rates, wages and prices are linked to a price index or whether the cumulative inflation rate over three years is approaching, or exceeds, 100%. The existence of certain of these circumstances does not in itself establish the need for an economy to be considered to be hyperinflationary, although it does provide certain elements of judgement for its determination as such.

In this regard, on the basis of these criteria, since the third quarter of 2018 the Argentine economy has been considered to be hyperinflationary. Therefore, in accordance with the aforementioned IAS 29, at 31 December 2022 and 2021 it was necessary to adjust the annual accounts of the Group companies located in Argentina (**Ausol** and **Gco**) in order to express them in terms of the measuring unit current at the end of the reporting period and adjust them for the effects of inflation.

As required by IAS 29, monetary items (mainly cash and accounts receivable) were not restated, whereas non-monetary items (mainly non-current assets and equity) were restated on the basis of the change in the Argentine CPI.

As a result of the application of the aforementioned IAS 29, the cumulative historical differences between the restated costs and the previous costs of the non-monetary items at 31 December 2017, which amounted to EUR 161 million (EUR 57 million corresponding to **Abertis** and EUR 104 million to non-controlling interests) were recognised with a credit to “Foreign Currency Translation Differences” and “Non-Controlling Interests” in consolidated equity effective for accounting purposes from 1 January 2018.

The differences relating to the years ended 31 December 2022 and 2021, together with the restatement of profit, were recognised on the consolidated statement of profit or loss for the corresponding year, after taking into account the effect of the merger described in Notes 1 and 6 to the consolidated annual accounts for 2019.

Therefore, as stated above, the annual accounts of the Argentine consolidated Group companies, whose functional currency is that of a hyperinflationary economy as indicated above, were translated to the presentation currency using the closing rate, as required by IAS 21.42.

vii) Other

Exchange differences arising from the translation of a net investment in a foreign operation and of loans and other instruments in a currency other than the euro designated as hedges of those investments are recognised in equity. When the investment is sold, those exchange differences are recognised on the consolidated statement of profit or loss as a component of the gain or loss on the sale.

Adjustments to goodwill and to the fair value of assets and liabilities that arise on the acquisition of a foreign operation are treated as assets and liabilities of the foreign operation and are translated at the year-end exchange rate.

h) Changes in the scope of consolidation

i) Changes in the scope of consolidation in 2022

There were no significant changes in the scope of consolidation in 2022 or significant changes in the percentages of ownership of the consolidated companies.

Details of the changes in the year ended 31 December 2022 that did not have a significant impact are as follows:

Company name	Company with direct shareholding and % acquired/maintained		Consolidation method	Date	Cost/Selling price (Millions of euros)	% acquired/sold/liquidated by Abertis	% owned by Abertis at 31/12/22
Acquisitions:							
A4 Holding, S.p.A. (**A4**)	Abertis Internacional, S.A. [1]	1.23%	Full consolidation	May 2022	8	1.23%	91.26%
Disposals:							
Eurotoll, S.A.S	Abertis Mobility Services, S.L.	100%	Full consolidation	July 2022	-	100%	-
Eurotoll Central Europe, Zrt	Eurotoll, S.A.S	100%	Full consolidation	July 2022	-	100%	-
Hub & Park, S.A.S	Eurotoll, S.A.S	100%	Full consolidation	July 2022	-	100%	-
		100%			40.9	100%	-
C.I.S S.p.A.	A4 Holding, S.p.A. (A4)	25.23%	Equity method	Sept 2022	0	23.02%	-
G.R.A. di Padova S.p.A.	Autostrada Bs Vr Vi Ps S.p.A.	33.90%	Equity method	Nov 2022	0	30.94%	-
Concesionaria Vial de los Andes, S.A. (Coviandes)	Abertis Infraestructuras, S.A.	40%	Equity method	Nov 2022	1.3	40%	-
Constructora de Infraestructura Vial, S.A. (Coninvial)	Abertis Infraestructuras, S.A.	40%	Equity method	Nov 2022	0.2	40%	-
Liquidations:							
Latina Manutençao de Rodovias Ltda.	Arteris Brasil, S.A.	100%	Full consolidation	May 2022	0	41.97%	-
Emovis Technologies BC, Inc.	Emovis, S.A.S	100%	Full consolidation	July 2022	0	100%	-
Conferedazione Autostrade S.p.A.	A4 Holding, S.p.A. (A4)	25%	Equity method	July 2022	0	22.82%	-

(1) Acquisition through the solely owned Italian company **Abertis Italia**.

In addition, no transactions were carried out in the year ended 31 December 2022 between consolidated companies.

ii) Changes in the scope of consolidation in 2021

There were no significant changes in the scope of consolidation in 2021 or significant changes in the percentages of ownership of the consolidated companies.

Details of the changes in the year ended 31 December 2021 that did not have a significant impact are as follows:

Company name	**Company with direct shareholding and % acquired/maintained**		**Consolidation method**	**Date**	**Cost/Selling price (Millions of euros)**	**% acquired/ sold/liquidated by Abertis**	**% owned by Abertis at 31/12/21**
Disposals:							
Abertis Motorways UK, Ltd.	Abertis Infraestructuras, S.A.	100%	Full consolidation	Nov 2021	-	100%	-
Road Management Group Ltd. (Rmg)	Abertis Motorways UK, Ltd.	33.33%	Equity method	Nov 2021	-	33.33%	-
		33.33%			36.8	33.33%	-
Alienor, S.A.S	Société des Autoroutes du Nord-Est de la France, S.A (**Sanef**)	35%	Equity method	December 2021	204.9	35%	-
Sanef Aquitaine, S.A.S	Société des Autoroutes du Nord-Est de la France, S.A (**Sanef**)	100%	Full consolidation	December 2021	18.5	100%	-
Incorporations:							
Abertis Gestión Viaria, S.A.	Abertis Autopistas España, S.A.	100%	Full consolidation	January 2021	0	100%	100%
Emovis Operations Chile S.p.A.	Emovis SAS	100%	Full consolidation	February 2021	0	100%	100%
AMS Operations UK Ltd.	Abertis Mobility Services, S.L.U.	100%	Full consolidation	April 2021	0	100%	100%
Hub & Park SAS	Eurotoll SAS	100%	Full consolidation	May 2021	0	100%	100%
AMS Mobility Services Spain S.L.	AMS Mobility Services S.L.	100%	Full consolidation	July 2021	0	100%	100%
Liquidations:							
Pedemontana Veneta S.p.A.	Autostrada Bs Vr Vi Ps S.p.A.	31.92%	Equity method	May 2021	0	28.74%	-
Tolling Operations Puerto Rico Inc.	Emovis SAS	100%	Full consolidation	July 2021	0	100%	-

In addition, the following transactions were carried out in the year ended 31 December 2021 between consolidated companies which, therefore, did not have any impact on the consolidated annual accounts for 2021:

Selling/Spun-off company	Buying/Resulting company	Comments	Date
Merger:			
Autopistas Aumar, S.A Concesionaria del Estado (**Aumar**) Abertis Autopistas España, S.A.	Abertis Autopistas España, S.A.	Merger by absorption of **Aumar** (absorbed company) by Abertis Autopistas España (absorbing company).	6/9/21[(1)]

[(1)] Merger completed on 6 September 2021, although with accounting effect from 1 January 2021.

3. ACCOUNTING POLICIES

The principal accounting policies used in preparing the consolidated annual accounts, in accordance with International Financial Reporting Standards (EU-IFRSs) and the interpretations in force when the consolidated annual accounts were prepared, were as follows:

a) Property, plant and equipment

Property, plant and equipment are stated at cost less the accumulated depreciation and any accumulated impairment losses.

Grants related to assets received reduce the cost of acquisition of property, plant and equipment and are recognised when the entity complies with the conditions attaching to their collection. They are taken to profit or loss on a straight-line basis over the useful life of the asset financed, reducing the depreciation charge for the year.

Staff costs and other expenses, as well as net borrowing costs directly attributable to property, plant and equipment, are capitalised as part of the acquisition cost until the assets are ready for their intended use.

The costs of renewal, expansion or improvement of items of property, plant and equipment are capitalised to the asset only when this leads to increased capacity or productivity or to a lengthening of the useful lives of the property, plant and equipment and provided that it is possible to ascertain or estimate the carrying amount of the items that are derecognised because they have been replaced.

Upkeep and maintenance costs are charged to the consolidated statement of profit or loss for the year in which they are incurred.

The investment in infrastructure recognised by concession operators in property, plant and equipment relates to assets over which the concession grantor does not retain control (i.e., assets not owned by the concession grantor given that it does not control any residual interest at the end of the term of the arrangement), but which are necessary for the operation and management of the infrastructure. This infrastructure includes mainly buildings used in operations, toll facilities and materials and video-surveillance equipment, etc.

Depreciation of property, plant and equipment is calculated systematically using the straight-line method over the useful life of the assets, based on the actual decline in value caused by their use and wear and tear. Changes to initially established policies are accounted for as a change in an accounting estimate (with a prospective impact).

The depreciation rates used to calculate the depreciation of the various items of property, plant and equipment are as follows:

Item	Depreciation rate
Buildings and other structures	2-20 %
Machinery	5-33 %
Tools	5-33 %
Other fixtures	5-20 %
Furniture	10-33 %
Computer hardware	20-33 %
Other items of property, plant and equipment	8-33 %
Other toll road management assets:	
Toll facilities	6-26 %
Toll machinery	6-26 %
Other	10-26 %

When the carrying amount of an asset exceeds its estimated recoverable amount, its carrying amount is reduced immediately to its recoverable amount, and the impact is recognised on the consolidated statement of profit or loss for the year.

Gains and losses arising from the sale or retirement of assets of this nature are determined as the difference between the carrying amount of the asset and its selling price and are recognised under "Other Income" or "Other Expenses" in the accompanying consolidated statement of profit or loss.

b) Goodwill and other intangible assets

The intangible assets indicated below are stated at acquisition cost less accumulated amortisation (except goodwill and any assets with an indefinite useful life) and any impairment losses, and their useful life is evaluated on the basis of prudent estimates. Grants related to assets received reduce the cost of acquisition of intangible assets and are recognised when the entity complies with the conditions attaching to their collection. They are taken to profit or loss on a straight-line basis over the useful life of the asset financed and reduce the amortisation charge for the year.

The carrying amount of intangible assets is reviewed for possible impairment when certain events or changes indicate that their carrying amount may not be recoverable.

i) Computer software

Computer software relates mainly to the amounts paid for title to or the right to use computer programs, only when the software is expected to be used over several years.

It is stated at acquisition cost and is amortised over its useful life (between three and five years). Computer software maintenance costs are charged to the consolidated statement of profit or loss for the year in which they are incurred.

ii) Administrative concessions

"Administrative Concessions" on the consolidated balance sheet includes mainly concession arrangements for the construction and operation of various toll road networks, within the scope of IFRIC 12, as well as concessions acquired directly or as part of a business combination.

In this connection, IFRIC 12 governs the treatment of public-to-private service concession arrangements when:

- the grantor controls or regulates what services the operator must provide with the infrastructure, to whom it must provide them, and at what price; and
- the grantor controls any significant residual interest in the infrastructure at the end of the term of the arrangement.

In general, a distinction must be drawn between two clearly different phases: the first, in which the operator provides and/or subcontracts construction or upgrade services which are recognised, during the construction period, as intangible assets by reference to the stage of completion or as or financial assets according to the type of contractual right received; and a second phase, in which the concession operator provides a series of maintenance and/or operation services in relation to the aforementioned infrastructure.

In these concession arrangements, the operator acts as a service provider; specifically, on the one hand, providing infrastructure construction and upgrade services and, on the other, providing operation and maintenance services over the term of the arrangement. The consideration received for these services is recognised according to the type of contractual right received:

- When the right to charge a price to the users of the public service is received and this right is not unconditional but is rather contingent on the extent to which the users actually use the service, the consideration for the construction or upgrade service is recognised as an intangible asset under "Other Intangible Assets - Administrative Concessions", using the intangible asset model, in which the demand risk is borne by the concession operator. This model applies to the great majority of the Group's toll road concession operators.
- When an unconditional right to receive cash or another financial asset from (or on behalf of) the grantor is received, and the grantor has little or no discretion to avoid payment, the consideration for the construction or upgrade service is recognised as a financial asset under "Other Financial Assets - Concession Arrangements - Financial Assets" (see point d.ii of this note), using the financial asset model, in which the concession operator does not bear any demand risk (it is paid even if the infrastructure is not used, given that the grantor guarantees the concession operator that it will pay a fixed or determinable amount or cover any shortfall). This model is not extensively applied within the Group.
- When there is a combination of the two aforementioned arrangements, the bifurcated model is applied to each component of the arrangement.

The model applicable to most of the main concessions operated by the Group (Note 25-c) is the intangible asset model, since the consideration received generally consists of the right to charge users a fee for the use of the public service and the fee depends on users' effective use thereof. In the case of the consolidated companies **Elqui** (whose concession ended in 2022), **Libertadores**, **A4** (the last as a result of the investments made indicated in Note 7.v), **Conipsa** and **Coviqsa**, it was considered that the concession model applicable is that of both a financial asset and an intangible asset (bifurcated), since the consideration received consists, on the one hand, of the unconditional right to receive an asset from the grantor in the form of either grants or guaranteed minimum revenue, and, on the other, it is paid through a payment system based on the use of the infrastructure.

Intangible asset model

Administrative concessions are generally recognised as assets measured at the total amount of the payments made to obtain them, which includes the costs directly allocable to construction incurred until they are ready for use (studies and designs, compulsory purchases, reinstatement of services, project execution, project management and administration, installation work and building construction and similar costs) and the related portion of other indirectly allocable costs, to the extent that they relate to the construction phase.

Cost also includes the borrowing costs incurred before the assets are ready for their intended use arising from the borrowings arranged to finance the related projects. These capitalised borrowing costs arise from the funds borrowed specifically for the acquisition of an asset.

For concessions classified as intangible assets, provisions for dismantling, removal and restoration and any work to upgrade the infrastructure or increase its capacity the revenue from which is provided for in the initial contract are capitalised at the start of the concession and the amortisation of these assets and the interest cost relating to the provisions are recognised on the consolidated statement of profit or loss. Also, provisions for the costs to be incurred in replacing and repairing the infrastructure are systematically recognised in profit or loss as the corresponding obligation is incurred.

Upkeep and maintenance expenses that do not lead to a lengthening of the useful life of the assets or an increase in their production capacity are expensed currently.

Administrative concessions acquired through business combinations are measured, in accordance with IFRS 3, at fair value (obtained from valuations based on the analysis of cash flows discounted to present value at the date of acquisition) and are amortised over the concession term, as described below.

The Group assesses whether the useful life of each intangible asset is finite or indefinite. An intangible asset is deemed to have an indefinite useful life when there is no foreseeable limit to the period over which the asset will generate net cash inflows.

The Group's administrative concessions have a finite useful life and their cost, if recognised as an intangible asset, is recognised in profit or loss through its amortisation over the concession term. In this regard, in order to choose the amortisation method to be used from among those provided for in IAS 38.98 (the straight-line method, the diminishing balance method and the units of production method), the directors consider which method best reflects the pattern in which the future economic benefits associated with the administrative concessions are expected to be consumed by the Group, and that method is applied consistently from period to period, unless there is a change in the expected pattern of consumption of those future economic benefits.

In this connection, since 1 November 2018, in the framework of the obtainment of control of Abertis Infraestructuras, S.A. by new shareholders (Note 13-a), the directors have considered, on the basis of the available information and the future outlook for the business, that the amortisation method that best reflects the pattern of consumption of future economic benefits for the administrative concessions in Brazil, Chile, Mexico and India, is the units of production method which, in the case of toll roads, is usually measured in terms of traffic. Therefore, since that date, the aforementioned administrative concessions have been amortised, prospectively, on the basis of projected traffic, while the straight-line method continues to be used for the rest of the Group's assets, as the result does not differ significantly from that of using the units of production method based on traffic.

Lastly, it is periodically determined (at least at each reporting date) whether there is any indication that an asset or group of assets might have become impaired so that an impairment loss can be recognised or reversed in order to adjust the carrying amount of the assets to their recoverable amount.

iii) Goodwill

Goodwill generated in various business combinations represents the excess of the acquisition cost over the acquisition-date fair or market value of all the identifiable net assets of the acquiree.

Since goodwill is considered to be an asset of the acquiree, in the case of a subsidiary with a functional currency other than the euro, goodwill is stated in the subsidiary's functional currency and is translated to euros using the exchange rate prevailing at the reporting date, as indicated in Note 2-g.vii.

Any impairment of goodwill recognised separately (that of subsidiaries) is reviewed annually through an impairment test to determine whether its value has been reduced to below its carrying amount at the date of the test and, if so, an impairment loss is recognised on the consolidated statement of profit or loss for the year (Notes 3-c and 7.iv). An impairment loss recognised for goodwill must not be reversed in a subsequent period.

Goodwill included in the carrying amount of investments in associates and interests in jointly controlled entities is not tested for impairment separately, but rather, pursuant to IAS 36, whenever there is an indication that the investment may have become impaired, the total carrying amount of the investment is tested for impairment by comparing its recoverable amount (higher of value in use and fair value less costs of disposal) with its carrying amount.

The loss or gain on the sale of an entity includes the carrying amount of the goodwill relating to it.

iv) Other intangible assets

Other intangible assets relate mainly to the intangible assets associated with the contractual relationships with customers that the Group company Bip&Go, S.A. has in its commercial transactions with customers and which arose as a result of the business combination relating to the acquisition of Abertis Infraestructuras, S.A. by Atlantia S.p.A., Actividades de Construcción y Servicios, S.A. and Hochtief Aktiengesellschaft and the subsequent merger with Abertis Participaciones, S.A.U., effective 1 January 2019.

The aforementioned contractual relationships are stated on the consolidated balance sheet at their acquisition-date fair value, obtained from valuations based on the analysis of cash flows discounted to present value at the date of acquisition in accordance with IFRS 3. Based on an analysis of all the relevant factors, management of **Abertis** considered that there was a foreseeable limit to the period over which these relationships are expected to generate net cash inflows for the Group, as a result of which these relationships were classified as an intangible asset with a finite useful life. Therefore, they are being amortised at an annual rate of 5% over a useful life of 20 years.

c) Impairment losses on non-financial assets

At each reporting date, or whenever there is any indication of impairment, the Group assesses the recoverable amount of its assets. If any such indication exists, or when an annual impairment test has to be performed (in the case of goodwill and intangible assets with an indefinite useful life), the Group estimates the recoverable amount of the asset, which is the higher of fair value less costs of disposal and value in use. In assessing the recoverable amount of an asset, the estimated future cash inflows are discounted to their present value using a discount rate that reflects, inter alia, the long-term time value of money and the risks specific to the asset and, where applicable, any costs of disposal.

Where the asset does not generate cash flows that are independent from other assets (the case of goodwill), the Company estimates the recoverable amount of the cash-generating unit (the smallest identifiable group of assets that generates cash inflows that are largely independent of the cash inflows from other assets or groups of assets) to which the asset belongs. If a cash-generating unit becomes impaired, the carrying amount of any goodwill assigned to it is written down first, followed by that of the other assets in proportion to each asset's carrying amount with respect to the total carrying amount of the cash-generating unit.

Impairment losses (an impairment loss being the amount by which the carrying amount of an asset exceeds its recoverable amount) are recognised on the consolidated statement of profit or loss for the year.

With the exception of goodwill, the impairment losses on which are irreversible, at each reporting date, if the Group has recognised impairment losses on assets in prior years, it is assessed whether there are indications that such losses have ceased to exist or have been reduced, and, where appropriate, the recoverable amount of the impaired asset is estimated.

An impairment loss recognised in prior years is only reversed if there has been a change in the estimates used to determine the recoverable amount of an asset since the most recent impairment loss was recognised. If an impairment loss is reversed, the carrying amount of the related asset is increased to its recoverable amount, but so that the increased carrying amount does not exceed the carrying amount that would have been determined had no impairment loss been recognised in prior years. A reversal of an impairment loss is recognised on the consolidated statement of profit or loss for the year.

d) Financial assets (excluding derivative financial instruments)

When initially recognising financial assets, the Group measures them at fair value, adjusted (in the case of a financial asset that is not recognised at fair value through profit or loss) by the transaction costs that are directly attributable to the purchase or issue thereof. Transaction costs attributable to the acquisition of an asset classified as at fair value through profit or loss are recognised directly in profit or loss.

They are subsequently measured at amortised cost or fair value, depending on their classification.

1. Classification and measurement of financial assets

Financial assets are classified on initial recognition in the following categories:

i) Debt instruments classified as at amortised cost: when these instruments relate to debt instruments held within a business model whose objective is to collect contractual cash flows that are solely payments of principal and interest, they are, in general, measured at amortised cost.

ii) Debt instruments classified as at fair value through other comprehensive income: when these debt instruments are held in a business model whose objective is achieved by both collecting contractual cash flows (payments of principal and interest) and selling financial assets, they are, in general, measured at fair value through other comprehensive income.

iii) Equity instruments designated as at fair value through other comprehensive income: these are equity instruments for which the Group makes an irrevocable election to present subsequent changes in fair value in other comprehensive income.

iv) Financial assets at fair value through profit or loss: debt and equity instruments that do not meet the conditions for being classified in one or other of the aforementioned categories are measured at fair value through profit or loss.

In this regard, at 31 December 2022 (as at 2021 year-end) the Group did not have any debt instruments designated as at fair value through other comprehensive income or financial assets classified as at fair value through profit or loss.

i) Debt instruments classified as at amortised cost

These include both loans granted and accounts receivable (Note 11) and other financial assets (Notes 9 and 11) held within this business model and, therefore, they are measured at amortised cost. In this category the Group classifies mainly:

- Accounts receivable resulting from the application of the bifurcated model when accounting for certain concession arrangements falling within the scope of IFRIC 12.
- Trade receivables, the amortised cost of which does not differ significantly from their nominal value or their fair value on initial recognition.
- Loans to associates, joint ventures and related companies.
- Deposits and guarantees, the amortised cost of which does not differ significantly from their nominal value.

The amortised cost of a financial asset is the amount at which the financial asset is measured at initial recognition minus the principal repayments, plus the cumulative amortisation using the effective interest method of any difference between that initial amount and the maturity amount, adjusted for any loss allowance. The gross carrying amount of a financial asset is its amortised cost, before adjusting for any loss allowance.

The effective interest method is a method that is used in the calculation of the amortised cost of a debt instrument and in the allocation of the interest revenue or interest expense in profit or loss over the relevant period:

- Financial assets that are not purchased or originated credit-impaired financial assets (i.e., assets that are credit-impaired on initial recognition): the effective interest rate is the rate that exactly discounts the estimated future cash receipts (including all transaction costs), excluding expected credit losses, through the expected life of the debt instrument or, where applicable, a shorter period.
- Purchased or originated credit-impaired financial assets: the credit-adjusted effective interest rate is calculated by discounting the estimated future cash flows, including any expected credit losses, to the cost of the debt instrument on initial recognition.

Interest revenue is calculated by using the effective interest method for debt instruments subsequently measured at amortised cost:

- Financial assets that are not purchased or originated credit-impaired financial assets: interest revenue is calculated by applying the effective interest rate to the gross carrying amount of the financial asset, except in the case of those that subsequently have become credit-impaired financial assets. For those financial assets, interest revenue is recognised by applying the effective interest rate to the amortised cost of the financial asset in subsequent reporting periods. If, in subsequent reporting periods, the credit risk on the credit-impaired financial instrument improves so that the financial asset is no longer credit-impaired, interest revenue is recognised by applying the effective interest rate to the gross carrying amount of the financial asset.
- Purchased or originated credit-impaired financial assets: the Group recognises interest revenue by applying the credit-adjusted effective interest rate to the amortised cost of the financial asset from initial recognition. The calculation does not return to the gross carrying amount even if the credit risk on the financial asset subsequently improves so that the financial asset is no longer credit-impaired.

ii) Equity instruments designated as at fair value through other comprehensive income

These include the equity instruments detailed in Note 9 as the Group has made this irrevocable election.

As indicated above, at initial recognition the Group can make an irrevocable election (on an instrument-by-instrument basis) to designate investments in equity instruments as assets at fair value through other comprehensive income.

Such designation is not permitted if the investment is held for trading or corresponds to contingent consideration recognised by an acquirer in a business combination. In this regard, a financial asset is held for trading if: i) it is acquired principally for the purpose of selling in the near term; ii) it is, on initial recognition, part of a portfolio of identified financial instruments that the Group manages together and for which there is evidence of a recent actual pattern of short-term profit-taking; or iii) it is a derivative (except for a derivative that is a financial guarantee contract or a designated and effective hedging instrument).

Investments in equity instruments designated as at fair value through other comprehensive income are initially recognised at fair value plus the related transaction costs. In this regard, fair value is determined as described in Note 9.

They are subsequently measured at fair value through other comprehensive income and are accumulated in the investment revaluation reserve. The cumulative gain or loss is not reclassified to profit or loss on disposal, but is rather transferred to accumulated reserves.

Dividends on these equity instruments are recognised in profit or loss when the Group's right to receive payment of the dividends is established, unless the dividends clearly represent a recovery of part of the cost of the investment.

2. Impairment of financial assets

The Group recognises a loss allowance for expected credit losses on investments in debt instruments measured at amortised cost or, if it has any, on investments in debt instruments measured at fair value through other comprehensive income, and on lease receivables, trade receivables, contract assets and financial guarantee contracts.

The amount of expected credit losses is updated at each reporting date to reflect changes in credit risk since initial recognition of the financial instrument in question.

The Group always measures the loss allowance at an amount equal to lifetime expected credit losses for trade receivables. Expected credit losses on these financial assets are estimated using a provision matrix based on the Group's historical credit loss experience, adjusted where necessary by factors that are specific to the borrower, general economic conditions and an assessment of both the current as well as the forecast direction of conditions at the reporting date, including the time value of money where appropriate.

For all other financial instruments, including financial assets arising from the application of the IFRIC 12 financial asset model, the Group recognises the expected credit losses that result from all possible default events over the expected life of the financial instrument when there has been a significant increase in credit risk since initial recognition. However, if the credit risk on a financial instrument has not increased significantly since initial recognition, the Group measures the loss allowance for that financial instrument using the general criterion, i.e., recognition of the expected credit losses that result from default events that are possible within the 12 months after the reporting date.

i) Significant increase in credit risk

When assessing whether there has been a significant increase in credit risk on a financial instrument since initial recognition, the Group compares the risk of a default occurring on the financial instrument as at the reporting date with the risk of a default occurring on the financial instrument as at the date of initial recognition. When making such an assessment, the Group considers reasonable and supportable quantitative and qualitative information, including historical credit loss experience.

ii) Definition of default

The Group considers, among other factors, whether the debtor has defaulted on its financial obligations and whether the available information indicates that it is probable that the latter will not be able to settle its borrowings in full, in order to assess whether there has been a default event for credit risk management purposes.

In any case, the Group considers that a default event has occurred when a financial asset has been a significant period of time past due, unless the Group has reasonable and supportable information to demonstrate that a more lagging default criterion is more appropriate on the basis of the asset analysed.

iii) Credit-impaired financial assets

A financial asset is credit-impaired when one or more events that have a detrimental impact on the estimated future cash flows of that financial asset have occurred.

iv) Recognition and measurement of expected credit losses

Expected credit losses are measured on the basis of the probability of default, the loss given default and exposure at default. The probability of default and the loss given default are measured on the basis of historical information adjusted by forward-looking information. Exposure to credit losses, for financial assets, is represented by the gross carrying amount of the assets at the reporting date.

For financial assets, an expected credit loss is estimated as the difference between all contractual cash flows that are due to the Group in accordance with the contract and all the cash flows that the Group expects to receive, discounted at the original effective interest rate.

If the Group has measured the loss allowance for a financial instrument at an amount equal to lifetime expected credit losses in the previous reporting period, but determines at the current reporting date that the conditions for this lifetime expected credit loss measurement are no longer met, it estimates the expected credit loss at an amount equal to 12-month expected credit losses at the current reporting date, except for assets for which the simplified approach was used.

The Group recognises impairment gains or losses on all financial instruments with the concomitant adjustment to their carrying amount through a loss allowance for expected credit losses account.

v) Impairment policy

The Group derecognises a financial asset when it has information that indicates that the debtor is in a highly adverse financial situation and there is no reasonable prospect of recovering any further cash flows, for example, when the debtor has initiated a liquidation process or, in the case of trade receivables, when they have been past due for a very significant length of time. Financial assets derecognised may still be subject to the Group's recovery operations. Any recovery of a derecognised asset is recognised in profit or loss.

3. Exchange gains and losses on financial assets

The carrying amount of financial assets denominated in currencies other than the euro (with respect to each Group company that owns such assets) is determined in that currency other than the euro and is translated to euros at the exchange rate prevailing at the reporting date. Specifically:

- In the case of financial assets measured at amortised cost that are not part of a designated hedging relationship, exchange gains and losses are recognised in profit or loss.
- In the case of equity instruments measured at fair value through other comprehensive income, exchange gains and losses are recognised in other comprehensive income in the investment revaluation reserve.

4. Derecognition of financial assets

The Group derecognises a financial asset when the rights to the cash flows from the financial asset expire or have been transferred and substantially all the risks and rewards of ownership of the financial asset have also been transferred. However, the Group does not derecognise financial assets, and recognises a financial liability for an amount equal to the consideration received, in transfers of financial assets in which substantially all the risks and rewards of ownership are retained.

e) Derivative financial instruments and hedge accounting

The Group uses derivative financial instruments to manage its financial risk arising mainly from fluctuations in interest rates and exchange rates (Note 4). These derivative financial instruments, whether classified as accounting or economic hedges, were recognised at fair value (both on initial recognition and on subsequent measurement) using valuations taken from an analysis of discounted cash flows using assumptions based mainly on the market conditions at the reporting date for unquoted derivative instruments.

All derivative financial instruments must be recognised as an asset or as a liability on the consolidated balance sheet at fair value and changes in fair value must be recognised on the consolidated statement of profit or loss for the year, unless, opting for hedge accounting, the effective portion of the hedging relationship has to be recognised in equity (cash flow hedges and hedges of a net investment in a currency other than the euro).

At the inception of the hedge, or upon obtainment of control in the case of an instrument included in the framework of a business combination, the Group documents the relationship between the hedging instruments and the hedged items, as well as its risk management objectives and the strategy for undertaking various hedges. The Group also documents how it will assess, both initially and on an ongoing basis, whether the derivatives used in the hedges are highly effective for offsetting changes in fair value or in the cash flows attributable to the items that may be hedged.

The fair value of derivative financial instruments used for hedging purposes is disclosed in Note 10, and the change in the related valuation adjustments recognised in consolidated equity is disclosed in Note 13.

Hedge accounting, where applicable, is discontinued when the hedging instrument expires or is sold, terminated or exercised or no longer qualifies for hedge accounting. Any cumulative gain or loss on the hedging instrument recognised in equity is retained in equity until the forecast transaction occurs. If a hedged transaction is no longer expected to occur, the net cumulative gain or loss recognised in equity is transferred to profit or loss.

Classification of financial instruments as current or non-current on the consolidated balance sheet depends on whether at year-end the hedging relationship expires at less than or more than one year.

The criteria used to account for these instruments are as follows:

i) Fair value hedges

Changes in the fair value of designated derivatives that meet the conditions to be classified as fair value hedges of assets or liabilities are recognised on the consolidated statement of profit or loss for the year under "Changes in Fair Value of Financial Instruments", together with any change in the fair value of the hedged asset or liability attributable to the hedged risk. These related primarily to any derivative financial instruments arranged by the Group companies to convert fixed-rate borrowings into floating-rate borrowings.

ii) Cash flow hedges

The effective portion of the gain or loss on the measurement of derivatives classified as cash flow hedges, net of the related tax effect, is recognised in consolidated equity under "Reserves - Valuation Adjustments Relating to Hedges" until the hedged item affects profit or loss (or when the underlying matures or is sold or it is no longer probable that the transaction will take place), at which point the accumulated gains or losses recognised in equity are transferred to the consolidated statement of profit or loss for the year.

Any ineffective portion of the gain or loss on the remeasurement of derivatives is recognised directly on the consolidated statement of profit or loss for the year under "Changes in Fair Value of Financial Instruments".

These hedges relate mainly to derivative financial instruments arranged by Group companies to convert floating-rate borrowings into fixed-rate borrowings.

iii) Hedge of a net investment in a currency other than the euro

Abertis may finance its main foreign investments in the same functional currency as that in which they are denominated so as to reduce the foreign currency risk. This is done by obtaining financing in the corresponding currency or by entering into cross currency interest rate swaps.

Hedges of net investments in foreign operations are accounted for in a similar manner to cash flow hedges. The effective portion of the gain or loss on the hedging instrument is recognised in equity, while the ineffective portion of the gain or loss is recognised immediately on the consolidated statement of profit or loss for the year.

Accumulated gains or losses recognised in equity are transferred to the consolidated statement of profit or loss on disposal of the foreign investment.

iv) Derivatives that do not qualify for hedge accounting

If a derivative does not qualify for hedge accounting or it has been decided not to designate it as an accounting hedge, any gains or losses arising from changes in the fair value of the derivative are recognised directly on the consolidated statement of profit or loss for the year.

v) Fair value and fair valuation measurement techniques

Fair value is defined as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date regardless of whether that price is directly observable or estimated using another valuation technique.

For financial reporting purposes, fair value measurements are based on a fair value hierarchy (i.e., Level 1, 2 or 3) depending on the degree to which inputs are observable and the importance of each input to the fair value measurement as a whole, as described below:

- Level 1 - These inputs are based on quoted prices (unadjusted) for identical instruments traded in active markets.
- Level 2 - These inputs are based on quoted prices for similar instruments in active markets (not included in Level 1), quoted prices for identical or similar assets or liabilities in markets that are not active and techniques based on valuation models for which all the significant inputs are observable in the market or may be corroborated by observable market data.
- Level 3 - The inputs are generally observable and, in general terms, they reflect estimates of the market assumptions for determining the price of the asset or liability. The unobservable data used in the pricing models are significant with respect to the fair values of the assets and liabilities.

In accordance with IFRS 13, the Group includes a bilateral credit risk adjustment in the fair value of the derivatives in order to reflect both own risk and counterparty risk.

To determine the fair value of its derivatives, the Group uses valuation techniques based on expected total exposure (which includes both current exposure and potential exposure) adjusted for the probability of default and loss given default of each counterparty.

The total expected exposure of the derivatives is obtained by using observable market inputs, such as interest rate, exchange rate and volatility curves based on the market conditions at the measurement date. The inputs used for the probability of own default and default of the counterparties are estimated on the basis of the credit default swap (CDS) prices observed in the market.

Also, to adjust fair value for credit risk, the 40% market standard, which corresponds to the CDS on senior corporate debt, was applied as the recovery rate.

f) Inventories

Inventories consist mainly of spare parts for non-current assets and are measured at cost, which is calculated using the weighted average cost formula. The necessary valuation adjustments are made and the corresponding write-downs are recognised.

g) Cash and cash equivalents

Cash and cash equivalents include cash on hand, demand deposits at banks and short-term, highly liquid investments with a maturity of three months or less. In this connection, by virtue of the concession arrangements and/or financing agreements of certain of the Group's concession operators, a portion of the balance (specifically, EUR 44 million and EUR 90 million at 31 December 2022 and 2021, respectively) is subject to certain conditions of use, even if, in light of the nature of these arrangements, their classification has been maintained.

h) Non-current assets classified as held for sale and discontinued operations

i) Non-current assets and disposal groups classified as held for sale

Non-current assets are classified as held for sale if it is estimated that their carrying amount will be recovered through a sale transaction rather than through continuing use. This condition is regarded as met when the sale of the asset is highly probable, the asset is available for immediate sale in its present condition and the sale is expected to be completed within one year from the date of classification of the asset as held for sale.

Non-current assets classified as held for sale are measured at the lower of the carrying amount obtained from the application of the relevant measurement basis in each case and fair value less costs of disposal.

The Group recognises initial and subsequent impairment losses on assets classified in this category with a charge to continuing operations on the consolidated statement of profit or loss, unless they are connected with a discontinued operation.

At 31 December 2022 (as in 2021), the Group has no “Non-current Assets and Disposal Groups held for Sale”.

i) Discontinued operations

A discontinued operation is a component of the Group that either has been disposed of, or is classified as held for sale, and:

- represents a separate major line of business or geographical area of operations;
- is part of a single, coordinated plan to dispose of a separate major line of business or geographical area of operations; or
- is a subsidiary acquired exclusively with a view to resale.

When an operation meets the criteria to be classified as discontinued, the Group discloses in a single line item the post-tax profit or loss of that discontinued operation, including the possible loss recognised on its measurement at the lower of carrying amount and fair value less costs of disposal, and the gain or loss on the disposal of the asset. This condition is regarded as met when the sale of the asset is highly probable, the asset is available for immediate sale in its present condition and the sale is expected to be completed within one year from the date of classification of the asset as held for sale, although an extension of the period required to complete a sale does not preclude an asset from being classified as held for sale if the criteria provided for in IFRS 5 are met.

At 31 December 2022, as at 31 December 2021, the Group had not recognised any assets or liabilities related to discontinued operations.

i) Treasury shares

If any Group company or the Parent acquires treasury shares of **Abertis**, those shares are recognised on the consolidated balance sheet under "Treasury Shares", and they are deducted from consolidated equity and measured at their acquisition cost without recognising any valuation adjustment.

When these shares are sold, any amount received, net of any directly attributable incremental transaction costs and of the related tax effect, is included in equity attributable to the shareholders of the Parent.

j) Financial liabilities

When initially recognising financial liabilities, the Group measures them at fair value, adjusted (in the case of a financial liability that is not recognised at fair value through profit or loss) by the transaction costs that are directly attributable to the issue thereof. Transaction costs attributable to the issue of a liability classified as at fair value through profit or loss are recognised directly in profit or loss.

All financial liabilities are subsequently measured at amortised cost using the effective interest method or as financial liabilities at fair value through profit or loss.

i) Financial liabilities subsequently measured at amortised cost

Financial liabilities that are not: i) contingent consideration recognised by an acquirer in a business combination; ii) financial liabilities held for trading; or iii) financial liabilities designated as at fair value through profit or loss, are subsequently measured at amortised cost using the effective interest method (Note 3-d).

The effective interest method is used in the calculation of the amortised cost of a financial liability and in the allocation of the interest expense over the expected life of the financial liability at amortised cost. The effective interest rate is the rate that exactly discounts estimated future cash payments (including transaction costs) through the expected life of the financial liability or, where appropriate, a shorter period

Fixed-rate borrowings hedged with derivatives that change the interest rate from fixed to floating are measured at the fair value of the hedged item, and any changes therein are recognised in profit or loss, thereby offsetting the impact on profit or loss of the change in the fair value of the derivative.

ii) Financial liabilities at fair value through profit or loss

Financial liabilities are classified as at fair value through profit or loss when the financial liability is:

a) contingent consideration recognised by an acquirer in a business combination;
b) held for trading; or
c) designated as at fair value through profit or loss.

In this regard, a financial liability is classified as held for trading if: i) it is incurred principally with an intention to repurchase it in the near term; ii) it is, on initial recognition, part of a portfolio of identified financial instruments that the Group manages together and for which there is evidence of a recent actual pattern of short-term profit-taking; or iii) it is a derivative, except for a derivative that is a financial guarantee contract or a designated and effective hedging instrument.

A financial liability that is not a financial liability held for trading or contingent consideration recognised by an acquirer in a business combination may be designated as at fair value through profit or loss on initial recognition if: i) this designation eliminates or significantly reduces a measurement or recognition inconsistency that would otherwise arise; ii) the financial liability is part of a group of financial liabilities or financial assets and financial liabilities that is managed and its performance is evaluated on a fair value basis, in accordance with a documented risk management or investment strategy of the Group, and information about the group is provided internally on that basis; or iii) it is part of a contract that contains one or more embedded derivatives, and IFRS 9 permits the designation of the entire hybrid contract as at fair value through profit or loss.

Financial liabilities at fair value through profit or loss are measured at fair value, and any gain or loss arising from changes in its fair value are recognised in profit or loss to the extent that the item is not part of a designated hedging relationship. In this regard, a change in the fair value of the financial liability that is attributable to changes in the credit risk of that liability is recognised in other comprehensive income unless such treatment creates an accounting mismatch, and they are not subsequently reclassified to profit or loss (they are transferred to reserves if the financial liability is derecognised).

Gains and losses on financial guarantee contracts issued by the Group that are designated as at fair value through profit or loss are recognised in profit or loss.

iii) Derecognition and/or modification of financial liabilities

Financial liabilities are derecognised when the obligations giving rise to them cease to exist.

Also, when debt instruments are exchanged between the Group and a third party and the various terms and conditions differ substantially, the Group derecognises the original financial liability and recognises the new one. The difference between the carrying amount of the original financial liability and the consideration paid, including any attributable transaction costs, is recognised in profit or loss. In this regard, the Group considers that the terms and conditions of financial liabilities do not differ substantially whenever the lender in the new loan is the same as that which granted the original loan, the characteristics of the financial liability do not differ significantly from those of the original liability and the present value of the discounted cash flows, as per the new terms and conditions, including any fees and commissions paid, net of any fees and commissions received and using the original effective interest rate to discount the liability, does not differ by more than 10% from the discounted present value of the cash flows of the original financial liability that remain outstanding.

Changes in the contractual cash flows of a financial liability not leading to the derecognition of the financial liability must be recognised as a change in estimate of the contractual cash flows of the liability, maintaining the original effective interest rate and adjusting its carrying amount at the date of the change, and the related modification gain or loss is recognised in profit or loss.

k) Income tax

The income tax expense (tax income), comprises current tax expense (current tax income) and deferred tax expense (deferred tax income).

Both the current and deferred income tax expense (tax income) are recognised on the consolidated statement of profit or loss for the year. However, the tax effect relating to items recognised directly in other comprehensive income or in equity is also recognised in other comprehensive income or in equity, respectively.

Current tax comprises the income tax payable on consolidated taxable profit or any income tax rebates due resulting from positing a tax loss. Current tax assets or liabilities are measured at the amount expected to be paid or recovered from the tax authorities, using the tax legislation and tax rates approved or pending approval at the end of the reporting period.

Deferred tax liabilities are the amounts of income tax payable in future periods in respect of taxable temporary differences, whereas deferred tax assets are the amounts of income tax recoverable in future periods in respect of deductible temporary differences, unused tax loss carried forward and unused tax credits carried forward. Deferred taxes are calculated using the balance sheet liability method based on the temporary differences that arise between the tax bases of the assets and liabilities and their carrying amounts in the consolidated annual accounts, using the tax laws and tax rates that have been enacted or substantively enacted at the end of the reporting period and which are expected to apply when the corresponding deferred tax asset is realised or the deferred tax liability is settled.

Deferred tax liabilities that arise from temporary differences associated with the undistributed profits of subsidiaries, joint ventures and/or associates are always recognised, unless the Group is able to control the timing of the reversal of the temporary differences and it is probable that they will not reverse in the foreseeable future.

Deferred tax assets are recognised to the extent that it is considered probable that the Group will have future taxable profits against which it will be able to offset the deductible temporary differences or the unused tax losses or other tax assets. Any deferred tax assets that arise due to temporary differences associated with the undistributed profits of subsidiaries, joint ventures and/or associates are recognised if, in addition, it is probable that they will be reversed in the foreseeable future.

The recoverability of deferred tax assets is assessed when they arise, and at the end of each reporting period, based on the earnings performance projected in the companies' respective business plans.

The Parent and its tax group in Spain file consolidated income tax returns as part of the consolidated tax group the parent of which is the Parent's majority shareholder, Abertis HoldCo, S.A. In this connection, considering the legal-private relationship of the consolidation arrangement, the Parent, together with its tax group, recognises the respective income tax refundable and payable for the year as a receivable from or payable to Abertis HoldCo, S.A.

Lastly, the accompanying consolidated annual accounts include the main tax effects, particularly those associated with the tax legislation governing the tax group of which the Parent forms part, that may arise as a result of including the results and reserves of the subsidiaries in the Parent's equity.

l) Employee benefits

Under the respective collective agreements, various Group companies have the following obligations to employees:

i) Post-employment obligations:

Defined contribution obligations

In relation to defined contribution employee benefit instruments (which basically include employee pension plans and group insurance policies), the Group makes fixed contributions to a separate entity and does not have any legal or constructive obligation to pay further contributions if the entity does not hold sufficient assets to pay the employee benefits. Consequently, the obligations under plans of this nature are limited to the payment of the contributions, the annual expense of which is recognised on the consolidated statement of profit or loss for the year as the payments are made.

Defined benefit obligations

Defined benefit obligations relate mainly to obligations in the form of bonuses or retirement benefits, and a medical plan for retired former employees.

Where the company assumes certain actuarial and investment risks, the liability recognised on the consolidated balance sheet is the present value of the obligations at the reporting date less the fair value of any plan assets at that date.

The actuarial valuation of the defined benefit obligations is conducted annually by independent actuaries using the projected unit credit method to determine both the present value of the obligations and the related current and past service costs. The actuarial gains and losses arising from changes in the actuarial assumptions are recognised in the year in which they occur, and are not presented on the consolidated statement of profit or loss but rather on the consolidated statement of comprehensive income.

ii) Other long-term benefits

In relation to other long-term employee benefits relating mainly to employees' length of service at the company, the liability recognised on the consolidated balance sheet coincides with the present value of the obligations at the reporting date, as there are no plan assets in this connection.

The projected unit credit method is used to determine both the present value of the obligations at the reporting date and the related current and past service costs. The actuarial gains and losses arising from changes in the actuarial assumptions -unlike the case of the post-employment obligations- are recognised on the consolidated statement of profit or loss for the year in which they arise.

In addition, the Group has obligations to certain employees in relation to a medium-term incentive plan ("2022-2024 Incentive Plan") tied to the degree of achievement of certain business objectives. The cost of the plan is charged to the consolidated statement of profit or loss as staff costs on an accrual basis based on the probability that the objectives established will be fulfilled.

iii) Employee termination plan obligations

Provisions for obligations relating to plans for the termination of the employment relationship of certain employees are calculated individually based on the terms agreed upon with the employees, which, in certain cases, may require actuarial valuations to be made, based on both demographic and financial assumptions.

m) Transactions in currencies other than the euro

Foreign currency transactions are translated to the Group's presentation currency (the euro) using the exchange rates prevailing at the date of the transactions. The exchange gains and losses arising on settlement of these transactions and from the translation at the year-end exchange rates of monetary assets and liabilities denominated in foreign currencies are recognised in profit or loss, unless they are deferred in equity, as in the case of cash flow hedges and hedges of a net investment in a foreign operation mentioned in point e) of this note.

It should be noted that, pursuant to Royal Decree 1558/2012, of 15 November, the Group states that it complies with the disclosure obligation concerning accounts at banks situated abroad, through the individual recognition in subsidiary accounting documents of the accounts held abroad, which are duly identified and recognised in a manner consistent with the consolidated annual accounts.

n) Provisions and contingencies

At the date of authorisation for issue of these consolidated annual accounts, the Group differentiated between:

- Provisions: credit balances covering present obligations at the reporting date arising from past events which could give rise to a loss for the Group, which is certain as to its nature but uncertain as to its amount and/or timing.
- Contingent liabilities: possible obligations that arise from past events and whose existence will be confirmed only by the occurrence or non-occurrence of one or more future events not wholly within the control of the consolidated companies.

Provisions are recognised when the Group has a present obligation, whether legal or constructive, as a result of past events with respect to which it is probable that an outflow of resources will be required to settle the obligation and the amount thereof can be estimated reliably.

Where the effect of the time value of money is material, the amount of the provision is determined to be the present value of the future cash flows estimated to be necessary to settle the present obligation.

The provisions recognised relate to the estimated amounts required for probable or certain liability arising from litigation in process, indemnity payments or other liabilities derived from the Group's business activities that will lead to future payments, which were measured on the basis of the information currently available. These provisions are recognised when the third-party liability or obligation giving rise to the indemnity or payment arises, taking into consideration the other conditions established by IFRS.

For infrastructure concessions subject to the concession operator's fulfilment of contractual obligations, such as maintaining a certain level of serviceability of the infrastructure or restoring the infrastructure to a certain condition before handing it over to the grantor at the end of the service arrangement, the related provisions are recognised, in accordance with IAS 37, on the basis of the best estimate of the expenditure required to settle the present obligation at the reporting date.

o) Revenue recognition

Revenue is recognised in such a way as to depict the transfer of goods or services to customers in an amount that reflects the consideration to which the entity expects to be entitled in exchange for those goods or services. Specifically, IFRS 15 establishes a revenue recognition approach based on five steps:

- Step 1: Identify the contract(s) with a customer.
- Step 2: Identify the performance obligations in the contract.
- Step 3: Determine the transaction price.
- Step 4: Allocate the transaction price to the performance obligations in the contract.
- Step 5: Recognise revenue when (or as) the entity satisfies a performance obligation.

In this connection, revenue is recognised as an entity satisfies the obligations, i.e., when the “control” of the goods or services underlying the obligation in question is transferred to the customer.

Interest income is generally accrued on a time proportion basis, by reference to the principal outstanding and the effective interest rate applicable, as described in Note 3-d in relation to the measurement of financial assets.

Dividend income from investments is recognised when the shareholders' rights to receive payment have been established, i.e., when the shareholders at the General Meetings of the investees approve the distribution of the related dividends.

Substantially all of the Group's revenue is generated by its toll roads segment and relates primarily to toll revenue, which is recognised, in accordance with the recognition criterion described above, when the service is provided (as is the case for non-core income).

Lastly, it should be noted that although the **Abertis** Group does not generally carry on activities related to the construction of concession assets, since it incorporates the infrastructure that it operates under administrative concession arrangements by acquiring it from third-party companies that construct it on behalf of **Abertis**, in accordance with IFRIC 12.14, "Infrastructure Upgrade Revenue" and "Infrastructure Upgrade Expenses" on the consolidated statement of profit or loss for the year include the revenue and expenses relating to the infrastructure construction or upgrade services provided in the year, including capitalised borrowing costs, and the infrastructure is recognised at fair value.

In this regard, “Infrastructure Upgrade Revenue” includes the borrowing costs incurred before the concession infrastructure is ready for its intended use arising from the borrowings arranged to finance the infrastructure.

Also, revenue and expenses associated with concession infrastructure classified as financial assets relating to the provision of operation and maintenance services (application of the IFRIC 12 financial asset model) are recognised in profit or loss in accordance with the general recognition criterion, and the finance costs relating to the concession are recognised in the accompanying consolidated statement of profit or loss according to their nature.

p) Leases

In accordance with IFRS 16, at inception of a contract, the Group assesses whether the contract is, or contains, a lease.

Therefore, a right-of-use asset and a lease liability are recognised for all the leases in which the Group acts as the lessee, except for short-term leases and leases for which the underlying asset is of low value:

- At the commencement date, the Group recognises a financial liability equal to the present value of the fixed payments to be made during the lease term (discounted using the interest rate implicit in the lease) and a right-of-use asset representing its right to use the underlying leased asset during the lease term, which shall be measured with reference to the amount of the associated financial liability, plus any initial direct costs incurred in obtaining the lease, any lease payments made before the commencement date and any future dismantling costs.

- The straight-line depreciation of the right-of-use asset recognised and interest on the lease liability shall be recognised in profit or loss.
- The tax effect associated with the difference between IFRS 16 recognition criteria and tax recognition criteria shall be recognised in both equity and profit or loss.

For short-term leases (leases that, at the commencement date, have a lease term of 12 months or less) and leases for which the underlying asset is of low value, the Group recognises the associated lease payments as an operating expense on a straight-line basis either over the lease term or on another systematic basis. The Group applies another systematic basis if that basis is more representative of the pattern of its benefits.

Where a lease is acquired in a business combination, the lease liability shall be measured at the present value of the remaining lease payments as if the lease acquired were a new lease at the date of the business combination. The right-of-use asset shall be measured at the same amount as the lease liability, adjusted to reflect the favourable or unfavourable terms of the lease with respect to market terms.

Right-of-use assets are subject to impairment testing, in the same way as all other assets with a finite useful life.

In the statement of cash flows, a lessee shall classify cash payments for the principal portion of the lease liability under operating activities.

The variable lease payments and sublease income were not material at 31 December 2022 or 2021.

At 2022 year-end the main operating leases related to the properties at which the Group companies carry on their activities, and the Group had not contracted with tenants for significant minimum lease payments.

q) Activities affecting the environment

Each year, payments made in order to comply with legal environmental requirements are either recognised as an expense or as an investment, depending on their nature. The amounts capitalised are amortised over the years of useful life of the related asset.

It was not considered necessary to recognise any provisions for environmental contingencies and charges, since there are no contingencies relating to the protection of the environment.

r) Related party transactions

The Group performs all its transactions with related parties on an arm's length basis. Also, the transfer prices are adequately supported and, therefore, it is considered that there are no material risks in this connection that might give rise to significant liabilities in the future.

s) Consolidated statements of cash flows

On the consolidated cash flow statement (prepared using the indirect method), the following expressions are used with the meanings indicated:

- Cash flows are inflows and outflows of cash and cash equivalents.
- Operating activities are the principal revenue-producing activities of the Group and other activities that are not investing or financing activities.
- Investing activities relate to the acquisition and disposal of long-term assets and other investments not included in cash and cash equivalents.
- Financing activities are activities that result in changes in the size and composition of the equity and borrowings of the Group.

For the purpose of preparing the consolidated statement of cash flows, "Cash and Cash Equivalents" were considered to be cash on hand, demand bank deposits and short-term, highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

Lastly, in relation to the provisions required under IFRIC 12 charged to profit or loss and the infrastructure upgrade services, since the latter relate to investments to replace and upgrade concession assets operated by **Abertis**, the former were included in the cash flows from investing activities.

4. FINANCIAL RISK AND CAPITAL MANAGEMENT

a) Financial risk factors

The Group's activities are exposed to various financial risks, the most significant being foreign currency risk, interest rate risk, credit risk, liquidity risk and inflation risk. The Group uses derivative financial instruments to hedge certain risks.

Financial risk management is controlled by the General Financial Department, subject to authorisation from the CEO of **Abertis**, in the framework of the corresponding policy approved by the Board of Directors.

i) Foreign currency risk

The Group also operates outside the euro zone and owns assets basically in South America, Mexico, the US, Puerto Rico and India; therefore, it is exposed to foreign currency risk in foreign currency transactions, especially in relation to the Brazilian real, the Chilean peso, the Argentine peso, the Mexican peso, the US dollar and the Indian rupee. Foreign currency risk arises from future commercial transactions, recognised assets and liabilities and net investments in foreign operations.

Foreign currency risk on the net assets in the Group's transactions in currencies other than the euro is managed, in accordance with the policies defined, using, where appropriate, borrowings denominated in the corresponding foreign currencies and/or cross currency interest rate swaps.

The foreign currency risk hedging strategy in the Company's investments in currencies other than the euro must comply with the interest rate and foreign currency risk policy.

In relation to foreign currency risk, the detail of the contribution to the main aggregates in the **Abertis** Group's consolidated statement of profit or loss by the companies that operate in a functional currency other than the euro is as follows:

31 December 2022	Functional currency	Revenue	%	Gross result from operations	%	Net result [(1)]	%
Mainly Arteris subgroup (Brazil)	BRL	573,521	11.2%	341,594	9.7%	(53,380)	(25.8%)
Mainly Invin subgroup and Abertis Chile (Chile)	CLP	537,594	10.5%	439,431	12.4%	19,632	9.5%
Rco subgroup (Mexico)	MXN	587,495	11.6%	487,502	13.8%	49,860	24.1%
GCO and Ausol (Argentina)	ARS	148,111	2.9%	28,881	0.8%	(2,092)	(1.0%)
Mainly Erc (US) and APR and Metropistas (Puerto Rico)	USD	294,225	5.8%	195,474	5.5%	21,824	10.5%
Other [(2)]	Other	99,051	1.9%	34,172	1.0%	5,350	2.6%
Contribution in foreign currency		2,239,998	43.9%	1,527,054	43.2%	41,194	19.9%
Total Abertis		5,101,816		3,536,234		207,009	

(1) The contributions to the consolidated statement of profit or loss for year 2022 include the impact of the revaluation of assets and liabilities carried out in fiscal year 2019 in relation to the purchase price allocation after the takeover of **Abertis** and subsequent merger of **Abertis** with Abertis Participaciones, S.A.U.

(2) Due mainly to the Indian rupee (INR) in the case of revenue and gross profit or loss from operations and net profit or loss.

31 December 2021	Functional currency	Revenue	%	Gross result from operations	%	Net result [(1)]	%
Mainly Arteris subgroup (Brazil)	BRL	429,487	8.8%	256,513	7.6%	(203,647)	(2,821.8%)
Mainly Invin subgroup and Abertis Chile (Chile)	CLP	494,544	10.2%	394,029	11.8%	18,055	250.2%
Rco subgroup (Mexico)	MXN	443,416	9.1%	364,628	10.9%	18,049	250.1%
GCO and Ausol (Argentina)	ARS	125,493	2.6%	22,426	0.7%	(10,229)	(141.7%)
Mainly Erc (US) and APR and Metropistas (Puerto Rico)	USD	245,943	5.1%	160,205	4.8%	332	4.6%
Other [(2)]	Other	83,355	1.7%	27,789	0.8%	(1,796)	(24.9%)
Contribution in foreign currency		1,822,238	37.5%	1,225,590	36.6%	(179,236)	(2,483.5%)
Total Abertis		4,853,694		3,351,255		7,217	

(1) Contributions in foreign currency to the 2021 consolidated statement of profit or loss reduced due to asset impairment in Brazil by a net amount of EUR -200,171 thousand. The contributions to the consolidated statement of profit or loss for year 2021 also include the impact of the revaluation of assets and liabilities carried out in fiscal year 2019 in relation to the purchase price allocation after the takeover of **Abertis** and subsequent merger of **Abertis** with Abertis Participaciones, S.A.U.

(2) Due mainly to the Indian rupee (INR) and the pound sterling (GBP) in the case of revenue and gross profit or loss from operations and to the Colombian peso (COP) in the case of the net profit or loss.

The detail of the contribution to the main aggregates in the **Abertis** Group's consolidated balance sheet by the companies that operate in a functional currency other than the euro is as follows:

		2022				2021			
	Functional currency	Total assets	%	Equity	%	Total assets	%	Equity	%
Mainly Arteris subgroup (Brazil) [1]	BRL	1,639,500	3.7%	(1,466,983)	(14.7%)	1,194,671	2.6%	(1,414,142)	(16.5%)
Mainly Invin subgroup and Abertis Chile (Chile) [1]	CLP	3,645,132	8.2%	1,205,829	12.1%	3,648,040	8.0%	1,296,468	15.1%
Rco subgroup (Mexico)	MXN	5,807,531	13.1%	1,701,867	17.1%	5,074,743	11.2%	1,336,754	15.6%
Mainly Erc (US) and APR and Metropistas (Puerto Rico) [2]	USD	2,983,950	6.7%	919,820	9.2%	2,795,503	6.2%	810,639	9.4%
Other [3]	Other	182,808	0.4%	(16,438)	(0.2%)	223,469	0.5%	(21,535)	(0.2%)
Contribution in foreign currency		14,258,921	32.1%	2,344,095	23.5%	12,936,426	28.5%	2,008,184	23.4%
Total Abertis		44,383,205		9,959,981		45,380,435		8,587,423	

(1) The contributions detailed do not include the contributions of their respective parents as the latter operate with the euro as their functional currency.

(2) Includes ERC with a contribution to the Group’s total assets and equity of EUR 1,803,108 thousand and EUR 574,176 thousand, respectively (2021: EUR 1,679,679 thousand and EUR 515,702 thousand, respectively).

(3) Primarily regarding the Argentine peso (ARS) and Indian rupee (INR).

In addition to the effect during the year of the increase in traffic levels after the restrictions on movement imposed due to Covid-19 in 2021 were lifted, the contribution to the consolidated statement of profit or loss for 2022 of the companies that operate in Brazilian concession operator, Mexican pesos and US dollars was positively affected by the appreciation in the average value of the aforementioned currencies against the euro in 2022 (depreciation in 2021, except for the Mexican peso which appreciated). In the case of the Mexican peso and Argentine peso, aggregates negatively affected by the depreciation in the average exchange rate of these currencies in 2022.

The contribution to the consolidated balance sheet as at 31 December 2022 of the companies that operate in Brazilian concession operator, Chilean pesos, Mexican pesos and US dollars was affected by the appreciation in the year-end exchange rate of the aforementioned currencies in 2022 (appreciation in 2021, except the Chilean peso which depreciated). These impacts on the contribution to the consolidated balance sheet of the companies that operate in currencies other than the euro were partially offset by the depreciation in the year-end exchange rate of the Argentine peso (also depreciation in 2021).

In this regard, the estimated sensitivity of the consolidated statements of profit or loss and consolidated equity to a change of 10% in the exchange rates against the euro of the main currencies in which the **Abertis** Group operates with respect to the exchange rate considered at year-end would be as follows:

Millions of euros	2022				2021			
Functional currency	Revenue	Gross result from operations	Net result (1)	Equity (2)	Revenue	Gross result from operations	Net result	Equity (1) / (*)
10% change:								
BRL	54.7	34.2	(5.3)	49.2	42.9	25.7	(20.4)	54.0
CLP	53.8	43.9	2.0	125.5	49.5	39.4	1.8	133.7
MXN	58.8	48.8	5.0	333.7	44.3	36.5	1.8	300.5
ARS	14.8	2.9	(0.2)	9.1	12.5	2.2	(1.0)	8.7
USD	29.4	19.5	2.2	161.6	24.6	16.0	0.0	153.4

(1) For 2021, in the case of BRL (Brazil), the sensitivity of net profit or loss without including the impairment loss registered in 2021 would be EUR -3.5 million.

(2) Impact on equity of translation differences arising on consolidation.

ii) Interest rate risk

The Group's interest rate risk arises from current and non-current borrowings.

The borrowings issued at floating rates expose the Group to interest rate risk on its cash flows, whereas the borrowings arranged at a fixed rate expose the Group to interest rate risk in relation to fair value.

The purpose of interest rate risk management is to achieve a balance in the debt structure that makes it possible to minimise volatility in the statement of profit or loss over a multi-year time horizon. In this regard, at 31 December 2022, 81% of borrowings were at fixed interest rates or fixed through hedging (31 December 2021: 77%), in line with Group policy, with the estimated net impact after taxes (and before minority interests) on profit or loss of a change of 50 basis points in the interest rate on floating rate debt of EUR 18.2 million in 2022 (2021: EUR 23.0 million)(Note 14), after considering the effect of the hedging instruments arranged.

In this connection, and based on various estimates and objectives regarding the debt structure, in order to manage the interest rate risk on the cash flows, hedging transactions are carried out through the arrangement of derivative financial instruments consisting of floating-to-fixed interest rate swaps. These swaps have the economic effect of converting borrowings bearing floating interest rates into borrowings bearing fixed rates, so the Group undertakes with other parties to exchange, at certain intervals, the difference between fixed interest and floating interest calculated on the basis of the main notional amounts arranged (Note 10).

Also, in order to comply with the aforementioned policy, the Group can arrange fixed-to-floating interest rate swaps to hedge fair value interest rate risk (Note 10).

iii) Credit risk

Due to the nature of the Group's businesses, there are no significant concentrations of credit risk, since there are no significant accounts receivable except for those receivables from public authorities (which the Group monitors on a monthly basis) and balances with banks (mainly derivative instruments and cash and cash equivalents).

Credit risk arises mainly from cash and cash equivalents, derivative financial instruments and deposits at banks and financial institutions, as well as other debts, including outstanding accounts receivable and committed transactions.

In this regard, the Group -in order to mitigate the aforementioned credit risk- performs derivative transactions and cash transactions only with banks of proven creditworthiness, recognised by international rating agencies. This creditworthiness, expressed by the rating categories of each entity, is reviewed periodically in order to actively manage counterparty risk.

The credit limits were not exceeded in the reporting periods.

iv) Liquidity risk

The Group manages its liquidity risk prudently, which entails ensuring the availability of sufficient financing through committed credit facilities and the ability to liquidate market positions. Given the dynamic nature of the Group's businesses, the General Financial Department aims to maintain flexible financing through the availability of committed credit facilities.

The cash outflows projected in relation to the Group's borrowings and available credit facilities are detailed in Note 14.

The Group continues to take steps to maintain proactive cash flow management and ensure the Group's liquidity. Specifically, the Group has been working intensely on refinancing activities, extending the maturities of its debt, and has agreed on additional credit facilities with the banks with which it operates to improve the availability of its liquidity, and this improved liquidity enables it to address and cover its financial needs in the coming years.

v) Inflation risk

The revenue of most of the toll road concessions arises from tolls tied directly to inflation. Consequently, a scenario of increased inflation would lead to an increase in the fair value of these projects.

In this connection, in relation to Royal Decree 55/2017, of 3 February, implementing Law 2/2015, of 30 March, on the de-indexing of the Spanish economy, it is estimated that the aforementioned Royal Decree should not have any impact on the tariffs applicable to the Spanish concessions operated by the Group (Note 25-c), since the Royal Decree does not generally apply to concession arrangements already in force.

On the other hand, the Group has financial debt in Chile and Mexico denominated, respectively, in CLF and UDI, or linked to inflation (IPCA) in Brazil. This debt comprises 13% of the Group's total debt and fluctuates in line with inflation. Changes in inflation therefore affect the Group's financial results – a risk that is mitigated by the cash flows from toll revenue that is directly linked to inflation used to settle these liabilities.

vi) Climate change

Abertis signed the United Nations Global Compact in 2005 and has explicitly declared its commitment to the Ten Principles and Sustainable Development Goals of the UN in its corporate strategy and business model.

In this regard, in accordance with the pertinent international standards, it annually publishes information on the organisation's environmental, social and governance performance in the directors' report and annex thereto accompanying the consolidated annual accounts. In this information it sets out what progress has been made in implementing its 2022-2030 Sustainability Strategy devised among other reasons, in response to the risks and impacts of climate change.

Abertis has also been part of the Carbon Disclosure Project programme since 2010, completing the questionnaire on climate change to openly publish specific information concerning both its approach to tackling climate change and its annual performance regarding greenhouse gas emissions and progress made identifying and measuring the risks associated with climate change for all **Abertis**' investors and stakeholders to see.

In 2022, the Group forged ahead with the project to formally identify the risks and opportunities due to climate change using a methodology aligned with the recommendations of the Task Force on Climate Related Financial Disclosures (TCFD). Details of these are provided in the chapter on risks in the directors' report accompanying the consolidated annual accounts. **Abertis** has quantified the financial impact of the most significant physical and transition risks of climate change, especially the risks of flooding and hurricanes, and the opportunities associated with the electrification of the automotive sector and use of low-carbon energy sources. The plan is to continue this work in 2023, including new climate scenarios and increasing the number of specific points analysed and expanding the detailed analysis of other physical and transition risks of climate change.

Meanwhile, the launch of the first 2022-2024 ESG Plan has led to the roll-out of decarbonisation measures and action to drive up electric vehicle use, explained in detail in the consolidated directors' report and the annex thereto. Work has continued to certify that the greenhouse gas emissions reduction targets in the 2022-20230 are aligned with Science Based Targets Initiative (SBTI) best practices. These targets are included in the first sustainable finance framework published by **Abertis** in 2022. These targets are in line with the Paris Agreement and involve a 50% reduction in scope 1 and 2 emissions and a 22% decrease in scope 3 emissions (from the purchase of goods and services) for every million kilometres covered in 2030 compared to the 2019 baseline.

Lastly, Abertis is subject to annual independent assessments by financial analysts expert in environmental, social and governance matters which are disclosed in the directors' report accompanying the notes to the consolidated annual accounts and the appendix thereto, along with the reports published by these independent assessors. The goals set in the organisation's sustainable finance framework have also been assessed by an independent specialist.

In this regard, the possible associated estimated impacts have been factored into the Group's projections based on current available information.

b) Fair value measurement

The measurement of the assets and liabilities at their fair value must be broken down by levels based on the hierarchy described in Note 3-e.v, the breakdown at 31 December of the Group's assets and liabilities measured at fair value based on the aforementioned levels being as follows:

31/12/22	Level 1	Level 2	Level 3	2022
Assets				
Financial assets at fair value through equity	-	-	40,006	40,006
Derivative financial instruments:				
Cash flow hedges	-	445,580	-	445,580
Fair value hedges	-	-	-	-
Hedges of a net investment in a foreign operation	-	-	-	-
Derivatives not designated as accounting or financial hedges	-	-	-	-
Total derivative financial instruments	-	445,580	-	445,580
Total assets	**-**	**445,580**	**40,006**	**485,586**
Liabilities				
Derivative financial instruments:				
Cash flow hedges	-	153,719	-	153,719
Fair value hedges	-	-	-	-
Hedges of a net investment in a foreign operation	-	-	-	-
Total derivative financial instruments	-	153,719	-	153,719
Borrowings subject to fair value hedging	-	-	-	-
Other liabilities at fair value	-	-	-	-
Total liabilities	**-**	**153,719**	**-**	**153,719**

31/12/21	Level 1	Level 2	Level 3	2021
Assets				
Financial assets at fair value through equity	-	-	29,006	29,006
Derivative financial instruments:				
Cash flow hedges	-	13,450	-	13,450
Fair value hedges	-	-	-	-
Hedges of a net investment in a foreign operation	-	38,797	-	38,797
Derivatives not designated as accounting or financial hedges	-	-	-	-
Total derivative financial instruments	-	52,247	-	52,247
Total assets	**-**	**52,247**	**29,006**	**81,253**
Liabilities				
Derivative financial instruments:				
Cash flow hedges	-	162,281	-	162,281
Fair value hedges	-	-	-	-
Hedges of a net investment in a foreign operation	-	-	-	-
Total derivative financial instruments	-	162,281	-	162,281
Borrowings subject to fair value hedging	-	-	-	-
Other liabilities at fair value	-	-	-	-
Total liabilities	**-**	**162,281**	**-**	**162,281**

In 2022 and 2021 there were no transfers between Levels 1 and 2.

As indicated in Notes 3-d and 3-e, the fair value of the financial instruments traded in active markets is based on the market prices at the reporting date. The quoted price used for financial assets is the current bid price.

The fair value of financial instruments not traded on an active market is determined using valuation techniques. The Group employs a variety of methods and uses assumptions based on the market conditions at each reporting date, including the concept of "transfer", as a result of which credit risk is taken into account.

For non-current borrowings observable market prices are used; the fair value of interest rate swaps is calculated as the present value of estimated future cash flows and the fair value of foreign currency forward contracts is determined using the forward exchange rates quoted in the market at the closing date. In this regard, the fair value based on the aforementioned hierarchies of the loans and bonds at 31 December 2022 and 2021 is detailed in Note 14.

c) Capital management

The Group's objective in relation to capital management is to safeguard its ability to continue operating as a going concern so that it can continue to generate returns for shareholders and profits for other holders of equity instruments, maintain an optimum capital structure and reduce the cost of capital.

The Group monitors capital on the basis of its leverage ratio, which is in line with the industry norm. This ratio is calculated by dividing net bond issues and bank borrowings by total capital. Net bond issues and bank borrowings are calculated as total borrowings from these banks (including current and non-current, as evidenced on the consolidated balance sheet) less cash and cash equivalents. Total capital is calculated as equity, as disclosed in the consolidated annual accounts, plus net debt to these banks.

In 2022 the Group's strategy in this connection did not change significantly. However, at 31 December 2022 the leverage ratio was down from 74.0% to 69.1%, primarily due to the impact of the non-monetary contribution to Abertis Infraestructuras, S.A.'s equity by its majority shareholder, Abertis HoldCo, S.A., amounting to EUR 1,000 million. This contribution comprised a credit right derived from a loan agreement between the two parties (Note 13-e)

At 31 December 2022 and 2021, the leverage ratios were as follows:

	31/12/22	**31/12/21**
Bond issues and bank borrowings [(1)] (Note 14)	26,317,820	28,358,569
Cash and cash equivalents (Note 12)	(4,085,009)	(3,907,824)
Bond issues and bank borrowings, net	22,232,811	24,450,745
Equity (Note 13)	9,959,981	8,587,423
Total capital	32,192,792	33,038,168
Leverage ratio	**69.1%**	**74.0%**

(1) Including the debt payable to associates and joint ventures (accounted for using the equity method), the accrued interest payable on loans and bonds at the reporting date and other liabilities.

5. BUSINESS COMBINATIONS

As was the case in 2021, there were no business combinations in 2022 that were material with respect to the accompanying consolidated annual accounts.

6. PROPERTY, PLANT AND EQUIPMENT

The changes in the main items composing "Property, Plant and Equipment" were as follows:

	Toll road management assets	Land and buildings	Plant and machinery	Other fixtures, tools and furniture	Right-of-use assets	Other	Total
At 1 January 2022							
Cost	70,976	21,734	25,992	321,814	123,726	98,923	663,165
Accumulated depreciation and impairment losses	(26,705)	(1,765)	(1,050)	(138,608)	(46,425)	(27,682)	(242,235)
Carrying amount	**44,271**	**19,969**	**24,942**	**183,206**	**77,301**	**71,241**	**420,930**
2022							
Opening carrying amount	44,271	19,969	24,942	183,206	77,301	71,241	420,930
Exchange differences [(1)]	-	530	394	2,594	3,743	1,266	8,527
Additions	3,682	282	7,645	52,632	34,417	35,712	134,370
Disposals (net)	-	(653)	(737)	(9,105)	(5,002)	(6,260)	(21,757)
Transfers	5,798	274	2,937	4,212	44	(1,572)	11,693
Changes in the scope of consolidation and business combinations	-	(23)	-	(332)	(343)	-	(698)
Depreciation charge	(5,601)	(1,253)	(7,716)	(38,918)	(23,388)	(10,888)	(87,764)
Impairment losses	-	-	-	(106)	-	25	(81)
Other	-	-	-	-	-	-	-
Closing carrying amount	**48,150**	**19,126**	**27,465**	**194,183**	**86,772**	**89,524**	**465,220**
At 31 December 2022							
Cost	79,689	22,506	28,920	354,472	148,847	130,440	764,874
Accumulated depreciation and impairment losses	(31,539)	(3,380)	(1,455)	(160,289)	(62,075)	(40,916)	(299,654)
Carrying amount	**48,150**	**19,126**	**27,465**	**194,183**	**86,772**	**89,524**	**465,220**

(1) Including an impact of EUR 6,431 thousand associated with the recognition of hyperinflation by the Argentine companies.

	Toll road management assets	Land and buildings	Plant and machinery	Other fixtures, tools and furniture	Right-of-use assets	Other	Total
At 1 January 2021							
Cost	91,732	27,283	48,239	261,511	132,041	100,932	661,738
Accumulated depreciation and impairment losses	(42,815)	(4,285)	(19,605)	(89,369)	(43,856)	(35,936)	(235,866)
Carrying amount	**48,917**	**22,998**	**28,634**	**172,142**	**88,185**	**64,996**	**425,872**
2021							
Opening carrying amount	48,917	22,998	28,634	172,142	88,185	64,996	425,872
Exchange differences [1]	-	382	49	900	196	2,556	4,083
Additions	2,815	232	4,463	37,604	9,551	21,311	75,976
Disposals (net)	-	-	(2,109)	(9,697)	(1,334)	(1,377)	(14,517)
Transfers	6,832	(2,344)	1,962	31,728	23	(7,063)	31,138
Changes in the scope of consolidation and business combinations	-	-	(173)	(51)	-	-	(224)
Depreciation charge	(14,293)	(1,299)	(7,884)	(49,420)	(19,320)	(9,182)	(101,398)
Impairment losses	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
Closing carrying amount	**44,271**	**19,969**	**24,942**	**183,206**	**77,301**	**71,241**	**420,930**
At 31 December 2021							
Cost	70,976	21,734	25,992	321,814	123,726	98,923	663,165
Accumulated depreciation and impairment losses	(26,705)	(1,765)	(1,050)	(138,608)	(46,425)	(27,682)	(242,235)
Carrying amount	**44,271**	**19,969**	**24,942**	**183,206**	**77,301**	**71,241**	**420,930**

[1] Including an impact of EUR 3,763 thousand associated with the recognition of hyperinflation by the Argentine companies.

The detail of the net property, plant and equipment owned by the Group companies located abroad is as follows:

	31/12/22		**31/12/21**	
	Currency	Euros	Currency	Euros
France (euro)	192,923	192,923	183,108	183,108
Brazil (Brazilian real, BRL)	269,389	47,776	204,106	32,346
Puerto Rico (US dollar, USD)	39,630	37,155	35,768	31,580
Italy (euro)	35,259	35,259	37,532	37,532
Chile (Chilean peso, CLP)	22,868,604	25,276	16,052,340	16,635
Argentina (Argentine peso, ARS)	3,292,420	17,465	1,797,624	15,449
Mexico (Mexican peso, MXN)	250,651	12,018	153,120	6,616
Other	-	8,185	-	8,461
Net property, plant and equipment owned by Group companies located abroad	**-**	**376,057**	**-**	**331,727**

The exchange differences that arose in the year relate primarily to assets in Brazil, Chile, Mexico and Puerto Rico and were a result of the increase in the year-end exchange rates of the Brazilian real, the Chilean peso, the Mexican peso and the US dollar, partially offset by the depreciation of the closing exchange rate of the Argentine peso.

In 2021, the exchange differences related primarily to assets in Brazil, Chile, Mexico, Argentina and Puerto Rico and were a result of the increase in the year-end exchange rates of the Brazilian real, the Mexican peso and the US dollar, partially offset by the depreciation of the closing exchange rate of the Chilean peso and Argentine peso.

The additions in 2022 (not including right-of-use assets, primarily in the **Arteris** subgroup) relate mainly to certain upgrades to assets of the **Sanef** subgroup amounting to EUR 56 million (2021: EUR 34 million).

It should be noted that no interest was capitalised in either 2022 or 2021.

At 31 December 2022 (as at 31 December 2021), property, plant and equipment did not include returnable assets of a material net amount.

The detail of "Right-of-use assets" is as follows:

	31/12/22	**31/12/21**
Land and buildings	57,471	62,229
Other	29,301	15,072
	86,772	**77,301**

The detail of "Other" is as follows:

	31/12/22	**31/12/21**
Property, plant and equipment in the course of construction	45,644	27,433
Other items of property, plant and equipment, net	43,880	43,808
	89,524	**71,241**

At each reporting date the Group assesses whether there is any indication that an asset may be impaired. If any indication of impairment exists, it estimates the asset's recoverable amount applying the general policies described in Note 3-c. The assessment carried out at 31 December 2022 did not reveal any indications of impairment or, therefore, the need to recognise significant impairment losses (as was also the case at 2021 year-end).

Also, at 31 December 2022 the Group had firm property, plant and equipment purchase commitments amounting to EUR 2,537 thousand corresponding to assets of **Globalcar** (2021 year-end: EUR 710 thousand also corresponding to assets of **Globalcar**).

Also, the following items of property, plant and equipment were subject to restrictions and/or had been pledged as security for liabilities:

	31/12/22	**31/12/21**
Metropistas	61,485	52,009
A4 subgroup	12,995	12,995
TTPL	635	466
JEPL	252	176
	75,367	65,646

Lastly, it should be noted that the Group takes out the insurance policies considered necessary to cover the possible risks to which the property, plant and equipment might be subject.

7. GOODWILL AND OTHER INTANGIBLE ASSETS

The changes in the main items comprising these headings were as follows:

		Other intangible assets			
	Goodwill	Administrative concessions	Computer software	Other	Total
At 1 January 2022					
Cost	8,414,945	29,780,297	80,777	138,006	29,999,080
Accumulated amortisation and impairment losses	-	(2,757,012)	(26,559)	(31,065)	(2,814,636)
Carrying amount	**8,414,945**	**27,023,285**	**54,218**	**106,941**	**27,184,444**
2022					
Opening carrying amount	8,414,945	27,023,285	54,218	106,941	27,184,444
Translation differences	52,912	1,157,788	576	5	1,158,369
Additions	-	664,765	30,387	15,639	710,791
Disposals (net)	-	-	(56)	(556)	(612)
Transfers (1)	-	(51,088)	7,640	(14,138)	(57,586)
Changes in the scope of consolidation and business combinations	-	-	(7,090)	-	(7,090)
Amortisation charge	-	(2,112,167)	(15,107)	(11,802)	(2,139,076)
Impairment losses (see section iv)	-	(38,135)	-	-	(38,135)
Other (2)	-	45,643	-	50	45,693
Closing carrying amount	**8,467,857**	**26,690,091**	**70,568**	**96,139**	**26,856,798**
At 31 December 2022					
Cost	-	31,669,713	103,862	138,556	31,912,131
Accumulated amortisation and impairment losses	-	(4,979,622)	(33,294)	(42,417)	(5,055,333)
Carrying amount	**8,467,857**	**26,690,091**	**70,568**	**96,139**	**26,856,798**

(1) Transfers from "Administrative concessions" mainly concern the transfer, following the repayment agreement reached between the grantor and the Brazilian toll road concession operator **Fluminense** (Note 25-c) of the value of part of the concession at the agreement date (EUR 32 million) as a financial asset, on the basis that the Group will be compensated for this repayment in the future (Note 11-i.e). At year-end, the value that is expected to be recovered through the concession's operation until it is handed over is recognised as a concession asset.

(2) Mainly concerns the change in estimate of the committed investments of the Mexican toll road concession operator **Rco** (EUR +34,694 thousand) and the obligation to install a free-flow toll system of the Chilean toll road concession operator **Rutas del pacífico** (EUR +10,949 thousand).

		Other intangible assets			
	Goodwill	Administrative concessions	Computer software	Other	Total
At 1 January 2021 Restated [*]					
Cost	8,389,376	34,496,801	72,371	136,547	34,705,719
Accumulated amortisation and impairment losses	-	(5,428,220)	(22,470)	(21,260)	(5,471,950)
Carrying amount	**8,389,376**	**29,068,581**	**49,901**	**115,287**	**29,233,769**
2021					
Opening carrying amount	8,389,376	29,068,581	49,901	115,287	29,233,769
Translation differences	25,569	218,421	(159)	-	218,262
Additions	-	533,280	18,851	9,190	561,321
Disposals (net)	-	-	(326)	(536)	(862)
Transfers [(1)]	-	218,031	1,229	(7,374)	211,886
Changes in the scope of consolidation and business combinations	-	-	-	-	-
Amortisation charge	-	(2,265,563)	(15,278)	(9,626)	(2,290,467)
Impairment losses (see section iv)	-	(702,614)	-	-	(702,614)
Other [(2)]	-	(46,851)	-	-	(46,851)
Closing carrying amount	**8,414,945**	**27,023,285**	**54,218**	**106,941**	**27,184,444**
AT 31 December 2021					
Cost	8,414,945	29,780,297	80,777	138,006	29,999,080
Accumulated amortisation and impairment losses	-	(2,757,012)	(26,559)	(31,065)	(2,814,636)
Carrying amount	**8,414,945**	**27,023,285**	**54,218**	**106,941**	**27,184,444**

(2) Due to the application of IFRS 3, as indicated in Note 5 to the 2021 consolidated annual accounts (final purchase price allocation (PPA)) regarding the acquisition, with effect from 30 December 2020, of 55.2% of the share capital of the **Erc** Group).

(1) Transfers in 2021 under "Administrative Concessions" mainly concerned the reclassification to intangible assets of the net revaluation of Government Agreement 186/2013 (**Aucat**), recognised effective 1 January 2019 and associated with the obtainment of control of **Abertis** and the subsequent merger with Abertis Participaciones, recognised as a financial asset under IFRIC 12 until the contractual modification of said agreement as explained in Note 11.i.c).

(2) Mainly concerned the change in estimate of the investment obligation to construct a third lane of the Chilean toll road concession operator **Sol** (EUR -53,261 thousand), after the provision for the investment obligation under IFRIC 12 was reversed (Note 18.ii).

The detail of the goodwill and other intangible assets (net) at the Group companies located abroad and the associated translation differences generated during the year is as follows:

	31/12/22			31/12/21		
	Intangible assets (net) at companies located abroad		Translation differences (*)	Intangible assets (net) at companies located abroad		Translation differences (*)
(in thousands)	Currency	Euro	Euro	Currency	Euro	Euro
France (euro)	9,237,744	9,237,744	-	10,019,411	10,019,411	-
Mexico (Mexican peso, MXN)	128,559,296	6,164,140	618,217	130,796,423	5,651,467	296,295
Chile (Chilean peso, CLP)	2,687,669,351	2,970,643	201,116	2,993,358,027	3,102,005	(348,198)
USA (US dollar, USD)	2,348,191	2,201,567	131,585	2,397,971	2,117,227	164,568
Brazil (Brazilian real, BRL)	11,751,606	2,084,135	185,176	10,521,363	1,667,384	23,758
Puerto Rico (US dollar, USD)	1,405,760	1,317,982	79,262	1,442,822	1,273,902	99,251
Italy (euro)	538,290	538,290	-	646,076	646,076	-
India (rupee, INR)	8,504,028	96,449	(4,075)	10,508,856	124,765	8,155
Other	-	4,863	-	-	10,374	2
Total	**-**	**24,615,813**	**1,211,281**	**-**	**24,612,611**	**243,831**

(*) Position translation differences due to appreciation of the year-end exchange rate (depreciation in the case of negative translation differences).

The additions in 2022 and 2021 to "Administrative Concessions" relate mainly to the following subgroups and/or concession operators.

(in thousands)	31/12/22		31/12/21	
	Currency	Euro	Currency	Euro
Arteris subgroup (Brazil, Brazilian real, BRL)	2,168,346	384,554	1,735,495	275,034
Sanef (France, euros)	151,976	151,976	183,401	183,401
A4 (Italy, euros)	96,932	96,932	70,043	70,043
Rco subgroup (Mexico, Mexican peso, MXN)	566,510	27,163	96,926	4,188
Chilean concession operators (Chile, Chilean peso, CLP)	3,745,453	4,140	592,825	614
Additions to administrative concessions	**-**	**664,765**	**-**	**533,280**

The additions shown are a result of investments made in the year in question mainly to expand the capacity of the toll road networks owned by these subgroups and/or concession operators.

In 2022 the capitalised borrowing costs amounted to EUR 66,444 thousand (2021: EUR 29,188 thousand) and related entirely to the extension and upgrade work carried out by the **Arteris** subgroup.

i) Goodwill

The detail of **Abertis'** goodwill broken down according to the business acquisitions giving rise to it is as follows:

	31/12/22	31/12/21
Toll roads		
Rco subgroup (1)	527,625	475,469
Trados	58,572	58,572
Erc subgroup (1)	12,967	12,211
Abertis	7,868,693	7,868,693
Goodwill	**8,467,857**	**8,414,945**

(1) Variation affected by the increase in the closing exchange rate of the Mexican peso and US dollar.

The main item of goodwill recognised at 2022 year-end (as was the case at 2021 year-end) relates to the goodwill allocated to the **Abertis** Group amounting to EUR 7,868,693 thousand which was recognised as a result of the PPA performed to account for the effects of the obtainment of control of the **Abertis** Group by its current shareholders after the merger of **Abertis** with Abertis Participaciones, S.A.U. effective 1 January 2019 (the previous carrying amount was derecognised in accordance with IFRS 3).

Also, in 2020, on the date of taking control, EUR 417,726 thousand and EUR 11,417 thousand were included relating to the goodwill allocated as a result of the inclusion of the **Rco** subgroup and **Erc** subgroup, respectively, in the scope of consolidation.

ii) Administrative concessions

Details of the main toll road administrative concessions (Note 25-c) are as follows:

	31/12/22	**31/12/21**
Hit/Sanef subgroup	9,126,388	9,912,778
Rco subgroup [(1)]	5,631,455	5,175,949
Autopista Central [(1)]	2,506,712	2,577,829
Erc [(1)]	2,188,600	2,105,015
Arteris subgroup [(1)]	2,079,108	1,663,732
Metropistas [(1)]	1,255,796	1,213,180
Aucat	1,000,881	1,063,118
Iberpistas/Castellana	763,693	825,608
A4 subgroup	519,853	623,417
Avasa	440,544	553,979
Túnels	438,303	470,356
Los Andes [(1)]	268,228	266,642
Rutas del Pacífico [(1)]	138,743	190,866
Aulesa	66,106	68,156
APR [(1)]	61,570	60,723
Trados	54,903	63,138
TTPL [(1)]	53,993	68,967
JEPL [(1)]	42,222	55,493
Libertadores [(1)]	23,270	28,302
Elqui [(1)]	-	5,445
Other [(1)]	29,723	30,592
	26,690,091	27,023,285
Administrative concessions (carrying amount)	**26,690,091**	**27,023,285**

(1) Administrative concessions associated with assets that operate in a currency other than the euro (mainly the Brazilian real, the Chilean peso, the Mexican peso and the US dollar) and whose value in euros was therefore affected by the change in the year-end exchange rate.

The changes in 2022 were due, in addition to the amortisation charge and the aforementioned exchange rate effect, mainly to:

- In the case of the **A4** subgroup, due to the impact of the asset impairment recognised during the year (see section iv) below).
- The end of the concession arrangement in **Elqui**.

The main changes in administrative concessions in 2021 were due, in addition to the amortisation charge and the aforementioned exchange rate effect, to:

- In the case of the **Arteris** subgroup, the impact of the asset impairment recognised in 2021 (see section iv) below).
- In the case of **Aucat**, the impact of the modification of the concession arrangement Government Agreement 186/2013 as explained in Note 11.i.c).
- The end of the concession arrangement in **Acesa** and **Invicat**.

iii) Other intangible assets

At 31 December 2022 and 2021, "Other Intangible Assets" includes mainly the intangible assets associated with the contractual relationships with customers that the **Abertis** Group company Bip&Go, S.A. has in its commercial transactions with customers and which arose as a result of the business combination relating to the acquisition of Abertis Infraestructuras, S.A. by Atlantia S.p.A., Actividades de Construcción y Servicios, S.A. and Hochtief Aktiengesellschaft and the subsequent merger with Abertis Participaciones, S.A.U., effective 1 January 2019.

iv) Impairment losses

As detailed in Notes 3-b and 3-c, at each reporting date (and at least at each year-end) the Group assesses whether there is any indication that any of the assets may have become impaired, such as a very significant drop in traffic and/or highly adverse changes in the main macroeconomic aggregates of the countries in which the assets are located (GDP, inflation, interest rates, etc.), taking into account the potential impact on the aggregates of the concession asset. If any such indication exists, or when an annual impairment test has to be performed (in the case of goodwill and intangible assets with an indefinite useful life), the Group estimates the recoverable amount of the asset, based on its fair value, for which purpose, as stated in the aforementioned Notes, the following steps were taken:

a) Administrative concessions

The fair value of the "Administrative Concessions" is determined as follows:

- The time in which it is estimated that the investment will generate cash flows (the term of the concessions operated by the toll road concession operators, of between 1 and 48 years) is determined.

  Projections for periods longer than five years are used, since concession infrastructure has a finite life and, therefore, the period over which cash flows are projected has been clearly restricted and defined (as indicated above, the remaining concession term is used).

- Before preparing the revenue and expense projections, the Group checks, inter alia, the changes in the most significant variables included in the impairment test for 2021, and the fulfilment of the key assumptions used in that test, against the results obtained in 2022, in order to assess any possible variances.

  In this regard, in 2022 the changes in the profit or loss from operations of the various cash-generating units have fuelled the sharp recovery in activity after the fall in activity in 2020 due to the Covid-19 pandemic (and subsequent rebound in 2021), which led to an increase in activity (ADT) of the Group of +8.2% (2021: +21.0%), thus affecting the operating projections considered in the impairment tests. This uptick in activity saw traffic flows exceed pre-pandemic levels in most countries in which the Group operates in 2022 (still slightly below in Europe).

  The detail of the increase in activity (ADT) in 2022 is as follows:

Activity (ADT)	2022	2021
Spain	9.8%	29.1%
France	10.7%	19.1%
Italy	10.1%	24.2%
Brazil	3.2%	8.7%
Chile	11.5%	40.7%
Mexico	7.6%	17.4%
USA	1.4%	15.9%
Puerto Rico	-0.3%	24.7%
Argentina	18.2%	55.3%
India	12.2%	28.4%
Abertis	8.2%	21.0%

- Revenue and expense projections are prepared using the following general criteria:
  - In the case of revenue, in order to estimate changes in tolls, the Group takes into consideration the official CPI forecast of each country in which investments are made (considering the corresponding toll revision formulas established in the concession arrangements of the various toll roads, based on changes in the local CPI and/or any specific adjustments).

    To estimate the activity of the toll road business (ADT), the benchmark used corresponded to the GDP growth forecasts made by the official agencies in each country (including any applicable corrections). The past performance of each investment with respect to GDP, the maturity of the infrastructure and other specific aspects that might affect the activity in the future, particularly those arising after Covid-19 and the current crisis in Ukraine, are also taken into account.
  - Expenses are estimated on the basis of the foreseeable changes in the CPI, the projected activity and the operating efficiency plans implemented by the Group.
  - Also, the impact of future infrastructure maintenance and upgrade work is considered on the basis of the best estimates available and the Group's experience, taking into account projected activity.

- The cash projections obtained from the revenue and expense projection described above are discounted at the rate in local currency resulting from adding to the long-term cost of risk-free money, the risk premium assigned by the market to each country where the activity takes place, the risk premium assigned by the market to each business (at long term, in both cases) and the target market financial structure of the related cash-generating unit.
  - Risk-Free Rate: the interest rate offered by long-term sovereign bonds. It is determined using current market data and estimates of equilibrium levels (using standard econometric models) in which the interest rates should be located, thus adjusting the returns that are at low rates due to the significant influence of public debt purchases carried out by central banks;

- Enterprise Risk Premium (ERP): measures the additional risk that is demanded of equities over and above the return on risk-free assets. It is determined using a combination of historical approaches (ex post), backed by external publications and studies of series of past yields, and prospective approaches (ex-ante), based on market publications, taking into account medium- and long-term profit expectations depending on the degree of maturity and development of each country; and
- Beta Coefficient: the multiplier of the market risk premium, considered as a systemic risk. It is estimated using series of historical prices of shares of comparable companies that are publicly traded, determining the correlation between the yield of the shares of the companies and the yield of the general index of the stock exchange of the country where their shares are listed. The main underlying data used in these calculations are obtained from external public sources of independent information of acknowledged prestige.

In general, the projections are based on the approved budgets for the following year and the most recent long-term projections prepared by management and taken into account by the Board of Directors, which take into consideration the recent historical trend and, this year, the effects of the economic crisis triggered by the Covid-19 pandemic and the crisis in Ukraine and subsequent recovery.

All of these considerations with regard to the most significant intangible assets (mainly administrative concessions) are summarised as follows:

2022		Cumulative annual growth (2023 - end of concession)				
Cash-generating unit	Last year projected (concession term)	CPI	Tolls	Activity (ADT)	Expenses	Discount rate (foreign currency)
Aucat	2039	2.1%	2.1%	1.5%	1.9%	5.0%
Iberpistas/Castellana	2029	1.8%	2.4%	1.7%	4.3%	5.0%
Avasa	2026	1.7%	3.1%	2.5%	3.2%	5.0%
Túnels	2037	2.1%	2.1%	1.4%	3.6%	5.0%
Spain						
Sanef	2031	1.8%	1.4%	1.6%	1.4%	4.2%
Sapn	2033	1.9%	1.2%	1.5%	1.4%	4.2%
Bip&Go	2033	1.9%	-	-	1.4%	4.2%
France						
Autostrada A4	2026	1.3%	2.1%	1.3%	1.8%	5.1%
Italy						
Arteris subgroup	2033-47	3.2%	4.0%	3.5%	1.1%	9.2%
Brazil						
Rutas del Pacífico	2024	3.0%	3.0%	2.8%	2.2%	6.6%
Andes	2036	2.7%	6.2%	3.2%	2.9%	6.6%
Libertadores	2026	3.0%	3.0%	1.5%	2.4%	6.6%
Autopista Central	2034	2.7%	2.7%	3.2%	4.5%	6.6%
Chile						
Rco	2048	2.8%	3.5%	2.6%	3.2%	8.0%
Coviqsa	2026	3.5%	4.1%	2.6%	3.2%	8.0%
Conipsa	2025	3.5%	4.1%	2.3%	4.0%	8.0%
Cotesa	2046	2.9%	2.3%	2.3%	4.2%	8.0%
Autovim	2039	2.9%	3.1%	2.1%	1.5%	8.0%
Mexico						
Erc	2070	2.0%	3.7%	0.8%	1.9%	5.8%
USA						
Metropistas	2061	2.0%	3.3%	1.1%	1.3%	9.8%
Apr	2044	2.0%	1.2%	0.6%	9.4%	9.8%
Puerto Rico						
TTPL	2027	4.7%	4.7%	6.9%	5.0%	8.1%
JEPL	2026	4.7%	4.9%	6.9%	5.3%	8.1%
India						

2021		Cumulative annual growth (2022 - end of concession)				
Cash-generating unit	Last year projected (concession term)	CPI	Tolls	Activity (ADT)	Expenses	Discount rate (foreign currency)
Aucat	2039	1.8%	1.7%	1.1%	1.6%	4.1%
Iberpistas/Castellana	2029	1.8%	1.7%	1.1%	3.1%	4.1%
Avasa	2026	1.7%	1.6%	1.9%	3.5%	4.1%
Túnels	2037	1.8%	1.7%	0.9%	0.1%	4.1%
Spain						
Sanef	2031	1.9%	1.1%	1.5%	1.3%	4.0%
Sapn	2033	1.9%	0.9%	1.4%	1.3%	4.0%
Bip&Go	2033	1.9%	-	-	1.8%	4.0%
France						
Autostrada A4	2026	1.6%	1.7%	0.6%	0.0%	4.3%
Italy						
Arteris subgroup	2033-47	3.1%	3.6%	3.7%	1.2%	8.5%
Brazil						
Rutas del Pacífico	2024	3.0%	3.2%	3.5%	3.4%	6.1%
Elqui (1)	2022	4.5%	5.4%	0.4%	3.2%	6.1%
Andes	2036	3.0%	6.5%	3.0%	1.3%	6.1%
Libertadores	2026	3.0%	2.7%	2.4%	3.6%	6.1%
Sol (1)	2022	4.5%	-	-	2.7%	6.1%
Autopista Central	2034	3.0%	3.0%	3.2%	3.6%	6.1%
Chile						
Rco	2048	3.0%	3.5%	2.5%	2.3%	7.5%
Coviqsa	2026	3.3%	3.4%	0.9%	5.0%	7.5%
Conipsa	2025	3.3%	3.4%	1.2%	3.7%	7.5%
Cotesa	2046	3.0%	3.6%	2.1%	2.6%	7.5%
Autovim	2039	3.0%	3.1%	2.3%	1.1%	7.5%
Mexico						
Erc	2070	2.1%	3.6%	0.8%	1.7%	5.7%
USA						
Metropistas	2061	2.0%	3.5%	1.2%	1.1%	9.7%
Apr	2044	2.0%	1.2%	0.5%	8.9%	9.7%
Puerto Rico						
TTPL	2026	5.1%	4.3%	8.3%	2.7%	7.8%
JEPL	2026	5.1%	4.5%	6.2%	2.9%	7.8%
India						

(1) Concessions expiring in 2022, so the accumulated growth percentages correspond to those of 2022, which, in the case of activity (ADT) and expenses, are affected by the impact of Covid-19 and subsequent recovery.

As a result of the impairment test on the assets and intangible assets of the **A4** subgroup concession operators (partly due to an increase in the discount rate and limited time to the end of the concession – December 2026), in 2022 impairment losses of EUR 38,135 thousand were recognised , which had a net impact on the profit or loss of **Abertis** of EUR 25,092 thousand (2021: reversal of impairment losses of EUR 20,018 miles thousand to the recoverable value thereof, with a net impact on the profit or loss of **Abertis** of EUR 12,994 thousand), relating to the write-down of the intangible assets of this cash-generating unit (concession infrastructure), with a charge to "Changes in Impairment Losses on Assets" in the accompanying consolidated statement of profit or loss.

In 2021, meanwhile, as a result of the impairment test on the assets and intangible assets of the **Arteris** subgroup concession operators (mainly due to a series of factors including an increase in capex costs and delay in certain regulatory procedures), in 2021 impairment losses of EUR 722,632 thousand were recognised, which had a net impact on the profit or loss of **Abertis** of EUR 200,171 thousand, relating to the write-down of the intangible assets of this cash-generating unit (concession infrastructure), with a charge to "Changes in Impairment Losses on Assets" in the accompanying consolidated statement of profit or loss.

For the other cash-generating units considered, the recoverable amount obtained (determined on the basis of fair value, as indicated above) from the estimates and projections available to the directors of the Group and of each of the companies/cash-generating units or groups of units to which the concession infrastructure is allocated (mainly concession arrangements revalued in various business combinations) means that it will be possible to recover the carrying amount of all the intangible assets recognised at 31 December 2022 and, therefore, there is no need, despite the cumulative effects of the Covid-19 pandemic and impacts on the economy of the ongoing Ukraine crisis, to recognise any impairment losses at 31 December 2022 (as at the end of 2021).

Also, the most significant aspects of the sensitivity analysis are that all the impairment tests withstand an increase in the discount rate of more than 100 basis points or an annual drop in the projected cash flows of up to 100 basis points, except for recently acquired assets and assets impaired in 2022 or 2021. This discloses a reasonable buffer against possible more adverse effects in the future.

b) Goodwill

The most significant goodwill existing at 31 December 2022 and 2021 relates to the goodwill of EUR 7,869 million (not tax deductible) disclosed by the PPA arising from the effects of the obtainment of control of the **Abertis** Group following the merger of **Abertis** with Abertis Participaciones, S.A.U.

The aforementioned goodwill is supported, inter alia, by the sustainability and strengthening of the Group's business through its growth capacity and strategy, as evidenced by the inclusion in 2020 of the **Rco** and **Erc** subgroups, together with the development of the current infrastructure concession portfolio of **Abertis**, which is considered to be a single cash-generating unit.

In this context, each year the Group compares the carrying amount of all the cash-generating units (CGUs), which includes the aforementioned goodwill, with the fair value obtained using the discounted cash flow valuation method based on the aforementioned methodology. In this regard, in accordance with IAS 36, the Group considered that the most appropriate methodology relates to the valuation of a finite projected period of five years (2023-2027) together with an estimate of a terminal value. Moreover, the hierarchy level as per IAS 36.130 (f) is Level 3, as indicated in Note 2-e.v.

Based on the budgets and the most recent long-term projections described in a) above, the preparation of the impairment test at 31 December 2022 on the goodwill of the **Abertis** Group was based on:

- The cash flow projections obtained from the income and expense projection for the whole **Abertis** Group for 2023-2027 prepared using the methods indicated in section a) above.
- To determine the terminal value, on the one hand, growth of 2% (also 2% in 2021) was applied to the free operating cash flow after tax for the last projected year, i.e., 2027, and, additionally, a cash outflow was considered for investments to perpetuity equal to the amortisation charge for the aforementioned period.

In 2022, the weighted discount rate applied (WACC in euros) to the cash flow projections was 5.77% (2021: 5.17%), and was determined using the aforementioned methodology. In the case of the terminal value, the WACC applied was increased by 2% (also 2% in 2021).

In relation to the result of the impairment test on goodwill, the recoverable amount obtained (determined based on fair value as indicated above) exceeds the carrying amount of the goodwill and of the other assets allocated, which will make it possible to recover the carrying amount recognised at 31 December 2022 and, therefore, there is no need to recognise any impairment losses (as was the case at the end of 2021).

Also, the most significant aspects of the sensitivity analysis are that the test withstands an increase in the discount rate of 100 basis points or an annual drop in the projected cash flows of up to 100 basis points. This discloses a reasonable buffer against possible more adverse effects in the future.

v) Other disclosures

Grants related to assets

The detail of the grants related to assets -which are taken to profit or loss on a straight-line basis over the useful life of the asset financed with a reduction in the amortisation charge for the year and are recognised as a reduction of other intangible assets (mainly "Administrative Concessions"), is as follows:

	2022		**2021**	
	Net grant	Amount allocated to profit or loss	Net grant	Amount allocated to profit or loss
Hit/Sanef subgroup [(1)]	82,652	6,769	85,949	6,759
Andes [(1)]	20,619	1,044	22,911	722
Other	267	604	871	41
	103,538	**8,417**	**109,731**	**7,522**

[(1)] Granted by the French Government in the case of Hit/Sanef and by the Chilean Ministry of Public Works in the case of Andes.

Investment obligations

In connection with the concession arrangements of the toll road concession operators, the Group has the following obligations to invest mainly in upgrading the infrastructure or increasing the capacity of its assets, which implies an additional gain for the Group due to a term extension, tariff increases or to other types of compensation. The total investment commitments at the end of December 2022 are approximately EUR 4,600 million, of which EUR 3,700 million would be pending execution on that date (EUR 4,100 million at the end of 2021, of which there were EUR 3,400 million pending execution in 2021).

At the end of 2022 (as in 2021), the aforementioned investment commitments include, mainly, those corresponding to the **Arteris** subgroup (especially in concession operators dependent on the federal government and in **Via Paulista,** tendered in 2017), the **Hit/Sanef** subgroup (the Plan Relance of French toll roads formalised in 2015, the Plan d'Investissement Autoroutier formalised in 2018 and the free-flow toll system of the A13 and A14 toll roads formalised in 2021), Chilean concession operators (the construction of the Quilicura Junction in the **Autopista Central**, provided that an agreement is reached for its compensation), Italian concession operator **A4** (primarily in the Valtrompia project), Argentine concession operators **Gco** and **Ausol** (Note 25-c) and the **Rco** Subgroup (the construction of the "Ramales" section in Mexico).

On the other hand, various investment commitments are maintained by virtue of various agreements entered with the granting entities (Note 11.i).

Additionally, in 2016, the **A4** subgroup received approval from the Comitato Interministeriale per la Programazione Economica (CIPE) to upgrade the A31 toll road by carrying out the "Valdastico Norte" project, which constituted confirmation that the term of the concession arrangement for the A4 and A31 toll roads would run until 31 December 2026 (Note 25-c). This project, whose purpose is to build a road interconnection corridor between the d'Astico Valley, the La Valsugana Valley and the Adige Valley (with an estimated total investment of close to EUR 2,200 million pursuant to the latest Economic and Financial Plan), entails numerous technical complexities and requires a consensus among public administrations on its route that has still not been reached. The Italian Ministry for Infrastructure and Transport has therefore instructed the concession operator of A4 not to consider any investment related with this project in the new Economic and Financial Plan for the concession, which s (as explained below) is still being negotiated.

In this regard, talks took place with the Italian Ministry for Transport Infrastructure (MIT) to renegotiate the conditions for defining the 2018-2026 Economic-Financial Plan. This plan was still being drawn up at the date of authorisation for issue of the accompanying annual accounts. These conditions include the stipulation that the investment in Valdastico Nord be extended beyond the date in the current concession arrangement (2026). Whatever the case, this extension does not affect the duration of the concession arrangement, which ends on 31 December 2026.

Guarantees

The companies listed below have provided guarantees to creditor banks in relation to their administrative concessions (Note 14):

	"Administrative Concessions" - carrying amount, net of accumulated amortisation and impairment losses	
	31/12/22	**31/12/21**
Red de Carreteras de Occidente, S.A.B. de C.V.	5,631,455	5,175,949
Sociedad Concesionaria Autopista Central, S.A.	2,506,712	2,577,829
Consolidated Arteris subgroup companies	2,079,108	1,663,732
Elisabeth River Crossing OpCo, LLc	2,188,600	2,105,015
Autopistas Metropolitanas de Puerto Rico, Llc.	1,255,796	1,213,180
Túnels de Barcelona i Cadí Concesionaria de la Generalitat de Cataluña, S.A.	438,303	470,356
Sociedad Concesionaria Autopista de Los Andes, S.A.	268,228	266,642
Sociedad Concesionaria Rutas del Pacífico, S.A.	138,743	190,866
Trichy Tollway Private Limited	53,993	68,967
Jadcherla Expressways Private Limited	42,222	55,493
Sociedad Concesionaria del Elqui, S.A.	-	5,445

Lastly, the Group takes out all the insurance policies it considers necessary to cover the risks that might affect investments in its infrastructure under the concession arrangements that it operates (Note 25-c).

8. INVESTMENTS IN ASSOCIATES AND INTERESTS IN JOINT VENTURES

The changes in "Investments in Associates and Interests in Joint Ventures" on the consolidated balance sheet were as follows:

	2022			2021		
	Interests in joint ventures	Investments in associates	Total	Interests in joint ventures	Investments in associates	Total
At 1 January	737	73,168	73,905	298	291,337	291,635
Decreases	-	(13)	(13)	-	(198,144)	(198,144)
Share of (loss)/profit [1] (Note 13-d.iii)	(6)	(14,972)	(14,978)	439	2,944	3,383
Translation differences	-	(8)	(8)	-	(254)	(254)
Accrued dividends (Note 24-c)	-	(14,198)	(14,198)	-	(11,878)	(11,878)
Cash flow hedges (Note 13)	-	(19,149)	(19,149)	-	(10,837)	(10,837)
Other	(66)	(184)	(250)	-	-	-
At 31 December	**665**	**24,644**	**25,309**	**737**	**73,168**	**73,905**

[1] The share of (loss)/profit is stated after tax and non-controlling interests.

The detail of the Group's investments in associates and interests in joint ventures located abroad is as follows:

	31/12/22		31/12/21	
	Currency	Euro	Currency	Euro
France (euro)	498	498	1,131	1,131
Colombia (Colombian peso, COP)	-	-	3,498,495	771
Italy (euro)	-	-	13	13
Investments in associates and interests in joint ventures located abroad	**-**	**498**	**-**	**1,915**

The most notable changes in 2022, in addition to the Group's share of profit or loss and the accrued dividends, are as follows:

- The disposals in the year related on the one hand to the winding up of Confederazione Autostrade and, on the other, to the sale of 40% of the investment in Coviandes and Coninvial (Note 2-h), giving rise to a gross gain of EUR 690 thousand (Note 20-e).

Also, the most notable changes in 2021, in addition to the Group's share of profit or loss and the accrued dividends, were as follows:

- The disposals in the year relate to the sale of 33.33% of the investment in RMG and 35.0% in Alienor (Note 2-h), giving rise to a gross gain of EUR 27,241 thousand (Note 20-e).
- The translation differences related mainly to Coninvial (due to the decrease in the year-end exchange rate of the Colombian peso).

The detail of the investments in associates and of the interests in companies under joint control (joint ventures), all of which are accounted for using the equity method based on their respective business segments, is as follows:

	Value of the investment [1]	
	31/12/22	**31/12/21**
Toll roads		
Areamed	665	737
Interests in joint ventures	665	737
Autema	17,908	66,291
Bip&Drive	6,064	4,760
Leonord	356	362
M-45 Conservación	174	202
Routalis	142	769
Coninvial	-	771
Confederazione Autostrade	-	13
Investments in associates [2]	24,644	73,168
Investments in associates and interests in jointly controlled entities	**25,309**	**73,905**

(1) At 31 December 2022 (as at the 2021 close) the value of the investments in associates and interests in jointly controlled entities accounted for using the equity method does not include any goodwill.

(2) Moreover, the Italian companies CIS and G.R.A di Padova and the Columbian company Coviandes were included in 2021, the value of which was EUR 0 thousand at 2021 year-end. These companies were disposed of in 2022.

As indicated in Note 2-g.i, if the Group’s share of the losses of an associate equals or exceeds its interest in the associate, the Group ceases to recognise its share of further losses, unless it has incurred obligations or has payment commitments on behalf of the associate.

In this context, and as in prior years, no additional losses were recognised in the case of the associates C.I.S. and G.R.A. di Padova until disposal, the carrying amount of which had been reduced to zero (and in the case of Irasa, Alazor and Ciralsa the carrying amount of the loans to them had also been reduced to zero).

The detail of the accumulated losses of these investees, based on the percentage of ownership held by **Abertis**, is as follows:

	31/12/22 [1]			31/12/21 [1]		
	Result for the year	Accumulated result from prior years	Total	Result for the year	Accumulated result from prior years	Total
C.I.S. [2]	-	-	-	-	1,570	1,570
G.R.A. di Padova [2]	-	-	-	-	308	308
	-	**-**	**-**	**-**	**1,878**	**1,878**

(1) Equity values as per the latest available annual accounts subject to the legally stipulated periods for authorisation for issue by the respective boards of directors.

(2) Associates of the **A4** subgroup in which **Abertis** held an ownership interest of 90.03% at 2021 year-end. These associates were disposed of in 2022.

i) Investments in Irasa, Alazor, Ciralsa and Autema

In relation to the ownership interests held by the Group in Irasa, Alazor and Ciralsa, since the companies had not passed the common phase of the insolvency proceedings as the various arrangement proposals submitted had not been approved, in 2017 the respective courts issued orders agreeing to the commencement of the liquidation phase and, consequently, the termination of the respective concession contracts was requested (in the case of Alazor and Irasa, the concession arrangements were operated by the investees Accesos and Henarsa, respectively). Subsequently, in March, April and May 2018, the concession infrastructure of these operators, R2 (Irasa), Circunvalación de Alicante (Ciralsa) and R3-R5 (Alazor), began to be managed by Sociedad Estatal de Infraestructuras del Transporte Terrestre, S.A. (Seittsa), which was subrogated to the activity and the personnel of the original operators. In this context and within the framework of the aforementioned irrevocable liquidation processes, the aforementioned concession infrastructure was replaced by the amount resulting from Governmental Liability (Responsabilidad Patrimonial de la Administración (RPA)).

Alazor

Alazor's shareholders and their guarantors, including **Iberpistas** and **Acesa**, entered into an agreement with Alazor's creditor banks to provide financial support. The following significant actions associated with this agreement are noteworthy, forming the legal and judicial backdrop to the situation at the 31 December 2022 close:

Action/Lawsuit	**Appeal/Ruling**
• Some of the creditor banks filed a claim against the shareholders and their guarantors for the enforcement of possible obligations with regard to a portion of the borrowings. In this regard, at the end of February 2014 the Group arranged the payment into court of a deposit for the amount claimed, totalling EUR 131 million.	• On 27 March 2015 an order enforcing the aforementioned judgement was received upholding the enforcement claim and ordering Alazor's shareholders to pay the amounts claimed. A payment request was made on 28 April 2025. – On 5 May 2015 the Group requested the court to suspend the payment request and on 11 May 2015 it filed an appeal against the enforcement order. – In May 2016 the court granted leave to proceed with the request of the enforcing banks and, therefore, EUR 89 million of the total EUR 131 million deposited into court by **Iberpistas** and **Acesa** were handed over to the banks. – On 19 September 2017 the Madrid Provincial Appellate Court handed down a decision on the appeal against the court judgement obliging payment to be made to the creditor banks, finding for the shareholders of Alazor and thereby setting aside the enforcement proceeding and ordering the creditor banks to refund the amounts they had received provisionally and the interest and costs borne.
• On 22 January 2019 an action in ordinary declaratory proceedings was lodged by five funds that claim to be current creditors of a portion of the bank debt of Alazor and Accesos, claiming from Alazor's shareholders and its guarantors certain financial contribution obligations arising from the aforementioned agreement to provide financial support (EUR 223.5 million relating to the guarantee they attribute to the Group companies).	• The Court of First Instance of Madrid No. 13 handed down judgement in November 2022 fully rejecting the claim filed by the Funds, which they have appealed before the Madrid Provincial Appellate Court. No judgement on this appeal had been issued at the date of authorisation for issue of the accompanying annual accounts.
• On 3 June 2019 an action in ordinary declaratory proceedings was lodged by the same agent bank of the syndicate of the current creditor banks of Alazor and Accesos, claiming from Alazor's shareholders and its guarantors certain financial contribution obligations arising from the aforementioned agreement to provide financial support (an additional EUR 175.6 million relating to the guarantee they attribute to the Group companies).	• The Court of First Instance of Madrid No. 26 handed down judgement in the second case, fully upholding the claim filed by the new agent of the syndicate of creditor banks and demanding **Iberpistas** and **Acesa** settle the amounts claimed plus interest. – **Iberpistas** and **Acesa** and the other defendants filed an appeal on 20 December 2021 before the Madrid Provincial Appellate Court, with no judgement having been issued at the date of authorisation for issue of the accompanying annual accounts.

In connection with the concession agreement of which Accesos de Madrid (solely owned by Alazor) was the holder, on 28 December 2021 the Council of Ministers announced the passing of the First Settlement Resolution setting the value of assets governed by the Administration of Accesos de Madrid (*Responsabilidad Patrimonial de la Administración*) at EUR 119 million (EUR 37 million of which indirectly attributable to the Group companies as it reduces exposure to risk) plus interest. A total of EUR 132 million was paid to the Funds for this in the first quarter of 2022 (EUR 41 million (gross) attributable taking into account the reduced risk to the Group companies).

It was expected that the Spanish Government would issue the pertinent interim and final resolutions setting the value of assets governed by the Administration, calculated as per the criteria deriving from the 28 January 2022 Supreme Court judgement (on the basis of the upholding of Appeal 311/2019 partially upholding the appeal lodged by the partners of Accesos Madrid against the interpretation of the method for calculating the value of assets governed by the Administration) in 2022, although this has not happened. It is expected that these administrative resolutions setting the value of assets governed by the Administration will be issued in 2023.

Thus, given no ruling has yet been handed down on the claims filed by the funds and therefore, some of the risks giving rise to the initial recognition of the provisions by the Group in prior years continue to exist at year-end, it has been considered reasonable to maintain some of the provisions to cater for potential future payments as a result of the guarantees given to Alazor's creditor banks (Note 18.ii).

Irasa

The following significant actions associated with the interest held in Irasa, the shareholders of which are **Iberpistas** and **Avasa** (which entered into an agreement with Irasa's creditor banks to provide financial support) are noteworthy, forming the legal and judicial backdrop to the situation at the 31 December 2022 close:

Action/Lawsuit	Appeal/Ruling
• On 2 October 2019 an action in ordinary declaratory proceedings was lodged by five funds that claim to be current creditors of a portion of the bank debt of Irasa, claiming from Irasa's shareholders and its guarantors certain financial contribution obligations arising from the aforementioned agreement to provide financial support (specifically EUR 141.4 million relating to the guarantee they attribute to the Abertis Group companies [(1)]).	• A response to this action was given on 21 October 2019, the preliminary hearing was held on 7 February 2022 and a judgement was handed down on 23 and 24 May 2022. • The Court of First Instance of Madrid No. 37 handed down judgement on 14 July 2022 fully rejecting the claim filed by the Funds. They have filed an appeal before the Madrid Provincial Appellate Court, which **Iberpistas** and **Avasa**, and the other partners, have challenged. This appeal remains unresolved at the date of authorisation for issue of these consolidated annual accounts.

[(1)] EUR 71 million corresponds to the guarantee attributable to **Iberpistas**, and **Abertis** as **Iberpistas' guarantor**.

In this regard, the Group and its advisers do not consider it likely that future payments will have to be made as a result of the support given to Irasa's creditor banks and, accordingly, no provision was recognised in this connection (as in prior years).

Lastly, as regards these investments, it is considered that with the provisions recognised in prior years the resolution of the aforementioned insolvency proceedings and lawsuits will not have a significant impact on these consolidated annual accounts.

In any event, **Abertis** will respond with as many legal actions as may be necessary to protect its interests and those of its shareholders.

Autema

Concerning the Group's equity stake in Autema, a claim was received on 18 October 2022 from Autema and its majority shareholder INCA against **Acesa** – the former's minority shareholder – for damages resulting from blocking a financial transaction involving the partial monetisation of an inflation-linked derivative (ILS) taken out by Autema.

There are insufficient grounds for the claim for damages caused by a minority shareholder acting alone, and no expert report was filed with it. **Acesa** challenged the claim on 16 November 2022.

The Group has not set aside a provision covering the sums claimed as it believes there are strong legal grounds for rejecting the claim against it.

ii) Joint ventures

The Group has interests in the following joint ventures accounted for using the equity method:

		% of ownership	
Company	Line of business	31/12/22	31/12/21
Areamed	Operation of toll road service areas	50.00%	50.00%

At 31 December 2022 and 2021, the joint ventures did not have any contingent liabilities or commitments to purchase property, plant and equipment or intangible assets of a significant value.

The financial information on the assets and liabilities and profit or loss for the year of the joint ventures detailed above (all of which are included in the toll roads operating segment), which are accounted for using the equity method, broken down by business segment, is summarised as follows:

	31/12/22		**31/12/21**	
	Areamed	Total	Areamed	Total
ASSETS				
Non-current assets	-	-	70	70
Current assets	5,127	5,127	7,520	7,520
	5,127	5,127	7,590	7,590
LIABILITIES				
Non-current liabilities	-	-	-	-
Current liabilities	3,797	3,797	7,261	7,261
	3,797	3,797	7,261	7,261
NET ASSETS	**1,330**	**1,330**	**329**	**329**
PROFIT OR LOSS				
Revenue	1,451	1,451	7,666	7,666
Expenses	(318)	(318)	(10,690)	(10,690)
Profit or loss attributable to shareholders of the Company	**1,133**	**1,133**	**(3,024)**	**(3,024)**

Note: These amounts are accounted for on the consolidated balance sheet and consolidated statement of profit or loss using the equity method and do not include consolidation adjustments.

iii) Impairment losses

In addition to the impairment tests referred to above, the Group performed impairment tests to determine the recoverability of the investments in associates as well as in companies under joint control (joint ventures). To perform these tests, the Group considered future cash flow projections in a manner similar to that indicated in Note 2-g.i.

A summary of all of these matters for the most significant assets is as follows:

2022		Cumulative annual growth (2023 - end of concession)			
Cash-generating unit	Last year projected (concession term)	CPI	Tolls	Activity (ADT)	Expenses
Autema	2037	2.2%	2.5%	1.4%	2.5%

(*) The discount rate (6.94%) applied to the cash flow projections has been determined in accordance with the methodology described above.

2021		Cumulative annual growth (2022 - end of concession)			
Cash-generating unit	Last year projected (concession term)	CPI	Tolls	Activity (ADT)	Expenses
Autema	2037	1.8%	1.8%	1.0%	2.0%

(*) The discount rate (6.82%) applied to the cash flow projections has been determined in accordance with the methodology described above.

It should be noted that in 2022 the evolution of the cash flows attributable to these cash-generating units was still marked by the effects of the Covid-19 pandemic (particularly in the first quarter of the year) and, therefore, the projections made include potential adverse effects associated with it. The same is true with regard to the prevailing economic situation deriving from the Ukraine crisis.

As a result of the impairment tests performed to verify the recoverability of the investments in associates and in companies under joint control (joint ventures), it became apparent that the cash flow projections attributable to these cash-generating units made it possible to recover the carrying amount thereof at 31 December 2022 and, therefore, no impairment losses were recognised at that date (as was the case at the end of 2021).

iv) Other disclosures

Also, as at 2022 year-end, at the end of 2021 there were no significant restrictions on the capacity of associates or joint ventures (companies under joint control) to transfer funds to the Parent in the form of dividends, debt repayments or advances other than such restrictions as might arise from the financing agreements of those associates or from their own financial situation, and there are no contingent liabilities relating to associates and joint ventures that might ultimately be assumed by the Group.

9. FINANCIAL ASSETS AT FAIR VALUE THROUGH EQUITY

The assets included in this line item include investments over which the Group does not have significant influence or control. As indicated in Note 3-d, these quoted and unquoted equity instruments are recognised at their fair value and the Group made the irrevocable election to recognise the changes in the fair value thereof in equity.

	2022	2021
At 1 January	29,006	54,013
Additions	-	34
Revaluation gains/(losses) recognised in other comprehensive income	11,000	(25,034)
Transfers to assets classified as held for sale and discontinued operations (Note 3-h).	-	(7)
At 31 December	**40,006**	**29,006**

"Revaluation Gains/(Losses) Recognised in Other Comprehensive Income" relate to the revaluation of the 4.23% ownership interest in Autostrade del Brennero, S.p.A. held by **A4** subgroup companies.

In 2021, "Revaluation Gains/(Losses) Recognised in Other Comprehensive Income" related to the revaluation loss on the 4.23% ownership interest in Autostrade del Brennero, S.p.A. (EUR -25,000 thousand) and of the 4.50% ownership interest held in Nogara Mare Adriatico ScPa (EUR -34 thousand). Both ownership interests held by the companies in the **A4** subgroup.

The detail of these equity instruments at 31 December 2022 and 2021 is as follows:

	31/12/22		31/12/21	
	% [(1)]	Value	% [(1)]	Value
Autostrada del Brennero, S.p.A.	4.23%	36,001	4.23%	25,001
Autovie Venete, S.p.A.	0.42%	1,779	0.42%	1,779
Interporto Padova, S.p.A.	3.26%	1,417	3.26%	1,417
Other	-	809	-	809
Equity instruments at fair value through equity	**-**	**40,006**	**-**	**29,006**

(1) Percentage of direct ownership held by companies in the **A4** subgroup in which **Abertis** holds an ownership interest of 91.26% (2021: 90.03%).

10. DERIVATIVE FINANCIAL INSTRUMENTS

The detail of the fair value of the derivative financial instruments at year-end is as follows:

	31/12/22		31/12/21	
	Assets	Liabilities	Assets	Liabilities
Interest rate swaps:				
Cash flow hedges	435,071	239	705	26,922
Fair value hedges	-	-	-	-
Derivatives not designated as accounting or financial hedges	-	-	-	-
Interest rate and/or cross currency swaps:				
Cash flow hedges (1)	10,509	153,480	12,745	135,359
Hedges of a net investment in a foreign operation	-	-	38,797	-
Fair value hedges	-	-	-	-
Derivatives not designated as accounting or financial hedges	-	-	-	-
Derivative financial instruments	**445,580**	**153,719**	**52,247**	**162,281**
Interest rate swaps and cross currency interest rate swaps:				
Cash flow hedges	435,071	153,719	13,450	156,456
Hedges of a net investment in a foreign operation	-	-	-	-
Fair value hedges	-	-	-	-
Derivatives not designated as accounting or financial hedges	-	-	-	-
Non-current portion	**435,071**	**153,719**	**13,450**	**156,456**
Current portion	**10,509**	**-**	**38,797**	**5,825**

(1) At the 31 December 2022 close, includes a liability of EUR 14,636 thousand corresponding to the cross-currency interest rate swap arranged to hedge the financial risk of a debt in Pounds sterling and converting a GBP fixed-interest issue into EUR fixed-interest debt. This financial instrument has been recognised in accordance with the general rules in IFRS 9 on the recognition of derivative financial instruments at fair value (2021 close: an asset of EUR 8,519 thousand).

The Group has arranged interest rate swaps and interest rate and/or cross currency swaps, in accordance with the financial risk management policy described in Note 4.

The detail of the derivative financial instruments at 31 December 2022 and 2021, by type of swap, showing their notional or contractual values, expiry dates and fair values, is as follows:

31/12/22	Notional value	2023	2024	2025	2026	2027	Subsequent years	Net fair value
Interest rate swaps:								
Cash flow hedges	4,891,080	-	821,624	1,445,414	1,050,000	1,475,000	99,042	434,832
Fair value hedges	-	-	-	-	-	-	-	-
Derivatives not designated as accounting or financial hedges	-	-	-	-	-	-	-	-
	4,891,080	**-**	**821,624**	**1,445,414**	**1,050,000**	**1,475,000**	**99,042**	**434,832**
Interest rate and/or cross currency swaps:								
Cash flow hedges	950,238	100,000	-	-	572,656	-	277,582	(142,971)
Hedges of a net investment in a foreign operation	-	-	-	-	-	-	-	-
Fair value hedges	-	-	-	-	-	-	-	-
Derivatives not designated as accounting or financial hedges	-	-	-	-	-	-	-	-
	950,238	**100,000**	**-**	**-**	**572,656**	**-**	**277,582**	**(142,971)**

31/12/21	Notional value	2022	2023	2024	2025	2026	Subsequent years	Net fair value
Interest rate swaps:								
Cash flow hedges	349,180	11,901	57,255	85,771	94,192	3,677	96,384	(26,217)
Fair value hedges	-	-	-	-	-	-	-	-
Derivatives not designated as accounting or financial hedges	-	-	-	-	-	-	-	-
	349,180	**11,901**	**57,255**	**85,771**	**94,192**	**3,677**	**96,384**	**(26,217)**
Interest rate and/or cross currency swaps:								
Cash flow hedges	1,002,231	65,878	122,685	30,722	31,999	500,738	250,209	(122,614)
Hedges of a net investment in a foreign operation	80,000	80,000	-	-	-	-	-	38,797
Fair value hedges	-	-	-	-	-	-	-	-
Derivatives not designated as accounting or financial hedges	-	-	-	-	-	-	-	-
	1,082,231	**145,878**	**122,685**	**30,722**	**31,999**	**500,738**	**250,209**	**(83,817)**

a) Interest rate swaps

The notional principal amount of the interest rate swaps outstanding at 31 December 2022 totalled EUR 4,891,080 thousand (2021: EUR 349,180 thousand), and the fixed interest rates ranged from 1.28% to 9.09% (2021: from 0.65% to 9.09%) with Euribor as the main floating interest benchmark rate.

Interest rate swaps totalling EUR 19,500 thousand were cancelled early in 2022 following the early repayment of the loan taken out by the investee **Avasa** (Note 14).

The main new interest rate swaps arranged in 2022 were as follows:

- Between March and July 2022, **Abertis** and **Hit**, in anticipation of future debt issues to be carried out in the coming years in accordance with the Group's business plan, arranged new interest rate swaps for a total of EUR 3,991 million and EUR 600 million. These have been classified as accounting hedges since the requirements for such classification were met given, inter alia, that these debt issues were considered to be highly probable transactions.

No new interest rate swaps were arranged in 2021 and none were cancelled early.

b) Cross currency interest rate swaps

In 2022 no interest rate and/or cross currency swap transactions were settled early or arranged, while the following instruments expired during the year:

- In **Abertis,** the cross currency interest rate swaps to hedge its net investment in the **Arteris** Group in Brazil. These hedges had a nominal value of BRL 259,692 thousand and an equivalent euro value of EUR 80,000 thousand.
- In **Arteris**, the cross currency interest rate swap for a nominal value of USD 50,000 thousand, whereby it converted a loan of USD 50 million bearing fixed interest into an account payable in Brazilian real and bearing floating interest tied to the CDI rate.

In 2021 no interest rate and/or cross currency swaps in currencies other than the euro were settled early, although the following transactions were completed:

- At the end of March **Abertis** arranged a hedge in US dollars for USD 117,500 thousand (equivalent euro value of EUR 100,000 thousand), to mitigate the risk of drawing down the same amount on an existing multi-currency loan in US dollars.
- In addition, **Abertis** arranged several cross currency interest rate swaps to hedge its net investment in the **Arteris** Group in Brazil. These hedges had a nominal value of BRL 259,692 thousand and an equivalent euro value of EUR 80,000 thousand and were set to expire in 2022.
- **Arteris** arranged a cross currency interest rate swap for a nominal value of USD 50,000 thousand (an equivalent euro value of EUR 44,146 thousand at 2021 year-end), whereby it converted a loan of USD 50 million bearing fixed interest into an account payable in Brazilian real and bearing floating interest tied to the CDI rate. These hedges were set to expire in 2022.

As a result of all the foregoing, the detail of the main interest rate and/or cross currency swaps held by the Group at 31 December 2022 and 2021 is as follows:

			31/12/22			**31/12/21**		
			Notional value			Notional value		
Company	Purpose of the hedge	Hedged currency	Currency	Euro	Expiry date	Currency	Euro	Expiry date
Abertis	Conversion of a USD floating-interest loan tied to the Libor into a debt in EUR bearing floating interest tied to the Euribor	US dollar (USD)	117,750	100,000	Associated with the maturity of the debt in 2023	117,750	100,000	Associated with the maturity of the debt in 2023
Abertis	Conversion of a GBP fixed-interest issue into EUR fixed-interest debt	Pound sterling (GBP)	400,000	467,181	Associated with the maturity of the debt in 2026	400,000	467,181	Associated with the maturity of the debt in 2026
Abertis Finance	Conversion of a JPY fixed-interest issue into EUR fixed-interest debt	Japanese yen (JPY)	20,000,000	153,610	Associated with the maturity of the debt in 2039	20,000,000	153,610	Associated with the maturity of the debt in 2039
Los Andes	Converts a loan in CLP into a loan in CLF (2022: CLF 4,903, 2021: CLF 5,028).	Chilean peso (CLP)	112,163,151	123,972	2034	115,028,452	119,203	2034
Autopista Central	Removes the exchange rate risk associated with a USD-denominated bond placement	US dollar (USD)	112,500	105,475	2026	133,750	118,091	2026
Abertis	A portion of the net investment in the Arteris subgroup (1)	Brazilian real (BRL)	-	-	-	259,692	80,000	2022
Arteris	Conversion of a USD fixed-interest loan into a debt in BRL bearing floating interest tied to the CDI rate	US dollar (USD)	-	-	-	50,000	44,146	Associated with the maturity of the debt in 2022
				950,238			**1,082,231**	

(1) Through several cross currency interest rate swaps.

c) Other disclosures

With regard to the derivative financial instruments arranged by the Group in force at 31 December, the detail of the expected net settlements, excluding credit risk adjustments, over the coming years is as follows:

	31/12/22			**31/12/21**		
	2023	2024-25	Subsequent years	2022	2023-24	Subsequent years
Projected net settlements (collections/ payments) (*)	7,420	20,348	264,308	29,908	(9,043)	(139,193)

(*) Excluding adjustments for credit risk.

11. OTHER FINANCIAL AND NON-FINANCIAL ASSETS

The detail of other financial assets (excluding the derivative financial instruments detailed in Note 10) and of the non-financial assets at 31 December 2022 and 2021 is as follows:

		31/12/22			31/12/21		
		Non-current	Current	Total	Non-current	Current	Total
Financial assets:							
Concession arrangements - financial asset model		1,216,510	63,840	1,280,350	1,081,777	1,192,446	2,274,223
Impairment (expected loss)	vii)	(187,786)	-	(187,786)	(148,229)	(18,427)	(166,656)
	i)	**1,028,724**	**63,840**	**1,092,564**	**933,548**	**1,174,019**	**2,107,567**
Receivables from companies accounted for using the equity method and other related parties:							
Loans		83,325	145	83,470	83,419	172	83,591
Impairment		(82,675)	(52)	(82,727)	(82,719)	(148)	(82,867)
	ii)	**650**	**93**	**743**	**700**	**24**	**724**
Other financial assets		302,232	170,404	472,636	220,408	172,141	392,549
Impairment (expected loss)	vii)	(657)	(3,274)	(3,931)	(260)	(2,606)	(2,866)
	iii)	**301,575**	**167,130**	**468,705**	**220,148**	**169,535**	**389,683**
Non-financial assets:							
Trade receivables		-	960,141	960,141	-	772,200	772,200
Allowance for doubtful debts (impairment loss)		-	(264,327)	(264,327)	-	(175,513)	(175,513)
	iv)	**-**	**695,814**	**695,814**	**-**	**596,687**	**596,687**
Current tax assets	**v)**	**-**	**194,476**	**194,476**	**-**	**214,720**	**214,720**
Other accounts receivable		3,184	225,713	228,897	2,193	384,181	386,374
Impairment (expected loss)	vii)	(676)	(4,090)	(4,766)	(3)	(5,126)	(5,129)
Other assets	**vi)**	**2,508**	**221,623**	**224,131**	**2,190**	**379,055**	**381,245**

The debtor balances shown in the table above are at amortised cost.

At 31 December 2022 (as at the end of 2021), the financial assets of **Abertis** did not include any sovereign debt.

i) Concession arrangements - financial asset model

The changes in the non-current and current receivables from public authorities were as follows:

	Concession arrangements - financial asset model					
	2022			2021		
	Non-current	Current	Total	Non-current	Current	Total
At 1 January	933,548	1,174,019	2,107,567	2,072,707	98,176	2,170,883
Additions due to investments made in the year	9,312	-	9,312	8,562	-	8,562
Charge to the consolidated statement of profit or loss:						
- Due to economic compensation (revenue)	6,837	-	6,837	29,935	-	29,935
- Due to financial compensation (Note 20-e) (1)	111,356	-	111,356	238,120	-	238,120
- Due to compensation pursuant to Section B of Schedule 3 of Royal Decree 457/2006 (Note 20-e) (2)	-	-	-	98,873	-	98,873
- Due to financial impact for changes in financial assets under IFRIC 12 (section vii) and Note 20-e)	(124,044)	-	(124,044)	(49,139)	-	(49,139)
- Due to valuation adjustment of economic compensation (revenue) (sections i.a and i.b)) (3)	-	-	-	(7,119)	-	(7,119)
- Due to impairment of the financial compensation (section i.b) and Note 20-e)	-	-	-	(59,494)	-	(59,494)
- Due to expected loss (section vii) and Note 20-e)	(24,205)	18,427	(5,778)	(23,130)	-	(23,130)
Transfers (4)	18,656	108,049	126,705	(1,414,371)	1,158,439	(255,932)
Collections	-	(1,239,882)	(1,239,882)	-	(78,791)	(78,791)
Other	6,254	194	6,448	10,718	-	10,718
Exchange differences	91,010	3,033	94,043	27,886	(3,805)	24,081
At 31 December	**1,028,724**	**63,840**	**1,092,564**	**933,548**	**1,174,019**	**2,107,567**

(1) In 2021, included EUR 78,241 thousand for the discounting of the traffic compensation due to the widening of alternative roads as per Royal Decree 457/2006 (**Acesa**). See section i.a) of this note.

(2) In 2021, included EUR 87,931 thousand associated with the traffic compensation due to the widening of alternative roads as per Royal Decree 457/2006 (**Acesa**). See section i.a) of this note.

(3) In 2021, included EUR 203,140 thousand associated with the traffic compensation due to the widening of alternative roads as per Royal Decree 457/2006 (Acesa), and EUR -210,259 thousand associated with the impairment of the margin guarantee compensation balance of the Maresme Framework Agreement. See sections i.a) and i.b) of this note.

(4) Transfers in 2022 mainly include the transfer following the contractual amendment to the concession agreement of **Fluminense** described in Note 25-c resulting in a net intangible asset of EUR 126,705 thousand, and the impact associated with the collection of EUR 143,207 thousand corresponding to the balance receivable in accordance with Section B of Annex 3 of Royal Decree 457/2006 (**Acesa**), described in section i.g) of this note.

In 2021, transfers included the balances receivable in 2022 in relation to Royal Decree 457/2006 (**Acesa**), Royal Decree 483/1995 (**Invicat**), Government Agreements 185/2013 and 186/2013 (**Invicat** and **Aucat**), and the reclassification to intangible assets of the net revaluation recognised effective 1 January 2019 and associated with the obtainment of control of Abertis and the subsequent merger with Abertis Participaciones following the contractual modification of Government Agreement 186/2013 (**Aucat**), described in section i.c) of this note.

Applications in 2022 related to:

- The collection of EUR 926,459 thousand and EUR 143,207 thousand by **Acesa**, corresponding, respectively, to the value of the compensation as per Royal Decree 457/2006 and the balance receivable given in the stipulations in section B of Annex 3 of the same agreement (see sections a) and g) of this note).
- The collection by **Invicat** and **Aucat** of EUR 83,958 thousand and EUR 35,290 thousand in relation, respectively, with Government Agreements 483/1995 and 123/2021 entered into with the Catalonia Autonomous Community Government.
- The collection of EUR 26,035 thousand in relation to the minimum guaranteed revenue and/or other guarantees in the concession arrangements of **Libertadores** (see section e) of this note).
- The collection of EUR 24,701 thousand in relation to the minimum guaranteed revenue and/or other guarantees in the concession arrangements of **Coviqsa** and **Conipsa** (see section e) of this note).
- The collection of EUR 232 thousand in relation to the unconditional right to collection in the concession arrangements of **Gco** and **Ausol** (see section f) of this note).

Applications in 2021 related to:

- The collection of EUR 57,606 thousand in relation to the minimum guaranteed revenue and other guarantees in the concession arrangements of **Elqui** and **Libertadores** (see section e) of this note).
- The collection of EUR 20,833 thousand in relation to the minimum guaranteed revenue and other guarantees in the concession arrangements of **Coviqsa** and **Conipsa** (see section e) of this note).
- The collection of EUR 352 thousand in relation to the unconditional right to collection in the concession arrangements of **Gco** and **Ausol** (see section f) of this note).

"Concession Arrangements - Financial Asset Model" includes the amounts receivable from grantors under various agreements entered into with them (toll rebates, free services, compensation and other). Some of these agreements were recognised, in accordance with IFRIC 12, as a receivable from the grantor through application of either the bifurcated model or the financial asset model, as indicated in Note 3-d.ii. These balances receivable earn the related interest.

The detail of these agreements classified under "Concession Arrangements - Financial Asset", excluding the accounting effects arising from the net revaluation recognised effective 1 January 2019 associated with the obtainment of control of **Abertis** and the subsequent merger with Abertis Participaciones, is as follows:

		31/12/22				31/12/21			
		Concession arrangements - financial asset model				Concession arrangements - financial asset model			
		Non-current	Current	Economic compensation (revenue) for the period [1]	Financial compensation for the period [1]	Non-current	Current	Economic compensation (revenue) for the year [1]	Financial compensation for the year [1]
Arising from agreements entered into with the grantor:									
Royal Decree 457/2006 (**Acesa**)	a)	408,645	-	-	-	281,380	1,053,719	-	122,004
Royal Decree 483/1995 (**Invicat**)	b)	-	-	-	-	-	58,124	22,682	12,663
GOV. 123/2021 (**Aucat**)	c)	-	538	-	-	-	61,469	14,901	2,189
Royal Decree 971/2011 (**Castellana**)	d)	192,579	-	(8,687)	12,284	188,982	-	(7,648)	11,998
Royal Decree 1467/2008 (**Iberpistas**)	-	-	23,753	-	-	-	23,753	-	-
Arising from minimum guaranteed revenue and other guarantees in the concession arrangement (application of bifurcated model)									
Elqui	e)	-	-	-	-	-	-	-	2,325
Libertadores	e)	42,211	23,392	-	8,344	51,707	15,757	-	9,339
Coviqsa	e)	27,340	8,771	-	5,779	29,794	7,895	-	4,890
Conipsa	e)	26,916	7,386	-	4,765	30,828	7,542	-	4,664
Fluminense	e)	132,649	-	10,040	(292)	-	-	-	-
Arising from minimum guaranteed revenue (application of the financial asset model):									
Ausol	f)	187,586	-	5,484	30,763	140,520	-	-	29,779
Gco	f)	104,805	-	-	14,613	120,949	-	-	13,591
Other:									
Other	g)	92,715	-	-	-	235,922	-	-	98,873
		1,215,446	**63,840**	**6,837**	**76,256**	**1,080,082**	**1,228,259**	**29,935**	**312,315**
Net revaluation at year-end due to the obtainment of control of **Abertis** and merger with Abertis Participaciones		1,064	-	-	35,100	1,695	(35,813)	-	24,678
Concession arrangements - financial asset model		**1,216,510**	**63,840**	**6,837**	**111,356**	**1,081,777**	**1,192,446**	**29,935**	**336,993**

[1] Amounts included under "Concession Arrangements".

At the end of each reporting period a portion of these balances receivable from public authorities is subject to review as part of the audits performed by the grantor.

a) Royal Decree 457/2006 (**Acesa**)

Royal Decree 457/2006 approved the Agreement between the Spanish Government and **Acesa** to modify certain terms of the Barcelona-La Jonquera, Barcelona-Tarragona, Montmeló-El Papiol and Zaragoza-Mediterráneo toll road concessions.

This Agreement envisaged, inter alia, the building of an additional lane on certain stretches of the AP-7 toll road, implementing a closed-toll system and granting free transit and discounts in certain cases, as well as **Acesa's** waiver of its right to claim any possible indemnities as a result of the effect that the widening of the N-II and CN-340 roads could have on traffic.

The Agreement established that the difference in revenue resulting from the difference between actual traffic and the amount of traffic specified in the Royal Decree until the end of the concession will be added to or subtracted from the investments made in the compensation account created to restore the economic and financial feasibility that was altered by the obligations assumed by **Acesa**. The adjusted amount in this compensation account would be received by the concession operator at the end of the concession, once the term of the concession has expired, if the economic and financial feasibility has not been restored.

The grantor thus secured the undertaking of the concession operator to carry out extension work not included in the concession arrangement, to waive any indemnity that it might be entitled to receive as a result of parallel roads and to give certain rebates and discounts. The grantor is not, however, required to make any payment for the projects and waivers, although it is required to assume a risk relating to the possibility that traffic might not exceed certain thresholds.

A breakdown by item of this compensation account balance, as per the Group’s interpretation of Royal Decree 457/2006 at the end of the concession arrangement on 31 August 2021 (and at the 31 December 2021 close), along with the subsequent movement thereof in 2022 as a result of the sums received from the grantor are as follows:

	31/12/21	Collection [3]	31/12/22
Investments made since 2006	557,946	(505,581)	52,365
Interest cost relating to the investments	495,773	(437,776)	57,997
Balance of compensation for investments	**1,053,719**	**(943,357)**	**110,362**
Compensation for guaranteed traffic	2,203,750	7,143	2,210,893
Interest cost relating to the guaranteed traffic balance	889,780	9,755	899,535
Balance of compensation for guaranteed traffic [1]	**3,093,530**	**16,898**	**3,110,428**
Balance relating to Royal Decree 457/2006 (Acesa) [2]	**4,147,249**	**(926,459)**	**3,220,790**

(1) As detailed in this section, since 1 January 2015, compensation for guaranteed traffic ceased to be recognised on the consolidated statement of profit or loss; the related balance at 31 December 2014 was also provisioned in full in 2015. Despite the disagreements with the Ministry of Transport, Mobility and Urban Agenda (formerly the Ministry of Public Works), the Group has included in the breakdown the balance of compensation for guaranteed traffic at the 31 December 2022 close, as per its interpretation of Royal Decree 457/2006. This figure corresponds to the balance at the end of the concession arrangement on 31 August 2021 based on the final difference between actual traffic and the traffic levels envisaged in Royal Decree 457/2006. It does not include any interest that would be accrued as from the due date stipulated in the agreement.

(2) In the indicated balance of the account receivable it is not included the item "Others" of the caption "Concession agreements - financial asset" corresponding to the balance receivable by the Group by virtue of the provisions of Section B of Schedule 3 of the agreement signed between **Acesa** and the General State Administration (Royal Decree 457/2006), whereby the latter compensates the former for the Income Tax paid or to be paid by it in relation to the financial capitalization of the balance. See section g) of this note.

(3) The sum collected in February 2022 comprises the balance settled for investments totalling EUR 943 million and the Administration's interpretation of the compensation for guarantee traffic which excludes the operating margin spread for 2007 (only year where it is negative), along with the related interest cost of EUR -17 million. The total sum collected therefore totals EUR 1,070 million, net of the tax effect

That said, previously, Royal Decree 457/2006 and the Agreement that it approved received favourable reports from the various technical services of the Ministry of Transports, Mobility and Urban Agenda (previously the Ministry of Public Works) and the Ministry of Finance as well as from the Government Advisory Council, with the latter expressly stating that it had no objections to contractual amendment on the grounds of legality, even though it did emphasise its uniqueness. The following significant actions after its approval are noteworthy, forming the legal and judicial backdrop to the situation at the 31 December 2022 close:

Financial year	**Action/Opinion Administrative review [1]**	**Appeal/Ruling/Report**
2006-2010	• The administrative review and audits of **Acesa's** annual accounts included no objections to the compensation calculation and accounting treatment of the compensation account set forth in the Agreement.	• N/A.
2011 [2]	• The Administrative Review recognised the amounts accrued in the year and the compensation balance payable to **Acesa**, calculated using the same methodology, although it raised questions as to the interpretation of the compensation for guaranteed revenue due to the decrease in traffic as a result of the economic downturn and proposed that a provision be recognised for this revenue until these issues were clarified.	• Administrative appeal against the 2011 Administrative Review: – Rejected in 2015. The decision to reject stipulates that any administrative review of **Acesa** would not consider the compensation for guaranteed traffic (and corresponding discounting thereof) as part of the agreement balance. Certain disagreements also remained concerning the accounting treatment of the investment made and the related interest cost. • Appeal for a judicial review before the Madrid High Court filed by **Acesa** against the aforementioned ruling: – Upheld in full in a ruling passed on 7 March 2017, rendering null and void the Administrative Review of 2011 and equally the 2006 decision of the Government Advisory Council (therefore contradicting the 2014 decision of the Government Advisory Council, see description in 2013), and determining that the AP-7 Agreement was valid and effective for all purposes. • Cassation appeal against this ruling at the Supreme Court filed by the Ministry of Transport, Mobility and Urban Agenda: – The Supreme Court handed down a judgement on 12 February 2020 upholding the cassation appeal and thereby rendering null and void the judgement of 7 March 2017. The stance taken in the judgement was that the reviews by the Regional Government Office were acts merely for information purposes and not binding upon the concession operators and that the review of 2011 that held that the balances under the Agreement should be deemed to be an intangible asset and, therefore, the balance that should be paid to the concession operator would not be known until 31 August 2021, should be maintained. • **Acesa** initiated extraordinary proceedings against this judgement in accordance with the law, which have not proved successful. There is, however, still an option to file a complaint with the European authorities when appropriate.
2012 [2]	• The Administrative Review also did not include any recommendation to recognise a provision, although it did reiterate the matters referred to in the Administrative Review of 2011.	• N/A.
2013 [2]	• The Ministry of Transport, Mobility and Urban Agenda has requested an opinion from the Government Advisory Council with a view to resolving the differences of interpretation raised in the Administrative Review of 2011 and raising the possibility of unilaterally modifying the agreement entered into with **Acesa** (see details below).	

Financial year	**Action/Opinion Administrative review [1]**	**Appeal/Ruling/Report**
2013 [2]	Opinions and reports issued at the request of the Ministry of Transport, Mobility and Urban Agenda (of which the Group was informed in 2015): • Report from the Spanish State Legal Service as to whether the compensation formula could be revised ex officio in order to exclude the effect of the decrease in traffic resulting from the economic downturn and, if not, whether the Royal Decree and the Agreement could be amended unilaterally pursuant to the Spanish Toll Roads Law or the "rebus sic stantibus" clause: – A review of the compensation formula governed by the Royal Decree and the Agreement was not warranted, since the amendment was contractually valid and because the four-year deadline for declaring it detrimental to the public interest had elapsed. – Unilaterally amending the Royal Decree and the Agreement which it approved would also not be warranted, either under the Toll Roads Law or under the "rebus sic stantibus" clause. Regarding the latter, the report stated that a decrease in traffic is not a wholly unforeseeable circumstance, given that the nature of this factor is to fluctuate and vary, especially over a period as lengthy as 16 years. • A new opinion from the Government Advisory Council, that concludes, among other aspects: – The concession operator does not have a vested right to the annual compensation balances and, consequently, any annual accounts that include amounts accrued as a result of decreased toll road traffic should not receive a favourable review. – The compensation system set forth in the Agreement does not cover possible compensation for decreases in toll road traffic other than decreases that are caused by the widening of the N-II and CN-340 roads (which, in the opinion of the Government Advisory Council, has not occurred) and that exceed the maximum amount of the investments made. – Since there has been no imbalance in the performance of the Agreement, the Agreement should not be unilaterally amended. – In the case of the Agreement in question, the provisions set out in Directive 2014/23/EU of 26 February on the award of concession contracts must be taken into account	• In 2014 the State Legal Service concluded, as had the Government lawyer for the Ministry of Transport, Mobility and Urban Agenda in 2006 and the opinion of the Government Advisory Council in 2006, that the Agreement approved by Royal Decree 457/2006 is valid and legally effective, and therefore it may not be unilaterally amended by the Administration. • However, the new decision of the Government Advisory Council in 2014 expressly rendered its previous 2006 decision null and void. It justified, from a legal standpoint, its change of stance on the basis that: – The novation agreement to amend the Agreement does not permit the traffic risk to be transferred; – The regulated participating loans subsequently rendered the forecasts of guaranteed traffic set forth in the Agreement void; and – Directive 2014/23/EU of 26 February[4] on the award of concession contracts requires the concession operator to assume the demand risk. Accordingly, it does not accept the compensation balance for guaranteed traffic. However, the Government Advisory Council did emphasise that the concession operator could authorise for issue and approve its annual accounts as it considered fit, although the review would be unfavourable if it continued to apply the same accounting policy, and that if the Ministry considers that the compensation account included the effect of the decrease in traffic it may amend Royal Decree 457/2006 and the Agreement it approved using administrative powers, including the application of the "rebus sic stantibus" clause.

Financial year	Action/Opinion Administrative review [(1)]	Appeal/Ruling/Report
2014-2020 [(2)]	• The Administrative Reviews confirmed the stance adopted in the 2014 decision of the Government Advisory Council, in relation to both the balance of the compensation and the investments made and the related interest cost.	• **Acesa** filed appeals to a superior administrative body against these Administrative Reviews: – These appeals were not expressly resolved by the Government by the corresponding deadline and therefore, **Acesa** filed appeals for judicial review. – A formal decision had only been handed down in relation to the appeals against the 2016 to 2020 Administrative Reviews, which the Ministry rejected as it considered that the reviewed party had no right to appeal them, as they were non-binding mere opinions for information purposes. – **Acesa** filed against these administrative decisions the court appeals that it considered appropriate in defence of its lawful interests, either by filing new judicial remedies or expanding existing ones.

(1) Review by the Regional Government Office of the toll road concession operators of the Ministry of Transport, Mobility and Urban Agenda.

(2) The statutory auditor's reports on the annual accounts of **Acesa** for the years ended 31 December 2011, 2012, 2013 and 2014 were not qualified in this connection.

(3) The participating loans referred to by the Government Advisory Council in its decision in 2014 and regulated by the Budget Laws did not refer to **Acesa**. There is also no mechanism that enables the application thereof in its favour and they were unconnected with the effects of the Agreement.

(4) The transposition into Spanish domestic legislation in 2017, under no circumstances, enables it to be applied retrospectively.

Acesa and the Group have legal opinions from renowned law firms validating the Group’s position and therefore, in view of the differing interpretations made by the parties, the following proceedings were initiated:

Action	Ruling
• A written request was submitted to the Spanish Cabinet on 29 June 2015 (through the Regional Government Office for toll road concession operators in Spain) asking that it exercise its powers of interpretation regarding **Acesa's** concession arrangement, with respect to the correct understanding of the compensation clause included in the Agreement approved by Royal Decree 457/2006, in order to include the guaranteed traffic expressly agreed in the arrangement in the compensation account.	• The Regional Government Office for toll road concession operators in Spain initiated on 28 March 2017 a proceeding relating to the interpretation of the Agreement approved by Royal Decree 457/2006, and a reply brief was filed by **Acesa** and sent to the Government Advisory Council so that a decision could be made in in this regard. • On 3 July 2017, the Spanish Cabinet announced that it had adopted a decision challenging the interpretation of the Agreement by **Acesa**. This decision by the Spanish Cabinet confirmed, therefore, the decision to reject the request for interpretation previously challenged at the Supreme Court and can only be perceived for legal purposes as being included in the obligation incumbent upon any government to decide on proceedings brought by the interested parties, since rejection by the administrative silence route does not release the Administration from the obligation to comply with its duty to formally express a decision.
• In view of the above, **Acesa** requested that the Supreme Court extend the appeal to the content of the decision formally expressed by the Spanish Cabinet, which was accepted by the Supreme Court, giving rise to the reopening of the initial submissions proceeding at the Court. • In this connection, on 4 June 2019 the Supreme Court handed down a judgement whereby the solution was postponed until August 2021 (when **Acesa's** concession ends), taking the view that it was not appropriate to make any type of interpretation at this time but only at the end of the concession, thereby not expressly accepting the interpretation considered by the Ministry of Transport, Mobility and Urban Agenda.	

In this regard, considering that the stance of the Ministry of Transport, Mobility and Urban Agenda questions the guaranteed traffic compensation balance (and the recognition of the related interest cost), on which the parties have different interpretations, the following actions were taken:

- An impairment loss was recognised at **Acesa** in 2015, amounting to EUR 982 million at 31 December 2014 and the compensation ceased to be recognised in the investee's statement of profit or loss from 1 January 2015 onwards. This stance was maintained by the Group until the end of **Acesa's** administrative concession on 31 August 2021.
- In relation to the aspects of the balance on which the parties did not have differing interpretations regarding their validity, i.e., the investments made and the related interest cost, but with respect to which they do have differences regarding their accounting treatment, the treatment applied in previous years was maintained. This entailed recognising them as a financial asset in accordance with the applicable technical accounting standards on the understanding that the opinion and information in the administrative reviews issued by the Regional Government Office between 2011 and the end of the concession were incorrect and contrary to the Spanish and European accounting standards applicable to the company. Whatever the case, were the application of the Supreme Court's stance applied, it would not have any effect on the accompanying annual accounts, as it would represent a mere reclassification of the underlying carrying amount yet to be amortised at the respective year-ends, in view of the guarantee recognised by the Spanish Cabinet as described below.

Nevertheless, even if the concession grantor excludes the margin spread when calculating the settlement compensation balance based on its interpretation of the Agreement, the reduction in concession revenue from the widening between 2006 and 2021 of the N-II highway (province of Girona) and N-340 highway (in Tarragona), which are alternative routes to the AP7 North and AP-7 South, respectively, cannot be excluded from the aforementioned balance. This is stipulated in Clauses Seven and Eight of the Agreement and is a compensatory right that should never be questioned.

Consequently, given that there was a partial doubling of the capacity of the alternative routes to the AP-7 toll road which affected the capital position of **Acesa**, the concession operator estimated based on expert reports and after the end of the concession and the related consequences of the decrease in traffic have been determined, that the financial damage caused by this totals EUR 277 million over the period covered by Royal Decree 457/2006.

Without prejudice to claiming all of the disputed settlement balance that Acesa deems it is due according to the Agreement approved by Royal Decree 457/2006 and is being challenged, at the 31 December 2021 close, considering that the aforementioned estimated loss caused by the doubling of capacity will need to be recognised as it forms part of the compensation mechanism regulated by Clauses Seven and Eight of the Agreement, a positive impact was therefore recognised on the statement of profit and loss at 31 December 2021 of EUR 203 million for the compensation associated with the impact of the construction of second lanes on the aforementioned alternative routes. A further EUR 78 million was also recognised for discounting and EUR 88 million given the stipulations in section B of Annex 3 of the Agreement (see section g) of this Note).

In this regard, once the administrative concession ended on 31 August 2021, the corresponding administrative processes were followed as contemplated in "Royal Decree 457/2006" until the sums claimed by **Acesa** had been completely recovered in 2022. The following actions are of special note:

- **Acesa** calculated that the total settlement of the compensation balance receivable according to Royal Decree 457/2006 was EUR 4,147 million (excluding the tax effect). This was the result of applying on its own terms the mathematical formula for determining the compensation balance established in Annex 3 of the Agreement approved by Royal Decree 457/2006, which **Acesa** demanded payment of.
- As a result, on 10 February 2022 the concession grantor issued a report on the settlement compensation balance deriving from the Agreement approved by Royal Decree 457/2006, of 7 April, excluding the component corresponding to the operating margin spread (i.e. the difference between the benchmark margin and the actual margin) from the calculation of the compensation balance based on its specific interpretation of the Agreement. **Acesa** openly disputes this approach. The amount payable to **Acesa** to settle the compensation balance was therefore set at EUR 1,070 million (including the tax effect of EUR 144 million).
- On 14 February 2022, **Acesa** filed objections to this report, challenging the concession grantor's calculation and reiterating the legitimacy of recognising and paying the aforementioned settlement compensation balance calculated by **Acesa**. These objections were rejected by the Ministry in a report issued on 15 February 2022.

- After the aforementioned amount of EUR 1,070 million was approved as the final settlement balance by the Spanish Cabinet on 18 February 2022, this sum was paid to **Acesa** on 25 February 2022 (EUR 926,459 thousand comprising the compensation balance in connection with Royal Decree 457/2006 and EUR 143,207 thousand comprising the balance receivable as per Section B of Annex 3 of the same agreement).

Whatever the case and notwithstanding the impairment allowance recognised by **Acesa** in prior years and the settlement under the Agreement estimated by the Ministry, **Acesa** and **Abertis** understand that the legal grounds for the legal validity of the compensation balance they have always presented are still robust. Furthermore, after their efforts to find a solution with the Administration that protects the two companies' and their shareholders' interests, they have initiated proceedings to defend them through all possible channels in the courts.

On 25 March 2022, **Acesa** filed an appeal for judicial review at the Supreme Court against the Spanish Cabinet's 18 February 2022 resolution, having filed a related claim on 1 July 2022 requesting the whole settlement balance claimed via an appeal be recognised (EUR 4,303 million, including the tax effects). This case remains unresolved at the date of authorisation for issue of these consolidated annual accounts.

b) Royal Decree 483/1995 (**Invicat**)

Royal Decree 483/1995 sets forth the Agreement entered into in January 2010 between **Invicat** and the Catalonia Autonomous Community Government and includes a schedule containing a framework cooperation agreement setting forth the general conditions for modifying and adapting the stretch of the C-32 toll road between Palafolls and the junction with the GI-600 road that is being widened, in addition to other road and mobility management improvements linked to the toll road and its operation in the Maresme corridor.

In the framework of the aforementioned Agreement, on 19 March 2015 a new Agreement was entered into to include the construction, upkeep and operation of a new toll-free access road connecting the toll road with Blanes and Lloret de Mar.

The investments to be made were initially estimated to total EUR 96 million (at 2010 prices).

This Agreement provided that any additional revenue stemming from the investments made would be used for restoring the economic and financial balance altered by the work provided for in the Agreement. It set out the procedure for calculating the economic compensation that the concession operator would receive if, once the concession term had ended, the economic and financial balance had not been restored. It also established the formula for calculating the settlement balance each year, which would consist of the investment made, the operating margin spread and the corresponding interest cost.

On 31 July 2020, the Catalonia Autonomous Community Government reimbursed the accumulated balance of the Government Agreement 39/2015 as of 31 December 2019 for a total amount of EUR 6,804 thousand in favour of **Invicat**. In this regard, at 2021 year-end the investment made, payable by the Catalonia Autonomous Community Government, amounted to EUR 25,383 thousand.

The preliminary review of the 2020 accounts was issued on 17 June 2021, with the Catalonia Autonomous Community Government questioning the legitimacy of the payment of all of the balance deriving from the Maresme Framework Agreement on the basis that not all the conditions for the whole balance being applicable had been fulfilled, particularly the margin spread.

Furthermore, concerning the aforesaid Agreement, on 3 August 2021 **Invicat** received a report from the Sub-directorate General of Relations with Road Infrastructure Management Companies (a public agency of the Catalonia Autonomous Community Government responsible for monitoring the concession arrangement) indicating that the company’s proposal for compensation for the balance deriving from the Maresme Agreement would be EUR 65.8 million, on the understanding that the part of the balance corresponding to the margin spread in the compensation formula of this Agreement was inapplicable (a conclusion that **Invicat** had not been informed of in the preliminary reviews). The Sub-directorate General established a period during which objections could be lodged, which **Invicat** did on 9 August 2021.

Moreover, after the administrative concession ended on 31 August 2021 and following the corresponding administrative processes set forth in the "Framework agreement for collaboration between the Administration of the Catalonia Autonomous Community Government and the concession operator on various work on the C-32 as it passes through the Maresme " of 29 January 2010, on 7 October 2021 **Invicat** sent the final settlement of the balance deriving from the Maresme Framework Agreement of January 2010 amounting to EUR 432 million (including the tax effects) to the concession grantor. In this regard, on 21 December 2021 the Catalonia Autonomous Community Government agreed to pay **Invicat** a sum of EUR 65.8 million to settle the balance resulting from the Maresme Agreement. However, no explicit administrative decision was issued in 2021 on the settlement of the Maresme Agreement that led to objections being lodged by **Invicat**.

Subsequently, in light of the developments in 2021 and considering no formal administrative decision had been issued at 2021 year-end regarding the Maresme Agreement settlement balance and, consequently, regarding whether said balance will include the operating margin spread, **Invicat** expected that the concession grantor's final response regarding the final settlement would echo that given in the report received on 3 August 2021 (rejection of the margin spread compensation). At 2021 year-end, **Invicat** therefore recognised a provision of EUR 210 million for the operating margin spread compensation balance and EUR 59 million for the related interest cost booked (net impact of EUR 202 million on 2021 profit or loss).

It should be noted in relation to the aforementioned Agreement and other compensation receivable that on 18 January 2022 the Catalonia Autonomous Community Government paid **Invicat** a total sum of EUR 94.1 million, EUR 65.8 million of which to settle the balance resulting from the Maresme Agreement, pursuant to the aforementioned agreement of the Catalonia Autonomous Community Government of 21 December 2021.

Since the Catalonia Autonomous Community Government did not explicitly respond to the calculation of the settlement balance deriving from the Maresme Agreement proposed by **Invicat**, on 25 March 2022 the latter filed an appeal for judicial review at the Catalonia High Court challenging the implied rejection due to administrative silence of the total balance claimed by **Invicat** on 7 October 2021.

Subsequently, on the understanding that no balances payable deriving from the Maresme Agreement remain, **Invicat** included in its appeal the 7 June 2022 Resolution of the Catalonia Autonomous Community Government which determined as outright the final financial settlement for the concession of **Invicat**. **Invicat** lodged a claim in December 2022, which the Catalonia High Court had yet to pass judgement on at the date of authorisation for issue of the accompanying annual accounts.

Regarding the Agreement signed in January 2010 between **Invicat** and the Catalonia Autonomous Community Government, the account receivable recorded in the balance sheet does not include the impact of the compensation of the tax effect already paid or that should be paid as a consequence of the settlement of the Agreement (nor its grossing up to ensure a neutral tax impact for the concession operator as per the terms of the Agreement), which will be accrued, according to the tax criteria applied by the Group, at the time of collection.

Whatever the case and notwithstanding the impairment allowance recognised in prior years by **Invicat** and the settlement of the Agreement estimated by the Catalonia Autonomous Community Government, **Abertis** and **Invicat** understand that there are sufficiently robust legal grounds to claim the entire settlement balance and, as always, will defend them in the courts.

c) Government Agreement 123/2021 (**Aucat**)

On 3 August 2021 the Catalonia Autonomous Community Government approved a new Government Agreement 123/2021, repealing Government Agreement 186/213 approving the amendment to the administrative concession for the construction, maintenance and operation of the Castelldefels-Sitges-El Vendrell (C-32) toll road. This agreement took effect on 1 September 2021 and established new discounts to promote mobility policies, continuity of the works included in Government Agreement 186/2013, of 23 December, as well as new works to introduce the discounts included in this latest agreement and compensation for the loss of property tax rebate.

This new agreement also stipulated collection of the previous outstanding debt (Government Agreement 186/2013), specifying collection in two instalments: a first for the debt accrued between 1 January 2020 and 30 April 2021 to be paid by the Catalonia Autonomous Community Government before 30 September 2021, and a second for the debt accrued between 1 May 2021 and 31 August 2021 payable before 31 December 2021. Lastly, the Catalonia Autonomous Community Government paid an amount of EUR 35,230 thousand on 18 January 2022 to pay both instalments corresponding to Government Agreement 186/2013 and EUR 10,191 thousand for the total public transport debt.

In 2022, the Catalonia Autonomous Community Government also changed slightly the discount rate and routes covered by Government Resolution 123/2021, which will take effect from March 2023.

Settlements under this new Government Agreement 123/2021 will be paid annually in the first six months of each year.

Following this alteration to the concession arrangement, the Group estimated that the net revaluation recognised effective 1 January 2019 associated with the taking control of **Abertis** and subsequent merger with Abertis Participaciones in relation to the aforementioned agreements will not be subject to an unconditional right to collect. It has therefore been recognised by increasing intangible assets by its net value at 1 September 2021 (date on which the concession arrangement came into force)

d) Royal Decree 971/2011 (**Castellana**)

Royal Decree 971/2011, of 1 July, amends certain terms of the administrative concession operated by **Castellana** (construction, maintenance and operation of the section of the AP-6 toll road that connects with Segovia (AP-61) and the section of the AP-6 toll road that connects with Ávila (AP-51), as well as the maintenance and operation, from 30 January 2018, of the Villalba-Adanero stretch of the AP-6 toll road), to offset cost overruns for additional work, as set forth in Additional Provision Forty-One of 2010 General Budget Law 26/2009, of 23 December, through which the General Directorate of Roads acknowledged the need for additional work for the toll road construction project not initially foreseen amounting to EUR 89,018 thousand.

This Royal Decree was intended to restore the economic and financial feasibility of the concession affected by the additional work that had to be carried out. To this end, in light of the situation of the concession, it was considered that the most appropriate course of action was to extend the period during which the AP-6 toll road tolls would apply, regulated by the Agreements approved by Royal Decree 315/2004, of 20 February, and Royal Decree 1467/2008, of 29 August, in both cases until the aforementioned cost overruns resulting from the additional work amounting to EUR 89,018 thousand and the interest for the delay in the payment to restore the economic balance as a result of this, amounting to EUR 29,471 thousand, had been offset.

e) Arising from minimum guaranteed revenue and other guarantees in the concession arrangement (application of bifurcated model)

In addition, the Chilean toll road concession operators **Libertadores** (also **Elqui** at the 2021 year-end) and the Mexican concession operators **Coviqsa** and **Conipsa** and the Brazilian toll road concession operator **Fluminense** (Note 25-c) have an account relating to the minimum guaranteed revenue and other guarantees established in the concession arrangements. These amounts are recognised as a financial asset as a result of applying the bifurcated model in accordance with IFRIC 12, as described in Note 3-b.ii.

f) Ausol and Gco arrangements

As described in Note 25-c, on 24 July 2018 the concession arrangements held by the Argentine consolidated companies **Ausol** and **GCO** were modified. Under the terms of the agreement reached, the applicable model under IFRIC 12 is the financial asset model since **Ausol** and **GCO** are granted an unconditional right to receive an amount from the grantor (in accordance with the application of the financial asset model described in Note 3-b.ii). Therefore, the agreement resulted in the recognition of a financial asset in accordance with IFRIC 12 at the fair value upon execution of the agreement, net of the value of the unamortised intangible asset associated with the aforementioned concession arrangements (Note 11.ii).

The change during the year includes: (i) the effect of the capitalisation of interest for the year (EUR +45 million); (ii) the impact of the depreciation of the Argentinian peso against the US dollar (the currency in which the financial asset is currently denominated, EUR +121 million), partly offset by its translation to the Group's functional currency (EUR -43 million); (iii) the effect of updating the value according to the new future financial asset recovery (EUR -122 million); and (iv) the effect of the allowance for the expected impairment loss recognised in accordance with IFRS 9 (EUR -24 million), as a consequence of the aforementioned value update (Note 11.vii and Note 20-e).

g) Other

"Concession Arrangements - Financial Asset Model - Other" relates to the balance receivable by the Group under Section B of Schedule 3 of the Agreement entered into by **Acesa** and the Spanish Government (Royal Decree 457/2006) whereby the latter compensates Acesa with respect to the income tax it pays in relation to the interest expense on the balance, including its elevation to the full amount to ensure a neutral impact for concession operator.

EUR 143,207 thousand was collected in 2022 following the settlement of the balance held under the aforementioned agreement.

ii) Financial accounts receivable from companies accounted for using the equity method and from other related parties

The detail of the financial accounts receivable from associates and joint ventures, as well as from other related parties, is as follows:

	31/12/22			31/12/21		
	Non-current	Current	Total	Non-current	Current	Total
Companies accounted for using the equity method:						
Irasa [1]	35,296	-	35,296	35,296	-	35,296
Ciralsa [1]	30,773	-	30,773	30,773	-	30,773
Alazor [1]	16,606	-	16,606	16,606	-	16,606
Leonord	650	-	650	700	-	700
CIS	-	-	-	-	120	120
Other investments	-	52	52	44	52	96
	83,325	52	83,377	83,419	172	83,591
Other related parties:						
Abertis HoldCo	-	93	93	-	-	-
	-	93	93	-	-	-
Loans granted	**83,325**	**145**	**83,470**	**83,419**	**172**	**83,591**
Impairment losses						
Irasa	(35,296)	-	(35,296)	(35,296)	-	(35,296)
Ciralsa	(30,773)	-	(30,773)	(30,773)	-	(30,773)
Alazor	(16,606)	-	(16,606)	(16,606)	-	(16,606)
Other investments	-	(52)	(52)	(44)	(148)	(192)
	(82,675)	**(52)**	**(82,727)**	**(82,719)**	**(148)**	**(82,867)**
Total	**650**	**93**	**743**	**700**	**24**	**724**

[1] Investments derecognised as associates as described in Note 8.i.

At 31 December 2022 (as at the end of 2021 and previous years), non-current receivables from Irasa, Alazor and Ciralsa related mainly to loans, basically to finance the companies owing to the payment cost overruns for compulsory purchases and, to a lesser extent, to meet their own financing needs, which, just as at 2021 year-end, had been fully provisioned (Note 8.i).

iii) Other financial assets

The detail of "Other Financial Assets" at 31 December 2022 and 2021 is as follows:

	31/12/22			31/12/21		
	Non-current	Current	Total	Non-current	Current	Total
Loans to third parties	79,344	47,979	127,323	72,847	82,728	155,575
Current financial assets maturing at more than three months and other deposits	141,892	78,878	220,770	135,409	68,624	204,033
Other	80,996	43,547	124,543	12,152	20,789	32,941
Impairment (expected loss)	(657)	(3,274)	(3,931)	(260)	(2,606)	(2,866)
Other financial assets	**301,575**	**167,130**	**468,705**	**220,148**	**169,535**	**389,683**

At 2022 year-end accounts receivable from third parties included mainly:

- The loans granted by **Túnels** and **Trados** to their respective non-controlling shareholders for an amount, respectively, of EUR 79 million and EUR 25 million (2021 year-end: EUR 73 million and EUR 25 million, respectively).
- The amount to be collected from the Argentine government by the Argentine companies **Gco** and **Ausol** totalling EUR 20 million (2021 year-end: EUR 55 million) relating to the work planned for future years with the funds obtained from third parties -RAE- pursuant to the concession arrangement. In this regard, the above Argentine companies recognised a liability for an equivalent amount under "Other Financial Liabilities – Current" (Note 19).

At 2022 year-end "Other" included mainly:

- The value of the equity stake in:
  - The real-estate fund "Serenissima Vitruvio" of EUR 7,500 thousand (2021 year-end: EUR 9,787 thousand). The loss in value in 2022 amounting to EUR -2,287 thousand (2021: EUR -8,817 thousand) corresponds to revaluation losses recognised in other comprehensive income.
  - The fund to develop infrastructure of an environmental nature ("Fonds de Modernisation Ecologique des Transports", FMET). (EUR 21,715 thousand at 2021 year-end). In addition to the contributions of EUR 10,300 thousand during the year (21.ii), a loss of EUR -3,701 thousand was recognised in 2022 for revaluation losses recognised in other comprehensive income.
  - It should also be noted that at 2021 year-end, the "Sansovino" property investment fund disposed of in 2022 was also included, with a loss of EUR -500 thousand recognised for revaluation losses recognised in other comprehensive income (2021: EUR -1,077 thousand).

  In this connection, the net total accumulated amount recognised in the equity of **Abertis** arising from changes in the fair value of these assets since the impact of the obtainment of control and subsequent merger of **Abertis** with Abertis Participaciones, S.A.U. effective as of 1 January 2019, is an accumulated loss of EUR 16,118 thousand at 31 December 2022 (EUR 19,417 thousand accumulated loss at 2021 year-end).
- Receivables from public authorities amounting to EUR 81,175 thousand (2021: EUR 19,008 thousand).

iv) Trade receivables

A breakdown by operating segment of trade receivables and their corresponding impairment allowance at 31 December 2022 and 2021 is as follows:

	31/12/22			31/12/21		
	Trade receivables	Impairment allowance	Trade receivables, net	Trade receivables	Impairment allowance	Trade receivables, net
Abertis	-	-	-	-	-	-
Spain	33,497	(1,689)	31,808	49,392	(2,871)	46,521
France	161,887	(3,089)	158,798	153,547	(5,271)	148,276
Italy	122,805	-	122,805	51,495	-	51,495
Brazil	36,279	-	36,279	28,402	-	28,402
Chile	512,567	(247,424)	265,143	357,681	(164,719)	192,962
Mexico	34,578	(702)	33,876	15,395	(593)	14,802
USA	26,529	(10,421)	16,108	10,171	-	10,171
Puerto Rico	706	-	706	567	-	567
Argentina	11,534	(1,002)	10,532	13,986	(1,109)	12,877
Other [1]	19,759	-	19,759	91,564	(950)	90,614
Trade receivables	**960,141**	**(264,327)**	**695,814**	**772,200**	**(175,513)**	**596,687**

[2] Corresponding in full, both in 2022 and 2021, to the payables to third parties of Abertis Mobility Services.

The increase in Italy during the year was mainly due to the fact that a balance receivable by **A4** from Autostrade per l'Italia, S.p.A. (a related party until May 2022) was included at 2022 year-end. This receivable was for managing the collection of tolls at the interconnection of the stretch of toll road operated by **A4** with the stretches operated by other concession operators. In 2021, This balance was booked under "Other Assets – Other financial assets, receivables from companies accounted for using the equity method and other related parties" on the consolidated balance sheet (see section vi) of this note).

A breakdown by service type and operating segment of "Trade Receivables" at 31 December 2022 and 2021 is as follows:

	31/12/22				31/12/21			
	Toll road users	Service stations	Other	Total	Toll road users	Service stations	Other	Total
Abertis	-	-	-	-	-	-	-	-
Spain	5,971	-	25,837	31,808	5,873	-	40,648	46,521
France	146,503	11,992	303	158,798	137,680	10,372	224	148,276
Italy	19,397	-	103,408	122,805	19,814	-	31,681	51,495
Brazil	34,376	1,780	123	36,279	26,604	1,788	10	28,402
Chile	223,494	-	41,649	265,143	163,313	-	29,649	192,962
Mexico	33,674	-	202	33,876	14,531	-	271	14,802
USA	16,081	-	27	16,108	10,145	-	26	10,171
Puerto Rico	-	-	706	706	-	-	567	567
Argentina	9,202	587	743	10,532	10,953	861	1,063	12,877
Other	-	-	19,759	19,759	-	-	90,614	90,614
Trade receivables	**488,698**	**14,359**	**192,757**	**695,814**	**388,913**	**13,021**	**194,753**	**596,687**

"Trade Receivables – Toll Road Users" includes the balances receivable from end users of toll roads, which are generally collected a month after billing.

"Trade Receivables – Other" includes:

	2022	2021
For toll road management contracts (1)	19,759	90,614
For rebates granted by the concession grantor (2)	67,486	70,297
For management of the collection of tolls at the interconnection of the stretch operated by A4 and that of other concession operators	96,626	26,980
Other	8,886	6,862
Trade receivables	**192,757**	**194,753**

(1) Activity primarily performed through the AMS subgroup. At 2021 year-end, EUR 66,147 thousand of the total amount corresponded to the French subgroup **Eurotoll**, disposed of in 2022 (Note 2-h).

(2) In 2022, EUR 25,837 thousand from Spanish concession grantors and EUR 41,649 thousand from the Chilean concession grantor (2021: EUR 40,648 thousand and EUR 29,649 thousand, respectively).

Details of balances due and not past-due and associated provisions included under "Trade Receivables" are as follows:

	31/12/22			31/12/21		
	Trade receivables	Allowance for doubtful debts	Net amount	Trade receivables	Allowance for doubtful debts	Net amount
Amounts not past-due	509,588	-	509,588	465,682	-	465,682
Less than 90 days past-due	68,409	(5,880)	62,529	58,925	(881)	58,044
Between 90 and 180 days past-due	81,699	(74)	81,625	28,007	(5,124)	22,883
Between 180 and 365 days past-due	22,752	(685)	22,067	50,653	(2,393)	48,260
Between 1 and 5 years past-due	253,550	(233,545)	20,005	167,263	(165,445)	1,818
Over 5 years past-due	24,143	(24,143)	-	1,670	(1,670)	-
Amounts past-due	450,553	(264,327)	186,226	306,518	(175,513)	131,005
Total	**960,141**	**(264,327)**	**695,814**	**772,200**	**(175,513)**	**596,687**

Changes in the allowance for doubtful debts were as follows:

	Allowance for doubtful debts	
	2022	2021
At 1 January	175,513	138,953
Charge to the consolidated statement of profit or loss:		
- Allowances for toll revenue (Note 20-a)	80,788	63,908
- Allowances/(reversals of allowances) for other income	249	826
Transfers	(3,997)	(12,335)
Exchange differences	11,774	(15,839)
At 31 December	**264,327**	**175,513**

v) Current tax assets

The detail of "Current Tax Assets" at 31 December 2022 and 2021 is as follows:

	2022	2021
VAT refundable	40,893	59,244
Tax withholdings and pre-payments	111,982	94,281
Other taxes	41,601	61,195
Current tax assets	**194,476**	**214,720**

vi) Other non-financial assets

The detail of "Other Non-Financial Assets" at 31 December 2022 and 2021 is as follows:

	31/12/22			31/12/21		
	Non-current	Current	Total	Non-current	Current	Total
Receivables from companies accounted for using the equity method and other related parties	-	160,082	160,082	-	330,190	330,190
Other accounts receivable	3,184	65,631	68,815	2,193	53,991	56,184
Impairment (expected loss)	(676)	(4,090)	(4,766)	(3)	(5,126)	(5,129)
Other financial assets	**2,508**	**221,623**	**224,131**	**2,190**	**379,055**	**381,245**

The detail of the non-financial accounts receivable from associates and joint ventures, together with other related parties, is as follows:

	31/12/22			31/12/21		
	Non-current	Current	Total	Non-current	Current	Total
Companies accounted for using the equity method:						
Bip&Drive	-	892	892	-	739	739
Routalis	-	31	31	-	146	146
Areamed	-	-	-	-	3,520	3,520
CIS	-	-	-	-	1,717	1,717
Other investments	-	199	199	-	432	432
		1,122	**1,122**		**6,554**	**6,554**
Other related parties:						
Abertis HoldCo	-	130,340	130,340	-	251,468	251,468
Eurotoll	-	15,473	15,473	-	-	-
Autogrill Italia	-	3,846	3,846	-	3,874	3,874
Autogrill Coté France	-	1,130	1,130	-	829	829
Telepass Italia	-	8,067	8,067	-	7,375	7,375
Autostrade per l'Italia	-	-	-	-	59,660	59,660
Atlantia, S.p.A.	-	-	-	-	346	346
Other related parties	-	104	104	-	84	84
	-	**158,960**	**158,960**	**-**	**323,636**	**323,636**
Total	**-**	**160,082**	**160,082**	**-**	**330,190**	**330,190**

The receivables from Abertis HoldCo, S.A. relate mainly to the fact that **Abertis** files consolidated tax returns as a member of the tax group the parent of which is Abertis HoldCo, S.A. (Note 17).

At 2021 year-end, the concession operator **A4** had a balance receivable from Autostrade per l'Italia, S.p.A. (related party until May 2022) in connection with toll collection management relating to the interconnection between the **A4** toll road with those of other concession operators. At 2022 year-end, this was included under "Trade Receivables" on the consolidated balance sheet (see section iv) of this note).

vii) Impairment (expected loss)

The changes in 2022 and 2021 in "Impairment (Expected Loss)" were as follows:

	2022					
Impairment (expected loss)	Concession arrangements - financial asset model			Other accounts receivable		
	Non-current	Current	Total	Non-current	Current	Total
At 1 January	148,229	18,427	166,656	263	7,732	7,995
Charge to the consolidated statement of profit or loss:						
- With a charge to profit (loss) from operations	-	-	-	-	-	-
- With a charge to net finance expense (Note 20-e)	24,205	(18,427)	5,778	1,120	880	2,000
Transfers	-	-	-	(51)	(365)	(416)
Exchange differences	15,352	-	15,352	1	(10)	(9)
Other	-	-	-	-	(873)	(873)
At 31 December	**187,786**	**-**	**187,786**	**1,333**	**7,364**	**8,697**

	2021					
Impairment (expected loss)	Concession arrangements - financial asset model			Other accounts receivable		
	Non-current	Current	Total	Non-current	Current	Total
At 1 January	132,417	-	132,417	1,506	14,850	16,356
Charge to the consolidated statement of profit or loss:						
- With a charge to profit (loss) from operations	-	-	-	-	-	-
- With a charge to net finance expense (Note 20-e)	23,135	-	23,135	(1,278)	1,297	19
Transfers	(18,427)	18,427	-	33	(7,504)	(7,471)
Exchange differences	11,104	-	11,104	2	(911)	(909)
At 31 December	**148,229**	**18,427**	**166,656**	**263**	**7,732**	**7,995**

The net allowances in 2022 totalling EUR 7,778 thousand (2021: net allowances of EUR 23,154 thousand, Note 20-e) relate mainly to the allowance for the expected loss of the concession arrangements that, in accordance with IFRIC 12, have been recognised as an account receivable (EUR 5,778 thousand in 2022 for EUR 23,135 thousand in 2021).

This provision primarily corresponds to the financial assets connected with the concession arrangements of **Ausol** and **Gco** (see section i) above), because the macroeconomic situation in Argentina continued to deteriorate in 2022, as did the credit risk posed by the counterparty since both assets were initially recognised. This has led to the need to calculate the expected loss over the entire duration of the concession arrangement as per IFRS 9, which amounts to an additional EUR 23,765 thousand. This impact has been partially offset by the reversal of the expected loss recognised in previous years in connection with Government Agreements 483/1995 and 123/2021 signed by the Catalonia Autonomous Community Government and **Invicat** and **Aucat**, which were settled for EUR 18,872 thousand in 2022.

In addition to the allowance for the expected loss in **Ausol** and **Gco**, the Group has recognised impairment of EUR 122,084 thousand (2021: EUR 49,139 thousand) after updating the timeline for recovering both assets and continuing to use, as per EU-IFRSs, the rate of return used on initial recognition. As a result of all the foregoing, the net reduction in the value of the **Ausol** and **Gco** concession arrangements recognised in 2022 was EUR -145,849 thousand (2021: EUR -77,709 thousand).

As in 2021, the exchange differences that arose in the year relate mainly to financial assets linked to the concession agreements of **Gco** and **Ausol** due to the decrease in the year-end exchange rate of the Argentine peso.

In relation to the expected credit loss associated with the other financial assets, according to the analysis carried out by the Group in 2022, there has not been a significant increase in credit risk.

In 2022 (as in 2021) there were no changes in the estimation techniques or in the main assumptions used in the evaluation of the expected credit loss.

12. CASH AND CASH EQUIVALENTS

The breakdown of "Cash and Cash Equivalents" at 31 December 2022 and 2021 is as follows:

	2022	2021
Cash on hand and at banks	1,461,357	2,395,262
Bank deposits maturing within three months	2,623,652	1,512,562
Cash and cash equivalents	**4,085,009**	**3,907,824**

The country breakdown of "Cash and Cash Equivalents" is as follows:

	31/12/22			31/12/21		
	Cash on hand and at banks	Bank deposits maturing within three months	Total	Cash on hand and at banks	Bank deposits maturing within three months	Total
Abertis [(1)]	324,212	2,064,101	2,388,313	1,042,543	1,015,955	2,058,498
Spain	57,395	-	57,395	61,695	-	61,695
France	167,016	149,000	316,016	340,209	56,000	396,209
Italy	86,981	-	86,981	256,246	-	256,246
Brazil	8,958	279,817	288,775	3,702	273,575	277,277
Chile	16,122	99,086	115,208	16,847	153,134	169,981
Mexico	602,837	-	602,837	471,213	-	471,213
USA	108,231	-	108,231	93,820	-	93,820
Puerto Rico	32,132	18,256	50,388	24,690	7,736	32,426
Argentina	8,061	-	8,061	5,362	-	5,362
Other [(2)]	49,412	13,392	62,804	78,935	6,162	85,097
Total	**1,461,357**	**2,623,652**	**4,085,009**	**2,395,262**	**1,512,562**	**3,907,824**

(1) At 31 December 2022, includes EUR 37,404 thousand of Abertis Infraestructuras Finance B.V., EUR 2,529 thousand of which is cash on hand and at banks and EUR 34,875 thousand, deposits held with credit institutions for at least three months (2021: EUR 88,234 thousand, EUR 2,284 thousand of which EUR 2,284 thousand was cash on hand and at banks and EUR 85,950 thousand, deposits held with credit institutions for at least three months).

(2) In 2022, includes EUR 14,538 thousand corresponding to the toll road business in India and EUR 48,266 thousand to AMS (all cash on hand and at banks). In 2021, included EUR 7,857 thousand corresponding to the toll road business in India and EUR 77,238 thousand to AMS (all cash on hand and at banks).

The increase in "Cash and Cash Equivalents" of EUR 177,185 thousand in 2022 is mainly a result of the following:

- Collection of EUR 1,218,268 thousand concerning various agreements with some of the grantors (Note 11.i).
- The collection of income tax for 2020 (EUR 121 million) and for 2021 (EUR 32 million).
- The appreciation at year-end of all the currencies with which the Group operates, except for the Argentine peso, resulting in a EUR 100,581 thousand increase in cash and cash equivalents.
- The inflow of cash generated by the business during the year.

These collections were partially offset by the investments made, the payment of reimbursements to shareholders, and the servicing of debt (Note 14).

13. EQUITY

The changes in consolidated equity in 2022 and 2021 were as follows:

	Share capital and treasury shares (a)	Other equity instruments [(2)] (b)	Reserves (c) Valuation adjustments relating to hedges	Reserves (c) Translation differences	Reserves (c) Total	Retained earnings and other reserves (d)	Other shareholder contribut. (e)	Non-controlling interests (f)	Equity
At 1 January 2022	2,713,705	1,979,794	(113,147)	(276,846)	(389,993)	1,496,367	-	2,787,550	8,587,423
Income (expense) recognised in equity:									
Financial assets	-	-	-	-	-	4,804	-	723	5,527
Cash flow hedges and/or hedges of a net investment in a foreign operation	-	-	343,012	-	343,012	(19,149)	-	9,539	333,402
Translation differences	-	-	-	353,255	353,255	(99)	-	229,918	583,074
Actuarial gains and losses	-	-	-	-	-	16,787	-	443	17,230
Other [(1)]	-	-	-	-	-	1,955	-	135	2,090
Result for the year	**-**	-	**-**	**-**	**-**	**207,009**	-	**(2,932)**	**204,077**
Payment of 2021 dividend	-	-	-	-	-	-	-	(41,263)	(41,263)
Payment of 2022 dividend	-	-	-	-	-	-	-	(8,274)	(8,274)
Treasury shares	(156)	-	-	-	-	-	-	-	(156)
Perpetual bonds	-	4,132	-	-	-	(47,884)	-	-	(43,752)
Capital increase/(reduction)	(601,633)	-	-	-	-	-	-	882	(600,751)
Receipt/(Reimbursement) of shareholder contributions	-	-	-	-	-	-	991,400	(62,046)	929,354
Changes in the scope of consolidation and other	-	-	-	-	-	1,309	-	(9,309)	(8,000)
At 31 December 2022	**2,111,916**	**1,983,926**	**229,865**	**76,409**	**306,274**	**1,661,099**	**991,400**	**2,905,366**	**9,959,981**

(1) Including a positive impact of EUR 2,642 thousand on "Retained Earnings and Other Reserves" in relation to the capital reduction carried out, corresponding to the treasury shares held when it was completed (Note 13-d).

(2) Variation corresponds to amortised cost of placements with a balancing entry under "Retained earnings and other reserves".

Note: The income and expense recognised in equity are shown net of the related tax effect.

	Share capital and treasury shares (a)	Other equity instruments (2) (b)	Reserves (c)			Retained earnings and other reserves (d)	Non-controlling interests (f) / (*)	Equity
			Valuation adjustments relating to hedges	Translation differences	Total			
At 1 January 2021	2,721,913	1,241,726	(147,751)	(328,359)	(476,110)	2,156,085	2,970,192	8,613,806
Allocation of final purchase price of **Erc**	-	-	-	-	-	-	(9,312)	(9,312)
At 1 January 2021, restated (*)	2,721,913	1,241,726	(147,751)	(328,359)	(476,110)	2,156,085	2,960,880	8,604,494
Income (expense) recognised in equity:								
Financial assets	-	-	-	-	-	(29,036)	(3,215)	(32,251)
Cash flow hedges and/or hedges of a net investment in a foreign operation	-	-	34,604	-	34,604	14,703	6,994	56,301
Translation differences	-	-	-	51,513	51,513	(5,030)	103,831	150,314
Actuarial gains and losses	-	-	-	-	-	1,358	(40)	1,318
Other (1)	-	-	-	-	-	(101)	(195)	(296)
Result for the year	**-**	-	**-**	**-**	**-**	**7,217**	**(276,675)**	**(269,458)**
Payment of 2020 dividend	-	-	-	-	-	-	(11,071)	(11,071)
Payment of 2021 dividend	-	-	-	-	-	(601,633)	(4,773)	(606,406)
Treasury shares	(8,208)	-	-	-	-	-	-	(8,208)
Perpetual bonds	-	738,068	-	-	-	(47,196)	-	690,872
Capital increase	-	-	-	-	-	-	23,837	23,837
Reimbursement of shareholder contributions	-	-	-	-	-	-	(12,144)	(12,144)
Changes in the scope of consolidation and other	-	-	-	-	-	-	121	121
At 31 December 2021	**2,713,705**	**1,979,794**	**(113,147)**	**(276,846)**	**(389,993)**	**1,496,367**	**2,787,550**	**8,587,423**

(*) Amounts restated as a result of the final purchase price allocation regarding the acquisition (with effect from 30 December 2020) of 55.2% of the share capital of the **Erc** group, on applying IFRS 3 (Note 5 to the 2021 consolidated annual accounts).

(1) Including a positive impact of EUR 1,054 thousand on "Retained Earnings and Other Reserves" in relation to the 2021 dividend corresponding to treasury shares held when it was paid (Note 13-d).

(2) Including EUR -15,938 thousand relating to the cost of issue of perpetual subordinated bonds amounting to EUR 750,000 thousand ((see section b) of this Note), and EUR 4,006 thousand relating to the amortised cost of the bond placements charged to "Retained earnings and other reserves".

Note: The income and expense recognised in equity are shown net of the related tax effect.

a) Share capital and treasury shares

The detail of these line items and of the changes therein in 2022 and 2021 is as follows:

	2022			2021		
	Share capital	Treasury shares	Total	Share capital	Treasury shares	Total
At 1 January	2,734,696	(20,991)	2,713,705	2,734,696	(12,783)	2,721,913
Capital reduction	(601,633)	-	(601,633)	-	-	-
Acquisition of treasury shares	-	(156)	(156)	-	(8,208)	(8,208)
At 31 December	**2,133,063**	**(21,147)**	**2,111,916**	**2,734,696**	**(20,991)**	**2,713,705**

i) Share capital

At the Annual General Shareholders' Meeting of **Abertis** on 4 April 2022 shareholders approved the repayment of EUR 601,633 thousand of contributions to shareholders through a reduction of Abertis Infraestructuras, S.A.'s capital by decreasing the nominal value of shares from EUR 3.00 to EUR 2.34.

Consequently, at 31 December 2022, the share capital of **Abertis** consisted of 911,565,371 fully subscribed and paid ordinary shares, all of the same class and series, represented by book entries, of EUR 2.34 par value each (EUR 3.00 at 2021 year-end).

The shares of **Abertis** are represented by book entries. According to the information available, at 31 December 2022 and 2021 the shareholdings that had given rise to the appointment of directors were as follows:

	31/12/22	31/12/21
Abertis HoldCo, S.A. (1)	98.70%	98.70%
	98.70%	**98.70%**

(1) Company in which Atlantia S.p.A. holds an ownership interest of 50% plus one share, Actividades de Construcción y Servicios, S.A. (ACS) holds an ownership interest of 30% and Hochtief Aktiengesellschaft holds an ownership interest of 20% minus one share.

ii) Treasury shares

Pursuant to the authorisations granted by the Annual General Meeting of 25 July 2018, in which, among other resolutions, the Board of Directors of **Abertis** was authorised to acquire by transfer of title, directly or indirectly through other companies, treasury shares of **Abertis** at a maximum price of EUR 18.36 per share for a maximum period of 5 years, i.e., until 25 July 2023, in 2022 and 2021 Abertis performed various share purchases.

As a result of the transactions carried out, the treasury shares held at 31 December 2022 represented 0.44% of the share capital of Abertis Infraestructuras, S.A. (2021 year-end: 0.43%).

In any case, the use of the treasury shares held at year-end will depend on such resolutions as might be adopted by the Group's governing bodies.

The changes in the treasury share portfolio in 2022 and 2021 were as follows:

	2022			**2021**		
	Number	Nominal value	Acquisition cost/Sales proceeds	Number	Nominal value	Acquisition cost/Sales proceeds
At 1 January	3,954,617	11,864	20,991	1,557,660	4,673	12,783
Acquisition of treasury shares	48,994	146	156	2,396,957	7,191	8,208
Capital reduction	-	(2,642)	-	-	-	-
At 31 December	**4,003,611**	**9,368**	**21,147**	**3,954,617**	**11,864**	**20,991**

b) Other equity instruments

At 31 December 2022 and 2021 the Group had the following perpetual subordinated bonds ("hybrid bonds"):

	Issue date	Date of payment	Coupon rate Fixed	2022 Nominal value	2021 Nominal value
2021 placement	01/21	26/01/21 27/01/21	2.625% (1)	750,000	750,000
2020 placement	11/20	24/11/20	3.248% (2)	1,250,000	1,250,000
Nominal amount				**2,000,000**	**2,000,000**
Placement cost				(16,074)	(20,206)
Total				**1,983,926**	**1,979,794**

(1) Bonds bearing a fixed annual coupon rate of 2.625% accruing annually in arrears from the date of issue to 26 April 2027, exclusive. From 26 April 2027 (inclusive) onwards, they will bear a fixed rate equal to the euro five-year MS rate + initial credit spread + additional increase. In this regard, there would be a first additional increase of 25 basis points from 26 April 2032 and a second additional increase of 75 basis points from 26 April 2042 (or 26 April 2047, if at any time between the placement date and the thirtieth day previous to 26 April 2027 the guarantor were to receive a rating of "BBB-" or higher from S&P and on the thirtieth day previous to 26 April 2027 the guarantor were not to receive a rating of "BB+" or lower from S&P).

(2) Bonds bearing a fixed annual coupon rate of 3.248% accruing annually in arrears from the date of issue to 24 February 2026, exclusive. From 24 February 2026 (inclusive) onwards, they will bear a fixed rate equal to the euro five-year MS rate + initial credit spread + additional increase. In this regard, there would be a first additional increase of 25 basis points from 24 February 2031 and a second additional increase of 75 basis points from 24 February 2041 (or 24 February 2046, if at any time between the placement date and the thirtieth day previous to 24 February 2026 the guarantor were to receive a rating of "BBB-" or higher from S&P and on the thirtieth day previous to 24 February 2026 the guarantor were not to receive a rating of "BB+" or lower from S&P).

With the issues completed between 2021 and 2020, the Group achieved the target set in 2020 which envisaged carrying out a programme to issue medium-term hybrid bonds totalling EUR 2,000 million.

These perpetual subordinated bonds ("hybrid bonds") were placed by Abertis Infraestructuras Finance, B.V. (**Abertis Finance**), secured by Abertis Infraestructuras, S.A., and in both cases redeemable on or after the fifth anniversary of date of payment, with the issuer having the option of early redemption.

In these issues of perpetual subordinated bonds, the Group also has the option of deferring payment of the coupons over time and, therefore, they are not claimable by the holders. In the case of deferral, the coupons will be callable on demand when the Group decides to distribute dividends or repay early any debt that is junior or of the same seniority as the issuer or guarantor, with some exceptions.

Since repayment of the principal and payment of the coupons depend entirely on the decision to be taken by **Abertis**, these perpetual subordinated bonds therefore represent equity instruments and are presented, net of the related issue costs, under “Other Equity Instruments” on the consolidated balance sheet and on the consolidated statement of changes in equity.

The interest accrued in 2022 in relation to the aforementioned bonds amounted to EUR 60,288 thousand (EUR 44,776 thousand, net of tax) and, based on the nature of the issues, this amount was also recognised in the Group’s equity (2021: EUR 58,923 thousand; EUR 44,192 thousand, net of tax). Part is still payable at the reporting close (EUR 48,078 thousand in 2022 and also EUR 48,078 thousand in 2021, Note 14.iii).

Regarding this interest, in 2022 (as in 2021) the Group decided to pay the corresponding coupons totalling EUR 60,288 thousand (2021: EUR 15,060 thousand), which breaks down as follows:

	2022		**2021**	
	Accrual	Amount paid	Accrual	Amount paid
2021 placement	26/04/21 to 26/04/22	19,688	26/01/21 to 26/04/21	4,855
2020 placement	24/02/21 to 24/02/22	40,600	24/11/20 to 24/02/21	10,205
Total		**60,288**		**15,060**

At 31 December 2022 (as in 2021), the Group has decided not to defer payment of the interest generated between the date shown in the table and the reporting date.

c) Reserves

As a result of the merger of Abertis Infraestructuras, S.A. with Abertis Participaciones, S.A.U. in 2019, as detailed in Notes 1 and 6 to the consolidated annual accounts for 2019, on 1 January 2019 the impact of the revaluation described in those notes was recognised as a result of the obtainment of control of **Abertis** on 29 October 2018, together with the associated impacts from that date until 31 December 2018 and the transfer of the revaluation reserves existing at the Group at the date of acquisition to "Retained Earnings and Other Reserves" (EUR 424.106 thousand, of which EUR 106,077 thousand relate to "Valuation Adjustments Relating to Hedges" and EUR 318,029 thousand to "Translation Differences").

i) Valuation adjustments relating to hedges

These relate to the reserve generated by the effective portion of the changes in the fair value of the derivative financial instruments designated and classified as cash flow hedges and/or hedges of net investments in foreign operations in the case of the fully consolidated companies.

ii) Available-for-sale investments

Effective 1 January 2018, as part of the application of IFRS 9, these reserves were transferred to investment revaluation reserves under "Retained Earnings and Other Reserves" since they will not be transferred to the consolidated statement of profit or loss and relate mainly to the change in the fair value of various financial investments held by the **A4** subgroup.

iii) Translation differences

The detail of "Translation Differences" at 31 December 2022 and 2021 is as follows:

	31/12/22	**31/12/21**
Rco/Ivm subgroup (Mexican peso)	402,618	212,593
Erc subgroup (US dollar)	86,307	39,866
TTPL/JEPL (Indian rupee)	(2,921)	1,139
APR (US dollar)	(141)	29
Metropistas (US dollar)	11,885	(3,283)
Arteris subgroup (Brazilian real)	(195,191)	(226,439)
Invin subgroup/Abertis Chile (1) (Chilean peso)	(226,618)	(307,773)
Other subsidiaries (2)	470	7,847
Group	76,409	(276,021)
Coviandes (Colombian peso)	-	4
Other associates	-	(829)
Associates and joint ventures	-	(825)
	76,409	**(276,846)**

(1) Relating mainly to the translation differences of **Autopista Central** (EUR -225,106 thousand in 2022 and EUR -307,712 thousand in 2021).

(2) Associated mainly with **Gco** and **Ausol** (Argentine peso, EUR 1,579 thousand in 2022 and EUR -1,375 thousand at the end of 2021).

The changes in the translation differences in 2022 were due, on the one hand, to the appreciation of all the currencies with which the Group operates, except for the Indian rupee and Argentine peso, which depreciated at year-end, and, on the other (as in 2022), to the application of IAS 29 to the Argentine consolidated companies **Gco** and **Ausol**, as described in Note 2-g.

The changes in the translation differences in 2021 were due, on the one hand, to the appreciation of all the currencies with which the Group operates, except for the Chilean peso and Argentine peso, which depreciated at year-end, and, on the other, to the application of IAS 29 to the Argentine consolidated companies **Gco** and **Ausol**, as described in Note 2-g.

d) Retained earnings and other reserves

The detail of "Retained Earnings and Other Reserves" at 31 December 2022 and 2021 and of the changes therein is as follows:

31/12/22

		01/01/22	Actuarial gains and losses	Distribution of profit (loss)	Capital reduction	Profit (Loss)	Perpetual bonds [1]	Other [2]	31/12/22
Legal reserve	i)	546,939	-	-	(120,326)	-	-	-	426,613
Retained earnings (excluding profit) and other reserves	ii)	942,211	16,787	7,217	120,326	-	(47,884)	(11,180)	1,027,477
Profit (Loss)	iii)	7,217	-	(7,217)	-	207,009	-	-	207,009
		1,496,367	**16,787**	**-**	**-**	**207,009**	**(47,884)**	**(11,180)**	**1,661,099**

[1] Includes EUR 44,776 thousand of net interest accrued in 2022 on the perpetual bonds issued in 2021 and 2020 and EUR 3,108 thousand of the corresponding amortised cost (see section b of this Note).

[2] Including mainly EUR -19,149 thousand relating to changes in the fair value of cash flow hedges at companies accounted for using the equity method; a positive impact of EUR 2,642 thousand relating to the capital reduction performed in 2022 involving the treasury shares held at the dividend distribution date; EUR 4,804 thousand (net) relating to the impairment loss recognised on the ownership interest held in Autostrade del Brennero, S.p.A (Note 9) and the interests in the real-estate fund "Serenissima Vitruvio" and infrastructure development fund "Fons de Modernisation Ecologique" (FMET) (Note 11.v), as an "Investment Revaluation Reserve", as detailed in Note 3-d and others.

31/12/21

		01/01/21	Actuarial gains and losses	Distribution of profit (loss)	2021 dividend	Profit (Loss)	Perpetual bonds [1]	Other [2]	31/12/21
Legal reserve	i)	594,229	-	-	-	-	-	(47,290)	546,939
Retained earnings (excluding profit) and other reserves	ii)	1,953,685	1,358	(391,829)	(601,633)	-	(47,196)	27,826	942,211
Profit (Loss)	iii)	(391,829)	-	391,829	-	7,217	-	-	7,217
		2,156,085	**1,358**	**-**	**(601,633)**	**7,217**	**(47,196)**	**(19,464)**	**1,496,367**

[1] Includes EUR 44,192 thousand of net interest accrued in 2021 on the perpetual bonds issued in 2021 and 2020 and EUR 3,004 thousand of the corresponding amortised cost (see section b of this Note).

[2] Includes mainly EUR -11,517 thousand relating to changes in the fair value of cash flow hedges at companies accounted for using the equity method, a positive impact of EUR 1,054 thousand relating to the 2021 dividend paid corresponding to the treasury shares held at the dividend distribution date, EUR -29,036 thousand relating to the impairment loss recognised on the ownership interests held in Autostrade del Brennero, S.p.A and Nogara Mare Adriatico ScPa (Note 9) and the interests in the real-estate funds "Serenissima Vitruvio" and "Sansovino" (Note 11.v), as an "Investment Revaluation Reserve", as detailed in Note 3-d and other.

i) Legal reserve of the Parent

Under Article 274 of the Spanish Limited Liability Companies Law, 10% of net profit for each year must be transferred to the legal reserve until the balance of this reserve reaches at least 20% of the share capital. The legal reserve cannot be distributed to shareholders except in the event of a company's liquidation.

The legal reserve can be used to increase capital provided that the remaining reserve balance does not fall below 10% of the increased share capital amount.

Except as mentioned above, until the legal reserve exceeds 20% of share capital, it can only be used to offset losses, provided that sufficient other reserves are not available for this purpose.

At 31 December 2022 (as at the 2021 year-end), this reserve had reached the legally required minimum. As a result of the capital reduction during the year (see section a) of this note), its value has decreased (with an impact on "Retained Earnings and Other Reserves") of EUR 120,326 thousand, corresponding to 20% of the said capital reduction to reduce its value to the 20% statutory limit.

ii) Retained earnings (excluding profit for the year) and other reserves

The most significant impacts in this line item in 2022 are as follows:

- The impacts relating to the change in value of cash flow hedges at companies accounted for using the equity method (EUR -19,149 thousand in 2022 compared with EUR +11,517 thousand in 2021) and EUR 4,804 thousand (net of the related tax effect, 2021: EUR -29,036 thousand) due to the change in value of financial assets at fair value through equity (Notes 9 and 11.v).

- The impact recognised in equity of the purchase of an additional 1.23% of the share capital of **A4** described in Note 2-h and section f) of this Note:

	Retained earnings and other reserves	Reserves				
	Impact of changes in the scope of consolidation	Valuation adjustments relating to hedges	Translation differences	Impact on Group reserves	Non-controlling interests (see section f)	Total impact on equity, 2022
Acquisition of an additional 1.23% stake in A4 Holding S.p.A. (**A4**)	1,309	-	-	1,309	(9,309)	(8,000)
Total	**1,309**	**-**	**-**	**1,309**	**(9,309)**	**(8,000)**

- The EUR 2,642 thousand positive impact on reserves of the capital reduction carried out, corresponding to treasury shares held when it was completed (EUR 1,054 thousand in 2021, in this case due to the dividend distributed corresponding to the treasury shares held when distributed).

In 2021, as well as the aforesaid impacts, the dividend distribution of EUR 601,633 thousand was also registered (see section g) of this note).

iii) Profit or loss for the year

The detail of the contribution of each company included in the scope of consolidation to the consolidated loss in 2022 and 2021, indicating the portion corresponding to non-controlling interests, is as follows:

	2022			2021		
Subsidiaries	Consolidated profit (loss)	Profit (Loss) attributable to non-controlling interests	Consolidated profit (loss) attributable to the Parent	Consolidated profit (loss)	Profit (Loss) attributable to non-controlling interests	Consolidated profit (loss) attributable to the Parent
Sanef	170,798	-	170,798	104,706	-	104,706
Sapn	80,124	(24)	80,100	27,005	(8)	26,997
Rco	68,528	(32,128)	36,400	4,954	(2,322)	2,632
Iberpistas	67,970	-	67,970	5,597	-	5,597
Abertis Finance	60,793	-	60,793	55,775	-	55,775
Rutas del Pacífico	33,776	(6,755)	27,021	12,398	(2,480)	9,918
Castellana	31,355	-	31,355	21,691	-	21,691
Acesa	27,477	-	27,477	348,559	-	348,559
Virginia Tollroad Transport Co	26,721	(11,971)	14,750	34,252	(15,345)	18,907
Abertis Mobility Services	25,974	-	25,974	223	-	223
Ausol	25,733	(17,604)	8,129	(25,654)	17,549	(8,105)
Autopista Central	24,515	(4,903)	19,612	(3,845)	769	(3,076)
Aucat	23,280	-	23,280	25,888	-	25,888
Elqui	21,846	(4,369)	17,477	12,818	(2,564)	10,254
Litoral Sul	21,783	(12,641)	9,142	(153,113)	88,853	(64,260)
Metropistas	21,537	(10,553)	10,984	14,536	(7,123)	7,413
Coviqsa	21,469	(10,066)	11,403	18,806	(8,817)	9,989
Autopista Los Libertadores	17,665	(3,533)	14,132	9,157	(1,831)	7,326
Trados	16,902	(8,282)	8,620	18,251	(8,943)	9,308
Apr	14,609	-	14,609	10,484	-	10,484
Invicat	14,066	-	14,066	(155,041)	-	(155,041)
Intervias	10,906	(6,329)	4,577	390	(226)	164
Autopista Los Andes	10,060	(2,012)	8,048	1,836	(367)	1,469
Túnels de Barcelona i del Cadí	9,673	(4,835)	4,838	1,639	(819)	820
Via Paulista	7,979	(4,630)	3,349	(44,989)	26,108	(18,881)
Autostrada Br-Vr-Vi-Pd (1)	7,248	(836)	6,412	55,181	(5,502)	49,679
Emovis	6,814	-	6,814	1,631	-	1,631
Avasa	6,507	-	6,507	(9,286)	-	(9,286)
A4 Mobility	4,975	(454)	4,521	4,636	(462)	4,174
Bip&Go	4,793	-	4,793	5,309	-	5,309
Abertis Autopistas España	4,356	-	4,356	11,638	-	11,638
Operavias	4,267	(853)	3,414	5,651	(1,130)	4,521
Latina Manunt. de Rodovias (2)	2,667	(1,548)	1,119	(2,537)	1,472	(1,065)
JEPL	2,597	-	2,597	(959)	-	(959)
Centrovias	2,121	(1,231)	890	126	(73)	53
Emovis Operations Leeds	1,706	-	1,706	1,359	-	1,359
Vianorte	1,701	(987)	714	56	(33)	23
Cotesa	1,669	(783)	886	1,133	(531)	602
Autovias	1,463	(849)	614	(73)	42	(31)
Emovis Operations Puerto Rico	1,444	-	1,444	412	-	412
Abertis Italia	1,434	-	1,434	(45)	-	(45)
Autovim	1,344	(630)	714	938	(440)	498
Globalcar Services	962	(88)	874	959	(96)	863
A4 Trading	958	(89)	869	946	(94)	852
PsRco	943	(442)	501	466	(218)	248
Emovis Technologies US	799	-	799	313	-	313
Emovis Tag UK	722	-	722	705	-	705

	2022			2021		
Subsidiaries	Consolidated profit (loss)	Profit (Loss) attributable to non-controlling interests	Consolidated profit (loss) attributable to the Parent	Consolidated profit (loss)	Profit (Loss) attributable to non-controlling interests	Consolidated profit (loss) attributable to the Parent
Gesa	710	(142)	568	1,773	(355)	1,418
Abertis Telecom Satélites	665	-	665	(20)	-	(20)
Emovis Operations Mersey Ltd.	607	-	607	551	-	551
SE BPNL SAS	426	-	426	344	-	344
Eurotoll (3)	376	-	376	(194)	-	(194)
Emovis Operations Ireland	310	-	310	812	-	812
Sanef FM 107	306	-	306	149	-	149
Emovis Qatar	204	-	204	352	-	352
Abertis India Toll Road Services	194	-	194	160	-	160
Abertis India	171	-	171	(49)	-	(49)
Conipsa	156	(73)	83	7,606	(3,566)	4,040
Emovis Technologies Croatia	152	-	152	374	-	374
Emovis Technologies BC	87	-	87	13	-	13
SPI	72	(35)	37	108	(53)	55
HIT 2	64	-	64	(3)	-	(3)
Emovis Operations Chile	45	-	45	17	-	17
Emovis Technologies Ireland	38	-	38	27	-	27
Hub & Park (3)	29	-	29	1	-	1
Infraestructuras Viarias Mexicanas	16	-	16	7	-	7
Eurotoll Central Europe (3)	1	-	1	(25)	-	(25)
Leonor Exploitation	(3)	-	(3)	(3)	-	(3)
Technologie Emovis Quebec	(6)	-	(6)	55	-	55
PDC	(8)	4	(4)	(13)	6	(7)
Emovis Technologies UK	(12)	-	(12)	28	-	28
Erc Holdco	(13)	6	(7)			
Abertis Gestión Viaria	(24)	-	(24)	(46)	-	(46)
Régis Bittencourt	(34)	20	(14)	(54,250)	31,481	(22,769)
Emovis Technologies Chile	(44)	-	(44)	(17)	-	(17)
TTPL	(53)	-	(53)	(3,090)	-	(3,090)
Arteris Participações	(129)	75	(54)	(54)	31	(23)
Partícipes en Brasil II	(239)	117	(122)	(228)	112	(116)
Societat d'Autopistes Catalanes	(271)	-	(271)	786	-	786
Rca	(270)	127	(143)	64	(30)	34
Serenissima Partecipazioni	(725)	65	(660)	623	(62)	561
Abertis USA Holdco	(898)	-	(898)	(25)	-	(25)
Partícipes en Brasil	(1,095)	469	(626)	(177)	316	139
Aulesa	(1,335)	-	(1,335)	(656)	-	(656)
Planalto Sul	(2,809)	1,630	(1,179)	(18,569)	10,776	(7,793)
Autopista del Sol	(5,388)	1,078	(4,310)	15,660	(3,132)	12,528
A4 Holding (1)	(11,630)	1,023	(10,607)	(3,283)	327	(2,956)
Abertis Internacional	(16,471)	-	(16,471)	(949)	-	(949)
Gco	(21,030)	10,809	(10,221)	(4,376)	2,250	(2,126)
Invin	(21,346)	4,146	(17,200)	(4,984)	3,033	(1,951)
Arteris	(24,084)	13,976	(10,108)	(23,741)	13,777	(9,964)
Erc Operations	(35,971)	16,115	(19,856)	(67,340)	30,168	(37,172)
HIT	(51,982)	-	(51,982)	(55,126)	-	(55,126)
Fluminense	(64,833)	37,623	(27,210)	(56,136)	32,575	(23,561)
Vias Chile	(82,913)	16,583	(66,330)	(33,096)	6,793	(26,303)
Fernão Días	(83,993)	48,741	(35,252)	(132,447)	76,859	(55,588)
Abertis Motorway UK Ltd. (4)	-	-	-	1,780	-	1,780
Sanef Aquitaine (4)	-	-	-	534	-	534
Mulhacen	-	-	-	(4)	-	(4)

Subsidiaries	2022 Consolidated profit (loss)	2022 Profit (Loss) attributable to non-controlling interests	2022 Consolidated profit (loss) attributable to the Parent	2021 Consolidated profit (loss)	2021 Profit (Loss) attributable to non-controlling interests	2021 Consolidated profit (loss) attributable to the Parent
Abertis	(274,994)	-	(274,994)	(270,646)	-	(270,646)
Group profit (loss) attributable to subsidiaries from continuing operations	**219,055**	2,932	221,987	(272,841)	276,675	3,834
Group profit (loss) from discontinued operations	-	-	-	-	-	-
Group profit (loss) attributable to subsidiaries	**219,055**	2,932	221,987	(272,841)	276,675	3,834

(1) The profit (loss) attributable to non-controlling interests includes the share of the results of investees accounted for using the equity method.

(2) In 2022, the result of **Latina Manutenção de Rodovias** contributed to the Group relates to that posted up to the date of its wind-up in May 2022 (Note 2-h).

(3) In 2022, the result of **Eurotoll** contributed to the Group relates to that posted up to the date of its sale in July 2022 (Note 2-h).

(4) In 2021, the result of Abertis Motorways and Sanef Aquitaine contributed to the Group relates to that posted up to the date of their disposal in November and December 2021, respectively (Note 2-h).

Associates and joint ventures	2022 Consolidated profit (loss)	2022 Profit (Loss) attributable to non-controlling interests	2022 Consolidated profit (loss) attributable to the Parent	2021 Consolidated profit (loss)	2021 Profit (Loss) attributable to non-controlling interests	2021 Consolidated profit (loss) attributable to the Parent
Bip&Drive	1,299	-	1,299	832	-	832
Routalis	129	-	129	756	-	756
Leonord	52	-	52	61	-	61
Coninvial (1)	(849)	-	(849)	(2,528)	-	(2,528)
Autema	(15,603)	-	(15,603)	28,704	-	28,704
Coviandes (1)	-	-	-	(373)	-	(373)
RMG (2)	-	-	-	(223)	-	(223)
A'lienor (3)	-	-	-	(24,285)	-	(24,285)
Profit (Loss) of associates	(14,972)	-	(14,972)	2,944	-	2,944
Areamed	(6)	-	(6)	439	-	439
Profit (Loss) of joint ventures	(6)	-	(6)	439	-	439
Profit (Loss) of associates and joint ventures from continuing operations	**(14,978)**	**-**	**(14,978)**	**3,383**	**-**	**3,383**
Profit (Loss) of associates from discontinued operations	-	-	-	-	-	-
Profit (Loss) of associates and joint ventures	**(14,978)**	**-**	**(14,978)**	**3,383**	**-**	**3,383**
Profit (Loss) for the year from continuing operations	**204,077**	**2,932**	**207,009**	**(269,458)**	**276,675**	**7,217**
Profit (Loss) for the year from discontinued operations	-	-	-	-	-	-
Profit (Loss) for the year	**204,077**	**2,932**	**207,009**	**(269,458)**	**276,675**	**7,217**

(1) In 2022, the result of Coninvial and Coviandes contributed to the Group relates to that posted up to the date of its disposal in November 2022 (Note 2-h).

(2) In 2021, the result of RMG contributed to the Group relates to that posted up to the date of its disposal along with Abertis Motorways UK in November 2021 (Note 2-h).

(3) In 2021, the result of Alienor contributed to the Group relates to that posted up to the date of its disposal along with Sanef Aquitaine in December 2021 (Note 2-h).

e) Other shareholder contributions

At an extraordinary General Meeting on 29 November 2022, Abertis Infraestructuras, S.A.'s shareholders voted in favour of its majority shareholder, Abertis HoldCo, S.A., making a non-monetary contribution of EUR 1,000 million to Abertis Infraestructuras, S.A.'s equity. This contribution comprised a credit right derived from a loan agreement between the two parties, after a financial debt novation agreement was signed for said sum, which was transferred from Abertis Infraestructuras, S.A. to Abertis HoldCo, S.A.

This contribution was recognised net of the amount corresponding to Abertis Infraestructuras, S.A.'s minority shareholders of EUR 991 million.

f) Non-controlling interests

The breakdown of the non-controlling interests, all of which relate to toll road concession operator companies/subgroups, is as follows:

	Country	**% owned by Abertis**	**% owned by non-controlling shareholders**	**31/12/22**	**31/12/21**
Red de Carreteras de Occidente, S.A.B. de C.V. (**Rco**)	Mexico	53.12%	46.88%	1,219,154	1,098,054
Elisabeth River Crossing, LLC. (**Erc**)	USA	55.20%	44.80%	515,415	489,189
Partícipes en Brasil S.A. (**Partícipes**)	Spain	51.00%	49.00%	313,132	343,511
Autopistas Metropolitanas Llc. (**Metropistas**)	P. Rico	51.00%	49.00%	285,885	275,417
Inversora de Infraestructuras, S.L. (**Invin**)	Spain	80.00%	20.00%	270,541	288,953
Túnels de Barcelona i Cadí Concessionària de la Generalitat de Catalunya, S.A. (**Túnels**)	Spain	50.01%	49.99%	104,667	91,706
Trados 45, S.A. (**Trados**)	Spain	51.00%	49.00%	78,611	74,881
A4 Holding, S.p.A. (**A4**)	Italy	91.26%	8.74%	57,520	70,106
Autopista del Sol, S.A. (**Ausol**) (1)	Argentina	31.59%	68.41%	41,875	31,630
Grupo Concesionario del Oeste, S.A. (**Gco**) (1)	Argentina	48.60%	51.40%	18,112	23,638
Holding d'Infrastructures de Transport S.A.S (**Hit**) (2)	France	100.00%	-	454	465
				2,905,366	**2,787,550**

(1) Companies controlled by **Abertis** as described in Note 2-g.i.

In relation to **Gco**, on 8 November 2018 the Group, as required by the Argentine National Securities Market Commission, set up a trust as described in Note 2-h.

(2) Relating to non-controlling interests in the **Hit** subgroup.

The increase in non-controlling interests is mainly due to exchange gains during the year (basically because of the increase in the year-end exchange rates of the Mexican peso, Brazilian real, Chilean peso and US dollar).

In relation to the main non-controlling interests detailed above, the summarised financial information on the assets, liabilities, profit or loss for the year and the cash flows of the related subgroups included in the consolidation process is as follows:

31/12/22 (*)

	Trados	Túnels	A4.	Partícipes	Invin	Rco	Erc	Metropistas	Ausol	Gco
Non-current assets	64,476	437,342	676,227	2,442,578	2,114,704	2,544,796	1,014,906	1,012,528	71,364	51,324
Current assets	62,004	41,718	408,741	343,772	556,725	690,284	123,915	33,330	50,508	28,551
ASSETS	126,480	479,060	1,084,968	2,786,350	2,671,429	3,235,080	1,138,821	1,045,858	121,872	79,875
Non-current liabilities	22,495	392,788	271,865	1,955,817	1,468,147	2,539,357	1,116,502	685,200	19,925	20,739
Current liabilities	1,607	33,637	176,310	387,291	284,865	349,704	24,773	43,007	40,735	20,361
LIABILITIES	24,102	426,425	448,175	2,343,108	1,753,012	2,889,061	1,141,275	728,207	60,660	41,100
NET ASSETS	**102,378**	**52,635**	**636,793**	**443,242**	**918,417**	**346,019**	**(2,454)**	**317,651**	**61,212**	**38,775**
Revenue	34,097	62,043	542,319	958,144	544,728	614,390	108,427	153,449	90,407	60,660
Expenses	(4,006)	(12,712)	(300,363)	(551,303)	(105,489)	(126,866)	(51,391)	(39,936)	(70,367)	(51,819)
Gross profit or loss from operations	**30,091**	**49,331**	**241,956**	**406,841**	**439,239**	**487,524**	**57,036**	**113,513**	**20,040**	**8,841**
Profit or loss attributable to shareholders of the Company	**16,867**	**17,014**	**54,563**	**(262,475)**	**104,075**	**165,772**	**(13,735)**	**31,510**	**25,732**	**(21,030)**
Operating activities	28,242	38,093	191,234	204,526	304,552	551,762	21,769	62,165	19,890	10,567
Investing activities	14,521	(15,895)	(126,792)	(412,823)	(53,077)	(85,767)	(6,695)	(5,494)	(13,011)	(6,898)
Financing activities	(39,299)	(14,378)	(233,621)	150,485	(306,248)	(385,596)	(6,501)	(52,953)	(22,206)	(5,274)
CASH FLOWS	**3,464**	**7,820**	**(169,179)**	**(57,812)**	**(54,773)**	**80,399**	**8,573**	**3,718**	**(15,327)**	**(1,605)**

(*) Without considering the impact associated with the PPA performed following the obtainment of control of **Abertis** and its subsequent merger with Abertis Participaciones, S.A.U., and the related revaluation of net assets and liabilities (Note 6 to the consolidated annual accounts for 2019).

31/12/21 (*)

	Trados	Túnels	A4.	Partícipes	Invin	Rco	Erc	Metropistas	Ausol	Gco
Non-current assets	73,601	425,011	726,411	2,201,717	2,057,606	2,314,436	974,901	965,189	50,771	79,076
Current assets	77,518	34,212	397,718	320,218	518,235	525,376	103,507	28,151	75,444	28,757
ASSETS	151,119	459,223	1,124,129	2,521,935	2,575,841	2,839,812	1,078,408	993,340	126,215	107,833
Non-current liabilities	38,626	425,336	317,519	1,546,248	1,361,346	2,347,039	1,040,415	654,005	13,785	34,448
Current liabilities	17,691	17,287	180,043	305,542	271,976	248,824	27,641	36,669	66,191	23,858
LIABILITIES	56,317	442,623	497,562	1,851,790	1,633,322	2,595,863	1,068,056	690,674	79,976	58,306
NET ASSETS	**94,802**	**16,600**	**626,567**	**670,145**	**942,519**	**243,949**	**10,352**	**302,666**	**46,239**	**49,527**
Revenue	35,235	51,030	472,114	703,167	498,799	447,590	86,382	134,634	77,891	49,083
Expenses	(3,565)	(11,885)	(263,160)	(418,350)	(104,935)	(82,945)	(44,401)	(35,466)	(61,189)	(43,358)
Gross profit or loss from operations	**31,670**	**39,145**	**208,954**	**284,817**	**393,864**	**364,645**	**41,981**	**99,168**	**16,702**	**5,725**
Profit or loss attributable to shareholders of the Company	**18,213**	**12,029**	**61,041**	**(356,192)**	**88,765**	**89,373**	**(22,859)**	**23,576**	**(25,652)**	**(4,374)**
Operating activities	19,349	34,848	213,136	186,478	334,075	343,550	12,282	50,117	6,403	287
Investing activities	(2,912)	(11,658)	(73,081)	(358,650)	(34,293)	(6,754)	(9,891)	(3,089)	(6,211)	(5,036)
Financing activities	(21,688)	(7,459)	(49,812)	241,419	(346,696)	(226,827)	-	(45,481)	-	(1,466)
CASH FLOWS	**(5,251)**	**15,731**	**90,243**	**69,247**	**(46,914)**	**109,969**	**2,391**	**1,547**	**192**	**(6,215)**

(*) Without considering the impact associated with the PPA performed following the obtainment of control of **Abertis** and its subsequent merger with Abertis Participaciones, S.A.U., and the related revaluation of net assets and liabilities (Note 6 to the consolidated annual accounts for 2019).

Also, at 31 December 2022 and 2021 the non-controlling interests with holdings of 10% or more in the share capital of the most significant fully consolidated Group companies were as follows:

	2022		2021	
	% owned by non-controlling shareholders	**%**	**% owned by non-controlling shareholders**	**%**
Partícipes en Brasil S.A. (**Partícipes**)	Brookfield Brazil Motorways Holding, S.L.	49.00%	Brookfield Brazil Motorways Holding, S.L.	49.00%
Autopistas Metropolitanas Llc. (**Metropistas**)	Metropistas Investment Partners Borrower	49.00%	Metropistas Investment Partners Borrower	49.00%
Túnels de Barcelona i Cadí Concessionària de la Generalitat de Catalunya, S.A. (**Túnels**)	Vaugirard Autovia, S.L.	49.99%	Vaugirard Autovia, S.L.	49.99%
Trados 45, S.A. (**Trados**)	Finavías, S.a.r.l.	49.00%	Finavías, S.a.r.l.	49.00%
Inversora de Infraestructuras, S.L. (**Invin**)	Abu Dhabi Investment Authority (Adia)	20.00%	Abu Dhabi Investment Authority (Adia)	20.00%
Autopista del Sol, S.A. (**Ausol**) (2)	Impregilio International Infrastructures N.V.	19.82%	Impregilio International Infrastructures N.V.	19.82%
	Natal Inversiones, S.A.	14.12%	Natal Inversiones, S.A.	14.12%
Grupo Concesionario del Oeste, S.A. (**Gco**) (2)	IJM Corporation Berhad	20.1%	IJM Corporation Berhad	20.1%
Red de Carreteras de Occidente, S.A.B. de C.V. (**Rco**)	Government of Singapore Investment Corporation Private Limited (GIC)	21.03%	Government of Singapore Investment Corporation Private Limited (GIC)	21.03%
Elisabeth River Crossings LLC (**Erc**)	JH Virginia AgregatorCo, LLC	44.80%	JH Virginia AgregatorCo, LLC	44.80%

(1) A company whose shares are listed on the Buenos Aires Stock Exchange.

The most noteworthy changes in 2022 were as follows:

Dividends

The detail of "2021 Dividend" of EUR 41,263 thousand and of "2022 Interim Dividend" of EUR 8,274 thousand, corresponding to the payments made to the rest of these companies' respective shareholders in relation to those dividends, is as follows:

	Dividend for prior year		**Interim dividend for current year**	
	2022	**2021**	**2022**	**2021**
Inversora de Infraestructuras, S.L. (**Invin**)	31,446	6,000	-	-
Autopista del Sol, S.A. (**Ausol**)	1,814	-	-	-
A4 Holding, S.p.A. (**A4**)	-	-	4,501	1,147
Túnels de Barcelona i Cadí Concessionària de la Generalitat de Catalunya, S.A. (**Túnels**)	7,188	3,729	-	-
Trados 45 S.A. (**Trados**)	779	1,302	3,773	3,626
Other non-controlling interests	36	40	-	-
	41,263	**11,071**	**8,274**	**4,773**

Capital increases

The detail of "Capital Increases" totalling EUR 882 thousand corresponding to the contribution subscribed in this connection by the non-controlling shareholder is as follows:

	Capital increases	
	2022	**2021**
Partícipes en Brasil S.A. (**Partícipes**) (1)	882	16,824
Arteris, S.A. (**Arteris**) (1)	-	7,013
	882	**23,837**

(1) Corresponding to shareholder's contributions.

Reimbursement of shareholder contributions

The detail of "Reimbursement of Shareholder Contributions", totalling EUR 62,046 thousand and relating to the payments made in this connection to the rest of the respective shareholders, is as follows:

	Reimbursement of shareholder contributions	
	2022	**2021**
Red de Carreteras de Occidente, S.A.B. de C.V. (**Rco**) [(1)]	44,958	-
Autopistas Metropolitanas de Puerto Rico, Llc. (**Metropistas**) [(2)]	17,088	12,144
	62,046	**12,144**

(1) Due to the redemption of capital at the 2022 year-end.

(2) Due to the redemption of capital at the 2022 and 2021 year-ends.

Changes in the scope of consolidation and other

"Changes in the Scope of Consolidation and Other", totalling EUR -9,309 thousand, relates to the impact of the following:

		Changes in the scope of consolidation and other	
		2022	**2021**
Acquisition of an additional 1.23% stake in A4 Holding S.p.A. (**A4**)	i.	(9,309)	-
Other		-	121
		(9,309)	**121**

"Changes in the Scope of Consolidation and Other" in 2022 related to the impact of the following:

i) Acquisition of an additional 1.23% of the share capital of **A4**.

As disclosed in Note 2-h, in 2022 **Abertis** acquired a further 1.23% of the share capital of A4 Holding, S.p.A. (**A4**), which gave it an ownership interest of 91.26% in this company, thereby strengthening its controlling position, as a result of which the non-controlling interest existing at the date of the acquisition was reduced by EUR 8,000 thousand.

Additionally, since this was an equity transaction carried out with the non-controlling interest of a subsidiary that did not modify the controlling position over the **A4** subgroup, it gave rise to the recognition of a positive impact of EUR 1,309 thousand on "Retained Earnings and Other Reserves" on the consolidated balance sheet.

There were no significant changes in the scope of consolidation and other impacts in 2021.

g) Dividends and other reimbursements of contributions and proposed distribution of results

At the Annual General Shareholders' Meeting of **Abertis** on 4 April 2022 shareholders approved the repayment of EUR 601,633 thousand of contributions to shareholders through a reduction of Abertis Infraestructuras, S.A.'s capital by decreasing the nominal value of shares from EUR 3.00 to EUR 2.34 (see section a) of this Note). This capital redemption was paid on 16 May 2022.

On 20 April 2021, the Annual General Meeting of **Abertis** approved the payment of a dividend out of unrestricted reserves of EUR 0.66 gross per share of Abertis Infraestructuras, S.A., representing EUR 601,633 thousand. This was paid on 28 April 2021.

Details of the reimbursements made to shareholders in 2022 and 2021 are as follows:

	2022		2021	
Dividends paid	EUR/share (gross)	Net	EUR/share (gross)	Net
Capital reduction by reducing the par value of shares	0.66	601,633	-	-
Dividend with a charge to unrestricted reserves	-	-	0.66	601,633
Total reimbursements	**0.66**	**601,633**	**0.66**	**601,633**

The distribution of dividends and other reimbursements to shareholders is determined on the basis of the separate annual accounts of Abertis Infraestructuras, S.A. and in due compliance with the corporate law currently in force in Spain.

The dividends and other reimbursements to be distributed to the shareholders are recognised as a liability in the consolidated annual accounts from the time these are approved by the shareholders at the Annual General Meeting (or by the Board of Directors in the case of interim dividends) until they are paid.

At 31 December 2022, no interim dividend had been paid out of the profit for 2022.

If on a dividend distribution date **Abertis** were to hold shares that did not carry dividend rights, the amount corresponding to those shares would be transferred to voluntary reserves.

In this regard, the directors of Abertis Infraestructuras, S.A. will submit for approval by the shareholders at the Annual General Meeting the following application of the 2022 profit of **Abertis**:

Basis of allocation (Loss)	**(69,627)**
Application:	
Prior years' losses	(69,627)
	(69,627)

The Board of Directors will also propose to shareholders at the Annual General Shareholders' Meeting scheduled for 28 March 2023 to repay EUR 601,633 thousand of contributions to shareholders through a reduction of Abertis Infraestructuras, S.A.'s capital by decreasing the nominal value of shares from EUR 2.34 to EUR 1.68. This Board of Directors resolution will be submitted for approval by the shareholders at the Annual General Meeting of **Abertis**.

h) Earnings per share

i) Basic

As shown below, basic earnings per share are calculated by dividing the net profit for the year attributable to the shareholders of **Abertis** by the weighted average number of shares outstanding during the year, excluding the average number of treasury shares held by the Group and, in the event that a capital increase through a scrip issue were performed, considering its impact as if it had been performed at the beginning of the year, adjusting the impact retrospectively for the years presented.

	2022			2021		
	Continuing operations	Discontinued operations	Total	Continuing operations	Discontinued operations	Total
Net profit (loss) attributable to the shareholders of the Parent (Note 13-d.iii)	207,009	-	207,009	7,217	-	7,217
Weighted average number of ordinary shares outstanding (thousands)	907,564	-	907,564	909,598	-	909,598
Basic earnings per share (EUR/share)	0.228	-	0.228	0.008	-	0.008
Diluted earnings per share (EUR/share)	0.228	-	0.228	0.008	-	0.008

ii) Diluted

Diluted earnings per share are determined by including in the calculation described above the effect (should there be one) of converting all potentially dilutive shares (share options) into shares of **Abertis**. In this regard, the conversion is considered to take place at the beginning of the year or, if the potentially dilutive shares were issued during the year, at their issue date.

In 2022 (as in 2021) **Abertis** did not hold any potentially dilutive shares consisting of share options and, therefore, diluted earnings per share do not differ from basic earnings per share.

14. BOND ISSUES AND BANK BORROWINGS

The detail of the Group's bank borrowings is as follows:

	31/12/22			31/12/21		
	Non-current	Current	Total	Non-current	Current	Total
Bank loans	5,017,906	411,067	5,428,973	7,688,892	738,464	8,427,356
Bond issues and other loans	18,939,719	1,525,607	20,465,326	18,519,593	310,417	18,830,010
	23,957,625	1,936,674	25,894,299	26,208,485	1,048,881	27,257,366
Payables to companies accounted for using the equity method and other related parties	-	61,517	61,517	-	228,459	228,459
Interest on loans and bonds	-	313,926	313,926	-	259,067	259,067
Other bank borrowings	-	48,078	48,078	565,599	48,078	613,677
Bond issues and bank borrowings	**23,957,625**	**2,360,195**	**26,317,820**	**26,774,084**	**1,584,485**	**28,358,569**

Bond issues and bank borrowings are measured at amortised cost.

Given the Group's cash position indicated in Note 12, in 2022 **Abertis** reduced its net debt from bond issues and bank borrowings (excluding the accounts payable to companies accounted for using the equity method and interest on loans and bonds and other financial assets and liabilities) by EUR 1,540,252 thousand to EUR 21,809,290 thousand.

The decrease in the year in the Group's net bank borrowings was due mainly to the following, in addition to the cash generated by the Group in its operations:

- Collection of EUR 1,218,268 thousand concerning various agreements with some of the grantors:
  - EUR 1,069,666 thousand in connection with Royal Decree 457/2006 (**Acesa**, Note 11-i.a).
  - EUR 94,100 thousand in connection with Royal Decree 483/1995 (**Invicat**, Note 11-i.b).
  - EUR 54,502 thousand in connection with Government Agreement 185/2013 (**Invicat**) and Government Agreement 186/2013 (**Aucat**) (Note 11-i.c)

- The signing of a financial debt novation agreement for EUR 1,000 million, which has been transferred from Abertis Infraestructuras, S.A. to Abertis HoldCo, S.A. (Note 13-e), which includes the granting of a guarantee by Abertis Infraestructuras, S.A. securing the novated debt and any possible rollovers and/or refinancing thereof.
- The collection of income tax for 2020 and 2021 of EUR 121,175 thousand and EUR 32,184 thousand, respectively.

These impacts have been partially offset by:

- The payment of share redemptions to shareholder in the year (EUR 601,633 thousand relating to the capital reduction in 2022, from which EUR 2,642 thousand, corresponding to the redemption associated with treasury shares, must be deducted).
- The effect of the investments payment (in operations and for expansion purposes) made in the year amounting to EUR 818,278 thousand.
- The early repayment of EUR 581,464 thousand of the loan used to purchase 51.4% of A4 Holding, S.p.A. (**A4**) in 2016, see section iii) of this note.
- The exchange rate effect at 31 December 2022, due mainly to the appreciation of the Brazilian real, Chilean peso, Mexican peso and US dollar at the reporting date, which increased the Group's net bank borrowings by EUR 512,206 thousand.

Various financing transactions carried out in 2022 provided new funds for the Group, for a net amount of EUR 1,981,251 thousand (2021: EUR 1,660,468 thousand), aimed at allowing it to service part of the debt maturing in 2021 (with debt totalling EUR 2,948,509 thousand being serviced and refinanced (2021: EUR 3,013,017 thousand), increasing the Group's liquidity and optimising its debt maturity profile and borrowing costs, thereby strengthening its financial position. The transactions included most notably the following:

- **Abertis** arranged its own line of credit of EUR 100 million and expiring in April 2025 and July 2025, none of which had been drawn down at 2022 year-end.
- In November 2022, **Abertis** signed a financial debt novation agreement for EUR 1,000 million with its majority shareholder Abertis HoldCo, S.A. (Note 13-e).

- **Abertis** also repaid borrowings of EUR 630 million during the year (EUR 485 million corresponding to the prepayment of the Club Deal loan maturing in 2024; EUR 100 million to the repayment of a bilateral loan; EUR 40 million to the line of credit that had been drawn down at 2021 year-end; and EUR 5 million to the partial repayment of another bilateral loan).
- In January, **Hit** (sole shareholder of **Sanef**), placed bonds totalling EUR 1,000 million, which has been used to refinance **Sanef**'s short-term debt acquired in 2007 at a cost of 5.4% (EUR 1,061 million). This has enabled the company to significantly reduce the average cost of its debt and extend the maturity profile thereof. The main characteristics of the bond issue are as follows:

Issuer (millions of euros)	Issue date	Net Maturity	Expiry date	Coupon rate
HIT	January 2022	1,000	January 2031	1.475%
Total		**1,000**		

  The impact of this refinancing on profit for the year, as a result of the difference between the carrying amount of the debt and the repurchase value, amounted to EUR 84 million, which includes the debt cancellation costs (Note 20-e).

- Also in January, **Erc** (a US subsidiary of the Group) placed a series of tax-free bonds totalling USD 572 million, which had been issued in July 2022 by the Virginia Small Business Financing Authority – a public body and political sub-division of the Commonwealth of Virginia, which has transferred the funds to **Erc** via loan. These fixed-rate bonds (average 3.88%) mature between 2029 and 2041 and have been used to redeem outstanding bonds from the 2012 series, allowing **Erc** to reduce the average cost of its debt.
- In relation to the Brazilian consolidated companies, in 2022 Arteris Brasil, SA, the parent of the **Arteris** subgroup, issued new bonds amounting to BRL 1,000 million (approximately EUR 177 million at 2022 year-end).

Fernão Dias has issued new bonds amounting to BRL 1,012 million (approximately EUR 179 million at 2022 year-end).

The main characteristics of these bond issues are as follows:

Issuer	Notional value (millions of BRL)	Notional value (millions of EUR) (1)	Expiry date	Coupon rate
Arteris	1,000	177	March 2027	6m CDI +1.65%
Fernão Dias	1,012	179	September 2031	12m IPca +6.3854%
Total	**2,012**	**356**		

(1) Amount measured at the exchange rate prevailing at 31 December 2022.

The debentures issued have primarily been used to service the debt with BNDES falling due during the year.

Arteris Via Paulista also made additional drawdowns on the loan from BNDES during the year amounting to BRL 283 million (approximately EUR 50 million at 2022 year-end), bringing the total borrowed to BRL 1,301 million (approximately EUR 231 million at 2022 year-end).

- Lastly, in December 2022 the Spanish companies **Avasa** and **Trados 45** repaid early all their bank loans totalling EUR 89 million and EUR 30 million, respectively.

In 2021, **Abertis** also had access to the following financing programmes:

- A Euro Medium Term Note Programme (EMTN) approved by the Board of Directors of **Abertis** on 26 February 2019 for a maximum total of EUR 7,000 million, registered with the Central Bank of Ireland (CBI) in Dublin on 6 March 2019, and which, as approved by the Board of Directors of **Abertis** on 13 January 2020, was increased to EUR 12,000 million.

  At 31 December 2022 the total amount of bond issues carried out under the aforementioned Bond Programme was EUR 6,826 million (31 December 2021: also EUR 6,826 million).

- A Euro Commercial Paper Programme (ECP) registered with the Central Bank of Ireland (CBI) in Dublin on 28 June 2019 for EUR 1,000 million, which was renewed in September 2022. None of this has been drawn at 2022 year-end (as was the case at 2021 year-end)

Also, the Parent took steps to optimise the Group's liquidity and to reduce the finance costs associated with the borrowings by renegotiating in 2022 credit facilities amounting to EUR 1,576 million (2021: EUR 1,750 million). Accordingly, the volume of the credit facilities of Abertis Infraestructuras, S.A. at 31 December 2022 and 2021 was as follows (see section i.a) of this Note):

Millions of euros	**31/12/22**		**31/12/21**	
	Total	Amount drawn down	Total	Amount drawn down
Credit facilities of Abertis Infraestructuras, S.A.	2,994	-	3,025	40
Maturing within one year	100	-	-	-
Maturing at more than one year	2,894		3,025	
Average maturity period (years)	1.8		2.1	

Of the EUR 2,994 million of the credit facilities held by Abertis Infraestructuras, S.A., EUR 1,626 million (2021: EUR 1,400 million of the EUR 3,025 million) can be drawn down in euros or in other currencies (for the related equivalent amount). The credit facilities denominated in euros bear interest at Euribor plus a spread and the credit facilities denominated in currencies other than the euro bear interest at Libor plus a spread.

Also, pursuant to the amendments to IAS 7, following is a reconciliation of the cash flows arising from financing activities, together with the associated liabilities in the opening and closing balance sheet, distinguishing between changes that give rise to cash flows and those that do not:

	31/12/21	Cash flows	Exchange rate	Perpetual bonds	Debt novation	Other [1]	**31/12/22**
Bank loans	8,427,356	(2,077,496)	209,378	-	(1,000,000)	(130,265)	5,428,973
Bond issues and other loans	18,830,010	1,110,238	402,941	-	-	122,137	20,465,326
	27,257,366	(967,258)	612,319	-	(1,000,000)	(8,128)	25,894,299
Payables to companies accounted for using the equity method and other related parties	228,459	(166,942)	-	-	-	-	61,517
Interest on loans and bonds	259,067	9,022	4,998	-	-	40,839	313,926
Other bank borrowings	613,677	(641,571)	-	60,288	-	15,684	48,078
Bond issues and bank borrowings	**28,358,569**	**(1,766,749)**	**617,317**	**60,288**	**(1,000,000)**	**48,395**	**26,317,820**

[1] Including, mainly, the effect of the amortised cost and capitalised interest.

	31/12/20	Cash flows	Exchange rate	Perpetual bonds	Changes in the scope of consolidation	Other [1]	**31/12/21**
Bank loans	9,160,800	(773,037)	92,425	-	-	(52,832)	8,427,356
Bond issues and other loans	19,186,802	(579,512)	52,446	-	-	170,274	18,830,010
	28,347,602	(1,352,549)	144,871	-	-	117,442	27,257,366
Payables to companies accounted for using the equity method and other related parties	8,388	222,578	586	-	(3,093)	-	228,459
Interest on loans and bonds	284,382	(8,349)	6,450	-	-	(23,416)	259,067
Other bank borrowings	545,945	(15,060)	-	58,923	-	23,869	613,677
Bond issues and bank borrowings	**29,186,317**	**(1,153,380)**	**151,907**	**58,923**	**(3,093)**	**117,895**	**28,358,569**

[1] Including, mainly, the effect of the amortised cost and capitalised interest.

The financing transactions carried out in 2021 included most notably the following:

- In February 2021, **Abertis** obtained a new syndicated loan from credit institutions totalling EURO 500 million and falling due in 2026. The loan bears interest at a floating rate tied to the Euribor plus a spread, and is earmarked to replenish liquidity after the acquisition of the **Erc** subgroup in December 2020.
- In December 2021, **Abertis** also drew down EUR 40 million on a line of credit which expires in 2023.
- **Abertis** also settled early the outstanding balance on a syndicated loan of EUR 750 million, initially falling due in October 2023. In doing so, it has repaid in full the term loan corresponding to the debt acquired by **Abertis** in 2019.
- The placement of a new EUR 600-million bond by **Hit** which, along with others issued in 2020, enabled it to cover existing bonds redemptions totalling EUR 1,360 million. The main characteristics of the bond issue were as follows:

Issuer (millions of euros)	Issue date	Net Maturity	Expiry date	Coupon rate
HIT	May 2021	600	May 2028	0.625%
Total		**600**		

  Hit also arranged a new syndicated line of credit of EUR 200 million and expiring in April 2026, none of which had been drawn down at 2021 year-end.

- In relation to the Brazilian consolidated companies, in 2021 Arteris Brasil, SA, the parent of the **Arteris** subgroup, obtained a new loan of USD 50 million (approximately EUR 44 million at 2021 year-end), all of which had been drawn down at 2021 year-end. This loan, with a floating interest rate tied to the CDI rate through a cross currency interest rate swap (Note 10), matured in March 2022.

  In May 2021, **Intervias** issued a BRL 500-million bond (BRL 79 million at 2021 year-end) expiring in May 2026 and with a coupon equal to the CDI rate plus a spread of 1.66%.

Litoral Sul issued new bonds amounting to BRL 2,550 million (approximately EUR 404 million at 2021 year-end) with the following detail of maturities and rates during the year:

Issuer	Notional value (millions of BRL)	Notional value (millions of EUR) (1)	Expiry date	Coupon rate
Litoral Sul	246	39	October 2028	6m CDI +1.55%
Litoral Sul	1,754	278	October 2031	6m IPca +5.855%
Litoral Sul	550	87	September 2022	12m CDI +1.62%
Total	**2,550**	**404**		

(1) Amount measured at the exchange rate prevailing at 31 December 2021.

The bonds issued by **Litoral Sul** in November 2021 have enabled it to repurchase the bonds maturing in 2020 and amounting to BRL 550 million (approximately EUR 87 million at 2021 year-end) and the entire loan from BNDES of BRL 365 million (approximately EUR 58 million at 2021 year-end).

Also, the Parent took steps to optimise the Group's liquidity and to reduce the finance costs associated with the borrowings by renegotiating in 2021 credit facilities amounting to EUR 1,750 million. Accordingly, the total drawable volume of the credit facilities of Abertis Infraestructuras, S.A. at the end of 2021 was EUR 3,025 million (the entire EUR 3,025 million balance of which matures at more than one year).

In 2021, the existing agreement of a line of credit was also changed, altering the available balance from JPY 100 million to JPY 13,000 million (approximately EUR 100 million at 2021 year-end) tied to the Tibor plus a spread. None of this line of credit had been drawn down at the reporting date.

i) Bank loans, bonds and other loans

The breakdown of the gross bank borrowings of **Abertis** (excluding borrowings from companies accounted for using the equity method, interest on loans and bonds and other liabilities), by country and financial instrument, is as follows:

	31/12/22			31/12/21		
	Loans	Bonds	Total	Loans	Bonds	Total
Abertis [(1)]	2,495,275	10,269,638	12,764,913	4,118,756	10,326,271	14,445,027
Spain	339,759	-	339,759	456,633	-	456,633
France	-	5,304,190	5,304,190	1,190,339	4,315,148	5,505,487
Italy	178,945	-	178,945	214,875	-	214,875
Brazil	300,943	1,674,346	1,975,289	347,346	1,221,113	1,568,459
Chile	189,646	865,145	1,054,791	240,337	805,657	1,045,994
Mexico	858,438	1,706,852	2,565,290	804,991	1,527,274	2,332,265
USA	1,053,394	-	1,053,394	1,032,073	-	1,032,073
Puerto Rico	-	636,004	636,004	-	619,394	619,394
Argentina	-	-	-	-	-	-
Other [(2)]	12,573	9,151	21,724	22,006	15,153	37,159
Total	**5,428,973**	**20,465,326**	**25,894,299**	**8,427,356**	**18,830,010**	**27,257,366**

(1) Including at 31 December 2022 EUR 267,237 thousand corresponding to Abertis Infraestructuras Finance B.V., relating in full to bonds (2021 year-end: EUR 284,639 thousand also relating in full to bonds).

Of the total borrowings obtained by the Parent and Abertis Infraestructuras Finance B.V., at 31 December 2022 EUR 98,564 thousand had been lent in turn to other Group companies (2021 year-end: EUR 712,799 thousand).

(2) Corresponding in full, both in 2022 and 2021, to the gross payables to third parties of the toll roads business in India.

The main changes in gross bank borrowings in 2022 are as follows:

- As explained beforehand, the reduction in **Abertis'** gross debt was primarily due to a debt repayment of EUR 630 million and the novation of financial debt of EUR 1,000 million with its majority shareholder Abertis Holdco.
- In the case of France **(Hit/Sanef)**, as described beforehand, the repayment of **Sanef**'s short-term bank debt has been offset by new borrowings of EUR 1,000 million.
- The change in gross financial debt in Brazil, Chile, Mexico, the US and Puerto Rico was affected by the appreciation of the exchange rate at the reporting date of the Brazilian real (impact of EUR +187 million, plus the issues described above of **Arteris** amounting to EUR 356 million, offset by debt repayments during the year), the Chilean peso (impact of EUR +70 million, offset by debt repayments during the year), the Mexican peso (impact of EUR +256 million, offset by debt repayments during the year), and the US dollar (impact of EUR +64 million in the US and EUR +38 million in Puerto Rico, offset in both cases by debt repayments during the year).

The weighted average interest rate in 2022 on bond issues and bank borrowings was 4.47% (2021: 3.55%). In this respect, despite the refinancing of debts during the year at lower interest rates, this was offset by inflationary pressures and the impact of the interest rate on borrowings in Latin America and the floating-rate debt of **Abertis**.

The reconciliation of the book value of bank loans and obligations with their value according to the cash flows stipulated in the contract, considering the associated hedges mentioned in Note 10, is as follows:

	31/12/22			31/12/21		
	Loans	Bonds	Total	Loans	Bonds	Total
Book value	**5,428,973**	**20,465,326**	**25,894,299**	**8,427,356**	**18,830,010**	**27,257,366**
Amortised cost	(22,303)	239,548	217,245	38,790	264,863	303,653
Revaluations for business combinations [1]	(106,714)	(180,331)	(287,045)	(258,083)	(244,109)	(502,192)
Hedges	55,910	51,877	107,787	39,411	930	40,341
Total	**5,355,866**	**20,576,420**	**25,932,286**	**8,247,474**	**18,851,694**	**27,099,168**

[1] Includes, both in 2022 and 2021, the impact of the merger of Abertis with Abertis Participaciones, S.A.U. and the corresponding incorporation from January 1, 2019 of the effects of the takeover of the Abertis Group itself, additionally the impact of the takeover of Erc and the **Rco** subgroup in 2020.

The Group's borrowings based on the contractually stipulated cash flows, taking into consideration the related hedges referred to in Note 10, are denominated in the following currencies:

	2022 [*]	**2021** [*]
Euro	17,906,573	19,776,909
Mexican peso	2,445,277	2,211,689
US dollar	1,926,076	1,945,642
Brazilian real	2,016,483	1,560,720
Chilean peso	995,305	946,164
Pound sterling	467,181	467,181
Japanese yen	153,611	153,611
Indian rupee	21,780	37,252
Argentine peso	-	-
Bond issues and bank borrowings	**25,932,286**	**27,099,168**

[*] The amounts of borrowings shown in the foregoing table relate to the cash flows provided for in the related agreements (taking into consideration the related hedge), which differ from the carrying amount of the borrowings due to the effect of applying IFRS 9 in relation to the borrowings arranged, and to the impact of the purchase price allocation (PPA) performed following the obtainment of control of **Rco** and **Erc** in 2020 and of **Abertis** in 2019.

As indicated in Note 10, a portion of the borrowings in US dollars and all the borrowings in Pounds sterling and Japanese yen are converted to euros through derivative financial instruments.

The detail of the bank borrowings and bond issues by maturity based on the amounts payable to maturity at each reporting date, as provided for in the respective contracts, is as follows:

	31/12/22 (*)			31/12/21 (*)		
	Loans	Bonds	Total	Loans	Bonds	Total
Between one and two years	677,641	1,235,124	1,912,765	853,444	1,435,436	2,288,880
Between two and three years	1,130,805	2,289,111	3,419,916	1,928,423	1,180,094	3,108,517
Between three and four years	863,760	2,558,680	3,422,440	1,734,328	2,171,102	3,905,430
Between four and five years	87,622	3,079,859	3,167,481	966,582	2,431,285	3,397,867
After five years	2,209,307	9,931,830	12,141,137	2,099,741	11,412,660	13,512,401
Non-current maturities	**4,969,135**	**19,094,604**	**24,063,739**	**7,582,518**	**18,630,577**	**26,213,095**
Current maturities	**386,731**	**1,481,816**	**1,868,547**	**664,956**	**221,117**	**886,073**
Total debt	**5,355,866**	**20,576,420**	**25,932,286**	**8,247,474**	**18,851,694**	**27,099,168**

(*) The amounts of borrowings shown in the foregoing table relate to the cash flows provided for in the related agreements (taking into consideration the related hedge), which differ from the carrying amount of the borrowings due to the effect of applying IFRS 9 in relation to the borrowings arranged, and to the impact of the purchase price allocation (PPA) performed following the obtainment of control of **Rco** and **Erc** in 2020 and of **Abertis** in 2019.

Of the EUR 25,932,286 thousand, EUR 13,139,248 thousand (51%) relate to debt of subsidiaries without recourse to Abertis Infraestructuras, S.A. (2021: EUR 12,673,839 thousand (47%)), which has not changed significantly during the year.

At 31 December 2022, the average term to maturity of the debt was 5.6 years (2021 year-end: 6.0 years).

Also, interest on the aforementioned loans and bonds accrues and is settled on the basis of the specific terms and conditions and maturities. In 2023 interest on the borrowings based on the debt at 31 December 2022 is expected to amount to approximately EUR 1,221 million (EUR 1,067 million estimated at 2021 year-end for 2022).

At 31 December 2022, 81% (2021: 77%) of the borrowings bore a fixed interest rate or a rate fixed through hedges. Therefore, possible interest rate fluctuations are not expected to have a significant impact on these consolidated annual accounts.

The estimated sensitivity of the consolidated statement of profit or loss to a 50 bp change in the interest rates applied to the floating-rate debt is as follows:

	2022			2021		
	Financing in			Financing in		
(millions of euros)	Euros	Other currencies (*)	Total	Euros	Other currencies (*)	Total
Change of 50 bp:						
Gross impact before tax	14.0	10.2	24.2	22.8	7.8	30.6
Net impact after tax (and before non-controlling interests)	10.5	7.7	18.2	17.1	5.9	23.0

(*) At the end of 2022 and 2021 due mainly to Brazilian real and Chilean pesos.

In addition, it should be noted in relation to the sensitivity of derivative transactions to interest rate fluctuations that, in terms of the derivative transactions analysed at 31 December 2022 taken as a whole, with a 50 bp change in the EUR, USD, GBP, YEN, CLP, BRL and MXN interest rate curves, and other variables staying constant, the fair value of the derivative transactions taken as a whole would have changed by EUR 127 million (2021: EUR 16 million), with a net impact of EUR 95 million on equity and virtually no impact on profit after tax (2021: impact of EUR 12 million on equity and again virtually no impact on profit after tax).

Lastly, the detail of the carrying amount and fair value of the bonds and non-current bank borrowings at the end of 2022 and 2021 is as follows:

	2022				
		Fair value (*)			
	Carrying amount	Level 1	Level 2	Level 3	Total
Bank loans	5,017,906	-	4,247,182	-	4,247,182
Bonds	18,939,719	12,996,104	3,457,809	-	16,453,913
Non-current bank borrowings	**23,957,625**	**12,996,104**	**7,704,991**	**-**	**20,701,095**

(*) Level 1. Quoted prices (unadjusted) in active markets for identical assets and liabilities.

Level 2. Inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly (i.e., as prices) or indirectly (i.e., derived from prices).

Level 3. Inputs for the asset or liability that are not based on observable market data.

	2021				
		Fair value (*)			
	Carrying amount	Level 1	Level 2	Level 3	Total
Bank loans	7,688,892	-	6,966,703	-	6,966,703
Bonds	18,519,593	14,796,125	3,507,477	-	18,303,602
Non-current bank borrowings	**26,208,485**	**14,796,125**	**10,474,180**	**-**	**25,270,305**

(*) Level 1. Quoted prices (unadjusted) in active markets for identical assets and liabilities.

Level 2. Inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly (i.e., as prices) or indirectly (i.e., derived from prices).

Level 3. Inputs for the asset or liability that are not based on observable market data.

The carrying amount of the current bank borrowings approximates their fair value. The fair value of the fixed-rate borrowings is calculated by discounting the payment flows of each debt by the interest rate curve of the currency to which they are tied, and in the case of bonds, the issuer's credit curve is added, which is estimated on the basis of the market prices of the liquid obligations observed for the same issuer in its reference markets.

i.a) Bank loans

The breakdown by maturity (as stipulated in the related agreements) and country of the bank loans is as follows:

2022 (*)	Current maturities	Between one and two years	Between two and three years	Between three and four years	Between four and five years	After five years	Non-current maturities	Total
Abertis	255,000	520,000	935,000	775,000	-	-	2,230,000	2,485,000
Spain	12,104	23,873	25,935	27,326	28,736	209,672	315,542	327,646
France	-	-	-	-	-	-	-	-
Italy	35,587	43,739	100,000	-	-	-	143,739	179,326
Brazil	35,669	39,324	27,754	19,196	11,038	182,098	279,410	315,079
Chile	11,366	11,939	14,745	15,488	19,699	173,904	235,775	247,141
Mexico	30,068	33,135	27,371	26,750	28,149	630,849	746,254	776,322
USA	-	-	-	-	-	1,012,784	1,012,784	1,012,784
Puerto Rico	-	-	-	-	-	-	-	-
Argentina	-	-	-	-	-	-	-	-
Other	6,937	5,631	-	-	-	-	5,631	12,568
Bank loans	**386,731**	**677,641**	**1,130,805**	**863,760**	**87,622**	**2,209,307**	**4,969,135**	**5,355,866**

(*) The amounts of borrowings shown in the foregoing table relate to the cash flows provided for in the related agreements (taking into consideration the related hedge), which differ from the carrying amount of the borrowings due to the effect of applying IFRS 9 in relation to the borrowings arranged, and to the impact of the purchase price allocation (PPA) performed following the obtainment of control of **Rco** and **Erc** in 2020 and of **Abertis** in 2019.

2021 (*)	Current maturities	Between one and two years	Between two and three years	Between three and four years	Between four and five years	After five years	Non-current maturities	Total
Abertis	105,000	294,927	1,305,000	1,535,000	875,000	-	4,009,927	4,114,927
Spain	66,863	61,104	28,881	25,935	27,326	238,409	381,655	448,518
France	264,500	363,000	456,000	-	-	-	819,000	1,083,500
Italy	36,038	35,587	43,739	100,000	-	-	179,326	215,364
Brazil	90,252	48,597	45,054	29,502	16,746	133,939	273,838	364,090
Chile	68,622	9,407	9,880	12,203	12,818	160,222	204,530	273,152
Mexico	24,277	27,096	29,860	24,665	24,106	593,855	699,582	723,859
USA	592	6,465	4,114	7,023	10,586	973,316	1,001,504	1,002,096
Puerto Rico	-	-	-	-	-	-	-	-
Argentina	-	-	-	-	-	-	-	-
Other	8,812	7,261	5,895	-	-	-	13,156	21,968
Bank loans	**664,956**	**853,444**	**1,928,423**	**1,734,328**	**966,582**	**2,099,741**	**7,582,518**	**8,247,474**

(*) The amounts of borrowings shown in the foregoing table relate to the cash flows provided for in the related agreements (taking into consideration the related hedge), which differ from the carrying amount of the borrowings due to the effect of applying IFRS 9 in relation to the borrowings arranged, and to the impact of the purchase price allocation (PPA) performed following the obtainment of control of **Rco** and **Erc** in 2020 and of **Abertis** in 2019.

At 31 December 2022 and 2021, the main bank loans held by Group companies and the main characteristics thereof were as follows:

	31/12/22[1]	31/12/21[1]	Reference rate[3]	Average interest rate - 2022[2]	Average interest rate - 2021[2]	Currency[3]	Final maturity - 2022	Final maturity - 2021	Financial obligations[4]	Security interests, pledges and other guarantees
Abertis (several)	485,000	970,000	Euribor			EUR	2025	2025	-	-
Abertis (several)	2,000,000	3,144,927	Euribor			EUR	2023-26	2022-26	-	-
Abertis	**2,485,000**	**4,114,927**		**2.80%**	**0.68%**					
Avasa	-	88,500	Euribor			EUR	-	2023	Financial ratios	Other[5]
Túnels	305,000	305,000	Euribor			EUR	2034	2034	Financial ratios	Company shares, concession infrastructure and other[5]
Aulesa	22,646	25,010	Fixed rate			EUR	2029	2029	Financial ratios	Company shares, concession infrastructure and other[5]
Trados	-	30,008	Euribor			EUR	-	2024	Financial ratios	Concession infrastructure and other[5]
Spain	**327,646**	**448,518**		**3.72%**	**2.46%**					
Sanef/Sapn (several)	-	1,060,500	Fixed rate			EUR	-	2024	Financial ratios	Financial collateral[6]
Sanef	-	23,000	Euribor			EUR	-	2022-23	Financial ratios	-
France	**-**	**1,083,500**		**-**	**5.24%**					
A4 Holding	25,793	32,868	Euribor			EUR	2024	2024	Financial ratios	-
A4 Mobility (several)	3,096	6,143	Euribor			EUR	2023	2023	Financial ratios	Other[5]
A4 Autostrada	150,000	175,000	Euribor			EUR	2025	2025	Financial ratios	-
Other (several)	437	1,353	Euribor			EUR	2023	2022-23	-	Other[5]
Italy	**179,326**	**215,364**		**1.34%**	**0.93%**					
Concessions (several)	233,608	160,104	HICP			BRL	2027-45	2027-45	Financial ratios	Company shares and other[5]
Federal concessions (several)	81,471	158,787	Fixed rate			BRL	2025-27	2025-29	Financial ratios	Company shares and other[5]
Arteris	-	45,199	Fixed rate			USD	2022	2022	-	-
Brazil	**315,079**	**364,090**		**11.95%**	**12.41%**					
Rutas Pacífico	-	61,047	Fixed rate			CLF	-	2022	-	Concession infrastructure
Los Andes	190,274	161,490	Fixed rate			CLP	2034	2034	-	Concession infrastructure
Autp. Central	56,867	50,615	Fixed rate			CLF	2029	2029	-	Concession infrastructure
Chile	**247,141**	**273,152**		**18.92%**	**11.61%**					
Rco	476,493	432,261	Fixed rate			MXN	2037	2037	-	Company shares and concession infrastructure
Rco	211,950	194,613	Fixed rate			MXN	2034	2034	-	Company shares and concession infrastructure
Rco	40,401	36,775	IIR			MXN	2034	2034	-	Company shares and concession infrastructure
Conipsa	3,295	4,667	IIR			MXN	2024	2024	-	Company shares and other[5]
Coviqsa	27,634	34,739	IIR			MXN	2025	2025	-	Company shares and other[5]
Coviqsa	16,549	20,804	Fixed rate			MXN	2025	2025	-	Company shares and other[5]
Mexico	**776,322**	**723,859**		**10.18%**	**10.07%**					
Erc Op	-	552,931	Fixed rate			USD	-	2042	-	Company shares and concession infrastructure
Erc Op	535,866	-	Fixed rate			USD	2041	-	-	Company shares and concession infrastructure
Erc Op	476,918	449,165	Fixed rate			USD	2047	2047	-	Company shares and concession infrastructure
USA	**1,012,784**	**1,002,096**		**3.55%**	**4.51%**					

	31/12/22[1]	31/12/21[1]	Reference rate [3]	Average interest rate - 2022 [2]	Average interest rate - 2021 [2]	Currency [3]	Final maturity - 2022	Final maturity - 2021	Financial obligations [4]	Security interests, pledges and other guarantees
TTPL and JEPL (several)	12,568	21,968	ICICI			INR	2023-24	2023-24	Financial ratios	% of company shares, concession infrastructure and other [5]
Other	**12,568**	**21,968**		**8.58%**	**8.10%**					
Total	**5,355,866**	**8,247,474**		**5.32%**	**3.58%**					

[1] Amount of the contractual cash flows, translated at the closing exchange rate or, where appropriate, at the rate set in the related hedge, which differ from their carrying amounts due to the effect of applying IFRS 9 in relation to the borrowings arranged, and to the impact of the purchase price allocation (PPA) performed following the obtainment of control of **Rco** and **Erc** in 2020 and of **Abertis** in 2019.

[2] Average interest rate for the year taking into account, where applicable, the impact of the related hedge.

[3] Reference rate and original currency, not taking into account, where applicable, the impact of the related hedge.

[4] Relating mainly to the achievement of certain ratios related to aggregates, such as EBITDA, financial debt, equity or cash available for debt servicing. In the case of Aulesa and Sanef/Sapn in 2021 also with an investment grade rating.

[5] This type of financing includes the pledge of assets of the concession operators, which can generally be demand deposits, collection rights arising from concession arrangements, collection rights relating to insurance contracts, credit facilities and, on occasions, guarantees granted by the parent company of the business unit or personal guarantees of the shareholders.

[6] Financial guarantee received by the company granted by monoline.

In this regard, at the date of authorisation for issue of these consolidated annual accounts, the clauses or obligations included in the foregoing financing agreements had been fulfilled. Also, a portion of the borrowings arranged by the Parent, amounting to approximately EUR 2,285 million (2021: EUR 3,535 million), includes clauses relating to changes in control, of which EUR 1,700 million (2021: EUR 2,465 million) must occur together with a material negative impact on the credit rating (loss of the "investment grade" category). In this regard, at the date of authorisation for issue of these consolidated annual accounts, there had been no impact in relation thereto.

The Group also has the following undrawn credit facilities and loans to cover its cash requirements:

	31/12/22							
	Maturing at less than one year	Between one and two years	Between two and three years	Between three and four years	Between four and five years	After five years	Maturing at more than one year	Total
Abertis [(1)]	100,000	1,667,421	1,226,191	-	-	-	2,893,612	2,993,612
Spain	-	-	-	-	-	-	-	-
France	-	200,000	600,000	-	300,000	-	1,100,000	1,100,000
Italy	-	50,000	-	-	-	-	50,000	50,000
Brazil	-	-	-	-	-	406,140	406,140	406,140
Chile	-	-	-	-	-	-	-	-
Mexico	-	-	-	-	95,896	-	95,896	95,896
USA	-	-	-	-	-	-	-	-
Puerto Rico	-	-	-	-	-	-	-	-
Argentina	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Undrawn credit facilities and loans	**100,000**	**1,917,421**	**1,826,191**	**-**	**395,896**	**406,140**	**4,545,648**	**4,645,648**

(1) Corresponding in full to undrawn credit facilities.

	31/12/21							
	Maturing at less than one year	Between one and two years	Between two and three years	Between three and four years	Between four and five years	After five years	Maturing at more than one year	Total
Abertis [(1)]	-	1,210,073	1,574,709	200,000	-	-	2,984,782	2,984,782
Spain	-	-	-	-	-	-	-	-
France	-	200,000	600,000	-	300,000	-	1,100,000	1,100,000
Italy	10,000	25,000	50,000	-	-	-	75,000	85,000
Brazil	-	-	-	-	-	417,801	417,801	417,801
Chile	-	-	-	-	-	-	-	-
Mexico	-	-	-	-	-	136,058	136,058	136,058
USA	-	-	-	-	-	-	-	-
Puerto Rico	-	-	-	-	-	-	-	-
Argentina	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Undrawn credit facilities and loans	**10,000**	**1,435,073**	**2,224,709**	**200,000**	**300,000**	**553,859**	**4,713,641**	**4,723,641**

(1) Corresponding in full to undrawn credit facilities.

Lastly, the weighted average interest rate in 2022 on bank borrowings was 5.32% (2021: 3.58%).

i.b) Bond issues and other loans

The detail of the bonds and other financing instruments at 31 December 2022 and 2021 is as follows:

	2022	2021
Bond issues	20,465,326	18,830,010
Promissory notes and commercial paper	-	-
Other marketable debt securities	-	-
Bond issues and other loans	**20,465,326**	**18,830,010**

(1) The group has issued bonds listed in various markets in Spain, France, Ireland, Brazil, Chili, Mexico and P. Rico.

The breakdown by maturity (as stipulated in the respective agreements) and country is as follows:

2022 (*)	Current maturities	Between one and two years	Between two and three years	Between three and four years	Between four and five years	After five years	Non-current maturities	Total
Abertis	600,000	766,100	1,078,600	1,462,081	1,500,000	4,878,610	9,685,391	10,285,391
Spain	-	-	-	-	-	-	-	-
France	500,000	-	650,000	600,000	1,100,000	2,500,000	4,850,000	5,350,000
Italy	-	-	-	-	-	-	-	-
Brazil	159,567	191,679	262,729	238,150	230,193	619,087	1,541,838	1,701,405
Chile	111,744	139,494	139,494	99,106	97,019	291,058	766,171	877,915
Mexico	73,144	94,584	119,167	117,887	107,389	1,156,783	1,595,810	1,668,954
USA	-	-	-	-	-	-	-	-
Puerto Rico	32,712	38,702	39,121	41,456	45,258	486,292	650,829	683,541
Argentina	-	-	-	-	-	-	-	-
Other	4,649	4,565	-	-	-	-	4,565	9,214
Bond issues and other loans	**1,481,816**	**1,235,124**	**2,289,111**	**2,558,680**	**3,079,859**	**9,931,830**	**19,094,604**	**20,576,420**

(*) The amounts of borrowings shown in the foregoing table relate to the cash flows provided for in the related agreements (taking into consideration the related hedge), which differ from the carrying amount of the borrowings due to the effect of applying IFRS 9 in relation to the borrowings arranged, and to the impact of the purchase price allocation (PPA) performed following the obtainment of control of **Rco** and **Erc** in 2020 and of **Abertis** in 2019.

2021 (*)	Current maturities	Between one and two years	Between two and three years	Between three and four years	Between four and five years	After five years	Non-current maturities	Total
Abertis	-	600,000	766,100	1,078,600	1,462,081	6,378,610	10,285,391	10,285,391
Spain	-	-	-	-	-	-	-	-
France	-	500,000	-	650,000	600,000	2,600,000	4,350,000	4,350,000
Italy	-	-	-	-	-	-	-	-
Brazil	63,760	142,371	173,138	184,478	144,011	534,069	1,178,067	1,241,827
Chile	74,125	92,478	115,443	115,443	82,019	321,166	726,549	800,674
Mexico	49,143	65,277	84,565	106,102	104,505	1,078,239	1,438,688	1,487,831
USA	-	-	-	-	-	-	-	-
Puerto Rico	28,450	30,444	36,069	36,479	38,669	500,576	642,237	670,687
Argentina	-	-	-	-	-	-	-	-
Other	5,639	4,866	4,779	-	-	-	9,645	15,284
Bond issues and other loans	**221,117**	**1,435,436**	**1,180,094**	**2,171,102**	**2,431,285**	**11,412,660**	**18,630,577**	**18,851,694**

(*) The amounts of borrowings shown in the foregoing table relate to the cash flows provided for in the related agreements (taking into consideration the related hedge), which differ from the carrying amount of the borrowings due to the effect of applying IFRS 9 in relation to the borrowings arranged, and to the impact of the purchase price allocation (PPA) performed following the obtainment of control of **Rco** and **Erc** in 2020 and of **Abertis** in 2019.

The weighted average interest rate in 2022 on the bond issues was 4.55% (2021: 4.09%).

At 31 December 2022 and 2021, the main bond issues outstanding launched by Group companies and the main characteristics thereof were as follows:

	31.12.22 (1)	31.12.21 (1)	Reference rate (3)	Average interest rate - 2022 (2)	Average interest rate - 2021 (2)	Currency (3)	Final maturity - 2022	Final maturity - 2021	Financial obligations (4)	Security interests, pledges and other guarantees
Abertis (several)	6,826,481	6,826,481	Fixed rate			EUR	2024-32	2024-32	-	-
Abertis (several)	3,045,300	3,045,300	Fixed rate			EUR	2023-38	2023-38	-	-
Abertis	160,000	160,000	Euribor			EUR	2024	2024	-	-
Abertis Finance	153,610	153,610	Fixed rate			JPY	2039	2039	-	Complete unconditional guarantee provided by Abertis
Abertis Finance	100,000	100,000	Fixed rate			EUR	2024	2024	-	Complete unconditional guarantee provided by Abertis
Abertis	**10,285,391**	**10,285,391**		**2.16%**	**2.11%**					
Hit (several)	4,450,000	3,450,000	Fixed rate			EUR	2023-31	2022-29	-	-
Sanef (several)	900,000	900,000	Fixed rate			EUR	2026-2028	2026-2028	-	-
France	**5,350,000**	**4,350,000**		**1.56%**	**1.57%**					
State (Intervias)	155,784	154,354	CDI/HICP			BRL	2023-26	2023-26	Financial ratios	-
Federal (Régis)	338,310	305,174	CDI/HICP			BRL	2027-31	2027-31	Financial ratios	Guarantee provided by Arteris
State (Intervias)	28,944	24,493	HICP			BRL	2025	2025	Financial ratios	-
State (Intervias)	47,293	63,390	CDI			BRL	2024	2024	Financial ratios	-
State (Via Paulista)	62,290	60,769	HICP			BRL	2027	2027	Financial ratios	Guarantee provided by Arteris
Federal (several)	203,518	41,155	HICP			BRL	2025-2031	2025-2026	Financial ratios	Shares, concession infrastructure and other (5)
Federal (Litoral Sul)	43,624	38,982	CDI			BRL	2028	2028	Financial ratios	Shares, concession infrastructure, guarantee provided by Arteris and other (5)
Federal (Litoral Sul)	333,653	282,349	HICP			BRL	2031	2031	Financial ratios	Shares, concession infrastructure, guarantee provided by Arteris and other (5)
Arteris	37,916	32,086	HICP			BRL	2024	2024	Financial ratios	% of the shares of Intervias and other (5)
Arteris	178,058	159,110	CDI			BRL	2025	2025	Financial ratios	
Arteris	94,666	79,965	HICP			BRL	2027	2027	Financial ratios	
Arteris	177,349	-	CDI			BRL	2027	-	Financial ratios	
Brazil	**1,701,405**	**1,241,827**		**13.29%**	**14.19%**					
Autopista Central	227,033	223,380	Fixed rate			CLF	2026	2026	Financial ratios	Concession infrastructure
Autopista Central	129,749	127,661	Fixed rate			USD	2026	2026	Financial ratios	Concession infrastructure and financial collateral (6)
Vias Chile	521,133	449,633	Fixed rate			CLF	2025-30	2025-30	Financial ratios	-
Chile	**877,915**	**800,674**		**17.29%**	**10.78%**					
Rco	1,028,664	869,664	Fixed rate			UDI	2032-40	2032-40	Financial ratios	Concession infrastructure
Rco	640,290	618,167	Fixed rate			MXN	2027-38	2027-38	Financial ratios	Concession infrastructure
Mexico	**1,668,954**	**1,487,831**		**12.26%**	**11.81%**					

	31.12.22[1]	31.12.21[1]	Reference rate [3]	Average interest rate - 2022 [2]	Average interest rate - 2021 [2]	Currency [3]	Final maturity - 2022	Final maturity - 2021	Financial obligations [4]	Security interests, pledges and other guarantees
Metropistas	280,678	265,760	Fixed rate			USD	2038	2038	-	Concession infrastructure and other [5]
Metropistas	341,157	336,640	Fixed rate			USD	2035	2035	-	Concession infrastructure and other [5]
Autopistas P. Rico	61,706	68,287	Fixed rate			USD	2023-27	2022-27	Financial ratios	Other [5]
Puerto Rico	**683,541**	**670,687**		**6.90%**	**6.89%**					
TTPL and JEPL (several)	9,214	15,284	Fixed rate			INR	2023-24	2023-24	-	% of company shares, concession infrastructure and other [5]
Other	**9,214**	**15,284**		**9.42%**	**9.43%**					
Total	**20,576,420**	**18,851,694**		**4.55%**	**4.09%**					

(1) Amount of the contractual cash flows, translated at the closing exchange rate or, where appropriate, at the rate set in the related hedge, which differ from their carrying amounts due to the effect of applying IFRS 9 in relation to the borrowings arranged, and to the impact of the purchase price allocation (PPA) performed following the obtainment of control of **Rco** and **Erc** in 2020 and of **Abertis** in 2019.

(2) Average interest rate for the year taking into account, where applicable, the impact of the related hedge.

(3) Reference rate and original currency, not taking into account, where applicable, the impact of the related hedge.

(4) Relating mainly to the achievement of certain ratios related to aggregates, such as EBITDA, financial debt, equity or cash available for debt servicing.

(5) This type of financing includes the pledge of assets of the concession operators, which can generally be demand deposits, collection rights arising from concession arrangements, collection rights relating to insurance contracts, credit facilities and, on occasions, guarantees granted by the parent company of the business unit or personal guarantees of the shareholders.

(6) Financial guarantee received by the company granted by monoline.

In this regard, at the date of authorisation for issue of these consolidated annual accounts, the clauses or obligations included in the bond issues had been fulfilled. Also, a portion of the issues subscribed by the Parent, amounting to approximately EUR 6,826 million (2021: also EUR 6,826 million), includes clauses relating to changes in control that must occur together with a material negative impact on the credit rating (loss of the "investment grade" category). In this regard, at the date of authorisation for issue of these consolidated annual accounts, there had been no impact in relation thereto.

Lastly, it should be noted that on 28 June 2019, Abertis Infraestructuras, S.A. registered with the Central Bank of Ireland (CBI) a commercial paper issue programme of EUR 1,000 million under the Euro Commercial Paper Programme (ECP). The programme was renewed in June 2020, 2021 and September 2022, not having made any placements during the year (as in 2021).

ii) Payables to companies accounted for using the equity method and other related parties

The detail of the balances with associates and other related parties is as follows:

	31/12/22			31/12/21		
	Non-current	Current	Total	Non-current	Current	Total
Abertis Holdco (1)	-	61,517	61,517	-	228,459	228,459
Total	**-**	**61,517**	**61,517**	**-**	**228,459**	**228,459**

(1) Balance payable by Abertis Infraestructuras to Abertis HoldCo, S.A. primarily through the cash-pooling system established by the two companies in 2021 (2022: EUR 61,437 thousand; 2021: EUR 228,459 thousand).

iii) Other bank borrowings

The detail of other bank borrowings is as follows:

	31/12/22			31/12/21		
	Non-current	Current	Total	Non-current	Current	Total
Purchase of 51.4% of A4 Holding (1)	-	-	-	565,599	-	565,599
Interest on subordinated perpetual bonds	-	48,078	48,078	-	48,078	48,078
Other bank borrowings	**-**	**48,078**	**48,078**	**565,599**	**48,078**	**613,677**

(1) Present value at the respective year-ends of the obligation to make a deferred payment for the purchase of the 51.4% stake in A4 Holding, S.p.A.

"Other Bank Borrowings – Current" corresponds to the interest payable in relation to the perpetual subordinated bonds placed by the Group (Note 13-b).

At 2021 year-end, "Other Bank Borrowings – Non-current" related to the account payable for the acquisition in 2016 of 51.4% of A4 Holding, S.p.A. (**A4**) for a total sum of EUR 594 million, EUR 589 million of which will be paid in February 2023.

It should be noted in this regard that the seller factored the receivables from **Abertis** to a syndicate of banks (with **Abertis** as a party to the arrangement) and, accordingly, in 2016 those banks became creditors of the Group.

This account payable was settled early in 2022 for a sum of EUR 581,464 thousand.

iv) Corporate rating

At the date of formal preparation of these consolidated annual accounts **Abertis** had a long-term "BBB" investment-grade adequate credit quality rating awarded by the international credit rating agency Standard and Poor's Credit Market Services Europe Ltd. Also, the short-term credit rating at that date was "A-3".

In addition, **Abertis** holds a long-term "BBB+" rating awarded by the international credit rating agency Fitch Ratings Ltd., and a short-term "F3" rating.

15. DEFERRED INCOME

The changes in 2022 and 2021 were as follows:

	2022	2021
At 1 January	37,460	42,975
Additions	178	57
Decreases	(2,323)	(3,575)
Transfers	(20)	(833)
Translation differences	991	(1,164)
At 31 December	**36,286**	**37,460**

At 31 December 2022, "Deferred Income" included mainly:

- Compensation in relation to operations to **Trados** from the Autonomous Community Government of Madrid for the excess cost of compulsory purchases of EUR 16,567 thousand (2021: EUR 19,052 thousand) to restore the economic and financial feasibility of the concession, which are transferred to profit or loss on a straight-line basis until the end of the concession in 2029.
- Collections received by the **Andes** toll road (EUR 6,706 thousand in 2022 and EUR 6,788 thousand in 2021), the **Libertadores** toll road (EUR 500 thousand in 2022 and EUR 302 thousand in 2021) and the **Autopista Central** toll road (EUR 8,162 thousand in 2022 and EUR 7,641 thousand in 2021) for the maintenance of the work specified under various supplementary agreements to the respective concession arrangements, which are recognised in profit or loss on an accrual basis.

16. PAYABLE TO SUPPLIERS AND OTHER PAYABLES

The detail of "Payable to Suppliers and Other Payables" at 31 December 2022 and 2021 is as follows:

	2022	2021
Trade payables	372,074	390,112
Payable to non-current asset suppliers	103,355	104,318
Payables to companies accounted for using the equity method and related parties	64,483	97,469
Remuneration payable	114,310	102,353
Other payables	28,876	32,013
Payable to suppliers and other payables	**683,098**	**726,265**

The detail of the payables to associates, joint ventures and other related parties is as follows:

	31/12/22	31/12/21
Companies accounted for using the equity method:		
M-45	198	180
Other investments	12	-
	210	**180**
Other related parties:		
Abertis Holdco [1]	63,534	95,718
Eurotoll	210	-
Telepass S.p.A.	472	69
Autogrill Italia S.p.A.	57	79
Autostrade per l'italia S.p.A.	-	945
Autostrade Tech, S.p.A.	-	311
Other entities	-	167
	64,273	**97,289**
Accounts payable	**64,483**	**97,469**

[1] Balance associated primarily with the effect of the tax consolidation of **Abertis** and its subsidiaries with tax residence in Spain as detailed in Note 17-a with the tax group the parent of which is Abertis HoldCo, S.A.

Also, for the Group companies with tax residence in Spain, the following information is required according to the new wording set forth in Law 18/2022, of 28 September 2022, on the incorporation and growth of businesses of Additional Provision Three of Law 15/2010, of 5 July ("Disclosure Requirement"), amended by Final Provision Two of Law 31/2014, of 3 December, amending the Spanish Limited Liability Companies Law to improve corporate governance, in accordance with the Resolution of 29 January 2016 of the Spanish Accounting and Audit Institute on disclosures to be included in the notes to annual accounts for years beginning on or after 1 January 2015 in relation to the average period of payment to suppliers in commercial transactions, published in the Official State Gazette on 4 February 2016:

	2022	**2021**
Average period of payment to suppliers (no. of days) (1)	34	36
Ratio of transactions settled (no. of days)	35	37
Ratio of transactions not yet settled (no. of days)	26	22
Total payments made	87,613	100,375
Total payments outstanding	8,358	5,801
Payments made over the period less than the statutory cap	85,708	100,365
Percentage of total payments made	97.8%	99.9%
Total invoices paid	11,576	14,340
Invoices paid within maximum statutory period	11,439	14,254
Percentage of total invoices paid	98.5%	99.4%

(1) The maximum payment period applicable to the Group companies with tax residence in Spain is, under Law 11/2013, of 26 July, 30 days, unless a longer period has been contractually specified, although such period may not exceed 60 days.

The payments shown in the foregoing table in relation to payments to suppliers relate to suppliers that because of their nature are trade creditors for the supply of goods and services and, therefore, they are included under "Payable to Suppliers and Other Payables" on the consolidated balance sheet.

17. INCOME TAX

a) Tax-related disclosures

Following the change of shareholders described in Note 15-a to the consolidated annual accounts for 2018, since 1 January 2019 **Abertis** has been filing consolidated tax returns as subsidiary of a new tax group whose parent is Abertis HoldCo, S.A., the subsidiaries of which are the investees that are at least 75%-owned by it and that are resident for tax purposes in Spain (until 31 December 2018 **Abertis** filed consolidated tax returns as the parent of the aforementioned tax group).

Also, the Group's concession operator subsidiaries with tax residence in France and Italy file income tax returns under the consolidated tax regimes applicable in those countries. The other companies included in the scope of consolidation file individual tax returns.

At 31 December 2022, in general the Group companies had open for review by the tax authorities all the taxes applicable to them for which the statute of limitations period had not expired at that date in each of the jurisdictions where they are located.

It should be noted in this connection that:

- In Spain, at the date of authorisation for issue of the accompanying financial statement each of the tax assessments appealed against by the tax group and its then controlling company **Abertis** with respect to income tax for 2010 to 2013, personal income tax withholdings for 2021 to 2013 and VAT for July 2011 to December 2013, along with the tax assessments for income tax for July 2011 to December 2013 and VAT for June 2014 to December 2016, were still pending resolution by the administrative and judicial bodies where the appeals were filed.

- Also, in Spain the parents of the tax group in each of the years challenged in February 2020 the instalment payments for 2016 to 2019 and, from April 2020, the consolidated income tax returns for 2017 to 2019, all based on the possible unconstitutionality of both Royal Decree-Law 3/2016 that established, among other modifications, the limit on the offset of prior years' tax losses of 25%, and Royal Decree-Law 2/2016 that increased the amount of the instalment payments. In 2020 the Constitutional Court issued a ruling dated 1 July 2020 declaring the unconstitutionality of Royal Decree-Law 2/2016, which led to the acknowledgement thereof by the Tax Agency and the refund of the amounts claimed by the Group in relation to the instalment payments of 2016 and 2017. The other years and items are pending resolution in different instances at the date of authorisation for issue of these consolidated annual accounts.
- In 2021, the French companies **Sanef** and **Sapn** were informed of the start of tax inspections for all their applicable taxes for 2018 to 2019 and 2018 to 2020, respectively. In 2021 and 2022, both companies received the corresponding tax assessments. On the one hand, **Sanef** and **Sapn** accepted the adjustments proposed in these tax assessments for the CFE tax and VAT, but filed objections against the adjustment proposed for the company value-added contribution (CVAE) and territorial economic contribution (CET). A ruling in favour of both companies was issued in 2022. Whatever the outcome, none of these assessments have had a material impact on equity.

  In any event, the tax inspectorate has also formally started an administrative cooperation procedure for the aforementioned tax periods with the Spanish government to analyse some related-party transactions between the **Abertis** Group companies in both countries, which has resulted in the prescriptive period for the inspection in France being extended by a further three years.

In this regard, at 2022 year-end (as at 2021 year-end) **Abertis** considers that the tax audits under way, the proceedings associated with the tax assessments signed on a contested basis and possible differences in the way current tax legislation is interpreted in relation to the years open for review will not have a significant impact on the equity reflected in these consolidated annual accounts.

Lastly, it should be noted that in 2007 the European Commission initiated an investigation procedure against the Kingdom of Spain in relation to State aid relating to Article 12.5 of the former Consolidated Spanish Income Tax Law. In this connection, the Commission adopted Decision 2011/5/EC of 28 October 2009 (First Decision) on acquisitions within the EU and Decision 2011/282/EU of 12 January 2011 (Second Decision) on foreign shareholding acquisitions, stating that the deduction regulated by Article 12.5 constituted unlawful State aid. In addition to the foregoing, the Commission adopted Decision 2015/314/EU of 15 October 2014 (Third Decision) also classifying as State aid the deductions that applied under Article 12.5 of the Consolidated Spanish Income Tax Law in the case of indirect acquisitions (Third Decision). On 1 April 2015, **Abertis** filed an action for annulment at the General Court of the European Union against the Third Decision of the Commission, a proceeding that was immediately stayed by the Court until judgements had been handed down on the cassation appeals filed by the Commission against two judgements of the General Court on the Decisions of 2009 and 2011 on this issue.

Since the cassation appeals against the First and Second Decisions were upheld, in the first quarter of 2017 the General Court of the European Union ordered the end of the stay of all the actions for annulment against the Third Decision and the re-initiation of the proceedings affected, including that brought by **Abertis**. Therefore, on 24 March 2017 the European Commission lodged a defence with the General Court, following which **Abertis** lodged the related reply on 30 May 2017. At the end of this proceeding the General Court of the European Union must hand down a judgement analysing the solid legal grounds presented by **Abertis** against the Third Decision.

In this connection, on 15 November 2018 the General Court dismissed the appeals against the First and Second decisions of the Commission, upholding that the amortisation of goodwill for tax purposes constituted State aid incompatible with the internal market, although it confirmed the existence of legitimate expectations in the cases of acquisitions prior to 21 December 2007. Cassation appeals were filed against judgements with the European Court of Justice, which rejected them outright in 2021. The appeal filed by **Abertis** against the Third Decision is pending a decision at the same chamber of the General Court of the European Union, and the unfavourable final outcome of the appeals against the First and Second Decisions do not prejudge the specific issues of a different nature raised by **Abertis** in its appeal against the Third Decision.

In any case, the resolution of this matter is not expected to have a negative impact on the Company's equity because either it has returned the corresponding amount plus late-payment interest, or because it had already recognised a deferred tax liability associated with the goodwill deducted to date which has not yet been actually returned to the Spanish tax authorities.

Concerning Group companies whose tax residence is in Spain, Spanish State Budget Law (LPGE) 22/2021, of 28 December, for 2022 was published on 29 December 2021. This amended the Income Tax Law establishing that the concept of "minimum taxation" in Spain be applied for years beginning on or after 1 January 2022. This means that, depending on the size and type of entity, companies must have a minimum amount of chargeable income, which will be determined according to a ranking of tax credits and tax relief so that the lowest ranking cannot be applied if they result in the tax payable falling below the minimum and must therefore be deferred. The Group's analysis shows that this has not resulted in any impacts for it.

Law 38/2022 of 27 December 2022 was also published in the Spanish Official State Gazette (BOE) on 28 December 2022. This law sets forth the temporary levies on energy and on credit institutions and financial credit establishments, and which creates the temporary solidarity tax on large fortunes and modifies certain tax regulations. This law amends the Income Tax Law, imposing a cap in 2023 of 50% of individual tax loss carryforwards of companies in a tax group that can be offset. The sum of any individual tax loss carryforwards not included in the tax group's taxable income for 2023 will be included in equal parts in the taxable income of the following 10 tax periods (2024-2033). **Abertis** considers that this law change will not affect the recoverability of deferred tax assets recognised at the Group (Note 17-c.i).

Lastly, in December 2022 the European Union approved Council Directive (EU) 2022/2523 of 14 December 2022 on ensuring a global minimum level of taxation for multinational enterprise groups and large-scale domestic groups in the Union, which is expected to be effective as from the 2024 tax year. In this respect, the Abertis Group has explicitly committed to applying the associated OECD guidelines known as Pillar Two. It also declares that it conforms with the principles and actions proposed by the OECD and is working to review its actual tax position jurisdiction by jurisdiction to establish a group compliance, control and management system that allows it to duly comply with the regulations on a timely basis.

b) Income tax expense

The standard income tax rates in the main countries in which **Abertis** carries on its operations are as follows:

	2022	2021
Spain	25%	25%
France [(1)]	25.8%	28.4%
Italy [(2)]	24.0% + 3.9%	27.5% + 3.9%
Brazil	34%	34%
Chile	27.0%	27.0%
Mexico	30%	30%

(1) In accordance with Law 759/2019, of 24 July, and the French General State Budget Law for 2020, a rate is established of 28.4% for 2021 and 25.8% for 2022 for large French companies.

(2) The Italian companies are subject to the income tax known as IRES (Imposta sul reddito sulle società) at a rate of 27.5%, and to the IRAP (Imposta regionale sulle attività produttive) at a rate of 3.9%, although the IRAP tax base is broadly equivalent to the gross margin of the company. An amendment to the Italian General State Budget Law approved in December 2019 established an increase in the income tax (IRES - Imposta sul reddito sulle società-) rate from 24% to 27.5% for Italian toll road concession operators for 2019 to 2021 only.

The reconciliation of the theoretical tax expense to the tax expense recognised on the consolidated statement of profit or loss for the year is as follows:

	2022	2021
Profit (Loss) before tax	427,795	(444,976)
Theoretical tax rate - 25% in 2022 and 2021 [(1)]	106,949	(111,244)
Effect on the tax expense of:		
Non-taxable income	(29,432)	(11,949)
Non-deductible expenses [(2)]	75,334	3,481
Tax losses and other tax assets [(3)]	133,025	(453)
Change in tax rate [(4)]	(698)	17,140
Other tax effects	(61,460)	(72,493)
Tax expense (benefit) (continuing operations)	**223,718**	**(175,518)**

(1) The impact of the different tax rates in certain countries (EUR -35,354 thousand in 2022 and EUR -80,158 thousand in 2021), as well as the profit or loss of companies accounted for using the equity method (taxed at source), is reflected in the other line items (mainly in “Other Tax Effects”).

(2) The item "Non-deductible expenses for tax purposes" for the year 2022 mainly includes the impact on the Chilean and Mexican companies derived from the recognition of the effect of inflation on the tax cost of their investments.

(3) The variation in 2022 primarily includes the impact deriving from the partial impairment of the tax loss carryforwards and other deductible temporary differences in the Arteris subgroup, considering that, based on the latest available estimates, it is unlikely future taxable income will be generated against which these tax loss carryforwards could be offset.

(4) In 2022 corresponds to the increase in the tax rate in the Netherlands from 25% to 25.8%. In 2021 corresponded to the increase in the tax rate in Argentina from 30% to 35%.

“Non-Taxable Income” and “Non-Deductible Expenses” in 2022 and 2021 include items that, in accordance with the tax legislation applicable to the respective consolidated companies, are not taxable or deductible, respectively.

In this regard at 2022 year-end "Non-Taxable Income" included mainly the tax effect of the gain on the sale of **Eurotoll**, Coviandes and Coninvial (partially exempt). At 2021 year-end "Non-Taxable Income" included mainly the tax effect of the gain on the sale of Alienor, **Sanef Aquitaine** and Abertis Motorways UK (partially exempt).

The main components of the income tax expense for the year (for the fully consolidated companies) are as follows:

	2022	2021
Current tax	424,548	381,940
Deferred taxes:		
Change in tax rate [1]	(698)	17,140
Changes in deferred taxes	(228,449)	(595,934)
Other	28,317	21,336
Tax expense (benefit) (continuing operations)	**223,718**	**(175,518)**
Tax expense (benefit) (discontinued operations)	**-**	**-**
Tax effects recognised in equity	**111,722**	**12,593**
	335,440	**(162,925)**

(1) In 2022 corresponds to the increase in the tax rate in the Netherlands from 25% to 25.8%, which has led to a lower tax charge accrued by Abertis Finance B.V. with tax residence in this country.

In 2021 corresponded to the increase in the tax rate in Argentina from 30% to 35%, resulting in the Group companies with tax residence in this country have recorded a higher expense for accrued tax in the year of EUR 17,140 thousand.

The change in deferred taxes was due mainly to the effect of the reversal of the deferred tax assets and liabilities associated with business combinations detailed below and the impact deriving from the partial impairment of the tax loss carryforwards and other deductible temporary differences in the **Arteris** subgroup, considering that, based on the latest available estimates, it is unlikely future taxable income will be generated against which these tax loss carryforwards could be offset

Last year 2021, the accrued tax included, in addition to the effect of the reversal of deferred tax liabilities associated with business combinations and the recognition of the impairment loss on intangible assets in the **Arteris** subgroup, the impact of the increase in the tax rate in Argentina approved in 2021 from 30% to 35% (which gave rise to an increase in the income expense of EUR 17,140 thousand due to the decrease in net deferred tax liabilities).

Lastly, it should be noted that Royal Decree-Law 3/2016, of 2 December, which came into force on 1 January 2016, established the obligation to reverse those impairment losses on holdings in the share capital or equity of entities that were deductible for income tax purposes in the income tax base in tax periods commencing prior to 1 January 2013. The amount reversed had to be included, at least, in equal parts in the tax base for each of the first five tax periods commencing on or after 1 January 2016.

The aforementioned Royal Decree-Law also limited the offset of tax losses to 25% of the tax base prior to offset. This change will not affect the recoverability of deferred tax assets recognised at the Group (Note 17-c.i).

c) Deferred taxes

The detail of the deferred tax assets and liabilities recognised and of the changes therein in 2022 and 2021 is as follows:

	2022		2021	
	Deferred tax assets	Deferred tax liabilities	Deferred tax assets	Deferred tax liabilities
At 1 January	1,599,991	(5,111,796)	1,244,517	(5,368,279)
Amount charged (credited) to profit or loss (1)	(304,913)	534,060	228,155	350,639
Other changes in the scope of consolidation	(340)	-	(2)	(18)
Amount charged (credited) to equity	(3,859)	(107,863)	(13,821)	1,228
Exchange differences (2)	113,238	(241,565)	6,936	38,840
Transfers	(90,114)	(6,590)	134,206	(134,206)
At 31 December	**1,314,003**	**(4,933,754)**	**1,599,991**	**(5,111,796)**
Deferred taxes expected to reverse in the following year	(165,842)	448,325	(206,350)	521,324

(1) Including in 2022 the impact indicated in section b) above of the increase in the tax rate in the Netherlands from 25% to 25.8% (EUR 698 thousand). Including in 2021 the impact indicated in section b) above of the increase in the tax rate in Argentina from 30% to 35% (EUR -17,140 thousand).

(2) The deferred tax liabilities include an impact of EUR -60,812 thousand (2021: EUR -16,718 thousand) associated with the recognition of hyperinflation by the Group's Argentine companies.

(3) Including in 2022 the impact of EUR 96,704 thousand associated with the amendment to the concession agreement of **Fluminense** described in Note 25-c.

The other variations in the scope of consolidation in 2022 result from the sale of the ownership interest in Sanef Eurotoll SAS. Solely corresponding in 2021 to the sale of the ownership interest in Sanef Aquitaine.

The detail of deferred taxes in Group companies operating in countries with currencies other than the euro and those corresponding to exchange differences generated during the year is as follows:

	31/12/22					
	Deferred tax asset in currencies other than the euro		**Translation differences (*)**	**Deferred tax liability in currencies other than the euro**		**Translation differences (*)**
(in thousands)	Currency	Euro	Euro	Currency	Euro	Euro
Brazil (Brazilian real, BRL)	1,618,602	287,057	63,818	(556,259)	(98,652)	(13,142)
Chile (Chilean peso, CLP)	168,321,604	186,043	9,581	(969,160,703)	(1,071,199)	(69,673)
Mexico (Mexican peso, MXN)	7,167,211	343,652	36,585	(21,788,632)	(1,044,718)	(106,281)
Puerto Rico (US dollar, USD)	22,958	21,525	598	(138,475)	(129,829)	(7,273)
USA (US dollar, USD)	70,052	65,678	2,658	(93,296)	(87,471)	(3,245)
Argentina (Argentine peso, ARS)	-	-	-	(8,608,190)	(45,664)	(42,351)
India (rupee, INR)	3,763	43	(1)	(831,411)	(9,430)	396
Other	23	26	(1)	(69)	(78)	4
Total	**-**	**904,024**	**113,238**	**-**	**(2,487,041)**	**(241,565)**

(*) Translation differences (exchange gains) due to appreciation of the year-end exchange rate (depreciation in the case of exchange losses). On the other hand, in the case of deferred tax liabilities, translation differences (exchange losses) due to appreciation of the year-end exchange rate (depreciation in the case of exchange gains).

	31/12/21					
	Deferred tax asset in currencies other than the euro		**Translation differences (*)**	**Deferred tax liability in currencies other than the euro**		**Translation differences (*)**
(in thousands)	Currency	Euro	Euro	Currency	Euro	Euro
Brazil (Brazilian real, BRL)	2,905,199	460,405	1,220	(616,040)	(97,628)	49
Chile (Chilean peso, CLP)	131,907,407	136,695	(14,336)	(1,025,732,961)	(1,062,963)	115487
Mexico (Mexican peso, MXN)	7,861,393	339,676	17,912	(22,585,245)	(975,866)	(51,297)
Puerto Rico (US dollar, USD)	12,844	11,340	(204)	(133,863)	(118,191)	(8,110)
USA (US dollar, USD)	52,385	46,252	2,341	(65,293)	(57,649)	(3,589)
Argentina (Argentine peso, ARS)	-	-	-	(6,194,358)	(53,233)	(12,884)
India (rupee, INR)	3,000	36	2	(1,037,295)	(12,315)	(813)
Other	11	14	1	(53)	(63)	(3)
Total	**-**	**994,418**	**6,936**	**-**	**(2,377,908)**	**38840**

(*) Translation differences (exchange gains) due to appreciation of the year-end exchange rate (depreciation in the case of exchange losses). On the other hand, in the case of deferred tax liabilities, translation differences (exchange losses) due to appreciation of the year-end exchange rate (depreciation in the case of exchange gains).

i) Deferred tax assets

The detail of the deferred tax assets is as follows:

	2022	2021
Tax credits for tax loss carryforwards (1)	378,621	427,748
Due to business combinations (2)	179,982	292,992
Reversal of financial charge (3)	51,220	53,879
Non-deductible provisions (4)	264,905	303,324
Revaluation of derivative financial instruments	21,249	54,458
Other (5)	418,026	467,590
Deferred tax assets	**1,314,003**	**1,599,991**

(1) The variation in 2022 primarily includes an impact of EUR -64.746 thousand deriving from the partial impairment of the tax loss carryforwards in the **Arteris** subgroup, which considers that, based on the latest available estimates, it is unlikely future taxable income will be generated against which these tax loss carryforwards could be offset.

(2) Tax effect associated with the recognition at fair value of the net assets and liabilities acquired in various business combinations and/or changes in the scope of consolidation.

(3) Corresponding only to companies with tax residence in Spain relating to the tax effect of the reversal of the financial charge recognised in accordance with the Spanish National Chart of Accounts and its industry adaptations.

(4) Tax effect of certain provisions associated with the application of the intangible asset model pursuant to IFRIC 12, as well as other provisions.

(5) The variation in 2022 mainly includes an impact of EUR -73,663 thousand deriving from the reversal of the deferred tax asset recognised in 2021 in connection with the impairment of intangible assets in the **Arteris** subgroup described in Note 7.iv), since the Group considers that, based on the latest available estimates, it is unlikely future taxable income will be generated against which the asset could be offset.

The detail of the deferred tax assets recognised at 31 December 2022 and 2021 in relation to the tax effect associated with the recognition at fair value of the net assets and liabilities acquired in various business combinations and/or changes in the scope of consolidation is as follows:

	Inclusion	2022	2021
Acquisition of 55.20% of the **Erc** Group (1)	2020	-	10,309
Acquisition of 51.26% of the **Rco** Group (1)	2020	52,527	51,449
France (2)	2019	8,743	42,985
Brazil (2)	2019	80,365	134,369
Chile (2)	2019	7,551	9,081
Other toll roads (2)	2019	(3,859)	(186)
Abertis (2)	2019	34,655	44,985
		179,982	**292,992**

(1) Corresponding to the tax effect associated with the recognition at fair value of the net assets and liabilities acquired in various business combinations and/or changes in the scope of consolidation in 2020.

(2) The tax effect of recognising at fair value the net assets acquired and liabilities assumed, together with the effect of the merger of **Abertis** with Abertis Participaciones performed with effect for accounting purposes on 1 January 2019 (Notes 1 and 6 to the consolidated annual accounts for 2019).

The tax loss carryforwards available for offset at 31 December 2022 and 2021 were as follows:

		2022					
			Tax losses (tax base)		Tax payable	Booked in accounts	Not booked in accounts
		Expiry date	Currency	Euros	Euros	Euros	Euros
Brazilian companies	BRL	No deadline	3,084,903	547,104	186,016	95,266	90,750
Puerto Rican companies	USD	2023-31	570,106	534,508	53,451	24,472	28,979
Tax group in Spain	EUR	No deadline	372,323	372,323	93,081	93,081	-
Chilean companies	CLP	No deadline	252,003,000	278,535	75,205	71,438	3,767
US companies	USD	No deadline	259,422	243,224	65,670	65,670	-
Mexican companies	MXN	No deadline	2,110,164	101,178	30,353	28,694	1,659
Other companies (1)		No deadline		204,979	53,628	-	53,628
At 31 December				**2,281,851**	**557,404**	**378,621**	**178,783**

		2021					
			Tax losses (tax base)		Tax payable	Booked in accounts	Not booked in accounts
		Expiry date	Currency	Euros	Euros	Euros	Euros
Brazilian companies	BRL	No deadline	2,588,447	410,207	139,470	120,975	18,495
Puerto Rican companies	USD	2023-31	540,883	477,559	47,756	16,065	31,691
Tax group in Spain	EUR	No deadline	404,081	404,081	102,283	102,283	-
Chilean companies	CLP	No deadline	221,128,021	229,154	61,872	57,561	4,311
US companies	USD	No deadline	150,778	133,126	35,944	35,944	-
Mexican companies	MXN	No deadline	7,431,923	321,119	96,336	94,920	1,416
Other companies (1)		No deadline		202,760	52,981	-	52,981
At 31 December				**2,178,006**	**536,642**	**427,748**	**108,894**

(1) Primarily corresponding to companies with tax residence in Spain (not in the tax group) and Italy.

In the case of companies with tax residence in Spain, relating, mainly, to tax loss carryforwards generated in 2015 by the tax group in Spain (with no statute-of-limitations period and associated mainly with the impairment loss of the traffic guarantee under the AP-7 concession arrangement).

ii) Deferred tax liabilities

The detail of the deferred tax liabilities is as follows:

	2022	2021
Due to business combinations (1)	4,244,932	4,411,103
Revaluation of derivative financial instruments	137,302	29,539
Different depreciation and amortisation rates for tax and accounting purposes (2)	293,538	268,499
Other (3)	257,982	402,655
Deferred tax liabilities	**4,933,754**	**5,111,796**

(1) Tax effect associated with the recognition at fair value of the net assets and liabilities acquired in various business combinations and/or changes in the scope of consolidation.

(2) Tax effect of applying different depreciation and amortisation rates for tax and accounting purposes.

(3) Including EUR 16,011 thousand (2021: EUR 175,700 thousand) due to the application of the cash basis of accounting in relation to the revenue associated with the arrangements with grantors in Spain; EUR 40,664 thousand (2021: EUR 100,515 thousand) relating to the financial assets associated with the concession arrangements of the Argentine companies **Ausol** and **Gco**; and EUR 45,538 thousand (2021: EUR 35,974 thousand) corresponding to the tax effect arising from the tax measures approved in the Spanish State Budget Law for 2021, modifying the full exemption applicable to dividends received from investees (Note 3-k).

The detail of the deferred tax liabilities recognised at 31 December 2022 and 2021 in relation to the tax effect associated with the recognition at fair value of the net assets and liabilities acquired in various business combinations and/or changes in the scope of consolidation is as follows:

	Inclusion	2022	2021
Acquisition of 55.20% of the **Erc** Group (1)	2020	87,471	57,649
Acquisition of 51.26% of the **Rco** Group (1)	2020	1,039,186	967,115
Spain (2)	2019	487,985	526,838
France (2)	2019	1,572,249	1,748,647
Italy (2)	2019	4,489	25,265
Brazil (2)	2019	95,488	94,684
Chile (2)	2019	873,255	905,473
Puerto Rico (2)	2019	75,379	73,118
India (2)	2019	9,430	12,314
		4,244,932	**4,411,103**

(1) Corresponding to the tax effect associated with the recognition at fair value of the net assets and liabilities acquired in various business combinations and/or changes in the scope of consolidation in 2020.

(2) The tax effect of recognising at fair value the net assets acquired and liabilities assumed, together with the effect of the merger of **Abertis** with Abertis Participaciones performed with effect for accounting purposes on 1 January 2019 (Notes 1 and 6 to the consolidated annual accounts for 2019).

d) Current tax liabilities

The detail of "Current Tax Liabilities" at 31 December 2022 and 2021 is as follows:

	2022	2021
VAT payable	121,281	149,559
Income tax payable	100,406	71,820
Accrued social security taxes payable	5,430	5,006
Personal income tax withholdings	3,988	2,919
Deferred output VAT	407	6,879
Other taxes (1)	42,524	41,478
Current tax liabilities	**274,036**	**277,661**

(1) Includes withholdings at source for dividends distributed by Group companies.

"Income Tax Payable" includes the account payable for income tax of the Group companies with tax residence outside of Spain (companies with tax residence in Spain are taxed under the tax consolidation regime and the head of the tax group is Abertis HoldCo, SA, Notes 11.ii and 16), and its increase in the year is due to the increase in the taxable income of these companies as a consequence of the further uptick in activity for the year once the impact of Covid-19 had subsided (which still negatively affected the Group's results in the first six months of 2021).

The variation in 2022 in "VAT Payable" mainly derived from the **Eurotoll** subgroup leaving the scope of consolidation.

18. PROVISIONS

The breakdown of "Long-Term Provisions" and "Short-Term Provisions" is as follows:

		31/12/22			31/12/21		
		Non-current	Current	Total	Non-current	Current	Total
Employee benefit obligations	i)	79,895	20,586	100,481	88,417	53,168	141,585
Other provisions	ii)	1,186,515	328,857	1,515,372	1,241,425	292,266	1,533,691
Provisions		**1,266,410**	**349,443**	**1,615,853**	**1,329,842**	**345,434**	**1,675,276**

i) Employee benefit obligations

The detail of "Provisions for Employee Benefit Obligations" is as follows:

		31/12/22			31/12/21		
		Non-current	Current	Total	Non-current	Current	Total
Pension obligations	a	40,426	2,804	43,230	61,562	2,967	64,529
Other obligations	b	14,653	5,624	20,277	5,881	30,992	36,873
Employee termination plan obligations	c	24,816	12,158	36,974	20,974	19,209	40,183
Employee benefit obligations		**79,895**	**20,586**	**100,481**	**88,417**	**53,168**	**141,585**

a) Pension obligations

Among the obligations to their employees, various Group companies in Spain sponsor defined contribution employment-based pension plans and/or have defined contribution and/or defined benefit pension obligations, arranged through insurance policies, as provided for in the legislation governing the externalisation of pension obligations.

Abroad, various Group companies have defined contribution and/or defined benefit obligations to their employees. These obligations are instrumented through external entities, except in countries where local legislation allows internal allowances to be set up.

The economic-actuarial information on the existing liability for the various Group companies' pension obligations to their employees is as follows:

i) Defined contribution obligations

EUR 6,762 thousand were recognised as staff costs on the consolidated statement of profit or loss for the year in relation to defined contribution obligations (2021: EUR 6,226 thousand (Note 20-c).

ii) Defined benefit obligations

Except in countries where local legislation allows internal allowances to be set up, pension obligations are instrumented through insurance policies or separate entities, in accordance with the applicable legislation in each country, and are not included in the balance sheet. However, this line item includes the obligations and the related plan assets in cases in which the legal or constructive obligation to provide the benefits agreed upon is retained.

In relation to obligations of this nature, at 31 December 2022 (as at 31 December 2021, except in the case of those concessions that expired in 2021), **Abertis** had pension obligations relating to defined benefit plans in the following countries:

- In Spain, **Acesa**, Acesa (until August 2021), **Invicat** (until August 2021), **Aucat** and **Abertis Autopistas España** (due to the personnel from **Acesa** and **Invicat**) have pension obligations arising from retirement bonuses regulated in collective agreements. These obligations are financed externally pursuant to local legislation.
- In France, the **Hit**/**Sanef** subgroup companies and **Emovis** (and **Eurotoll** in 2021, which was sold in 2022, Note 2-h) offer retirement bonuses corresponding to a legal obligation (IFC: Indemnité de Fin de Carrière). **Sapn** also provides medical insurance to retired employees ("mutuelle"), while **Sanef** and **Sapn** have long-term obligations to pay their staff seniority bonuses ("médailles").
- In Italy, the **A4** subgroup offers termination indemnities corresponding to a legal obligation (TFR: Trattamento di fine Rapporto). Since 1 July 2007, the benefit rights of employees of companies in the subgroup with more than 50 employees are covered by other external systems (National Social Security Institute (INPS) or a defined contribution pension plan) and, therefore, the TFR plan does not offer additional rights for services beyond this date at those companies. The TFR is not externally financed.
- In Mexico, **Rco** offers a length-of-service premium and an indemnity payment corresponding to a legal obligation.

In relation to the aforementioned defined benefit obligations of the various Group companies to their employees, the reconciliation of the beginning and ending balances of the actuarial present value of these obligations is as follows:

	2022	2021
At 1 January	65,440	68,117
Current service cost	3,279	2,951
Interest cost	626	359
Past service entitlements (1)	-	870
Effects of changes in demographic assumptions	-	16
Effects of changes in financial assumptions	(11,444)	(1,349)
Experience adjustments	(8,248)	(496)
Benefits paid	(4,289)	(4,253)
Changes in the scope of consolidation and business combinations (2)	(308)	(78)
Modifications	(287)	(784)
Translation differences (3)	186	87
At 31 December	**44,955**	**65,440**

(1) In 2021, there were workers in Spain who were still in active service as they were not laid off at the end of the concession of **Acesa** and **Invicat**. Their continuing employment and transfer in 2022 to **Aucat** or to **Abertis Autopistas España** resulted in a new obligation that was recorded under "Past Service Entitlements" to recognise the expense during 2021.

(2) Impact in 2022 due to the disposal of **Eurotoll** and impact in 2021 due to the disposal of **Sanef Aquitaine** (Note 2-h).

(3) Impact in 2022 and 2021 due to the appreciation of the year-end exchange rate of the Mexican peso.

The reconciliation of the beginning and ending balances of the actuarial fair value of the related plan assets is as follows:

	2022	2021
At 1 January	911	1,352
Expected return on plan assets	13	-
Actual return on plan assets (minus the expected return)	(21)	14
Sponsor contributions	5,111	3,830
Benefits paid	(4,289)	(4,253)
Changes in the scope of consolidation and business combinations (1)	-	(32)
At 31 December	**1,725**	**911**

(1) Impact in 2021 due to the disposal of **Sanef Aquitaine** (Note 2-h).

At 31 December 2022 (as at 31 December 2021), the Group had not recognised any plan assets relating to insurance policies taken out with related entities.

The changes in 2022 and 2021 in the liability recognised on the consolidated balance sheet are as follows:

	2022	2021
At 1 January	64,529	66,765
Plan assets at related companies	-	-
Net obligation at 1 January	64,529	66,765
Increase with a charge to:		
profit or loss (Note 20-c)	3,892	4,180
equity	(19,671)	(1,843)
Sponsor contributions	(5,111)	(3,830)
Changes in the scope of consolidation and business combinations (1)	(308)	(46)
Modifications	(287)	(784)
Translation differences (2)	186	87
Net obligation at 31 December	**43,230**	**64,529**
Plan assets at related companies	-	-
At 31 December	**43,230**	**64,529**

(1) Impact in 2022 due to the disposal of **Eurotoll** and impact in 2021 due to the disposal of **Sanef Aquitaine** (Note 2-h).

(2) Impact in 2022 and 2021 due to the appreciation of the year-end exchange rate of the Mexican peso.

The total amount accumulated in equity as a result of changes in calculation assumptions (effects of changes in demographic assumptions, effects of changes in financial assumptions and experience adjustments) is an accumulated gain of EUR 22,121 thousand (2021: accumulated gain of EUR 2,450 thousand, due to the impact of the obtainment of control of **Abertis** and its subsequent merger with Abertis Participaciones).

The detail of the wholly or partly funded obligations and of the unfunded obligations at 31 December is as follows:

	2022	2021
Wholly or partly funded obligations	1,770	2,059
Unfunded obligations	43,185	63,381
Obligations	**44,955**	**65,440**

The detail of the total expense recognised on the consolidated statement of profit or loss and on the consolidated statement of comprehensive income is as follows:

	2022	**2021**
Current service cost	3,279	2,951
Net interest cost	613	359
Past service entitlements [1]	-	870
Total expense (income) recognised in profit or loss (Note 20-c)	**3,892**	**4,180**
Effects of changes in demographic assumptions	-	16
Effects of changes in financial assumptions	(11,444)	(1,349)
Experience adjustments	(8,248)	(496)
Actual return on plan assets (minus the expected return)	21	(14)
Total expense (income) recognised in other comprehensive income	**(19,671)**	**(1,843)**
Total expense (income) recognised for accounting purposes	**(15,779)**	**2,337**

(1) In 2021, there were workers in Spain who were still in active service as they were not laid off at the end of the concession of **Acesa** and **Invicat**. Their continuing employment and transfer in 2022 to **Aucat** or to **Abertis Autopistas España** resulted in a new obligation that was recorded under "Past service entitlements" to recognise the expense during 2021.

The detail of the proportion of the fair value of the plan assets represented by each asset is as follows:

	2022	**2021**
Asset-backed securities - insurance policies	100%	100%
	100%	**100%**

At 31 December 2022 (as at 31 December 2021), all the assets related to guaranteed interest rate group insurance policies and profit-sharing.

For obligations financed through insurance contracts, the entity is not exposed to unusual market risks and it does not need to apply asset-liability matching strategies or longevity swaps. For the other obligations, the Group does not have any asset-liability matching strategies, as there are no plan assets. Similarly, there are no transferable financial instruments held as plan assets or plan assets that are property occupied by the entity.

The Group does not have any responsibilities for the governance of the plans, apart from participating in the negotiation of collective agreements that determine the benefits to be paid and in the settlement of the required contributions.

The actuarial assumptions (demographic and financial) used are the best estimates of the variables that will determine the ultimate cost of providing post-employment benefits.

The main actuarial assumptions used at the reporting date are as follows:

	2022	2021
Pension obligations in Spain:		
Discount rate (based on type of obligation)	3.75%	1.00%
Percentage salary increase (based on type of obligation)	2.75%	2.35%
Mortality tables	PER2020_Col_1º Orden [1]	PER2020_Col_1º Orden [1]
Disability tables	InvAbs_OM77.	InvAbs_OM77.
Pension obligations in France:		
Discount rate (based on type of obligation)	3.75%	1.00%
Percentage salary increase (based on type of obligation)	2.75%	2.35%
Mortality tables	TGHG/F 2005	TGHG/F 2005
Disability tables	-	-
Pension obligations in Italy:		
Discount rate (based on type of obligation)	3.50%	0.50%
Percentage salary increase (based on type of obligation)	n/a	n/a
Mortality tables	IPS55.	IPS55.
Disability tables	INPS	INPS
Pension obligations in Mexico:		
Discount rate (based on type of obligation)	10.25%	9.50%
Percentage salary increase (based on type of obligation)	4.00%-5.00%	4.00%-5.00%
Mortality tables	EMSA2009.	EMSA2009.
Disability tables	IMSS1997.	IMSS1997.

(1) Taking the calendar year 2020 as the base year.

The discount rate used in the eurozone was determined on the basis of the "iboxx AA" corporate bond rate curve at 31 December 2022, based on the duration of the obligations (as in 2021).

In the case of Mexico, (as in 2021) the discount rate used was determined based on a zero-coupon government bond curve, recognising the effect of the corporate bond surcharge through the spread of a sample of AAA corporate bonds, i.e., the discount rate is the sum of the zero-coupon rate and the median value of the AAA corporate spread.

It should also be noted that for the main defined benefit plans the estimated sensitivity of the obligation recorded at year-end to a 50 bp change (in the variables shown below) would be:

	2022	2021
Discount rate	4.1% - 4.4%	5.3% - 4.9%
Percentage salary increase	2.6% - 2.9%	3.5% - 3.9%

There were no changes in the methods and assumptions used for the sensitivity analysis with respect to the preceding year. The method used to perform the sensitivity analysis was the projected unit credit method, changing each assumption while keeping the others constant.

Contributions of EUR 69 thousand are expected to be made in 2023 (EUR 956 thousand were expected in 2021 for 2022).

Lastly, the weighted average duration of the defined benefit obligations at 2022 year-end is 8.2 years (2021 year-end: 10.0 years).

b) Other obligations

Together with the aforementioned obligations, several Group companies have long-term obligations to their employees in the form of incentives to attain the business targets established in the 2022-2024 Plan, length of service bonuses and vacation pay, also regulated in the collective agreements, after a given number of years of uninterrupted service and other requirements have been achieved.

Movement in these obligations principally includes the allowance for the obligation associated with the "2022-2024 Incentives Plan", and the payment during the year for the "2019-2021 Incentives Plan" (Note 24-a), with the changes in provisions concerning "Other Obligations" as follows:

	2022			2021		
	Non-current	Current	Total	Non-current	Current	Total
At 1 January	5,881	30,992	36,873	22,331	2,092	24,423
Charge to the consolidated statement of profit or loss:						
- Period provisions (reversals) (Note 20-c)	8,426	-	8,426	10,456	-	10,456
- Discounting (Note 20-e)	9	-	9	5	-	5
Transfers	51	(3,539)	(3,488)	(27,134)	29,375	2,241
Amount taken to profit or loss	-	(22,114)	(22,114)	-	(477)	(477)
Exchange differences	286	285	571	223	2	225
At 31 December	**14,653**	**5,624**	**20,277**	**5,881**	**30,992**	**36,873**

c) *Employee termination plan obligations*

The changes in the provisions for employee termination plan obligations were as follows:

	2022			2021		
	Non-current	Current	Total	Non-current	Current	Total
At 1 January	20,974	19,209	40,183	17,471	65,822	83,293
Charge to consolidated statement of profit or loss (period provisions)	4,872	-	4,872	8,319	-	8,319
Amount taken to profit or loss	-	(10,497)	(10,497)	-	(51,474)	(51,474)
Transfers	(1,030)	3,446	2,416	(4,816)	4,861	45
At 31 December	**24,816**	**12,158**	**36,974**	**20,974**	**19,209**	**40,183**

It should be noted in relation to the obligations assumed by the Group to employees as a result of employment termination plans that at 31 December 2022 provisions had been recognised amounting to EUR 37 million (31 December 2021: EUR 40 million) in connection with the various toll road modernisation plans in progress (primarily in Spain, France and Italy) associated with the various efficiency plans implemented by the Group, and to meet the future employee benefit obligations, for which there is a valid expectation, associated with the end of certain concessions.

Payments made in 2022 are associated with the plans to modernise the toll roads in France, while those made in 2021 were mainly connected with the end of the concession of **Acesa** and **Invicat** in August 2021.

ii) Other provisions

The detail of "Other Provisions" is as follows:

		31/12/22			31/12/21		
		Non-current	Current	Total	Non-current	Current	Total
Provisions required under IFRIC 12 (*)	a	756,527	297,254	1,053,781	743,380	244,864	988,244
Other provisions	b	429,988	31,603	461,591	498,045	47,402	545,447
Other provisions		**1,186,515**	**328,857**	**1,515,372**	**1,241,425**	**292,266**	**1,533,691**

(*) Mainly provisions for road surfaces, maintenance cycles and major overhauls.

The changes in the long- and short-term provisions in 2022 and 2021 were as follows:

	2022					
	Non-current			Current		
	Provisions required under IFRIC 12	Other provisions	Total	Provisions required under IFRIC 12	Other provisions	Total
At 1 January	743,380	498,045	1,241,425	244,864	47,402	292,266
Charge to the consolidated statement of profit or loss:						
- Period provisions (reversals)	168,948	(68,314)	100,634	8,744	(25,806)	(17,062)
- Interest cost (Note 20-e)	38,533	3,513	42,046	-	-	-
Transfers	(270,658)	(13,912)	(284,570)	265,873	25,131	291,004
Amount taken to profit or loss	-	-	-	(237,778)	(14,732)	(252,510)
Other (1)	37,492	-	37,492	32	-	32
Exchange differences	38,832	10,656	49,488	15,519	(392)	15,127
At 31 December	**756,527**	**429,988**	**1,186,515**	**297,254**	**31,603**	**328,857**

(1) Mainly concerns the change in estimate of the investment obligation of the Mexican toll road concession operator **Rco** (EUR +34,964 thousand), after the intangible asset for the investment obligation was recognised (Note 7).

	2021					
	Non-current			Current		
	Provisions required under IFRIC 12	Other provisions	Total	Provisions required under IFRIC 12	Other provisions	Total
At 1 January	748,369	505,579	1,253,948	296,591	65,204	361,795
Changes in the scope of consolidation and business combinations	-	-	-	-	-	-
Charge to the consolidated statement of profit or loss:						
- Period provisions (reversals)	147,800	36,118	183,918	2,111	(25,630)	(23,519)
- Interest cost (Note 20-e)	19,476	477	19,953	449	-	449
Transfers	(191,981)	(47,182)	(239,163)	196,536	33,861	230,397
Amount taken to profit or loss	-	-	-	(193,471)	(26,411)	(219,882)
Other [(1)]	(1,218)	-	(1,218)	(53,253)	-	(53,253)
Exchange differences	20,934	3,053	23,987	(4,099)	378	(3,721)
At 31 December	**743,380**	**498,045**	**1,241,425**	**244,864**	**47,402**	**292,266**

(1) Mainly concerns the change in estimate of the investment obligation to construct a third lane of the Chilean toll road concession operator **Sol** (EUR -53,261 thousand), after the asset for the investment obligation was derecognised (Note 7).

The exchange differences that arose in 2022 were due mainly, on the one hand, to the increase in the year-end exchange rate of the Brazilian real, Chilean peso, Mexican peso and US dollar and, on the other hand, to the depreciation of the Argentine peso (2021: due mainly to the decrease in the year-end exchange rate of the Brazilian real, Mexican peso and US dollar, and the depreciation of the Chilean peso and Argentine peso).

a) *Provisions required under IFRIC 12*

"Provisions Required under IFRIC 12" relates to the provision associated with future work, essentially road surfaces (in concessions accounted for using the intangible asset or bifurcated model), that the Group's concession operators are required to carry out as a result of the use of the infrastructure in order to maintain and restore it.

These provisions are recognised on the basis of the best estimate of future disbursements required to carry out the next cycle of work on the infrastructure, with the provisions being systematically recognised during each cycle with a charge to the consolidated statement of profit or loss on the basis of the usage of the infrastructure (with an average duration at each of the concessions of between seven and 10 years) until the work is actually carried out. These future disbursements are estimated on the basis of technical studies, the quantification of which is subject, inter alia, to the condition of the infrastructure when the work is performed and to fluctuations in construction service price indexes. Consequently, the annual cash outflows associated with these provisions vary according to the duration of each work cycle, and it is estimated that provisions of approximately EUR 296 million will be recognised (EUR 250 million estimated in 2021 for 2022).

b) Other provisions

"Other Long-term Provisions" at 31 December 2022 (as at 31 December 2021) includes mainly:

- Provisions, estimated in the same manner as the provision described above, for replacement or substitution as a result of the expiry of the various concessions (31 December 2022: EUR 56 million for EUR 60 million at the 2021 reporting date). Consequently, the cash outflows arising in this connection are tied to the work to be carried out at the end of each of the Group's concessions and, therefore, such outflows are not expected to be significant in the coming years.
- The provision at 31 December 2022 in relation to the possible liabilities associated with the alleged obligations acquired vis-à-vis the creditors of Alazor (Note 8.i) of EUR 155 million, following the partial repayment of the value of assets governed by the Administration of Accesos de Madrid to the creditees in the concession financing agreement (31 December 2021: EUR 228 million). In connection with this provision, the amount and timing of the disbursement ultimately made will depend on the legal proceedings underway in relation to the interpretation of the support contract entered into by **Iberpistas** and **Acesa** and Alazor's creditors described beforehand.

19. OTHER FINANCIAL AND NON-FINANCIAL LIABILITIES

The breakdown of "Non-Current Liabilities - Other Financial Liabilities", "Non-Current Liabilities - Other Liabilities”, "Current Liabilities - Other Financial Liabilities” and "Current Liabilities - Other Liabilities” is as follows:

		31/12/22		31/12/21	
		Long-term provisions	Current	Long-term provisions	Current
Other financial liabilities	i)	179,498	48,468	180,525	70,645
Other liabilities	ii)	150,763	29,929	144,562	47,972
Other liabilities		**330,261**	**78,397**	**325,087**	**118,617**

i) Other financial liabilities

The detail of "Other Financial Liabilities" at 31 December 2022 and 2021 is as follows:

		31/12/22		31/12/21	
		Long-term provisions	Current	Long-term provisions	Current
Finance leases	a)	66,537	26,539	63,814	16,706
Royalty, **Túnels**	b)	66,634	-	67,832	-
Participating loan, **Aulesa**	c)	45,582	-	45,108	-
Funds obtained from third parties (RAE), Argentina	d)	-	13,437	-	48,478
Other		745	8,492	3,771	5,461
Other financial liabilities		**179,498**	**48,468**	**180,525**	**70,645**

a) Finance leases

As IFRS 16 has been applied, “Other Financial Liabilities - Finance Leases” comprises the present value of fixed payments to be made under the finance lease arrangements in force at the respective reporting closes (discounted at the contractually agreed implicit interest rate).

A breakdown by year of maturity of the outstanding payments is as follows:

	31/12/22			31/12/21		
	Non-current	Current	Total	Non-current	Current	Total
At 1 year	-	26,539	26,539	-	16,706	16,706
Between 1 and 2 years	15,914	-	15,914	15,307	-	15,307
Between 2 and 3 years	13,041	-	13,041	12,798	-	12,798
Between 3 and 4 years	6,752	-	6,752	11,755	-	11,755
Between 4 and 5 years	6,458	-	6,458	6,948	-	6,948
Over 5 years	24,372	-	24,372	17,006	-	17,006
Total	**66,537**	**26,539**	**93,076**	**63,814**	**16,706**	**80,520**

b) Royalty, Túnels

"Other Financial Liabilities – Royalty, Túnels" comprises the present value at the respective reporting close of the amount payable by **Túnels** to the Catalonia Autonomous Community Government in relation, on the one hand, to the fee of EUR 120 million payable at the end of the concession term (December 2037) and, on the other, the additional fee (also payable in 2037) recognised in 2013 and 2014, as established in the concession arrangement, of net toll revenue in said years exceeding the projections in the Economic and Financial Plan.

c) Participating loan, Aulesa

"Other Financial Liabilities – Participating Loan, Aulesa" comprises the balance payable by **Aulesa** to the Administration for the participating loans granted by the latter.

d) Funds obtained from third parties (RAE), Argentina

"Other Financial Liabilities – Funds Obtained from Third Parties (RAE), Argentina" comprises the balances of **Gco** and **Ausol** relating to the work planned for future years with the funds obtained from third parties (RAE) pursuant to the concession arrangement described in Note 25-c). See Note 11.v.

ii) Other non-financial liabilities

The detail of "Other Non-financial Liabilities" at 31 December 2022 and 2021 is as follows:

	31/12/22		31/12/21	
	Long-term provisions	Current	Long-term provisions	Current
Voluntary contribution, Hit subgroup	91,845	-	98,156	-
Other	58,918	29,929	46,406	47,972
Other liabilities	**150,763**	**29,929**	**144,562**	**47,972**

At the 2022 and 2021 year-ends, "Other Financial Liabilities" includes the discounted value of the contributions that the toll road concession operators of the **Hit/Sanef** subgroup must make to the French government under the agreements reached as part of the Plan Relance for French toll roads.

20. INCOME AND EXPENSES

a) Services

The breakdown of "Services" by category is as follows:

	2022	2021
Toll road revenue	4,808,821	4,576,049
Impairment of toll road revenue (Note 11.iv)	(80,788)	(63,908)
Toll road revenue [1]	4,728,033	4,512,141
Toll reductions and volume rebates	(28,343)	(31,731)
Other services	238,177	241,318
Services	**4,937,867**	**4,721,728**

(1) Including the toll road revenue net of the period provision for doubtful debts relating to the amount of toll revenue that foreseeably will not be collected (primarily CLP -64,678,131 thousand in 2022 compared with CLP -50,223,955 thousand in 2021 corresponding mainly to Autopista Central in Chile, equal to EUR -70,239 thousand and EUR -55,837 thousand, respectively).

Toll income in 2022 increased mainly thanks to: (i) the continued growth in traffic in all the countries in which the Group operates following the decline in 2020 due to the economic crisis sparked by the Covid-19 pandemic (+8.2% increase in traffic after the -21.4% decrease in 2020 and +21.0% rise in 2021), which has resulted in activity in practically all countries rising above the pre-pandemic levels (only slightly below in Europe); (ii) the increase in tolls in the various concessions; and (iii) the exchange rate effect (primarily due to the appreciation of the average exchange rates of the Brazilian real, the Mexican peso and the US dollar, offsetting the depreciation of the Chilean peso and Argentine peso).

However, all this has been partly offset mainly by **Acesa** and **Invicat** leaving the scope of consolidation in August 2021 and **Sol** in November 2021 when their concessions ended.

b) Other operating income and other income

“Other Operating Income” includes income from the assignment of the operation of the service areas and the telematic services of certain toll road concession operators, indemnity payment collections, etc.

c) Staff costs

The detail of "Staff Costs" is as follows:

	2022	**2021**
Wages and salaries	336,875	337,445
Social security contributions	96,620	99,721
Pension costs:		
Defined contribution plans (Note 18.i.a.i)	6,762	6,226
Defined benefit plans (Note 18.i.a.ii)	3,892	4,180
Cost of other long-term obligations (Note 18.i.b)	8,426	10,456
Other employee welfare expenses	69,191	59,231
Staff costs	**521,766**	**517,259**

Despite the uptick in activity in all the countries in which the Group operates and the exchange rate impact described beforehand, staff costs have remained practically unchanged from 2021, mainly due to the efficiency plans implemented by the Group and **Acesa** and **Invicat** leaving the scope of consolidation in August 2021 and **Sol** in November 2021 when their concessions ended.

The average number of employees at **Abertis** and its subsidiaries in 2022 and 2021, by category and gender, is as follows:

	2022			2021		
Employees (average)	Men	Women	Total	Men	Women	Total
Permanent employees:						
- Chief Executive Officer	1	-	1	1	-	1
- Senior managers	78	18	96	77	22	99
- Middle management and junior managers	435	186	621	529	220	749
- Other employees	6,635	4,548	11,183	7,417	4,681	12,098
Temporary employees	270	227	497	237	211	448
Average number of employees	**7,419**	**4,979**	**12,398**	**8,261**	**5,134**	**13,395**

In addition, the final number of employees at **Abertis** and its subsidiaries at 31 December 2022 and 2021, by category and gender, is as follows:

	2022			2021		
Employees (final)	Men	Women	Total	Men	Women	Total
Permanent employees:						
- Chief Executive Officer	1	-	1	1	-	1
- Senior managers	75	18	93	75	23	98
- Middle management and junior managers	449	191	640	515	223	738
- Other employees	6,757	4,763	11,520	7,038	4,739	11,777
Temporary employees	227	166	393	277	309	586
Employees (final)	**7,509**	**5,138**	**12,647**	**7,906**	**5,294**	**13,200**

As explained above, the decrease in the average headcount is mainly a result of the impact of **Acesa** and **Invicat** leaving the scope of consolidation in August 2021 and **Sol** in November 2021 when their concessions ended.

Also, it should be noted that the shareholders at the Extraordinary General Meeting held on 28 June 2022 set the number of members of the Board of Directors of **Abertis** at nine (until then five or nine as agreed at the General Meeting on 10 December 2018). At 31 December 2022, the aforementioned Board of Directors consisted of nine members (five at 2021 year-end), all of whom were male, with all the seats on the Board occupied.

d) Other operating expenses

The detail of the main items of “Other Operating Expenses” in 2022 and 2021 is as follows:

	2022	2021
Upkeep activities and other operating expenses	623,787	558,300
Local taxes other than income tax	249,945	241,372
Rent and royalties	87,689	77,399
Other expenses	175,407	160,293
Other operating expenses	**1,136,828**	**1,037,364**

Although **Abertis** has continued implementing the efficiency plans introduced by the Group, the increase in other operating expenses (basically maintenance and other operating costs) is principally due to the impact of the increase in activity in all the countries in which the Group operates, and the effect of the appreciation of the average exchange rates of the Mexican peso and US dollar. These impacts were partially offset by the depreciation of the average exchange rates of the Chilean peso and Argentine peso, and the withdrawal from the scope of consolidation of **Acesa** and **Invicat** in August 2021 and **Sol** in November 2021 when their concessions ended.

e) Net finance expense

The detail of the finance income and costs is as follows:

	2022	2021
- Interest and other income [(1)]	159,480	76,760
- Derivative financial instruments:		
Cash flow hedges	27,638	44,047
Fair value hedges	-	-
Hedges of a net investment in a foreign operation	-	-
- Dividends	1,353	663
- Financial compensation and other income (Note 11.i)	111,356	238,120
- Income from compensation pursuant to Section B of Schedule 3 of Royal Decree 457/2006 (Note 11.i)	-	98,873
- Reversal of provisions for loans and guarantees granted to associates and other financial assets (Notes 8.i and 18.ii b))	72,665	-
- Impairment losses and loss allowances for expected credit losses reversed (Note 13.vii)	18,429	6,337
- Exchange gains [(2)]	213,627	80,913
Finance income	**604,548**	**545,713**
- Interest on bank loans and other [(3)]	(852,115)	(853,307)
- Derivative financial instruments:		
Cash flow hedges	(51,900)	(52,517)
Fair value hedges	-	-
Hedges of a net investment in a foreign operation	(2,278)	(2,634)
- Interest cost relating to provisions required under IFRIC 12 and other provisions (Notes 18.i and 18.ii)	(42,055)	(20,407)
- Interest cost relating to other financial liabilities (Note 19)	(11,945)	(11,665)
- Termination costs due to refinancing (Note 14)	(84,187)	-
- Allowance for expected losses on financial assets under IFRS 12 (Note 11.vii)	(26,207)	(29,491)
- Impairment loss allowance and allowance for financial impact of changes in financial assets under IFRS 12 (Note 11.vii)	(124,044)	(108,633)
- Impact of hyperinflation (IAS 29) [(4)]	(103,455)	(54,450)
- Exchange losses [(5)]	(260,541)	(169,070)
Finance costs	**(1,558,727)**	**(1,302,174)**

(1) Variation in 2022 mainly includes the impact of the increase in interest earned on the Group's cash and cash equivalents due to higher interest rates.

(2) In 2022 and 2021 the exchange gains relate mainly to the impact of the depreciation of the Argentine peso against the US dollar as a result of the agreement described in Note 25-c.

(3) Total interest on bank loans and other includes a EUR 230,942 thousand reduction in finance costs (2021: EUR 189,639 thousand) following the revaluation of financial debt due to the merger of **Abertis** with Abertis Participaciones, the year-on-year increase in which is mainly due to the repayment of the revaluations associated with the refinanced bank borrowings in 2022 in **Hit/Sanef** and **Erc**. Stripping out this impact, finance costs are higher, primarily because of the increase in interest rates especially in Mexico, Brazil and Chile due to higher inflation.

(4) Loss on the net monetary position of the Argentine companies **Gco** and **Ausol**, which operate in a hyperinflationary economy, derived, in accordance with IAS 29, as the difference resulting from the restatement of non-monetary assets, owners' equity and items in the statement of comprehensive income and the adjustment of index linked assets and liabilities.

(5) In 2022 and 2021 the exchange losses mainly derive from the impact in Chile and Mexico of the translation of debt instruments denominated in a currency other than the presentation currency (debt instruments arranged in UF and UDI, respectively).

Finance income and costs mainly relate to financial assets and liabilities at amortised cost, except dividends that are at fair value.

Also, the detail of "Changes in Fair Value of Financial Instruments" on the consolidated statement of profit or loss is as follows:

	2022				2021			
	Cash flow hedges and hedges of a net investment in a foreign operation [1]	Fair value hedges	I. Derivatives not qualifying for hedge accounting and other	Total	Cash flow hedges and hedges of a net investment in a foreign operation [1]	Fair value hedges	I. Derivatives not qualifying for hedge accounting and other	Total
- Changes in the fair value of derivative financial instruments	17,401	-	-	17,401	2,016	-	-	2,016
- Changes in the fair value of hedged debt	-	-	-	-	-	-	-	-
- Changes in the fair value of equity instruments and other	-	-	-	-	-	-	-	-
	17,401	**-**	**-**	**17,401**	**2,016**	**-**	**-**	**2,016**

[1] Amount recognised as a financial asset/liability with a balancing entry on the consolidated statement of profit or loss for the year corresponding to the ineffective portion of the cash flow hedges and hedges of a net investment in a foreign operation.

Also, it should be noted that the net finance expense for 2022 includes a positive gross impact, net of the costs associated with the transactions, of EUR 38,481 thousand associated with the sale in 2022 of 100% of the share capital of **Eurotoll** (EUR 37,791 thousand) and 40% of the share capital of Coviandes and Coninvial (EUR 690 thousand), recognised under "Net Gains (Losses) on Disposals of Financial Instruments" on the consolidated statement of profit or loss.

At 2021 year-end, this line item included a positive gross impact, net of the costs associated with the transactions, of EUR 27,241 thousand associated with the sale in 2021 of 33.33% of the share capital of Rmg and 35.0% of the share capital of Alis.

21. CONTINGENCIES, COMMITMENTS AND OBLIGATIONS

i) Contingencies

The detail of the Group's guarantees to third parties provided by banks, which are not expected to give rise to significant costs, is as follows:

	31/12/22	31/12/21
For operating obligations and commitments	297,159	291,078
For other obligations and commitments (1)	281,757	278,975
	578,916	**570,053**

(1) Basically for obligations and commitments associated with investments and financing, etc.

At 2022 year-end, Abertis Infraestructuras, S.A. has the following guarantee obligations:

- **Abertis** has undertaken to provide guarantees for its subsidiary Aulesa amounting to EUR 23 million in relation to a financing agreement entered into by the latter (2021: EUR 25 million).
- **Abertis** fully and unconditionally secures the issues placed by Abertis Infraestructuras Finance, B.V. (2022: EUR 2,242,187 thousand in 2022 for EUR 2,253,398 thousand in 2021 – mainly subordinated perpetual obligations). (Note 13-b).
- **Abertis** acts as guarantor in relation to the operating agreements entered into by **Emovis** for EUR 63,583 thousand (2021: EUR 65,388 thousand) and, at 2021 year-end by **Eurotoll** for EUR 5,180 thousand. The latter was disposed of in 2022.
- The loan novation agreement for EUR 1,000 million between **Abertis** and its majority shareholder Abertis HoldCo, S.A. (Note 13-e) includes the granting of a guarantee by Abertis Infraestructuras, S.A. securing the novated debt and any possible rollovers and/or refinancing thereof.

In addition, the financing agreements of the associate Alazor include the commitment of its shareholders to make additional contributions in the event that certain events relating to the achievement of financial ratios should occur and in order to service debts and cover certain additional costs for which financing is not available. Provisions were recognised in prior years for the best estimate of all the possible liabilities associated with these commitments assumed and guarantees provided, considering the risk that the claims filed by Alazor's creditors will be upheld despite being contested by **Iberpistas** and **Acesa** (Note 8.i).

Lastly, it should be noted that at 31 December 2022 the concession operators in the **Arteris** subgroup that were granted concessions by the Brazilian government have in progress with the grantor certain notices and/or other negotiations, relating primarily to these companies' normal liability within the framework of the bidding for, and performance and termination of, their concession arrangements, for a total combined amount of BRL 2,541 million (2021 year-end: BRL 2,493 million, equal, at the end of the respective periods, to approximately EUR 470 million and EUR 395 million), as well as various other legal proceedings, the unfavourable resolution of which to the interests of the Group is deemed possible, totalling BRL 212 million (2021 year-end: BRL 133 million, equal to approximately EUR 39 million and EUR 21 million at the end of the respective reporting periods), and it is considered that they will not give rise to other liabilities at the date of authorisation for issue of these consolidated annual accounts that might give rise to material cash outflows other than those described in Note 18.

The contingencies detailed in Note 17 in relation to potential tax contingencies that might arise should also be taken into consideration.

ii) Commitments and obligations

In addition to the property, plant and equipment, intangible asset and financial asset model concession investment commitments indicated in Notes 6, 7 and 11, respectively, at 31 December 2022 the Group had the following commitments and obligations:

- As part of the agreement with the French Government for "Plan Relance" for French toll roads, the shareholders of the French concession operators resolved to create a fund to develop infrastructure of a clearly environmental nature ("Fonds de Modernisation Ecologique des Transports", FMET). At 2022 year-end, the contribution of **Abertis** as the sole shareholder of the French subgroup **Hit/Sanef** is estimated at around EUR 50 million, which will be paid as the various investment projects to be carried out are approved. In the year ended 31 December 2022, contributions of EUR 10,300 thousand were made in this connection (2021: EUR 11,440 thousand), and the accumulated contributions at 2022 year-end amount to EUR 32,015 miles thousand (2021: EUR 21,715 thousand).

22. INFORMATION ON THE ENVIRONMENT

It is Group policy to pay maximum attention to environmental protection and conservation activities, and each investee adopts measures to minimise the environmental impact of the infrastructure that it manages in order to ensure the maximum degree of environmental integration of the infrastructure in their respective geographical areas.

In 2022 the Group's expenditure on improving the environment amounted to EUR 66,616 thousand (2021: EUR 49,654 thousand), mainly through the following actions:

- Cleaning, landscaping and clearing along the toll roads, as well as upgrades to the service and rest areas and work to reduce visual and acoustic impact.
- Collection and removal of hazardous urban waste.
- Environmental impact studies, mainly in relation to the work to expand the capacity of the toll roads in Brazil.
- To a lesser extent, implementation of measures to optimise water management and energy consumption and reduce noise pollution.

23. SEGMENT REPORTING

The Group's various activities are organised and managed separately based on the geographical area of the infrastructure managed, with each operating segment (toll roads by geographical area) constituting a strategic business unit that manages different types of infrastructure in different markets. Consequently, the Group's decision-making bodies base their decision making on information broken down by operating segment.

Management has defined an operating segment as a group of assets and operations used for managing infrastructure subject to risks and rewards that are distinct from those managed by other business segments.

In this regard, the toll road segment identified includes the construction, maintenance and operation of toll roads under concession arrangements; management of toll road concessions in Spain and abroad; construction of road infrastructure and activities complementary to toll road construction, maintenance and operation.

It should be noted that **Abertis** manages its toll roads by dividing its operations into the following geographical areas: toll roads in Spain, toll roads in France, toll roads in Italy, toll roads in Brazil, toll roads in Chile, toll roads in Mexico, toll roads in the United States, toll roads in Puerto Rico, toll roads in Argentina and toll roads in the rest of the world (which includes the business of Abertis Mobility Services).

Other includes mainly the activity carried on by the Parent (holding shares of the Group companies and managing those companies) and other companies that provide financing to Group companies.

The operating segments reported on obtain their revenue on the basis of the nature of the service provided, as described in Note 3-o, and their customers are the end users of the toll road infrastructure.

The directors, who constitute the Group's highest operating decision-making authority, analyse the results of each segment, down to the profit or loss from operations, given that this is the item from which operating expense and revenue can be directly attributed to, or reasonably distributed among, the segments.

The detail of the profit or loss from operations for the year of each segment and of the share of the profit or loss of the associates is as follows:

31/12/22

	Toll roads Spain	Toll roads France	Toll roads Italy	Toll roads Brazil	Toll roads Chile	Toll roads Mexico	Toll roads USA	Toll roads Puerto Rico	Toll roads Argentina	Toll roads rest of the world	Other	Total
Services	499,068	1,861,445	408,544	571,202	466,791	585,106	108,427	178,618	148,111	110,555	-	4,937,867
Other income	12,580	33,672	36,843	2,319	70,803	2,389	-	1,870	-	3,268	205	163,949
Operating income	**511,648**	**1,895,117**	**445,387**	**573,521**	**537,594**	**587,495**	**108,427**	**180,488**	**148,111**	**113,823**	**205**	**5,101,816**
Operating expenses	(125,533)	(551,948)	(213,549)	(220,990)	(104,048)	(142,080)	(46,951)	(48,338)	(117,240)	(72,075)	(11,224)	(1,653,976)
Changes in provisions for infrastructure maintenance and restoration obligations	8,212	14,444	5,389	(10,535)	5,728	42,170	(4,620)	3,519	-	(4,221)	-	60,086
Changes in operating provisions and allowances	19,351	9,528	4,348	(1,592)	(36)	(82)	-	-	(1,990)	(1,219)	-	28,308
Gross profit (loss) from operations	**413,678**	**1,367,141**	**241,575**	**340,404**	**439,238**	**487,503**	**56,856**	**135,669**	**28,881**	**36,308**	**(11,019)**	**3,536,234**
Net construction revenue (expenses) (excluding capitalised in-house costs) [(1)]	-	-	-	66,444	-	-	-	-	-	-	-	66,444
Depreciation and amortisation charge	(288,149)	(988,620)	(172,719)	(158,275)	(324,573)	(169,661)	(47,245)	(40,441)	(3,401)	(28,182)	(5,574)	(2,226,840)
Impairment losses – concession financial assets	-	-	-	-	-	-	-	-	-	-	-	-
Impairment losses on assets	(106)	-	(38,110)	-	-	-	-	-	-	-	-	(38,216)
Profit (Loss) from operations	**125,423**	**378,521**	**30,746**	**248,573**	**114,665**	**317,842**	**9,611**	**95,228**	**25,480**	**8,126**	**(16,593)**	**1,337,622**
Share of result of associates and joint ventures	(14,310)	181	-	-	-	-	-	-	-	(849)	-	(14,978)
Unallocated profits and losses [(2)]												(894,849)
Profit/(loss) before tax												**427,795**

(1) Excluding in 2022 the impact of the capitalisation of in-house construction costs amounting to EUR 6,515 thousand and relating in full to France.

(2) Including mainly the interest income and expenses on borrowings, which are mostly managed by corporate central services, and the financial impact of the application of IFRIC 12.

31/12/21

	Toll roads Spain	Toll roads France	Toll roads Italy	Toll roads Brazil	Toll roads Chile	Toll roads Mexico	Toll roads USA	Toll roads Puerto Rico	Toll roads Argentina	Toll roads rest of the world	Other	Total
Services	865,991	1,685,016	374,494	427,990	449,752	440,587	86,382	154,582	125,493	111,322	119	4,721,728
Other income	9,734	22,406	47,577	1,497	44,792	2,829	-	1,955	-	1,090	86	131,966
Operating income	**875,725**	**1,707,422**	**422,071**	**429,487**	**494,544**	**443,416**	**86,382**	**156,537**	**125,493**	**112,412**	**205**	**4,853,694**
Operating expenses	(195,037)	(495,395)	(197,487)	(180,326)	(116,332)	(95,311)	(45,522)	(42,271)	(101,183)	(74,799)	(5,142)	(1,548,805)
Changes in provisions for infrastructure maintenance and restoration obligations	6,635	(8,833)	2,393	9,934	15,719	16,391	935	2,873	-	(2,487)	-	43,560
Changes in operating provisions and allowances	14,968	(7,948)	1,881	(3,451)	(67)	131	-	-	(1,883)	(825)	-	2,806
Gross profit (loss) from operations	**702,291**	**1,195,246**	**228,858**	**255,644**	**393,864**	**364,627**	**41,795**	**117,139**	**22,427**	**34,301**	**(4,937)**	**3,351,255**
Net construction revenue (expenses) (excluding capitalised in-house costs) [(1)]	-	-	-	29,188	-	-	-	-	-	-	-	29,188
Depreciation and amortisation	(577,144)	(979,807)	(130,671)	(133,311)	(328,584)	(127,368)	(41,617)	(36,100)	(3,205)	(28,678)	(5,380)	(2,391,865)
Impairment losses – concession financial assets	(7,119)	-	-	-	-	-	-	-	-	-	-	(7,119)
Impairment losses on assets	-	-	20,018	(722,632)	-	-	-	-	-	-	-	(702,614)
Profit (Loss) from operations	**118,028**	**215,439**	**118,205**	**(571,111)**	**65,280**	**237,259**	**178**	**81,039**	**19,222**	**5,623**	**(10,317)**	**278,845**
Share of result of associates and joint ventures	29,975	(23,468)	-	-	-	-	-	-	-	(3,124)	-	3,383
Unallocated profits and losses [(2)]												(727,204)
Profit/(loss) before tax												**(444,976)**

(1) Excluding in 2021 the impact of the capitalisation of in-house construction costs amounting to EUR 6,933 thousand and relating in full to France.

(2) Including mainly the interest income and expenses on borrowings, which are mostly managed by corporate central services, and the financial impact of the application of IFRIC 12.

The overall increase in the Group's toll road operating aggregates is mainly thanks to: (i) the continued growth in traffic in all the countries in which the Group operates following the decline in 2020 due to the economic crisis sparked by the Covid-19 pandemic (+8.2% increase in traffic in 2022 versus 2021 after the -21.4% decrease in 2020 and +21.0% rise in 2021) which, along with the increase in tolls of the various concessions, had boosted income by an estimated EUR 570 million; (ii) the impact of the appreciation of the average exchange rates of the Brazilian real, the Mexican peso and the US dollar at the December 2022 close, driving up the aggregates of the Brazil toll road, Mexico toll road, US toll road and Puerto Rico toll road operating segments (offsetting the impact of the depreciation of the Chile peso and Argentina peso and the negative impact thereof on the aggregates of the Chile toll road and Argentina toll road operating segments); and (iii) the impact of asset impairment recognised in 2021 in the Brazil toll road operating segment.

These impacts were partially offset mainly by the withdrawal from the scope of consolidation of **Acesa** and **Invicat** in August 2021 (with an impact on the Spain toll roads operating segment) and **Sol** in November 2021 (with an impact on the Chile toll roads operating segment).

The detail of the assets and liabilities of the segments at 31 December 2022 and 2021 and of the investments in non-current assets made in each year is as follows:

31/12/22

	Toll roads Spain	Toll roads France	Toll roads Italy	Toll roads Brazil	Toll roads Chile	Toll roads Mexico	Toll roads USA	Toll roads Puerto Rico	Toll roads Argentina	Toll roads rest of the world [1]	Other	Total
Assets	3,995,727	10,162,379	930,075	3,014,733	3,827,439	7,274,551	2,392,608	1,439,773	201,552	235,535	10,883,524	44,357,896
Associates and joint ventures	24,811	498	-	-	-	-	-	-	-	-	-	25,309
Non-current assets classified as held for sale and discontinued operations	-	-	-	-	-	-	-	-	-	-	-	-
Total assets	**4,020,538**	**10,162,877**	**930,075**	**3,014,733**	**3,827,439**	**7,274,551**	**2,392,608**	**1,439,773**	**201,552**	**235,535**	**10,883,524**	**44,383,205**
Liabilities	1,479,021	7,740,781	726,823	2,472,435	1,453,949	4,105,664	1,228,932	835,919	111,565	83,001	13,185,134	34,423,224
Liabilities associated with non-current assets classified as held for sale and discontinued operations	-	-	-	-	-	-	-	-	-	-	-	-
Total liabilities	**1,479,021**	**7,740,781**	**726,823**	**2,472,435**	**1,453,949**	**4,105,664**	**1,228,932**	**835,919**	**111,565**	**83,001**	**13,185,134**	**34,423,224**
Period investment in non-current assets [2]	**16,973**	**224,740**	**101,244**	**429,536**	**23,221**	**32,271**	**1,024**	**8,830**	**5,246**	**439**	**10,949**	**854,473**

[1] Including mainly the assets and liabilities contributed by **TTPL** and **JEPL** at 31 December 2022.

[2] Excluding the additions due to business combinations.

31/12/21

	Toll roads Spain	Toll roads France	Toll roads Italy	Toll roads Brazil	Toll roads Chile	Toll roads Mexico	Toll roads USA	Toll roads Puerto Rico	Toll roads Argentina	Toll roads rest of the world [1]	Other	Total
Assets	5,487,033	11,007,167	1,202,661	2,569,291	3,831,015	6,591,879	2,269,178	1,370,939	233,680	383,154	10,360,533	45,306,530
Associates and joint ventures	71,990	1,131	13	-	-	-	-	-	-	771	-	73,905
Non-current assets classified as held for sale and discontinued operations	-	-	-	-	-	-	-	-	-	-	-	-
Total assets	**5,559,023**	**11,008,298**	**1,202,674**	**2,569,291**	**3,831,015**	**6,591,879**	**2,269,178**	**1,370,939**	**233,680**	**383,925**	**10,360,533**	**45,380,435**
Liabilities	1,940,502	8,159,414	949,685	1,974,620	2,364,849	3,737,989	1,163,977	798,962	147,916	229,384	15,325,714	36,793,012
Liabilities associated with non-current assets classified as held for sale and discontinued operations	-	-	-	-	-	-	-	-	-	-	-	-
Total liabilities	**1,940,502**	**8,159,414**	**949,685**	**1,974,620**	**2,364,849**	**3,737,989**	**1,163,977**	**798,962**	**147,916**	**229,384**	**15,325,714**	**36,793,012**
Period investment in non-current assets [2]	**19,045**	**229,407**	**74,690**	**289,311**	**10,243**	**7,820**	**-**	**4,319**	**3,388**	**130**	**7,507**	**645,860**

[1] Including mainly the assets and liabilities contributed by **TTPL** and **JEPL** at 31 December 2021.

[2] Excluding the additions due to business combinations.

As well as the impact of the depreciation and amortisation charge for the year and investments made during the year, the variations in the balance sheet aggregates are primarily the result of: (i) the impact of the appreciation of the average exchange rates of the Brazilian real, Chilean peso, Mexican peso and US dollar, driving up the aggregates of the Brazil toll road, Chile toll road, Mexico toll road, US toll road and Puerto Rico toll road operating segments, respectively (offsetting the impact of the depreciation of the Argentina peso and the negative impact thereof on the aggregates of the Argentina toll road operating segment); and (ii) the impact of asset impairment in the Italy toll road operating segment.

Also, it should be noted that there were no significant inter-segment transactions in 2022 or 2021.

The segment assets include primarily property, plant and equipment, intangible assets and financial assets arising from the application of the bifurcated model and the financial asset model under IFRIC 12, inventories, accounts receivable, cash from operations and deferred tax assets.

The segment liabilities comprise operating liabilities and the bank borrowings arranged to carry on operations.

The investments in non-current assets comprise additions to property, plant and equipment and other intangible assets, as well as financial assets accounted for under IFRIC 12 using the bifurcated and financial asset models.

Lastly, **Abertis** did not have any external customers accounting for more than 10% of the Group’s total sales at 2022 and 2021 year-ends.

24. RELATED PARTIES

a) Directors and senior executives

As established in Article 25 of the bylaws, directors are not remunerated except for the CEO and non-executive Board Secretary, who earned remuneration of EUR 130 thousand in 2022 (the same as in 2021). The directors did not therefore earn any remuneration in 2022 (as in 2021) for their functions as directors, and only the CEO earned remuneration.

In 2022, the CEO therefore received EUR 1,998 thousand (2021: also EUR 1,998 thousand) in fixed and variable compensation for senior management duties. In the second quarter of 2022, EUR 2,970 thousand was also paid out for hitting the multi-year targets set in the 2019-2021 Incentive Plan.

Moreover, the CEO accrued EUR 480 thousand in pension benefits (2021: also EUR 480 thousand) and other remuneration in kind amounting to EUR 63 thousand, (2021: EUR 46 thousand).

The remuneration in 2022 of the senior executives, understood to be the general managers and similar employees of **Abertis** who in that year carried out management duties while reporting directly to the Board of Directors or the CEO of Abertis Infraestructuras, S.A., totalled EUR 8,093 thousand (2021: EUR 7,347 thousand). In the second quarter of 2022, EUR 8,290 thousand was also paid out for hitting the multi-year targets set in the 2019-2021 Incentive Plan.

Also, EUR 535 thousand were paid to certain senior executives in 2022 in relation to the longevity bonus (2021: EUR 1,050 thousand).

Also, the senior executives earned as other benefits contributions related to social welfare obligations and other remuneration in kind amounting to EUR 673 thousand and EUR 464 thousand, respectively (2021: EUR 578 thousand and EUR 420 thousand, respectively).

Also, in accordance with the remuneration policy of the Parent Company, the Group has in place a multi-year incentive plan named "ILP 2022-24", tied to the degree of attainment of the targets in the Group's three-year plan for that period.

Lastly, it should be noted that pursuant to Royal Decree 602/2016, of 2 December, the information required in relation to the amount of the third-party liability insurance policies of the Parent's directors for damage caused or omissions, which totalled EUR 330 thousand (2021: EUR 334 thousand), are disclosed.

b) Significant shareholders

A significant shareholder is defined as a shareholder that has significant influence over the Parent (Note 13-a).

In addition to the dividends and/or reimbursement of contributions paid to shareholders (in this case, Abertis HoldCo, S.A.), the breakdown of the balances held and transactions performed with significant shareholders is as follows:

i) Bond issues, loans and credit lines received

At 31 December 2022, as at 31 December 2021, the Group had not issued any bonds and had not arranged any loans or guarantee lines with related entities.

Also, in the year ended 31 December 2022, as at 2021 year-end, no finance costs paid to related entities were recognised.

ii) Financial swaps arranged

At 31 December 2022, as at 31 December 2021, the Group had not arranged any financial swaps with related banks relating to foreign currency and/or interest rate hedges.

iii) Financing of retirement obligations

In the year ended 31 December 2022 (as in 2021), the Group did not make any contributions to insurance policies that it may have arranged with any related entity in order to meet the defined benefit obligations to its employees. Also, at 31 December 2022 and 2021 no plan assets associated with such policies were held.

iv) Assets purchased and services received/rendered

	2022	2021
Assets purchased:		
Property, plant and equipment purchases	-	4,052
	-	**4,052**
Services received:		
Services received	839	3,810
	839	**3,810**
Services rendered:		
Telepass, S.p.A. [1]	117,999	117,157
Autogrill Group	11,134	7,483
Others	436	870
Services rendered	**129,569**	**125,510**

[1] Relating mainly to services rendered in France (EUR 117,999 thousand in 2022 and EUR 116,945 thousand in 2021).

Also, there are balances payable to and receivable from related parties relating to services received amounting to EUR 739 thousand (2021: EUR 2,582 thousand) and EUR 28,620 thousand (2021: EUR 72,168 thousand), respectively, relating mainly to the account receivable of the concession operator **A4** from the then related party, Autostrade per l'Italia, S.p.A., in connection with toll collection management relating to the interconnection between the stretch of toll road operated by **A4** with that operated by other concession operators).

At 2022 year-end, Abertis Infraestructuras, S.A. also had a EUR 61,437 thousand balance payable to Abertis Holdco in connection with the cash-pooling arrangement between the two companies (2021 year-end: EUR 228,459 thousand balance payable). (Note 14.ii).

v) Obligations and contingencies

At 31 December 2022, as at 31 December 2021, the Group had not arranged any credit lines, loans or guarantee lines with related entities.

vi) Other items

Also, at 31 December 2022 there were balances receivable from and payable to HoldCo, S.A. of EUR 130,340 thousand and EUR 63,534 thousand, respectively (31 December 2021: EUR 251,468 thousand and EUR 95,718 thousand, respectively) as a result of the tax effect generated by application of the consolidated tax regime to the tax group of which HoldCo, S.A. is parent (Notes 11.vi) and 16, respectively).

On 29 November 2022 a non-monetary contribution to Abertis Infraestructuras, S.A.'s equity was agreed with Abertis HoldCo, S.A., amounting to EUR 1,000 million. This contribution comprised a credit right derived from a loan agreement between the two parties (Note 13-e).

On 25 March 2022, **Abertis** reached an agreement in principle to sell, through its solely-owned investee Abertis Mobility Services, S.A, 100% of the share capital it held in Eurotoll, S.A.S (**Eurotoll**) to Telepass, S.p.A (51% owned by Atlantia S.p.A) for EUR 40,915 thousand. This deal was closed on 7 July 2022 (Notes 2-h and 20-e).

c) Associates and joint ventures

The most significant transactions with associates and joint ventures relate to accrued dividends (EUR 14,198 thousand and EUR 0 thousand, respectively, in 2022 – collected in full in 2022 – and EUR 11,878 thousand and EUR 0 thousand in 2021 – collected in full in 2021 – Note 8). The balances with these companies at the end of 2022 and 2021 are detailed in Notes 11.ii, 11.vi and 14.ii.

d) Other disclosures concerning the Board of Directors

Pursuant to Article 229 of the Spanish Limited Liability Companies Law, the directors have not reported any direct or indirect conflict of interest that they (or any persons related to them) might have with the Company's interests.

25. OTHER RELEVANT INFORMATION

a) Fees paid to auditors

	2022			2021		
	Audit (2)	Tax advisory services (3)	Other services (3)	Audit (2)	Tax advisory services (3)	Other services (3)
KPMG, S.L	571	-	469	561	65	137
Other KPMG firms (1)	1,940	32	167	1,689	31	196
Total, KPMG	2,511	32	636	2,250	96	333
Other audit firms	45	-	-	45	-	-
Total	**2,556**	**32**	**636**	**2,295**	**96**	**333**
Other (4)	136	123	1,753	100	378	1,839
Total	**2,692**	**155**	**2,389**	**2,395**	**474**	**2,172**

(1) Other companies that use the KPMG name.

(2) Total audit fees include EUR 545 thousand (2021: EUR 480 thousand) for reviewing the financial reporting and interim close, EUR 409 thousand of which (2021: EUR 380 thousand) was paid to the statutory auditor.

(3) EUR 1,310 thousand of the total for tax advisory services and other services was billed to Group companies (2021: EUR 829 thousand).

EUR 247 thousand are also included for services provided by the account auditor in accordance with audit legislation in each of the countries in which the Group operates (EUR 227 thousand in 2021).

Furthermore, KPMG Auditores, S.L. has provided during the 2022 agreed upon procedures services related to bank covenants amounting to EUR 17 thousand (EUR 11 thousand in 2021).

(4) Services provided by other audit firms other than the account auditor.

b) Economic and financial plan

In accordance with current legislation in each country, the toll road concession operators have economic and financial plans approved by the competent authorities.

c) Concession arrangements

The main concession arrangements of the **Abertis** Group relate to the maintenance and operation of the various toll roads managed by the Group's concession operators. At the end of the concession term, the infrastructure must be returned in perfect condition to the grantor. Also, tolls are indexed to inflation, through specific formulas for each concession.

The main concession arrangements of the subsidiaries of the **Abertis** Group, most of which are accounted for using the intangible asset model under IFRIC 12, are as follows:

Spanish toll road concession operators

- Concession arrangement for the construction, maintenance and operation of toll roads entered into by the Spanish Ministry of Public Works and **Acesa** in relation to the AP-7 and AP-2 toll roads, which expired on 31 August 2021 (granted in 1967). Subsequent to the signing of the aforementioned concession arrangement and without extending the term thereof, an agreement was entered into with the grantor (amending certain aspects of the concession arrangement) to widen the AP-7 toll road between la Jonquera and Vilaseca/Salou to three lanes over a 123 km stretch, for a planned investment of EUR 500 million (at 2006 prices) (Note 11).

- Concession arrangement for the construction, maintenance and operation of the C-32, C-31 and C-33 toll roads of the Catalonia Autonomous Community entered into by the Catalonia Autonomous Community Government and **Invicat**, which expired on 31 August 2021 (granted in 1967). Subsequent to the signing of aforementioned concession arrangement and without extending the term thereof, an agreement was entered into with the grantor amending certain aspects of the concession arrangement and establishing the general conditions for modifying and adapting the stretch of the C-32 toll road between Palafolls and the junction with the GI-600 road that is being widened, in addition to other road and mobility management improvements linked to the toll road and its operation in the Maresme corridor, with a planned investment of EUR 96 million (Note 11).

  In addition, an agreement with the concession grantor dated 23 December 2013 (which came into force on 1 January 2014) amended certain aspects of the concession and provided for toll unification measures, auxiliary upgrade work in the area of influence of the toll road and measures to favour the financing of public-transportation policies and mobility. A system to remunerate these measures was decided upon, including the possible extension of the concession term.

- Concession arrangement entered into by the Catalonia Autonomous Community Government and **Aucat** for the construction, maintenance and operation of the C-32 Pau Casals toll road. The concession expires on 26 January 2039 (granted in 1989). Subsequently, an agreement with the Catalonia Autonomous Community Government dated 23 December 2013 (which came into force on 1 January 2014) amended certain aspects of the concession and provided for toll unification measures, auxiliary upgrade work in the area of influence of the toll road and measures to favour the financing of public-transportation policies and mobility.

  Furthermore, as agreed with the concession grantor, certain aspects of the concession were altered on 3 August 2021 (effective from 1 September 2021) resulting in the implementation of new toll unification measures.

- A system to remunerate these measures was decided upon, including the possible extension of the concession term. Concession arrangement for the maintenance and operation of the Vallvidriera tunnel and the Cadí tunnel (and their corresponding accesses) entered into by the Catalonia Autonomous Community Government and **Túnels** for a term of 25 years, which ends on 31 December 2037 (granted on 31 December 2012).

- Concession arrangement entered into by the Spanish Ministry of Public Works and **Castellana** for the construction, maintenance and operation of the sections of the AP-6 toll road that connect with Segovia (AP-61) and Ávila (AP-51). The arrangement expires in November 2029 (granted in 1999) pursuant to the arrangement itself and based on the traffic levels between November 2015 and November 2019. In addition, it should be noted that this company was awarded, from January 2018 (until November 2029) the concession arrangement which was until then held by **Iberpistas** for the construction, maintenance and operation of the Villalba-Adanero (AP-6) toll road, entered into by the Spanish Ministry of Public Works and **Iberpistas**, which expired on 29 January 2018 (granted in 1968). Subsequent to the signing of the concession arrangement and without extending the term thereof, an agreement modifying certain aspects of the concession was entered into providing for the widening of the toll road to three lanes in each direction on the San Rafael-Villacastín stretch, with a projected investment of EUR 70 million (at 2008 prices).
- Concession arrangement entered into by the Spanish Ministry of Public Works and **Avasa** for the construction, maintenance and operation of the Bilbao-Zaragoza stretch of the Ebro Toll Road, now the AP-68 toll road, which expires on 11 November 2026 (granted in 1973).
- Concession arrangement entered into by the Spanish Ministry of Public Works and **Aulesa** for the construction, maintenance and operation of the León-Astorga toll road, which expires on 11 March 2055 (granted in 2000).
- Concession arrangement for the construction, maintenance and operation of the O'Donnell - N-IV stretch of the M-45 road in Madrid entered into by the Madrid Autonomous Community Government and **Trados 45**, ending in August 2029

French toll road concession operators

- Concession arrangement entered into by the French Government and **Sanef** for the maintenance and operation of toll roads in northern France (A1, Paris-Lille, and A2, Paris-Valenciennes) and eastern France (A4, Paris-Strasbourg) as well as the Paris ring road (A16, Paris-Boulogne-sur-Mer; A26, Calais-Troyes; and A29, Amiens-Neuchatel-en-Bray). Following the June 2015 agreement with the French Government on "Plan Relance" for the French toll roads, in order to upgrade the toll road network, the concession was extended by two years, until 31 December 2031 (granted in 1964).
- Concession arrangement entered into by the French Government and **Sapn** (wholly owned by Sanef) for the maintenance and operation of toll roads in western France (A13, Paris-Caen, and A14, Paris-Strasbourg) as well as the Paris ring road (A29, Le Havre-Saint Quentin). Following the June 2015 agreement with the French Government on "Plan Relance" for French toll roads, in order to upgrade the toll road network, the concession (granted in 1964) was extended by three years and eight months, until 31 August 2033.

  Decree No. 2021-1726 was signed on 21 December 2021 approving the amendment to the concession agreement of Sapn which concerns rolling out a Free Flow toll system on the A13 and A14 toll roads at a cost of approximately EUR 122 million at 2021 year-end prices.

Italian toll road concession operators

- Concession arrangement entered into by the Italian Government and the concession operator Autostrada Brescia Verona Vicenza Padova S.p.A. (**A4**, wholly owned by A4 Holding, S.p.A.) for the construction, maintenance and operation of the A4 (Brescia-Padova) and A31 (Vicenza-Piovene Rocchette and Vicenza-Badia Polesine) toll roads which was extended to 31 December 2026.

Brazilian toll road concession operators (belonging to the Arteris subgroup)

- Concession arrangement for the construction, maintenance and operation of the toll road covering the SP-147-370-215 routes, which connect the municipalities of Itapira, Mogi-Mirim, Limeira, Piracicaba, Conchal, Araras, Rio Claro, Casa Branca, Porto Ferreira and São Carlos (lot 6), entered into by the São Paulo Road and Highway Department and **Intervias** (DER/SP no. 19/CIC/98, governed by State Decree no. 42,411 of 30 October 1997, which was amended by Amendment no. 14/06 of 21 December 2006 and the resolution of the Managing Council of the Regulatory Agency for Delegate Public Transport Services of the State of São Paulo (Consejo Director de la Agencia Reguladora de Servicios Públicos Delegados de Transporte do Estado de São Paulo), ARTESP, of 14 January 2016), which expires in April 2028 (operation began in February 2000).

  On 20 September 2022 **Intervias** and ARTESP signed a preliminary agreement under the terms of preliminary Amendment (Termo Aditivo e Modificativo, TAM) 03/2022, the purpose of which is to define the terms and conditions for entering into, within 120 days, extendible by a further 90 days from the date of the preliminary agreement, of a new Amendment (Final Amendment).

  This new Amendment is intended to resolve the legal disputes regarding the nullity of the Reforms and Amendments signed in 2006 and the matching of the possible regulatory assets and liabilities affected by them of **Intervias**, and those of the concession operators **Vianorte**, **Autovias** and **Centrovias**, whose concession agreements ended in 2018, 2019 and 2020, respectively. The signing of the Final Amendment will result in the permanent matching of all the reciprocal credits between the Grantor and the concession operators named in the contract.

  The Final Amendment had not yet been signed at the date of authorisation for issue of the accompanying consolidated annual accounts.

- Concession arrangement for the construction, maintenance and operation of the BR-116/PR/SC toll road (lot 02) from the outskirts of Curitiba in the State of Paraná to the state line between Rio Grande do Sul and Santa Catarina entered into by the National Highway Transportation Agency (Agência Nacional de Transportes Terrestres (ANTT)) and **Planalto Sul** (governed by Bid Announcement (Edital de Licitação) no. 006/2007 of 15 February 2008), which expires in February 2033.

- Concession arrangement for the construction, maintenance and operation of the BR-101/RJ toll road (lot 04) that crosses Rio de Janeiro State, running from the Niteroi bridge north of the city to the Espírito Santo state line, entered into by the ANTT and **Fluminense** (regulated by Bid Announcement no. 004/2007 of 15 February 2008), which expires in February 2033.

  On 9 September 2021, the National Highway Transportation Agency (Agência Nacional de Transportes Terrestres (ANTT)) decided that the amicable request to return the concession to the concession grantor by way of re-tender submitted by **Fluminense** (toll road BR-101/RJ) complied with the technical and legal standards established in Federal Law 13,448/17, of 5 June 2017. This law sets out the requirements for extending and re-tendering the contracts defined in Law 13,334, of 13 September 2016, in the roads, railways and airport sectors of the Federal Public Administration and Decree 9,957, of 6 August 2019. Moreover, subsequent decisions by the Ministry of Infrastructures and the Board of the Investment Partnership Programme (Conselho do Programa de Parcerias de Investimentos, CPPI) on 17 November 2021 and 16 December 2021 confirmed that the request to re-tender the concession was compatible with the public interest and found that the concession was suitable for re-tendering, respectively.

  On 15 June 2022, the National Highway Transportation Agency (Agência Nacional de Transportes Terrestres (ANTT)) approved the signing of the second amendment of the concession agreement with the concession operator **Fluminense**, establishing the obligations in the re-tendering of the assigned stretch of toll road. This amendment is valid for 24 months as from the date of publication of Decree 11,005 of 21 March 2022. The transition period of the re-tendering process may be extended by way of a resolution of the Board of the Investment Partnership Programme (Conselho do Programa de Parcerias de Investimentos, CPPI), with the explicit consent of **Fluminense**.

  During this maximum transition period of 24 months until the concession is handed over to the new operator, all services for the public; and repairs, maintenance, operation and surveillance services; and the essential investments stipulated in the original Concession Agreement and retained in Annex I to the reform will continue to be provided as normal to ensure the continuity and safety of the related basic services.

The Group has evaluated the accounting impacts of the situation described and understands that the signing of the second amendment to the concession agreement of **Fluminense** has resulted in a change in business model. The concession arrangement has therefore been recognised in 2022 in accordance with IFRIC 12 under the bifurcated or mixed model for each of the components in the agreement:

- An intangible asset on applying the intangible asset model in which demand risk is assumed by the concession operator during the 24-month transition period during which it is entitled to charge a fee to users for the public service, which will depend on these users actually availing of the service.
- A financial asset on applying the financial asset model in which an unconditional right is received entitling the Grantor (or other party on its behalf) to receive cash or another financial asset for the compensation **Fluminense** is entitled to for the investments made and not paid for receivable at the end of the 24-month transition period, which the Grantor (or party to whom this obligation is transferred) must pay.

- Concession arrangement for the construction, maintenance and operation of the BR-381-MG/SP toll road (lot 05), which connects the São Paulo ring road to Belo Horizonte, Minas Gerais, entered into by the ANTT and **Fernão Dias** (regulated by Bid Announcement no. 002/2007 of 15 February 2008), which expires in February 2033.
- Concession arrangement for the construction, maintenance and operation of the BR-116-SP/PR toll road (lot 06), which connects the São Paulo ring road to Curitiba, Paraná, entered into by the ANTT and **Régis Bittencourt** (regulated by Bid Announcement no. 001/2007 of 15 February 2008), which expires in February 2033.
- Concession arrangement for the construction, maintenance and operation of the BR-116, BR-376/PR and BR-101/SC toll roads (lot 07), which connect the city of Curitiba, Paraná, and Florianópolis, Santa Catarina, entered into by the ANTT and **Litoral Sul** (regulated by Bid Announcement no. 003/2007 of 15 February 2008), which expires in February 2033.

- Concession arrangement for the construction, maintenance and operation of the SP-334, SP-255, SP-257, SP-330, SP-318, SP-328, SP-249, SP-304, SP-281, SP-304/310 and SP-345 toll roads that connect the municipalities of Franca, Batatais, Ribeirão Preto, Araraquara, São Carlos, Santa Rita do Passa Quatro, Jaú, Avaré, Itaí, Itaporanga and Riversul, entered into by the São Paulo Road and Highway Department (Departamento de Estradas e Rodagem de São Paulo) and **Via Paulista** (ARTESP no.0359-ARTESP-2017, governed by State Decree no. 62,333 of 21 December 2016), which expires in November 2047 (granted on 22 November 2017).

Chilean toll road concession operators

- Concession arrangement for the construction, maintenance and operation of the North-South corridor and the General Velásquez corridor (61 Km), both in Santiago, Chile, entered into by the Ministry of Public Works of Chile and **Autopista Central**, the original term of which ends in July 2031.

  However, on 19 November 2019 **Autopista Central** and the Ministry of Public Works signed a memorandum of understanding in which they agreed to the elimination of the 3.5% annual maximum readjustment established in section 1.14.7 of the tender specifications, as well as the potential engineering, execution, maintenance and operation of additional construction work for a maximum amount of CLF 9,000,000 (at present value), net of VAT. In this connection, Ad-Referendum Agreement No. 8 was signed on 6 December 2019 and published in the Official Journal on 31 January 2020, establishing the general terms and conditions of the elimination of the actual 3.5% annual readjustment of the tolls established in section 1.14.7 of the tender specifications as of 1 January 2020, whereby these tariffs shall be readjusted annually solely in line with the CPI, unless otherwise indicated by the Chilean Ministry of Public Works, from 2021.

  As part of the compensation mechanism, the agreement increased the concession term by 12 months (until July 2032), with the Ministry of Public Works maintaining the option of making a direct payment for any uncompensated balances at the end of the extended period, or of granting a further extension of the concession term.

  In this respect, during 2022, the Ministry of Public Works did not instruct the concession operator to increase the tolls by more than the rate of inflation for 2023 under the powers conferred in Ad-Referendum Agreement No. 8

On 7 October 2021, **Autopista Central** signed Ad-Referendum Agreement No. 9 with the Ministry of Public Works setting out the terms and conditions for the execution, maintenance, operation and exploitation of the works associated with the construction of the "Lo Ruiz Tunnel". This agreement includes extending the concession by 20 months (to March 2034) to compensate for executing these works. This agreement was published in the corresponding Supreme Decree in April 2022, although the tender process was declared unsuccessful and so the parties have been held harmless of the obligations set forth in the decree. However, at the date of authorisation for issue of the accompanying annual accounts, the parties are still in talks to reach a new agreement in 2023 and, consequently, establish a new arrangement.

- Concession arrangement for the construction, maintenance and operation of the Santiago-Valparaíso-Viña del Mar link road and the Southern Artery (Troncal Sur), entered into by the Ministry of Public Works of Chile and **Rutas del Pacífico**, with a maximum term of 25 years, until August 2024, conditional upon a Total Concession Revenue stipulation. The term of the agreement with the Ministry of Public Works for the performance of the construction work and operation associated with the free-flow electronic tolling system (described below) has been extended by ten months as a result of the fulfilment of the aforementioned Total Concession Revenue stipulation. In light of all of the foregoing, the total concession term estimated according to the latest traffic projections will run until March 2025.

  On 31 May 2018 **Rutas del Pacífico** and the Chilean Ministry of Public Works signed a non-binding framework memorandum regarding the installation of a Free Flow electronic collection system with an estimated maximum budget of CLF 472.97 thousand. The investments, loss of revenue and higher costs associated with installing and operating the system will be compensated for by extending the concession period by 10 months. This memorandum was drawn up in November 2018 under the corresponding supplementary agreement and published in the official state gazette on 15 December 2018, at which point the agreement took full effect.

- Concession arrangement for the execution, construction and operation of the Los Vilos-La Serena stretch of Ruta 5, entered into by the Ministry of Public Works of Chile and Sociedad Concesionaria del Elqui, S.A. (**Elqui**), which expired in December 2022.

- Concession arrangement for the construction, maintenance and operation of the Camino Internacional Ruta 60 Ch toll road, which crosses the districts of Los Andes, San Esteban, Santa María, San Felipe, Panquehue, Catemu, Llay, Hijuelas, La Calera, La Cruz, Quillota, Limache, and Villa Alemana, entered into by the Ministry of Public Works of Chile and Sociedad Concesionaria de los Andes, S.A. (**Andes**), which expires in July 2036.
- Concession arrangement for the construction, maintenance and operation of the Santiago-San Antonio toll road, entered into by the Ministry of Public Works of Chile and Sociedad Concesionaria Autopista del Sol, S.A. (**Sol**), which ended on 21 March 2022 (initially due to end in May 2019) following several amendments to the concession agreement associated with improvements to the toll road (construction of third lanes and other works, as well as the installation of a Free Flow electronic collection system).
- Concession arrangement for the construction, maintenance and operation of the Santiago-Colina-Los Andes toll road, entered into by the Ministry of Public Works of Chile and Sociedad Concesionaria Autopista Los Libertadores, S.A. (**Libertadores**), which expires in March 2026.

  Regarding the signed Ad-Referendum Agreement with the Ministry of Public Works to install and operate the Free Flow system, a Supreme Decree was issued on 30 October 2020 stipulating the deadlines for developing and reviewing each phase of the so-called "Project to install the ETC Multi Lane Free Flow Plaza system at the Las Canteras toll plaza on the Los Libertadores toll road" and the Ministry of Public Works' option to settle the balance of the compensation account or grant a ten-month extension. The free flow stations were brought on stream at the Las Canteras toll plaza on 1 November 2020.

Mexican toll road concession operators

- Concession arrangement for the construction, maintenance and operation of the Maravatío-Zapotlanejo and Guadalajara-Aguascalientes-León toll roads, entered into by the Mexican Secretariat of Communications and Transportation (SCT) and Red de Carreteras de Occidente, S.A.B. (**Rco**), for a term of 30 years (granted in October 2007).

  Also, on 26 June 2014 and 10 February 2020 the original concession arrangement was amended, leaving various stretches of the motorway toll free, which entailed an extension of the original concession term (four years and six months, and six years, respectively) and a readjustment of tolls, extending the concession term until 3 April 2048.

- Concession arrangement for the construction, maintenance and operation of the Querétaro-Irapuato toll road, entered into by the Mexican Secretariat of Communications and Transportation (SCT) and Concesionaria de Vías Irapuato Querétaro, S.A. (**Coviqsa**), which expires in June 2026 (granted in June 2006).
- Concession arrangement for the construction, maintenance and operation of the Irapuato-La Piedad toll road, entered into by the Mexican Secretariat of Communications and Transportation (SCT) and Concesionaria Irapuato La Piedad, S.A. (**Conipsa**), which expires in September 2025 (granted in September 2005).
- Concession arrangement for the construction, maintenance and operation of the Tepic-San Blas toll road, entered into by the Mexican Secretariat of Communications and Transportation (SCT) and Concesionaria Tepic-San Blas, S.A. (**Cotesa**), which expires in May 2046 (granted in May 2016).
- Concession arrangement for the construction, maintenance and operation of the Zamora-La Piedad toll road, entered into by the Mexican Secretariat of Communications and Transportation (SCT) and Autovías de Michoacán, S.A. (**Autovim**), which expires in December 2039 (granted in December 2009). This concession, acquired by the **Rco** subgroup on 21 February 2019, was at the construction phase until 15 December 2020, at which date it commenced its operations.

US toll road concession operators

- Concession arrangement for the construction, maintenance and operation of the Martin Luther King toll road and the Downtown Tunnel and Midtown Tunnel, entered into by the Virginia Department of Transportation (VDOT) and Elizabeth River Crossings Opco LLC (**Erc**), which expires on 13 April 2070 (granted in April 2012).

  On 15 November 2021 the agreement reached with the concession grantor of the State of Virginia was published amending the concession agreement (Amendment 9) to increase the tolls for 2022, 2023 and 2024 to compensate for the freezing of tolls in 2021. It also introduces other commitments for **Erc** to encourage more disadvantaged users to pay tolls (the toll relief program), which is expected to result in higher collectability ratios.

Puerto Rican toll road concession operators

- Concession arrangement for the design, construction, operation and maintenance of the Teodoro Moscoso Bridge in San Juan, Puerto Rico, entered into by the Highway and Transportation Authority (Autoridad de Carreteras y Transportación) and Autopistas de Puerto Rico y Compañía, S.E. (**Apr**), which expires on 22 February 2044.
- Concession arrangement for the upgrade, maintenance and operation of the PR-22 toll road (84 km connecting the capital of Puerto Rico, San Juan, with the city of Arecibo) and the PR-5 toll road (4 kilometres of the PR-22, crossing the San Juan metropolitan area), entered into by the Puerto Rico Highway and Transportation Authority and Autopistas Metropolitanas de Puerto Rico Llc. (**Metropistas**), which expires on 22 September 2051. Subsequently, on 19 April 2016 **Metropistas** entered into an agreement with the Puerto Rico Highway and Transportation Authority ("ACT") amending the concession arrangement for the PR-5 and PR-22 toll roads to extend the term of the concession of these toll roads by ten years. It now expires on 22 September 2061.

Argentine toll road concession operators

- Concession arrangement for the construction, maintenance and operation of Autopista del Oeste de Buenos Aires, entered into by the Argentine Government and **Gco**, which was to expire on 31 December 2018.

  In this connection, on 15 June 2017 **Gco** and the National Highway Administration of Argentina (Dirección Nacional de Vialidad de Argentina) entered into an agreement that initiated the modification of the concession arrangement for the Autopista del Oeste de Buenos Aires toll road to extend its term by 12 years, that would end on 31 December 2030.

  On 24 July 2018, the agreement entered into by **Gco** and the Argentine Government was completed giving rise, inter alia, to the acknowledgement of the measures, amounting to USD 247 million, net of tax (approximately EUR 231 million at 2022 year-end), to restore the economic and financial feasibility of the concession, a plan for additional investment of USD 250 million (approximately EUR 234 million at 2022 year-end) to improve the existing network, a new toll revision scheme and the abandonment of the proceedings between the parties.

  In addition, this agreement entailed the assumption by the grantor of, among other risks, the demand risk, the extension of the concession arrangement until 31 December 2030, the remuneration of the compensation balance associated with the measures to restore the economic and financial balance at an explicit interest rate applicable to the compensation balance and, lastly, the payment by the grantor of the amount of the compensation balance not recovered during the extension period.

- Concession arrangement granted to Sociedad Concesionaria Autopista del Sol, S.A. (**Ausol**) on 19 July 1994 for the upgrade, expansion, remodelling, upkeep, maintenance, operation and management of the northern access to the city of Buenos Aires (Autopista del Acceso Norte de Buenos Aires), which was initially scheduled to expire on 31 December 2020.

  In this connection, on 18 August 2017 **Ausol** and the National Highway Administration of Argentina entered into an agreement that initiated the modification of the concession arrangement for the Autopista del Acceso Norte de Buenos Aires toll road to extend its term by ten years to 31 December 2030.

On 24 July 2018, the agreement entered into by **Ausol** and the Argentine Government was completed giving rise, inter alia, to the acknowledgement of the measures, amounting to USD 499 million, net of tax (approximately EUR 466 million at 2021 year-end), to restore the economic and financial feasibility of the concession, a plan for additional investment of USD 430 million (approximately EUR 401 million at 2021 year-end) to improve the existing network, a new toll revision scheme and the abandonment of the proceedings between the parties.

In addition, this agreement entailed the assumption by the grantor of, among other risks, the demand risk, the extension of the concession arrangement until 31 December 2030, the remuneration of the compensation balance associated with the measures to restore the economic and financial balance at an explicit interest rate applicable to the compensation balance and, lastly, the payment by the grantor of the amount of the compensation balance not recovered during the extension period.

In relation to these concession agreements, the Argentine Government published Decree 633/2022, in which it: (i) declared that Decrees 607/18 and 608/18 (decrees approving the Integrated Renegotiation Agreements (IRAs) of **Ausol** and **Gco**, respectively) were not in the public interest because of alleged serious defects that would affect their legitimacy; and (ii) instructed the National Highway Administration (DNV) to take legal action concerning potentially voidable obligations to have the courts render these acts null and void.

Ausol	**Gco**
11 October 2022 • It was published on the Ministry of Public Works' website that the DNV had lodged a claim against **Ausol** before the Federal Administrative Review Board in Buenos Aires to have the IRA and decrees approving it rendered null and void. • It is also announced on the same website that the DNV has also applied for injunctive relief so that the State takes over management of Acceso Norte. • It should be noted that **Ausol** has still not received formal notification of the claim.	24 October 2022 • The DNV submitted a claim concerning potentially voidable obligations against **Gco** before the Federal Administrative Review Board to have the IRA and decrees approving it rendered null and void. • The DNV also applied for injunctive relief to suspend the effects of the IRA and therefore see the State taking over management of Acceso Oeste. • It should be noted that **Gco** has still not received formal notification of the claim.

Ausol	**Gco**
10 November 2022 • **Ausol** is informed of the ruling of the intervening court, which decided against the injunctive relief requested by the DNV and, instead, decided: (i) to appoint an auditor (with no right to veto decisions taken by **Ausol's** management) to oversee, inspect and audit the IRA and the company's activity; (ii) suspend the mechanism for compensation aimed at recovering the sum of USD 499 million as intended in the IRA; and (iii) prohibit for preventive purposes the distribution of dividends and changes in the composition of **Ausol's** share capital, until a final ruling on the case is issued. • **Ausol** acknowledged the court ruling in which the judge declared that it was within its jurisdiction to hear the case and issue a decision on the injunctive relief.	6 December 2022 • **Gco** was informed of the ruling of the intervening local court, which decided against the injunctive relief requested by the DNV. • The DNV appealed this ruling on 14 December 2022.
16 November 2022 • **Ausol** filed an appeal against the intervening court's declaration that it was within its jurisdiction to hear the case and challenging the injunctive relief imposed against it.	
Ausol therefore took the following action: • On 19 October 2022, it filed an application for emergency measures before the Court of Arbitration of the International Chamber of Commerce (ICC), following the procedure for resolving disputes set forth in the IRA. • On 30 October 2022, the emergency arbitrator appointed by the ICC upheld the request for the emergency measure submitted by **Ausol**, ordering the National Executive Branch of the Republic of Argentina itself or through the DNV or any of its subsidiary bodies or boards, to immediately abandon the legal proceedings concerning potentially voidable obligations (which are intended to render the IRA null and void) and the associated injunctive relief and, as the case may be, the suspension and reversal of the execution of any measure the Argentine courts may have imposed. The Argentine government has been duly informed of the ruling of the emergency arbitrator appointed by the ICC; however, it has decided to ignore it. • On 23 October 2022 an application for arbitrage was submitted to the ICC (extended through a written request on 28 October 2022) calling for: (i) the arbitration board declaring that it has the jurisdiction to resolve the current dispute; (ii) ruling that the IRA is valid; and (iii) ordering the Argentine government to comply with the IRA and proceed to settle the amounts payable at 31 December 2021 to repay the net investment and interest on the portion of the investment not yet repaid.	• **Gco** therefore took the following action: • On 19 October 2022, it filed an application for emergency measures before the Court of Arbitration of the International Chamber of Commerce (ICC), following the procedure for resolving disputes set forth in the IRA. • On 29 October 2022, the emergency arbitrator appointed by the ICC upheld the request for the emergency measure submitted by **Gco**, ordering the National Executive Branch of the Republic of Argentina itself or through the DNV or any of its subsidiary bodies or boards, to start, request or promote any action or claim concerning potentially voidable obligations or nullity, or injunctive relief related with such legal action before the Argentine courts with regard to the concession arrangement, the IRA, the arbitration clause or the decree approving the IRA. The Argentine government has been duly informed of the ruling of the emergency arbitrator; however, it has decided to ignore it. • On 24 October 2022 an application for arbitrage was submitted to the ICC (extended through a written request on 29 October 2022) calling for: (i) the arbitration board declaring that it has the jurisdiction to resolve the current dispute; (ii) ruling that the IRA is valid; and (iii) ordering the Argentine government to comply with the IRA and proceed to settle the amounts payable at 31 December 2021 to repay the net investment and interest on the portion of the investment not yet repaid.
26 December 2022 • The Argentine government submitted after the stipulated deadline a presentation to the ICC requesting the arbitration proceedings be halted and presenting a number of objections about the arbitrator appointed by **Ausol**. • **Ausol**, meanwhile, responded to the objections of the Argentine government, and a response from the arbitration board is currently pending.	26 December 2022 • The Argentine government submitted after the stipulated deadline a presentation to the ICC requesting the arbitration proceedings be halted and presenting a number of objections about the arbitrator appointed by **Gco**. • **Gco**, meanwhile, responded to the objections of the Argentine government, and a response from the arbitration board is currently pending.

In light of the above, on 24 November 2022 **Abertis** as the principal shareholder of **Ausol** and **Gco** submitted a trigger letter to the Argentine President's office copying in the Ministry of the Economy; Ministry for Public Works; Ministry for Foreign Affairs, International Trade and Culture; and the ambassador of the Republic of Argentina in Spain to inform them of a dispute over the Agreement between the Republic of Argentina and the Kingdom of Spain on the reciprocal promotion and protection of investments of 3 October 1991 and initiating a period of amicable negotiations as per article X of said letter.

Indian toll road concession operators

- Concession arrangement for the maintenance and operation of the 94 km NH-45 toll road and its corresponding access roads, entered into by the National Highways Authority of India and **TTPL** for a term of 20 years, which ended on 09 January 2027 (granted on 30 June 2006). This agreement was modified on 20 December 2021, extending the concession term by 23 days to 1 February 2027 to compensate for the suspension of toll collections over 23 days in 2016 because of the demonetisation in India in December that year.
- Concession arrangement for the maintenance and operation of the 58 km NH-7 toll road and its corresponding access roads, entered into by the National Highways Authority of India and **JEPL** for a term of 20 years, which ends on 18 August 2026 (granted on 20 February 2006). On 15 September 2022, this agreement was amended, extending the duration of the concession arrangement by 25 days to 12 September 2026 due to the compensation for losses incurred during the restrictions imposed, basically in 2020, in response to the Covid-19 pandemic.

26. EVENTS AFTER THE REPORTING PERIOD

The following significant events took place from the end of the reporting period up to the date of authorisation for issue of the consolidated annual accounts for the year ended 31 December 2022:

- On 11 January 2023 **Hit** (sole shareholder of Sanef), placed bonds totalling EUR 500 million maturing in eight years with a coupon of 4.250% (which will be reduced substantially on applying the interest-rate hedges arranged in 2022, Note 10), which will be used to refinance the existing debt maturities in **Hit**.
- On 30 January 2023, the French government signed Decree 2023-44 approving the amendment to the concession agreements of **Sanef** and **Sapn**, which covers network improvements with a budget of approximately EUR 190 million for **Sanef** and EUR 50 million for **Sapn** in exchange for a hike in tolls and the cancellation of certain contractual obligations.
- On 31 January 2023, as part of its 2022-2030 Sustainability Plan **Abertis** placed its first issue of sustainable bonds – Sustainability Linked Bonds (SLB) – amounting to EUR 600 million, maturing in 6.5 years with a coupon of 4.125% (which will be reduced substantially on applying the interest-rate hedges arranged in 2022, Note 10), which will be used for general corporate purposes.

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Madrid, 28 February 2023

APPENDIX I. Subsidiaries included in the scope of consolidation

Company	Registered office	Ownership interest		Shareholder company	Consolidation method	Line of business	Auditor
		Cost (thousands of euros)	% (*)				
DIRECT OWNERSHIP INTERESTS							
Abertis Infraestructuras Finance, B.V.	Rapenburgerstraat 177 C, 1011 VM Amsterdam (Netherlands)	-	100%	Abertis	Full consolidation	Financial services	Kpmg
Operation of toll roads							
Abertis Autopistas España, S.A.	Paseo de la Castellana, 89, 28046-Madrid	2,251,795	100%	Abertis	Full consolidation	Study, development and construction of civil infrastructure	Kpmg
Societat d'Autopistes Catalanes, S.A. (Socaucat)	Avinguda Pedralbes, 17 08034 Barcelona	936,700	100%	Abertis	Full consolidation	Construction, upkeep and operation of toll roads under concession arrangements	Kpmg
Autopistas de Puerto Rico y Compañía, S.E. (APR)	Montellanos Sector Embalse San José - San Juan de Puerto Rico 00923 (Puerto Rico)	-	100%	Abertis	Full consolidation	Infrastructure concession operator	Kpmg
(INVIN)	Paseo de la Castellana, 89, 28046-Madrid	1,353,321	80%	Abertis	Full consolidation	Holding company	Kpmg
Holding d'Infrastructures de Transport, S.A.S	30, Boulevard Gallieni 92130 Issy-les-Moulineaux (France)	3,626,062	100%	Abertis	Full consolidation	Holding company	Kpmg
Holding d'Infrastructures de Transport, 2 S.A.S	30, Boulevard Gallieni 92130 Issy-les-Moulineaux (France)	51,716	100%	Abertis	Full consolidation	Holding company	Kpmg

(*) Corresponds to the % of ownership of Abertis Infraestructuras, S.A. (direct or indirect) with respect to each of the investees.

This Appendix is an integral part of Note 2-g.i to the consolidated annual accounts for 2022 and should be read in conjunction therewith.
Conversion of amounts in currencies other than the euro at year-end exchange rates.

Company	Registered office	Ownership interest		Shareholder company	Consolidation method	Line of business	Auditor
		Cost (thousands of euros)	% (*)				
Abertis Mobility Services, S.L.	Avinguda Pedralbes, 17 08034 Barcelona	39,760	100%	Abertis	Full consolidation	Design, development, implementation and maintenance of technological solutions for the management of transport infrastructure	Kpmg
Sociedade Para Participação em Infraestrutura, S.A.	Avda Presidente Juscelino Kubitschek, 1455. 9º andar. Itaim Bibi. São Paulo. 04543-011 (Brasil)	- (1)	51.00%	Abertis	Full consolidation	Operation of concessions	Kpmg
Partícipes en Brasil, S.A.	Paseo de la Castellana, 89, 28046-Madrid	371,946	51.00%	Abertis	Full consolidation	Holding company	Kpmg
Autopistas Metropolitanas de Puerto Rico, LLC	City View Plaza 500, Torre 1 Carretera 165 Núm. 48 Guaynabo 00968 (Puerto Rico)	236,316	51.00%	Abertis	Full consolidation	Toll road concession operator	Kpmg
Autopistas del Sol, S.A. (AUSOL) (2)	Ruta Panamericana; 2451 Boulogne (B1609JVF) Buenos Aires (Argentina)	12,353	31.59%	Abertis	Full consolidation	Toll road concession operator	Kpmg
Infraestructuras Viarias Mexicanas, S.A. de CV	Oso 127 Int.104, Colonia del Valle, Del. Benito Juárez, C.P. 03104, Ciudad de México (Mexico)	1,467,021	99.90%	Abertis	Full consolidation	Holding company	Kpmg
Abertis USA Holdco LLC	152 Tunnel Facility Dr, Portsmouth, Virginia 23707, USA	587,975	100%	Abertis	Full consolidation	Holding company	Kpmg
Abertis Internacional, S.A.	Paseo de la Castellana 89, 28046 Madrid	236,273	100%	Abertis	Full consolidation	Construction, upkeep and operation of toll roads under concession arrangements	Kpmg

(1) Carrying amount of ownership interest zero at 31 December 2022 due to impairment losses recognised.
(2) The shares of Ausol are listed on the Buenos Aires Stock Exchange. The average market price in the last quarter of 2022 was ARS 259.5. At year-end the market price was ARS 359.5. Argentine peso 49.92% of the voting rights are held.

(*) Corresponds to the % of ownership of Abertis Infraestructuras, S.A. (direct or indirect) with respect to each of the investees.

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Company	Registered office	Ownership interest		Shareholder company	Consolidation method	Line of business	Auditor
		Cost (thousands of euros)	% (*)				
Telecommunications							
Abertis Telecom Satélites, S.A.	Paseo de la Castellana, 89, 28046-Madrid	293,659	100%	Abertis	Full consolidation	Holding (satellite telecommunications)	Kpmg
INDIRECT OWNERSHIP INTERESTS							
Through Abertis Autopistas España							
Autopistas, Concesionaria Española, S.A. (ACESA)	Avinguda Pedralbes, 17 08034 Barcelona	588,064	100%	Abertis Autopistas España, S.A.	Full consolidation	Toll road concession operator	Kpmg
Iberpistas, S.A. Concesionaria del Estado	Autopista AP-6 PK57 San Rafael Segovia	1,128,287	100%	Abertis Autopistas España, S.A.	Full consolidation	Toll road concession operator	Kpmg
Abertis Gestión Viaria, S.A.	Avinguda Pedralbes, 17 08034 Barcelona	160	100%	Abertis Autopistas España, S.A.	Full consolidation	Upkeep and maintenance of infrastructures	Kpmg
Grupo Concesionario del Oeste, S.A. (Gco) (3)	Ruta Nacional no. 7, km25,92 Ituzaingó (Argentina)	24,498	48.60% (4)	Acesa	Full consolidation	Toll road concession operator	Kpmg
Castellana de Autopistas, S.A.C.E.	Autopista AP-6, P.K. 57	242,062	100%	Iberpistas	Full consolidation	Toll road concession operator	Kpmg
Autopistas de León, S.A.C.E. (AULESA)	Crta. Sta. Mª del Páramo, s/n Villadangos del Páramo, León	37,178	100%	Iberpistas	Full consolidation	Toll road concession operator	Kpmg

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Conversion of amounts in currencies other than the euro at year-end exchange rates.

Company	**Registered office**	**Ownership interest**		**Shareholder company**	**Consolidation method**	**Line of business**	**Auditor**
		Cost (thousands of euros)	**% (*)**				
Autopistas Vasco-Aragonesa, C.E.S.A. (Avasa)	Barrio de Anuntzibai, s/n 48410 Orozco. Vizcaya	462,153	100%	Iberpistas	Full consolidation	Toll road concession operator	Kpmg
Autopista Trados-45, S.A. (Trados-45)	Ctra. M-203 P.K. 0,280. Madrid	48,241	51.00%	Iberpistas	Full consolidation	Infrastructure concession operator	Kpmg

(3) In relation to the consolidated company **Gco**, on 8 November 2018 the Group, as required by the Argentine National Securities Market Commission, set up a trust for the future sale of 5.73% of the investment in that company, establishing in the agreement, among other aspects, the assignment to the trustee of the voting and dividend rights associated with the ownership interest assigned.

In this regard, on 27 November 2018, after receiving the required authorisation from the National Highway Administration of Argentina (Dirección Nacional de Vialidad de Argentina), the Group subsidiary **Acesa** sold 9,160,136 of its Class A shares, representing 5.73% of its dividend rights and 7.58% of its voting rights, to TMF Trust Company (Argentina), S.A. ("TMF"). From the legal standpoint, the voting and dividend rights corresponding to the shares were transferred irrevocably to TMF and, accordingly, **Acesa**'s voting rights at **Gco** were reduced from the 57.7% it had held to 49.99%. TMF is an independent international nominee shareholder that belongs to the TMF Group and, as such, was responsible for transferring the aforementioned shares of **Gco** to one or several possible interested third parties.

From the accounting standpoint, and in accordance with the regulatory financial reporting framework applicable to the Group, on the one hand, the prior position of control was reassessed, pursuant to IFRS 10, and it was concluded that the Group still held de facto control and, on the other, taking into account the terms of the agreement with TMF, the transfer was not considered to be a derecognition for accounting purposes since economic risks relating to the selling price of the shares had been retained. In relation to the aforementioned transactions, at 31 December 2019 TMF was in the process of seeking a buyer for the shares in Gco at a price that would reflect the valuation performed by its independent financial adviser.

(4) Ownership interest as described in Note 2-h.

Through Societat d'Autopistes Catalanes, S.A.

Autopistes de Catalunya, S.A. (AUCAT)	Avinguda Pedralbes, 17 08034 Barcelona	726,679	100.00%	Societat d'Autopistes Catalanes, S.A. (Socaucat)	Full consolidation	Toll road concession operator	Kpmg

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		Cost (thousands of euros)	% (*)				
Infraestructures Viàries de Catalunya, S.A.	Avinguda Pedralbes, 17 08034 Barcelona	196,647	100.00%	Societat d'Autopistes Catalanes, S.A. (Socaucat)	Full consolidation	Construction, upkeep and operation of toll roads under concession arrangements	Kpmg
Túnels de Barcelona i Cadí Concesionaria de la Generalitat de Cataluña, S.A.	C. de Vallvidrera a San Cugat BV-1462 km 5,3 Barcelona	57,830	50.01%	Infraestructuras Viàries de Catalunya, S.A.	Full consolidation	Toll road concession operator	Kpmg

Through Vías Chile and Inversora de Infraestructuras

Vías Chile, S.A.	Rosario Norte Nº 407 Las Condes, Santiago (Chile)	849,123	80.00%	Invin S.L.	Full consolidation	Holding company	Kpmg
Gestora de Autopistas, SpA.	Rosario Norte Nº 407 Las Condes, Santiago (Chile)	1,047	80.00%	Vías Chile	Full consolidation	Management, upkeep and operation of roads, dual carriageways and toll roads	Kpmg
Sociedad Concesionaria del Elqui, S.A.	Rosario Norte Nº 407 Las Condes, Santiago (Chile)	61,039	80.00%	Vías Chile / Gesa	Full consolidation	Toll road concession operator	Kpmg
Sociedad Concesionaria Autopista del Sol, S.A.	Rosario Norte Nº 407 Las Condes, Santiago (Chile)	17,898	80.00%	Vías Chile / Gesa	Full consolidation	Toll road concession operator	Kpmg
Sociedad Concesionaria Autopista Los Libertadores, S.A.	Rosario Norte Nº 407 Las Condes, Santiago (Chile)	63,929	80.00%	Vías Chile / Gesa	Full consolidation	Toll road concession operator	Kpmg
Sociedad Concesionaria Autopista de Los Andes, S.A.	Rosario Norte Nº 407 Las Condes, Santiago (Chile)	37,899	80.00%	Vías Chile / Gesa	Full consolidation	Toll road concession operator	Kpmg

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Company	Registered office	Ownership interest		Shareholder company	Consolidation method	Line of business	Auditor
		Cost (thousands of euros)	% (*)				
Operavías SpA.	Rosario Norte Nº 407 Las Condes, Santiago (Chile)	6,852	80.00%	Vías Chile	Full consolidation	Upkeep, management and operation of transport infrastructure	Kpmg
Sociedad Concesionaria Rutas del Pacífico, S.A.	Rosario Norte Nº 407 Las Condes, Santiago (Chile)	108,569	80.00%	Vías Chile / Gesa	Full consolidation	Toll road concession operator	Kpmg
Sociedad Concesionaria Autopista Central, S.A.	San Bernardo 1145, comuna San Bernardo 8071144 (Chile)	794,229	80.00%	Vías Chile / Gesa	Full consolidation	Toll road concession operator	Kpmg

Through Abertis Mobility Services, S.L.

Emovis S.A.S.	86, rue Henry Farman 92130 Issy-les-Moulineaux (France)	21,528	100%	Abertis Mobility Services	Full consolidation	Toll road systems operator and provider	Kpmg
AMS Mobility Services Spain, S.A.	Avinguda Pedralbes, 17 08034 Barcelona	3	100%	Abertis Mobility Services	Full consolidation	Toll road systems operator and provider	Kpmg
Emovis Us Inc.	1600 Stewart Avenue, Westbury New York (USA)	-	100%	Abertis Mobility Services	Full consolidation	Toll road operator	-
AMS Operations UK, Ltd.	St John Offices, Albion Street, Leeds (UK)	-	100%	Abertis Mobility Services	Full consolidation	Toll road operator	Kpmg
Emovis Operations Ireland Ltd	2nd Floor Cape House, Westend Office Park, Blanchardstown, Dublin 15 (Ireland)	2,855	100%	Emovis SAS	Full consolidation	Toll road operator	Kpmg
Emovis Operations Mersey Ltd	Hornbeam House, Hornbeam Park, Hookstone Road, Harrogate (UK)	4,199	100%	Emovis SAS	Full consolidation	Marketer of tags in the UK	Kpmg

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Company	Registered office	Ownership interest		Shareholder company	Consolidation method	Line of business	Auditor
		Cost (thousands of euros)	% (*)				
Emovis technologies US, Inc.	c/o The Corporation Trust Incorporated, 2405 York Road, Lutherville Timonium, Maryland 21093-2264 (USA)	4,029	100%	Emovis SAS	Full consolidation	Toll road systems provider	Kpmg
Emovis Operations Puerto Rico Inc (formerly Sanef ITS technologies Caribe Inc.)	c/o The Corporation Trust Incorporated, 2405 York Road, Lutherville Timonium, Maryland 21093-2264 (USA)	9	100%	Emovis technologies US, Inc.	Full consolidation	Toll road systems operator	Kpmg
Emovis technologies UK Limited	7th Floor, 20 St Andrew Street, London, EC4A 3AG	904	100%	Emovis SAS	Full consolidation	Toll road systems maintenance	Kpmg
Emovis Technologies Chile, S.A.	4557 Calle El Rosal Huechurraba, Santiago (Chile)	272	100%	Emovis SAS	Full consolidation	Toll road systems maintenance	Kpmg
Emovis technologies d.o.o.	Lovacki put 1a HR-21000 Split (Croatia)	311	100%	Emovis SAS	Full consolidation	Toll road systems provider	Kpmg
Emovis technologies Ireland Limited	c/o David Ebbs & Co, 31 Westland Square, Dublin 2 (Ireland)	-	100%	Emovis SAS	Full consolidation	Toll road systems maintenance	Kpmg
Emovis Operations Leeds (UK)	St John Offices, Albion Street, Leeds L52 8LQ (UK)	10,933	100%	Emovis SAS	Full consolidation	Toll road operator	Kpmg
Emovis Technologies Québec, Inc.	3700-800 Place Victoria Montreal Quebec H4Z1E9 (Canada)	-	100%	Emovis SAS	Full consolidation	Toll road systems operator	Kpmg
Emovis TAG UK Limited	St John Offices, Albion Street, Leeds L52 8LQ (UK)	-(5)	100%	Emovis SAS	Full consolidation	Marketer of tags in the UK (from 03/16)	Kpmg
Emovis Chile, Spa	4557 Calle El Rosal Huechurraba, Santiago (Chile)	183	100%	Emovis SAS	Full consolidation	Toll road operator	Kpmg

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Company	Registered office	Ownership interest		Shareholder company	Consolidation method	Line of business	Auditor
		Cost (thousands of euros)	% (*)				
Through Holding d'Infrastructures de Transport, S.A.S							
SANEF S.A. (Sociétés des Autoroutes du Nord-Est de la France)	30, Boulevard Gallieni 92130 Issy-les-Moulineaux (France)	4,443,678	100%	Holding d'Infrastructures de Transport, S.A.S	Full consolidation	Toll road concession operator	Kpmg
SAPN S.A. (Société des autoroutes Paris-Normandie)	30, Boulevard Gallieni 92130 Issy-les-Moulineaux (France)	599,909	99.97%	Sanef	Full consolidation	Toll road concession operator	Kpmg
Bip&Go S.A.S.	30, Boulevard Gallieni 92130 Issy-les-Moulineaux (France)	1	100%	Sanef	Full consolidation	Electronic toll device distributor	Kpmg
Leonord Exploitation, S.A.S	Chemin de la Belle Cordière, 69300, Caluire-et-Cuire (France)	34	85%	Sanef	Full consolidation	Management of operating contracts	Kpmg
SE BPNL	30, boulevard Gallieni, 92130 Issy-les-Moulineaux, (France)	53	100%	Sanef	Full consolidation	Maintenance, operation and upkeep of roads	Kpmg
Sanef 107.7, SAS	30, boulevard Gallieni, 92130 Issy-les-Moulineaux, (France)	15	100%	Sanef	Full consolidation	Sound broadcasting service operator	Kpmg

(5) Carrying amount of ownership interest zero at 31 December 2022 due to impairment losses recognised.

Through Abertis Internacional

Abertis India, S.L.	Paseo de la Castellana, 39, Madrid	95,822	100%	Abertis Internacional	Full consolidation	Holding company	Kpmg

(*) Corresponds to the % of ownership of Abertis Infraestructuras, S.A. (direct or indirect) with respect to each of the investees.

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		Cost (thousands of euros)	% (*)				
Abertis India Toll-Road Services LLP	Express Towers, 3rd Floor, Nariman Point, Mumbai - 400 021, India	1,,501	100%	Abertis India / Abertis Internacional	Full consolidation	Holding company	Kpmg
Trichy Tollway Private Limited (TTPL)	3rd Floor, 'C' Block, TSR Towers, 6-3-1090, Rajbhavan Road, Hyderabad - 500082, Telangana, India	47404	100%	Abertis India	Full consolidation	Toll road concession operator	Kpmg
Jadcherla Expressways Private Limited (JEPL)	3rd Floor, 'C' Block, TSR Towers, 6-3-1090, Rajbhavan Road, Hyderabad - 500082, Telangana, India	58,552	100%	Abertis India	Full consolidation	Toll road concession operator	Kpmg
Abertis Italia S.r.l.	Via Flavio Gioia 71, Verona	491,809	100%	Abertis Internacional	Full consolidation	Holding company	Kpmg
A4 Holding S.p.A.	Via Flavio Gioia 71, Verona	516,000	91.26%	Abertis Italia	Full consolidation	Holding company	Kpmg
Autostrada Bs Vr Vi Pd S.p.A	Via Flavio Gioia 71, Verona	510,404	91.26%	A4 Holding S.p.A.	Full consolidation	Toll road concession operator	Kpmg
Serenissima Partecipazioni S.p.A	Via Flavio Gioia 71, Verona	46,080	91.26%	A4 Holding S.p.A.	Full consolidation	Construction and maintenance	Kpmg
A4 Trading S.r.l.	Via Flavio Gioia 71, Verona	21,950	91.26%	A4 Holding S.p.A.	Full consolidation	Parking facility maintenance and development consulting services	Kpmg
Mulhacen	Via Flavio Gioia 71, Verona	72	91.26%	A4 Holding S.p.A	Full consolidation	Preparation of insolvency agreement proposals.	Kpmg
Globalcar Services, S.p.A	Via Flavio Gioia 71, Verona	4,885	91.26%	A4 Holding S.p.A.	Full consolidation	Lease of vehicles	Kpmg
A4 Mobility S.r.l.	Via Flavio Gioia 71, Verona	7,000	91.26%	A4 Holding S.p.A	Full consolidation	Maintenance, operation and upkeep of infrastructure	Kpmg

(*) Corresponds to the % of ownership of Abertis Infraestructuras, S.A. (direct or indirect) with respect to each of the investees.

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Conversion of amounts in currencies other than the euro at year-end exchange rates.

Company	Registered office	Ownership interest		Shareholder company	Consolidation method	Line of business	Auditor
		Cost (thousands of euros)	% (*)				
Through Partícipes en Brasil							
PDC Participações, S.A.	Avda Presidente Juscelino Kubitschek, 510 12º Andar. São Paulo. (Brazil)	40,970	51.00%	Partícipes en Brasil, S.A.	Full consolidation	Operation of concessions	Kpmg
Arteris Brasil, S.A.	Avda Presidente Juscelino Kubitschek, 510 12º Andar. São Paulo. (Brazil)	491,131	41.97%	Partícipes en Brasil II/ PDC Participações, S.A.	Full consolidation	Holdings of non-financial institutions	Kpmg
Partícipes en Brasil II, S.L.	Paseo de la Castellana 39, Madrid	219,155	51.00%	Partícipes en Brasil, S.A.	Full consolidation	Construction, upkeep and operation of toll roads under concession arrangements, or just their upkeep and operation and, generally, the management of road concessions in Spain and abroad	Kpmg
Arteris Participações, S.A.	Avda Presidente Juscelino Kubitschek, 510 12º Andar. São Paulo. (Brazil)	13,096	41.97%	Arteris Brasil, S.A.	Full consolidation	Holding company	Kpmg
Autovias, S.A.	Rodovia Anhanguera - SP 330 km 312,2 - Pista Norte - CEP 14079-000 (city) Ribeirão Preto - (state) SP. (Brazil)	25,907	41.97%	Arteris Brasil, S.A.	Full consolidation	Construction and operation of dual carriageway in São Paulo (Brazil)	Kpmg
Centrovias Sistemas Rodoviários, S.A.	Rodovia Washington Luis, km 216,8 - Pista Sul - CEP 13530-000 - Itirapina - SP (Brazil)	16,955	41.97%	Arteris Brasil, S.A.	Full consolidation	Construction and operation of dual carriageway in São Paulo (Brazil)	Kpmg
Concessionária de Rodovias do Interior Paulista, S.A.	Rodovia Anhanguera - SP 330 - km 168 - Pista Sul - Jardim Sobradinho - CEP 13601-970 Araras. SP (Brazil)	25,788	41.97%	Arteris Brasil, S.A. / Arteris Participações, S.A.	Full consolidation	Construction and operation of dual carriageway in São Paulo (Brazil)	Kpmg

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Vianorte, S.A.	Rodovia Atílio Balbo - SP 322 - km 327,5 - Praça Pedágio - Sertaozinho - SP - CP 88 - CEP - 14173 - 000. (Brazil)	20,808	41.97%	Arteris Brasil, S.A.	Full consolidation	Concession and operation of toll road in São Paulo (Brazil)	Kpmg
ViaPaulista S.A.	Rodovia Anhanguera - SP 330 km 312,2 - Pista Norte - CEP 14079-000 (city) Ribeirão	239,135	41.97%	Arteris Brasil, S.A.	Full consolidation	Construction and operation of dual carriageway in São Paulo (Brazil)	Kpmg
Autopista Planalto Sul, S.A.	Avda. Afonso Petschow nº 4040 - Bairro Industrial - Rio Negro - CEP 83880-000 - PR (Brazil)	195,010	41.97%	Arteris Brasil, S.A.	Full consolidation	Road construction and operation	Kpmg
Autopista Fluminense, S.A.	Sao Gonçalo, nº 100, un 101 Bairro Boa Vista - Sao Gonçalo Shopping - RJ - CEP 24466-315 (Brazil)	183,519	41.97%	Arteris Brasil, S.A.	Full consolidation	Road construction and operation	Kpmg
Autopista Fernão Dias, S.A.	Rodovia BR-381, km 850,5 - Pista Norte - CEP 37550-000 - Bairro Ipiranga - Pouso Alegre - MG (Brazil)	268,433	41.97%	Arteris Brasil, S.A.	Full consolidation	Road construction and operation	Kpmg
Autopista Régis Bittencourt, S.A.	Rodovia SP 139, nº 226, Bairro Sao Nicolau - CEP 11900-000 - Registro - SP (Brazil)	169,508	41.97%	Arteris Brasil, S.A.	Full consolidation	Road construction and operation	Kpmg
Autopista Litoral Sul, S.A.	Avenida Santos Dumont, nº 935 - Edifício Neogrid - Bairro Santo Antônio - CEP 89218-105 - Joinville - SC (Brazil)	310,094	41.97%	Arteris Brasil, S.A.	Full consolidation	Road construction and operation	Kpmg

Through Infraestructuras Viarias Mexicanas

Red de Carreteras de Occidente, S.A.B de C.V.	Av. Américas No.1592 Piso 4, Colonia Country Club, C.P.44610, Guadalajara, Jalisco	1,578,771	53.12%	Infraestucturas Viarias Mexicanas	Full consolidation	Toll road concession operator	Kpmg

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Company	Registered office	Ownership interest		Shareholder company	Consolidation method	Line of business	Auditor
		Cost (thousands of euros)	% (*)				
Prestadora de Servicios RCO, S. de R. L. de C.V.	Av. Américas No.1592 Piso 4, Colonia Country Club, C.P.44610, Guadalajara, Jalisco	-	53.12%	Red de Carreteras de Occidente	Full consolidation	Toll road concession operator	Kpmg
RCO Carreteras, S. de R.L. de C.V.	Autopista Guadalajara - Zapotlanejo Km. 9+000, C.P. 44610, Guadalajara, Jalisco	240	53.12%	Red de Carreteras de Occidente	Full consolidation	Toll road concession operator	Kpmg
Concesionaria de Vías Irapuato Querétaro, S.A. de C.V.	Av. Américas No.1592 Piso 4, Colonia Country Club, C.P.44610, Guadalajara, Jalisco	76,258	53.12%	Red de Carreteras de Occidente	Full consolidation	Toll road concession operator	Kpmg
Concesionaria Irapuato La Piedad, S.A. de C.V.	Av. Américas No.1592 Piso 4, Colonia Country Club, C.P.44610, Guadalajara, Jalisco	16,350	53.12%	Red de Carreteras de Occidente	Full consolidation	Toll road concession operator	Kpmg
Concesionaria Tepic - San Blas, S.A. de C.V.	Av. Américas No.1592 Piso 4, Colonia Country Club, C.P.44610, Guadalajara, Jalisco	12,964	53.12%	Red de Carreteras de Occidente	Full consolidation	Toll road concession operator	Kpmg
Autovías de Michoacán, S.A. de C.V.	Av. Américas No.1592 Piso 4, Colonia Country Club, C.P.44610, Guadalajara, Jalisco	30,084	53.12%	Red de Carreteras de Occidente	Full consolidation	Toll road concession operator	Kpmg

Through Abertis USA

Virginia Tollroad TransportCo LLC	152 Tunnel Facility Dr, Portsmouth, Virginia 23707, USA	650,818	55.20%	Abertis USA HoldCo	Full consolidation	Holding company	Kpmg

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Company	Registered office	Ownership interest		Shareholder company	Consolidation method	Line of business	Auditor
		Cost (thousands of euros)	% (*)				
Elisabeth River Crossings Holdco, LLC	152 Tunnel Facility Dr, Portsmouth, Virginia 23707, USA	1,175,164	55.20%	Virginia Tollroad TransportCo	Full consolidation	Toll road concession operator	Kpmg
Elisabeth River Crossings Opco, LLC	152 Tunnel Facility Dr, Portsmouth, Virginia 23707, USA	181,353	55.20%	Elisabeth River Crossings Holdco	Full consolidation	Toll road concession operator	Kpmg

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APPENDIX II. Joint ventures included in the scope of consolidation

Company	Registered office	Ownership interest		Shareholder company	Consolidation method	Line of business	Auditor
		Cost (thousands of euros)	% (*)				
Through Abertis Autopistas España							
Areamed 2000, S.A.	Avda. Diagonal, 579-587 5ª planta 08014 Barcelona	-	50.00%	Abertis Autopistas España	Equity method	Operation of service areas	Other auditors

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APPENDIX III. Associates included in the scope of consolidation

Company	Registered office	Ownership interest		Assets	Liabilities	Revenue	Profit / (Loss)	Shareholder company	Consolidation method	Line of business	Auditor
		Cost (thousands of euros)	% (*)								
INDIRECT OWNERSHIP INTERESTS											
Through Abertis Autopistas España, S.A.											
Autopista Terrassa-Manresa, Concessionària de la Generalitat de Catalunya, S.A. (AUTEMA)	Autopista C-16, km 41. Barcelona	49,568	23.72%	576,313	181,021	62,668	(79,353)	Acesa	Equity method	Toll road concession operator	Other auditors
Ciralsa, S.A.C.E. (6)	Av. Maisonnave, 41. Alicante	- (7)	25.00%	-	-	-	-	Abertis Autopistas España	Equity method	Construction, upkeep and operation of toll roads	Other auditors
Alazor Inversiones, S.A. (6)	Carretera M-50, Km. 67,5 Área de Servicio la Atalaya Villaviciosa de Odón (Madrid)	- (7)	31.22%	-	-	-	-	Iberpistas	Equity method	Holding company	Other auditors
Infraestructuras y Radiales, S.A. (IRASA) (6)	Ctra. M100 Alcalá de Henares a Daganzo Km 6,3 28806 Alcalá de Henares	- (7)	30.0%	-	-	-	-	Iberpistas / Avasa	Equity method	Administration and management of infrastructure	Other auditors
M-45 Conservación, S.A.	Ctra. M-203 P.K. 0,280. Madrid	277	25.50%	888	230	1,787	64	Trados-45	Equity method	Upkeep and maintenance of toll roads	Other auditors

(6) Annual accounts as at 31 December 2017, latest information available.
(7) Carrying amount of ownership interest zero at 31 December 2022 due to impairment losses recognised.

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Bip&Drive, S.A.	C/ Serrano 45 Planta 2, Local A, 28001, Madrid	4,214	35.00%	23,371	6,404	16,006	3,712	Abertis Autopistas España	Equity method	Marketing of tags	Other auditors
Accesos de Madrid, C.E.S.A. (8)	Carretera M-50, Km. 67,5 Área de Servicio la Atalaya Villaviciosa de Odón (Madrid)	- (9)	31.22%	-	-	-	-	Alazor Inversiones	Equity method	Toll road concession operator	Other auditors
Autopista del Henares, S.A.C.E. (HENARSA)	Ctra. M100 Alcalá de Henares a Daganzo Km 6,3 28806 Alcalá de Henares	- (9)	30.00%	-	-	-	-	Infraestructuras y Radiales	Equity method	Toll road concession operator	Other auditors
Erredosa Infraestructuras S.A. (ERREDOSA)	Ctra. M100 Alcalá de Henares a Daganzo Km 6,3 28806 Alcalá de Henares	- (9)	30.00%	-	-	-	-	Infraestructuras y Radiales	Equity method	Administration and management of infrastructure	Other auditors

Through Holding d'Infrastructures de Transport, S.A.S

Routalis S.A.S.	11, avenue du Centre 78280 Guyancourt. (France)	12	30.00%	1,373	900	2,984	429	Sapn	Equity method	Management of terrestrial transport infrastructure	Kpmg
Leonord S.A.S	Immeuble First Part Dieu - 2 avenue Lacassagne - 69003 LYON, (France)	244	35.00%	78,958	78,079	20,071	149	Sanef	Equity method	Management of operating contracts	Other auditors

(8) Annual accounts as at 31 December 2016, latest information available.
(9) Carrying amount of ownership interest zero at 31 December 2022 due to impairment losses recognised.

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ABERTIS INFRAESTRUCTURAS, S.A.
AND SUBSIDIARIES

CONSOLIDATED DIRECTORS' REPORT FOR 2022

DISCLOSURES REQUIRED UNDER ARTICLE 262 OF THE SPANISH LIMITED LIABILITY COMPANIES LAW AND ARTICLE 49 OF THE SPANISH COMMERCIAL CODE

APPENDIX. Sustainability Strategy Monitoring

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Madrid, 28 February 2023

ABERTIS INFRAESTRUCTURAS, S.A. AND SUBSIDIARIES

CONSOLIDATED DIRECTORS' REPORT FOR 2022

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1

Letter from the Chairman

Looking back at 2022 we see a common denominator across all areas—an air of recovery. A recovery of normality in society, now that the public health emergency has been overcome, and a recovery also in many economic indicators, after more than two years of severe constraints due to the pandemic. Since the pandemic ended and mobility restrictions were lifted, Abertis has experienced a return to expected levels of financial and operational performance. Business performance has not been uniform across all countries, but we see a common positive trend that allows us to put this exceptional period behind us and look to the future with optimism.

These years have shown us that mobility is indispensable and fundamental to the development and advancement of society. That is why Abertis has continued working to maintain high quality, safer, more sustainable roads that users can travel with the greatest confidence.

This year has given new impetus to our strategy aimed at operational excellence, business growth and sustainability as an enterprise-wide lever to establish Abertis as a benchmark in the mobility industry worldwide. Innovation activity will also continue to enhance the company's competitiveness and create value for its shareholders, partners, customers, employees and society at large.

At the operational level, motorway traffic has returned to normal in most of the countries in which Abertis operates. Specifically, average daily traffic is up 8.2% compared to the previous year, and 3.3% compared to 2019, the last 'normal' year before the pandemic. Overall, the increase in mobility has been led by light vehicles, with an increase of 10.1% compared to 2021, as against 2.1% for heavy vehicles. While the trend in traffic has been positive, we find that users' mobility patterns have changed as a result of the pandemic.

During the last year, the Group continued with its efforts to ensure better levels of road safety, following the recommendations issued by the United Nations within the framework of the Second Decade of Action for Road Safety 2021-30. In 2022, the accident rate improved to 22.4 points, down 4.7% compared to 2021. Along this line, Abertis is implementing various initiatives, including the road safety agreement with UNICEF in the countries that contribute most to the mortality rate (Brazil, Mexico and India). It is hoped that the results of these initiatives will be seen over the next few years.

From the financial point of view, 2022 was a very stable year, in which the main targets for results and debt control were met. Gross operating income (EBITDA) was EUR 3,536 million, up 5.5% compared to 2021, and revenue came to EUR 5,102 million, up 5.1% on 2021, and this in a year still severely affected by the pandemic and marked by the expiry of major concessions in Spain. In addition, over the course of the year, the company disbursed EUR 818 million on its motorways, mainly for improvements in road maintenance and capacity, with particularly significant investments in France, Italy, Mexico and Brazil.

During 2022, the Group launched the 2022-2030 Sustainability Strategy and started the first three-year ESG Plan for the period 2022-24. All the actions scheduled for this period have been started, and significant progress has been made in areas such as the purchase of energy from renewable sources, the deployment of self-generation solar plants, fleet migrations, installation of electric vehicle charging stations, and the use of specific lower environmental impact materials in operations. Similarly, environmental, social and governance (ESG) performance was maintained at a good level during 2022, as certified by the external assessment agencies. Specifically, scope 1 and 2 emissions in 2022 amounted to 80,898 tonnes, down 25.4% compared to 2021.

Recognising the crucial role played by transport in the 2030 Agenda, the company's commitment to the United Nations Global Compact has been renewed, thus aligning its activity with the Sustainable Development Goals (SDGs), given that Abertis' activity directly affects the achievement of SDGs relating to energy, health, infrastructure and economic growth, among other things.

Looking ahead to 2023, the main objective is to expand the perimeter of our concessions and thus contribute to the growth of the Group, especially in the markets in which we already operate and have legal guarantees and protections that allow us to take on new investments. This growth, together with operational excellence and a solid, optimised financial structure, with a long average life of debt and minimal exposure to financial risks, are the foundations of the business. Strengthening those foundations will enable us to meet the demands of the main stakeholders.

By monitoring the 2022-2024 ESG Plan we will be able to identify the goals that need most attention and take further measures and actions to achieve them. Specifically, the main tasks will be to make further progress in the projects relating to the methodology for measuring impacts on biodiversity and the consumption of recycled materials, and the possibilities for improving motorway construction and maintenance processes.

To conclude, I would like to express my thanks to the whole team that makes up the company around the world. This has been a year full of challenges, which once again they have met with an unstoppable capacity for work and collaboration, displaying professionalism and exemplary behaviour, precisely the values that make all our stakeholders feel proud and confident in renewing their commitment to Abertis.

Marcelino Fernández Verdes

Chairman

2

Summary of Overall Performance for the Year

2.1 Abertis in 2022

The Abertis Group is a world leader in toll road management, managing nearly 7,700 km of high-quality, high-capacity roads during 2022 in 15 countries in Europe, the Americas and Asia, of which approximately 7,600 km are managed directly.

Abertis is a market-leading toll road operator in France, Spain, Chile, Brazil, Mexico and Puerto Rico.

Thanks to strong international expansion in recent years, 90% of Abertis' revenue now comes from outside Spain, most notably France, Mexico, Brazil, Chile and Italy.

Abertis gives priority to driver safety and invests continuously in smart technologies and engineering to ensure that customers have a safe, comfortable, fast and easy journey on the Group's motorways.

Abertis is committed to research and innovation and combines advances in high-capacity infrastructure with new technologies to deliver innovative solutions that will meet the mobility challenges of the future.

Below are some of the key figures for the Group in 2022:

	2022	Change vs. 2021
Total ADT (Average Daily Traffic)	23,758	+8.2%
Electronic toll transactions	76.2%	+1.0 pp
Revenue	EUR 5,102 million	+5.1%
EBITDA	EUR 3,536 million	+5.5%
Net profit	EUR 207 million	NA

The Covid-19 pandemic, which started in March 2020, continued throughout 2021, especially the first half, affecting all layers of Abertis' activity, which is considered an essential service, just as it affected the economy, society and the environment in general. During 2022, once the restrictions on mobility were lifted, the Group's results improved compared to the previous year, partly due to the increase in traffic (+8.2%), with particularly strong growth during the first half (+17.9%), continuing during the second half (+0.7%), despite the expiry of important concessions in Spain during 2021.

Creating value for society is a priority for Abertis, in which the commitment to shareholders and employees is combined with an effort to contribute to the growth of the countries in which the Group operates.

	2022	Change vs. 2021
Tax contribution	EUR 1,653 million	+30.4%
Occupational accident frequency rate	11.8	+4.0%
Fatality rate (users)	1.5	+2.2%
CO_2 emissions (scopes 1 & 2) / Turnover	16.4 tn/EUR million	-28.9%
Initiatives implemented for the community	218	-16.5%
Purchases from local suppliers	97.2%	+6.8 pp

Corporate Structure

Abertis Infraestructuras, S.A. is the parent of a group of companies in which it is either the sole shareholder (in some cases) or the majority shareholder (in others) of the companies that oversee the various business lines and geographical markets in which the Group operates. The Abertis structure at 31 December 2022 is outlined below:

Details of the Group's subsidiaries, joint ventures and associates at 31 December 2022 and of the Group's percentage ownership in each case are given in Appendices I, II and III to the consolidated annual accounts.

Since 2018, Abertis and the other Group companies have been part of the Atlantia Group, whose parent is Atlantia, S.p.A. (headquartered at Piazza San Silvestro, 8, 00187 Rome, Italy). The latter is itself part of the group controlled by Edizione, S.r.l. (headquartered at Piazza del Duomo, 19, Treviso, Italy).

2.2 2022 Milestones

January-March

- Consolidation of the governance structure in accordance with the 2022-2030 Sustainability Strategy, which involves all the governance bodies and ensures a global perspective, taking specific local circumstances into account, including the Audit, Control and Sustainability Committee, the Sustainability Committee and the business unit governance model.
- Autopistas España participates in Spain's First Enterprise Risk Observatory at the Cerdà Institute in Madrid, presenting the main challenges for future mobility, with the aim of facilitating corporate decision-making.
- HIT, Abertis's French subsidiary, successfully places a EUR 1 billion issue of 9-year bonds with a coupon of 1.475%. The funds were used to prepay a bank loan in Sanef in the amount of EUR 1 billion, which was set at a high fixed interest rate. After this transaction, the HIT group's cost of debt fell from 2.3% to 1.6%, extending the average life of the debt from 4.5 to 5.8 years.
- Arteris places a BRL 1 billion (EUR 177 million) issue of 5-year bonds.
- Elizabeth River Crossing Opco (ERC), a US subsidiary of Abertis, successfully closes a series of tax-exempt bonds in the amount of USD 572 million (EUR 536 million) with an average life of 14 years, placed at par with an issue premium of USD 54 million (EUR 51 million). With this transaction, ERC redeemed in advance a series of tax-exempt bonds in issue in the amount of USD 626 million (EUR 601 million), thus reducing the cost of financing from 5.6% to 3.9%.
- Abertis prepays EUR 485 million of bank debt maturing in 2024.
- Abertis implements a EUR 3.6 billion interest rate hedging plan to secure future bond issuance rates between 2024 and 2027.
- Contracts to install more than 500 charging stations for electric vehicles in Sanef service areas are awarded to four operators.

- A free flow project is started on the A-14 motorway, with launch scheduled for 2024, along with organisational changes at Sanef to adapt the organisation to the future free flow model (January 2022).
- Abertis executives attend the Global Gathering, an international meeting held to discuss the Group's objectives.

April-June

- Abertis renews its partnership with UNICEF for another four years, with a focus on promoting more sustainable and safer mobility for children and young people.
- Formal commencement of the work of the technical office for monitoring the actions under the first ESG Plan for the period 2022-2024 in the business units.
- Start-up of the supplier risk management project, using a cloud platform that is shared across the whole Group. This platform evaluates suppliers on ESG criteria, as well as cybersecurity, occupational health and safety, road safety, and other criteria.
- Abertis introduces and announces the sustainability-linked financing framework, accompanied by the opinion of an external evaluation agency with expertise in the subject.
- The Abertis Shareholders Meeting approves a EUR 602 million reduction of share capital through a reduction in the par value of the shares and the return of contributions to shareholders.
- HIT implements a EUR 600 million interest rate hedging plan to secure future bond issuance rates between 2025 and 2026.

July-September

- First Global Sustainability Meeting in Barcelona, at which the heads of the Sustainability areas of the business units met to work together on ESG and sustainability issues.
- Abertis supplements its EUR 391 million interest rate hedging plan to secure future bond issuance rates in 2024.
- Deployment of a new traffic management system in Autopista Central (Chile).
- New operations centre model implemented in RCO (Mexico) to centralise traffic management for all concessions (FARAC, COTESA and AUTOVIM).
- Deployment of the Group's new innovation governance model and start-up of the Innovation Observatory to anticipate disruptive changes and detect business opportunities.

October-December

- 'We have a plan': a new brand is created for the 2022-2030 Sustainability Strategy and the associated ESG Plans.
- The environmental, social and governance performance scores awarded by the external evaluation agencies are maintained.
- Abertis joins the Sustainable Suppliers training programme led by the United Nations Global Compact in Spain.
- The Group supplier registration and assessment standard is approved, in line with the Group's ESG Plan.
- Arteris, through its subsidiary Fernão Dias, places a BRL 1 billion (EUR 177 million) issue of 9-year bonds.
- The Abertis Shareholders Meeting approves a non-cash contribution of EUR 1 billion to the company's funds by its majority shareholder alone, Abertis HoldCo, through the contribution of a credit claim between the two companies. Based on this contribution, Abertis novates EUR 1 billion of its bank debt to Abertis HoldCo, guaranteeing the total amount.

- AMS receives an award for its diversity and inclusion policy from the IBTTA (International Bridge, Tunnel and Turnpike Association).
- Heads of the Technology, Operations, Capex, Innovation, and Processes and Organisation areas of all the business units participate in the first edition of the Global Technical Meeting to share information about the main projects in these areas and discuss the main business challenges and the outlook.
- Launch of the Road of the Future LAB for the digitisation of road infrastructure and the construction of the connected, cooperative and autonomous mobility of the future, in collaboration with the main players in the industry.

3

Strategy

3.1 Business Model

The company's vision, mission and values contribute to achieving Abertis' purpose and underpin its short, medium and long-term strategy.

Abertis' vision is to be a leading global operator in mobility infrastructure management. Its mission is to promote and manage the infrastructure sustainably and efficiently, so as to contribute to the development of the company's infrastructure in harmony with the well-being of its employees, creating long-term value for its stakeholders.

The Group acts with integrity, guided by our fundamental values:

- Leading from responsibility and trust in people.
- Finding infrastructure development solutions based on dialogue and collaboration with stakeholders.
- Anticipating and adapting to the needs of its customers and users through innovation and continuous improvement.
- Driving efficiency in the organisation based on a simple and pragmatic approach.
- Being transparent to showcase its rigour and credibility.

Basis for the creation of value

- Be a model for the industry: Abertis has the capacity to combine quality with innovation.
- Long-term commitment and high quality services make it a great partner for public authorities.
- Continuous investment in smart technologies and engineering, ensuring the highest levels of service in the motorway network on a daily basis to guarantee customers a swift, comfortable, easy and safe journey.
- Combine financial strength and industry experience to have great financing capacity in world markets, and have the best know-how in the industry.
- Be part of the solution to the problems associated with the worldwide increase in traffic, such as congestion and climate change.

Industry vision

Engineering

The Group has a team constantly dedicated to maintaining the highest level of service, quality and technology on its motorways, ensuring optimal maintenance to extend the roads' useful life and controlling the construction risks involved in expansion and renovation projects to ensure deadlines are met.

Operations

The Abertis team promotes standards in operations in order to ensure sound and efficient operational processes, with the aim of delivering a safe and comfortable service to our customers through excellent infrastructure maintenance, advanced traffic management and environmentally sustainable mobility.

Technology

Abertis' experts promote the use of innovative solutions to increase the efficiency, safety and quality of the service. Our aim is to ensure safe and efficient traffic management through careful monitoring of traffic conditions and efficient control of traffic flows, providing continuous information to customers.

In addition, the Abertis industrial team develops and implements best practices and policies based on the Group's extensive experience and know-how.

Global presence at 31 December 2022

Abertis is present in 15 countries in Europe, the Americas and Asia:

France

- Control: Sanef, Sapn, Abertis Mobility Services[(1)]
- Investees: Leónord
    - 2 concessions
    - 1,769 km (managed directly)
    - 10 km (managed indirectly)
    - 2,284 employees
    - 10,541 tonnes of CO_2 (scopes 1 & 2)

Spain

- Control: Aucat, Castellana, Avasa, Túnels, Aulesa, Trados 45, Abertis Mobility Services[(1)]
- Investees: Autema
    - 6 concessions
    - 561 km (managed directly)
    - 48 km (managed indirectly)
    - 760 employees
    - 6,154 tonnes of CO_2 (scopes 1 & 2)

Italy

- Control: Autostrada
    - 1 concession
    - 236 km
    - 461 employees
    - 2,576 tonnes of CO_2 (scopes 1 & 2)

Chile

- Control: Autopista Central, Rutas del Pacífico, Autopista Los Libertadores, Autopista los Andes, Abertis Mobility Services[(1)]
    - 4 concessions
    - 412 km
    - 474 employees
    - 9,773 tonnes of CO_2 (scopes 1 & 2)

Mexico

- Control: Farac, Coviqsa, Conipsa, Cotesa, Autovim
    - 5 concessions
    - 1,011 km
    - 1,423 employees
    - 4,413 tonnes of CO_2 (scopes 1 & 2)

Brazil

- Control: Intervias, Via Paulista, Fernão Dias, Fluminense, Régis Bittencourt, Litoral Sul, Planalto Sul
  - 7 concessions
  - 3,200 km
  - 4,381 employees
  - 20,574 tonnes of CO_2 (scopes 1 & 2)

USA

- Control: ERC (Elizabeth River Crossings), Abertis Mobility Services(1) (research and development centre – New York)
  - 1 concession
  - 12 km
  - 160 employees
  - 3,111 tonnes of CO_2 (scopes 1 & 2)

Puerto Rico

- Control: Metropistas, Autopistas de Puerto Rico, Abertis Mobility Services(1)
  - 2 concessions
  - 90 km
  - 72 employees
  - 3,567 tonnes of CO_2 (scopes 1 & 2)

Argentina

- Control: Ausol, Grupo Concesionario del Oeste
  - 2 concessions
  - 175 km
  - 1,876 employees
  - 19,455 tonnes of CO_2 (scopes 1 & 2)

India

- Control: Isadak, Trichy Tollway Private Limited, Jadcherla Expressways Private Limited
  - 2 concessions
  - 152 km
  - 47 employees
  - 219 tonnes of CO_2 (scopes 1 & 2)

United Kingdom

- Control: Abertis Mobility Services(1) (Dartford Crossing, Mersey Gateway – Free-flow operation)

Ireland

- Control: Abertis Mobility Services(1) (Operations Office)

Canada

- Control: Abertis Mobility Services(1) (Blue Water Bridge)

Croatia

- Control: Abertis Mobility Services(1) (Research and Development Centre)

Qatar

- Control: Abertis Mobility Services(1) (Operations Office)

[1] Abertis Mobility Services has 553 employees.

3.2 Strategic Approach

The three-year Strategic Plan for 2022-24 was developed and approved in 2021. The Plan is aimed at creating value based on the following three pillars: (i) growth platform, (ii) operational excellence and (iii) sustainability and innovation.

i) Growth platform

Abertis' goal is to consolidate its position as leading operator in the countries where it is present. Over the next few years it expects to be able to participate in new growth projects and concessions and expand existing concessions in exchange for further investments. Special attention will continue to be placed on countries with a solid portfolio of projects and moderate risk, profitable opportunities, a solid and effective regulatory framework and the right conditions for achieving the company's ESG objectives.

The Group will continue to channel its energies into international growth by searching for new asset acquisition opportunities. The know-how acquired by Abertis in its rich experience allows it to participate in projects located in countries where it does not yet have a presence in order to develop new platforms there, especially in its traditional markets (Europe and North America).

ii) Operational excellence

The main business challenges for the three-year period from 2022 to 2024 are: 1) gradually adapt our roads to the new needs of governments and users; 2) make the transition from traditional tolls to barrier-free, free-flow tolls, which entails a major transformation of operations; 3) optimise highway management with intensive use of ITS technology (traffic and accident information and weather status); 4) incorporate sustainability considerations into all processes, so as to meet ESG objectives; and 5) provide new services that add value for our customers.

All of this while the Group continues working to mitigate the inherent risks of our business and improving the resilience of our companies, through plans focused on crisis management, business continuity, cybersecurity and sustainability.

The Group's 2022-24 Plan includes the fourth Efficiencies and Performance Plan aimed at continuing to harvest synergies and maximise cash flow, with an emphasis on improving collectability, optimising processes and mitigating operational risks. This fourth plan is concentrated mainly on France, Chile and Spain and envisages cumulative savings of approximately EUR 173 million.

iii) Sustainability, innovation, cybersecurity and compliance

Sustainability

The 2022-2030 Sustainability Strategy and the first ESG Plan (for the period 2022-2024) were formally launched during 2022. The ESG Plan's technical office has started work on monitoring implementation of the Plan's activities and building the necessary governance structure, involving all the corporate areas, together with the business units and the Group Board of Directors.

All the actions envisaged in the 2022-2024 ESG Plan have been started and significant progress has been made in areas such as specific sustainability training for senior management teams and Corporation staff. Progress has also been made in concluding specific agreements for the purchase of electricity from renewable sources, the planning of fleet migrations and the installation of electric vehicle charging stations, and the carrying out of the specific study of the potential benefits of new construction and maintenance processes and the use of materials with lower environmental load. At the same time, variable remuneration schemes linked to sustainability performance targets have been introduced for senior and middle management positions; the supplier sustainability assessment project has been launched, with the participation, initially, of critical suppliers; and, in relation to the due diligence process, the analysis of human rights impacts has been completed for all the activities and countries in which Abertis operates. Details of progress and the results achieved are provided in this Directors' Report and also in the accompanying 2022-2030 Sustainability Strategy Monitoring Appendix.

The Sustainability Committee, whose task is to ensure an integrated approach to the management and implementation of environmental, social and governance (ESG) factors in the Group's operations, met six times during 2022 and dealt with a variety of issues, including new sustainability legislation and methodological developments associated with the new GRI-SRS universal standards and the EFRAG recommendations in relation to the new Corporate Sustainability Reporting Directive (CSRD), the monitoring and progress of specific ESG Plan projects, the formal ESG risk assessment projects carried out, and the analysis of the results published by specialised ESG analysts and agents at the international level.

It should also be noted that during 2022, Abertis defined and reported a Sustainability-Linked Financing Framework, which represents an important step in aligning the Group's business and its financing strategy with the 2022-2030 Sustainability Strategy. The sustainability-linked financing framework, which has been reviewed by Sustainalytics, has been developed as a comprehensive tool that can be applied to any sustainability-related funding instrument Abertis may issue in the future. The Group has selected relevant core and material Key Performance Indicators (KPIs) and ambitious Sustainability Performance Targets (SPTs) to support sustainability-related transactions, namely: absolute scope 1 and 2 greenhouse gas (GHG) emissions, relative scope 3 GHG emissions linked to the purchase of goods and services (in tCO_{2e} per million km travelled by users of the infrastructure managed by Abertis), and number of electric vehicle charging stations installed in the infrastructure.

Innovation

For Abertis, producing new ideas and solutions is of strategic importance, not just in technology but in all areas of the Group's activity, and is a means of conceiving new ways of operating ever cleaner, more comfortable, smarter and safer mobility infrastructure.

Innovative activity is expected to continue to provide competitive advantages for the Group, while creating value for its shareholders, partners, customers, employees and society in general.

The company's innovation goals must be aligned with its strategic objectives and must serve the other pillars of value creation described in this section: growth (by developing competitive advantages and exploring business models adjacent to the Group's core business), operational excellence (by improving road safety and optimising operating costs) and sustainability (by enhancing energy transformation and climate change resilience in all projects).

All this is in addition to the infrastructure upgrades that will be required in the near future with the arrival of connected vehicles and a more sustainable mobility. One of the strategic innovation goals is to facilitate both the digital and the energy transition.

Cybersecurity

Prevention and resilience against security events that may affect the business activity is one of Abertis' main objectives, which is why the Group includes cybersecurity as one of the pillars of the evolution and adaptation of the business's technologies and infrastructure.

For Abertis, cybersecurity is a vital consideration at all levels of management (strategic, tactical and operational). Information protection is therefore built into the design of the business through a strategy based on business needs, effective risk management, and use of the metrics provided by the control systems and services.

Based on a control framework aligned with international standards, methodologies and good practice guidelines (including NIST, ISO/IEC 27001, ISO/IEC 27701, ISO/IEC 62443 and CIS Controls), Abertis has established a three-year ESG Plan (2022-24) aimed at continuing to optimise the governance and technical effectiveness of its threat prevention and detection capabilities and its ability to respond to events that could pose a risk to the Group's activity.

Over the next few years, the Group will therefore continue to invest to stay ahead of changes and needs in the cybersecurity landscape, anticipate risks that could affect business information, have properly trained and security-conscious professionals who include data protection in their daily activity, and create alliances with third parties to improve the efficiency of security measures and controls.

Compliance

The three-year Plan is aimed at monitoring business ethics and compliance with the national ESG legislation applicable to each of the Group's business units, with a focus on prevention of corruption and other conduct that could entail criminal liability, environmental law, occupational hazard prevention, intellectual property rights, and protection of personal and business data.

4

Corporate Governance

The structure of the governing bodies and the decision-making process are another of the Group's strengths. Abertis' governance model rests on the Board of Directors and its committees, namely, the Audit, Control and Sustainability Committee and the Nomination and Remuneration Committee, and gives top priority to governance excellence and promoting sustainability and good governance practices.

4.1 Shareholder Structure and Treasury Shares

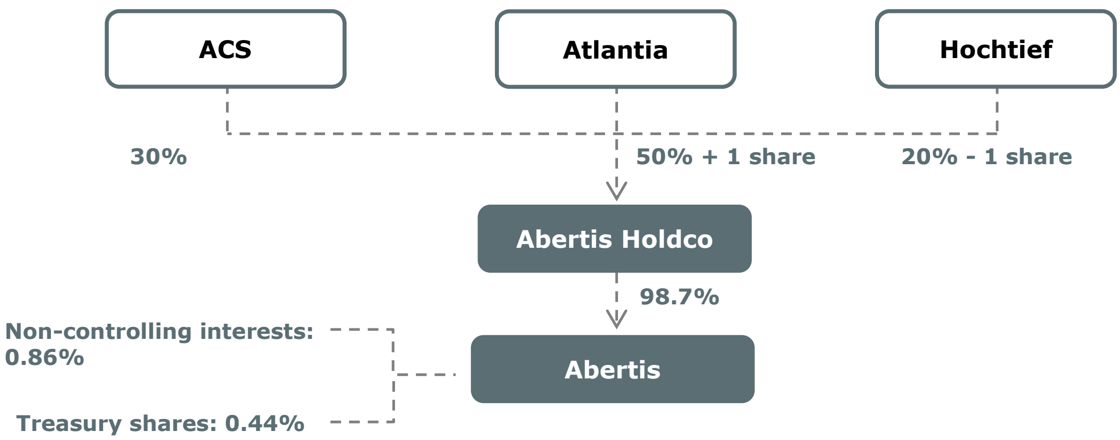
Abertis' main shareholders at 31 December 2022 are Atlantia, S.p.A., ACS Actividades de Construcción y Servicios, S.A. and Hochtief Aktiengesellschaft, all through Abertis HoldCo, S.A., which directly holds 98.70% of Abertis' shares.

As a result of the acquisitions launched in 2021 and completed in the current year, the own shares held in treasury at 31 December 2022 represent 0.44% of the share capital of Abertis Infraestructuras, S.A. (an increase of 0.01% compared to Abertis' holding of own shares in 2021). The changes in the treasury share portfolio in 2022 were as follows:

	Number	Nominal amount	Cost of Acquisition/Sale
At 1 January 2022	3,954,617	11,864	20,991
Acquisition	48,994	146	156
Capital reduction	-	(2,642)	-
At 31 December 2022	**4,003,611**	**9,368**	**21,147**

	Number	Nominal amount	Cost of Acquisition/Sale
At 1 January 2021	1,557,660	4,673	12,783
Acquisition	2,396,957	7,191	8,208
At 31 December 2021	**3,954,617**	**11,864**	**20,991**

Consequently, Abertis' shareholder structure at 31 December 2022 is as follows:



There are no family, commercial, contractual or corporate relationships between the significant shareholders and the company. Nor are there any bylaw, legislative or other type of provisions restricting the transferability of shares or restricting voting rights.

4.2 Board of Directors

Composition of the Board of Directors

The Abertis bylaws mandate that the company's Board of Directors be composed of at least 5 and no more than 9 directors, with directors' term of office limited to a maximum of three years. At present, the number of members of the Board set by the General Meeting of Shareholders is 9. The current directors and their date of appointment are given below:

Board Member	Position	Date of Appointment
Marcelino Fernández Verdes	Chairman	04/04/2022
Francisco José Aljaro Navarro	CEO	04/04/2022
Carlo Bertazzo	Director	04/04/2022
Claudio Boada Pallerés	Director	26/05/2022
José Luis Del Valle Pérez	Director	28/06/2022
Ángel García Altozano	Director	28/06/2022
Enrico Laghi	Director	28/06/2022
Pedro José López Jiménez	Director	04/04/2022
Giampiero Massolo	Director	28/06/2022

All the directors are over 55 years of age. The Secretary to the Board of Directors is Miquel Roca Junyent, who is not a director.

The Board of Directors performs its duties with independence of judgement and takes the interests of the company (corporate interest) as its guide, above the particular interests of shareholders, senior managers or the directors themselves, reconciling the corporate interest with the interests of employees, suppliers, customers and other stakeholders and the impact of the company's activities on the community at large and the environment. Decisions within the Board are made independently, without external influence and avoiding conflicts of interest.

Director Selection Policy

The director selection policy approved by the Board of Directors on 15 December 2015 provides that candidates for directorships are to be selected based on a prior analysis of the company's needs to be carried out by the Board of Directors, with advice and a report from the Nomination and Remuneration Committee. The analysis takes into account the need for specific managerial and professional experience and skills and seeks to promote diversity of knowledge, experience, gender and nationality, having regard to the relative importance of the various activities carried on by Abertis and taking the areas and sectors that need special attention into account. The members of the Board of Directors have been appointed on the basis of their technical and professional skills, their management experience and the commitment required to perform the duties of directors.

Remuneration of the Board of Directors

Under the Abertis bylaws, directors receive no remuneration, except for the Chief Executive Officer (CEO). The remuneration of the Chief Executive Officer during the year was determined by Article 25 of the Abertis bylaws. This article stipulates that directors who perform executive functions are entitled to receive such employee or professional remuneration, fixed or variable, i.e. linked to the Company's economic and financial objectives and ESG criteria (more specifically, linked to improvement in indicators of user and employee safety, employee gender diversity and inclusion, and carbon emission levels), and such cash or non-cash remuneration as the Board of Directors may decide is appropriate for the performance of those functions. Said remuneration may include participation in any incentive schemes that are established, which may consist of the award of shares or share options or remuneration linked to the value of the shares, in all cases subject to applicable legal requirements, or inclusion in applicable pension and insurance schemes.

Offices in other Group Companies

The only member of the Board of Directors who also holds a directorship or represents a director or serves as an executive in other companies in the Group is Francisco José Aljaro Navarro, who holds the following positions:

Company	Position
ABERTIS HOLDCO, S.A.	Director
SANEF, S.A.	Director
HOLDING D'INFRAESTRUCTURES DE TRANSPORT (SAS)	Chairman
HOLDING D'INFRAESTRUCTURES DE TRANSPORT 2 (SAS)	Chairman
ARTERIS, S.A.	Director
PARTICIPES EN BRASIL, S.A.	Chairman
PARTICIPES EN BRASIL II, S.L.	Joint and Several Director
VIAS CHILE, S.A.	Chairman
INVERSORA DE INFRAESTRUCTURAS, S.L.	Chairman
AUTOPISTAS METROPOLITANAS DE PUERTO RICO, LLC	Chairman
A4 HOLDING S.p.A.	Director
RED DE CARRETERAS DE OCCIDENTE, S.A.P.I. DE C.V.	Chairman
VIRGINIA TOLLROAD TRANSPORTCO LLC	Chairman

4.3 Board Committees

Audit, Control and Sustainability Committee

The Audit, Control and Sustainability Committee has the following members, all appointed on 12/07/2022:

- Ángel García Altozano, Chairman.
- Marcelino Fernández Verdes, director
- Pedro José López Jiménez, director
- Carlo Bertazzo, director
- Enrico Laghi, director

Miquel Roca Junyent holds the position of Secretary of the Audit, Control and Sustainability Committee.

The responsibilities and functions of the Audit, Control and Sustainability Committee are:

a) Reporting to the General Meeting of Shareholders on questions posed in respect of matters within the competence of the committee, in particular regarding the results of the audit, explaining how the audit has contributed to the integrity of the financial information and the role played by the committee in this process.

b) Monitoring the effectiveness of the Company's internal control, internal audit and risk management systems, and discussing with the auditor any significant weaknesses detected in the internal control system during the audit, all without compromising the auditor's independence. For such purposes, the committee may, where applicable, submit recommendations or proposals to the Board of Directors and the corresponding term for their monitoring.

c) Supervising the process of preparing and presenting the required financial information and presenting recommendations or proposals to the Board of Directors, aimed at safeguarding the integrity of the reporting process.

d) Referring to the Board of Directors proposals for the selection, appointment, re-election and replacement of the statutory auditors, assuming responsibility for the selection process, in accordance with articles 16, paragraphs 2, 3 and 5, and article 17.5 of Regulation (EU) No 537/2014 of 16 April 2014, as well for the terms and conditions of the auditors' engagement and regularly obtaining information from the auditors on the audit plan and its execution, in addition to preserving the auditors' independence in the performance of their audit functions.

e) Establishing the appropriate relationships with the external auditors to receive information on issues that could jeopardise their independence, for their examination by the committee, and any other questions relating to the auditing of accounts, and, where appropriate, authorising services other than those that are prohibited, on the terms of articles 5.4 and 6.2.b) of Regulation (EU) No 537/2014 of 16 April 2014 and as provided in section 3 of chapter IV of title I of Spanish Law 22/2015 of 20 July 2015 on the auditing of accounts with respect to the rules on auditor independence, as well as the other communications envisaged in the legislation on accounting auditors and in the standards of auditing. In any event, annually it must receive from the external auditors a declaration of their independence as regards the Company or entities directly or indirectly related thereto, as well as detailed and itemised information on additional services of any kind provided to and the corresponding fees received from such entities by the external auditors or persons or entities related thereto, pursuant to the legislation on rules regulating the activity of auditing accounts.

f) Annually, prior to the issuance of the audit report, issuing a report stating an opinion as to whether the independence of the auditors of the accounts or audit firms has been compromised. This report must in all events contain a reasoned evaluation of the provision of each and every one of the additional services referred to in the preceding subparagraph, taken individually and as a whole, other than the legal audit, and in relation to the rules on independence of the auditors or to the regulations governing the activity of auditing accounts.

g) Reporting on the related party transactions that must be approved by the General Meeting or the Board of Directors and overseeing the internal procedure established by the company for the transactions whose approval has been delegated.

h) Giving a prior report to the Board of Directors on all of the matters envisaged by law, the bylaws and the Board of Directors Regulations and, in particular, on:

   1. The financial statements and directors' report, which will include, where applicable, the sustainability information the company is required to publish at certain intervals.

   2. The creation or acquisition of holdings in special purpose vehicles or entities domiciled in countries or territories considered to be tax havens.

On 1 March 2022, the Board of Directors agreed to expand the functions and powers of the Audit and Control Committee to include issues of sustainability, changing its name to the current one. The Audit, Control and Sustainability Committee thus took on the task of supervising the company's general policy on sustainability and ESG reporting and stakeholder relations, with the aim of ensuring it is aligned with the company's interests.

The Audit, Control and Sustainability Committee met 2 times during the year. The subjects discussed at these meetings included progress in preparing the external audit report, the authorisation and issue of the annual financial statements, the supervision and preparation of the financial and sustainability information, the preparation of the tax report, internal audit processes, risk management systems, the supervision of sustainability policies (including the analysis of ESG impacts), and compliance policies (including the supervision of compliance systems).

Nomination and Remuneration Committee

The Nomination and Remuneration Committee is composed of the following members, all appointed on 12/07/2022:

- Enrico Laghi, Chairman
- Carlo Bertazzo, director
- Pedro José López Jiménez, director
- Claudio Boada Pallerés, director
- José Luís del Valle Pérez, director

Miquel Roca Junyent holds the position of Secretary of the Nomination and Remuneration Committee.

The main functions and responsibilities of the Nomination and Remuneration Committee are submitting to the Board proposals for the appointment of directors and senior executives, and proposing to the Board the policies for the remuneration of the CEO and senior executives, specifically:

a) Assessing the skills, knowledge and experience needed on the Board of Directors. For these purposes, it will define the functions and skills required in the candidates to fill each vacancy and evaluate the time and dedication they will need to be able to discharge their tasks effectively.

b) Establishing a target level of representation of the sex with the lowest representation on the Board of Directors and preparing guidelines on how to achieve that target.

c) Referring to the Board of Directors proposals for the appointment of independent directors by co-option or for submission to decision by the General Meeting of Shareholders, and proposals for re-election or removal of those directors by the General Meeting.

d) Reporting on proposals for appointment of the rest of the directors to be named by co-option or for submission to decision by the General Meeting of Shareholders, and proposals for their re-election or removal by the General Meeting.

e) Reporting on proposals for appointment and removal of senior executives and the basic terms and conditions of their contracts.

f) Examining or organising the succession of the chairperson and the chief executive of the company and, if applicable, submitting proposals to the Board of Directors in order to ensure a smooth and well-planned handover.

g) Proposing to the Board of Directors the remuneration policy for directors and general managers or the persons performing senior management functions who report directly to the Board, for members of executive committees or for the CEO, as well as the individual remuneration and other contractual conditions of executive directors, ensuring compliance with these conditions.

The Nomination and Remuneration Committee met 5 times during the year. The main topics discussed at these meetings were the evaluation of the criteria for determining the variable remuneration of the Chief Executive Officer and the members of Abertis' senior management for 2021 and the criteria to be set for 2022, and the assessments and reports on the Board of Directors' proposals for the appointment of directors and members of the Audit, Control and Sustainability Committee and the Appointments and Remuneration Committee during the year.

During the year, a formal annual assessment of the work of the Board of Directors and its Committees was carried out, in line with Principle 13 of the Corporate Governance Guidance and Principles for Unlisted Companies in Europe, published by the European Confederation of Directors' Associations, and Recommendation 36 of the Code of Good Governance of Listed Companies, approved by the CNMV, which insist on the desirability of such an assessment and recommend several aspects to be assessed.

The assessment was carried out by having all the members of the Board of Directors complete a self-assessment questionnaire on matters such as the quality and efficiency of the Board's work, diversity in the Board's composition and powers, the meetings held and the business conducted, and the performance and contribution of individual directors, especially the Chairman and CEO.

It should be noted, in particular, that the meetings held by the Board of Directors during 2022 addressed all the issues within the Board's responsibility, including the supervision and monitoring of the sustainability policy, which involves, among other things, managing the organisation's impacts on the economy, the environment and people.

The self-assessment questionnaire is circulated to directors annually, after the end of the year under review. The results of the assessment are reported to the Appointments and Remuneration Committee and the Board of Directors, including any deficiencies identified and the action plan to correct them.

4.4 Executive Team

The members of the Abertis executive team as at 31 December 2022 are:

- Francisco José Aljaro Navarro, CEO of Abertis.
- André Rogowski Vidal, CFO.
- Josep Maria Coronas Guinart, General Secretary.
- Martí Carbonell Mascaró, Chief Planning and Control Officer.
- Jordi Fernández Montolí, Chief Technical Officer.
- Antoni Enrich Grau, Director of People.
- Georgina Flamme Piera, Director of Institutional Relations, Communication and Sustainability.
- Arnaud Quémard, General Manager of Sanef France.
- Daniel Vilanova, General Manager Autopistas (Spain).
- Gonzalo Alcalde Rodríguez, General Manager of de A4 Holding (Italia).

- Andrés Barberis Martín, General Manager of Vias Chile (Chile).
- Demetrio Sodi, General Manager of RCO (Mexico).
- Sérgio Moniz Barretto Garcia, Director General de Arteris (Brasil).
- Anna Bonet Olivart, General Manager of ERC (USA).
- Julián Fernández Rodes, General Manager of Metropistas (Puerto Rico).
- Francesc Sánchez Farré, General Manager of Ausol and GCO (Argentina).
- Ramon Chesa Badia, General Manager of Isadak (India).
- Christian Barrientos Ribas, General Manager of Abertis Mobility Services.

4.5 General Meeting

Quorum

The Abertis bylaws increase the quorums for General Meetings above the levels required in articles 193 and 194 of Spanish Corporate Enterprises Act (*Ley de Sociedades de Capital*; hereinafter, 'LSC').

Specifically, while article 193 of the LSC provides that the General Meeting of public limited liability companies (*sociedades anónimas*) will be quorate at first call when the shareholders present or represented thereat hold twenty-five percent (25%) or more of the subscribed voting share capital; article 17 of the Abertis bylaws requires a quorum of shareholders, present or represented, who hold eighty percent (80%) or more of the subscribed voting share capital plus two (2) shares.

In addition, the General Meeting is quorate at second call when the shareholders present or represented thereat hold fifty percent (50%) or more of the subscribed voting capital, whereas the previously mentioned article 193 LSC provides that at second call General Meetings are quorate regardless of the capital present or represented.

These quorums apply irrespective of the matters to be dealt with at the General Meeting.

Furthermore, article 194 of the LSC stipulates a higher quorum for special cases, such as capital increases or reductions, or any amendment to the bylaws, issuance of debentures, elimination or limitation of the right of first refusal for new shares, etc., which require attendance at first call of fifty percent (50%) or more of the subscribed voting capital and twenty-five percent (25%) at second call. This enhanced quorum, too, is lower than the quorum required in the Abertis bylaws in any event.

Approval of Resolutions

Article 18 of the Abertis bylaws provides that resolutions are adopted by absolute majority of the shares present or represented at the General Meeting, with one vote for each share, except for resolutions for which the LSC stipulates a larger majority, which will be approved with said larger majority. This represents a strengthening of the simple majority laid down in article 201 LSC for public limited companies.

Article 18 also envisages a number of events it refers to as "Reserved Matters", the approval of resolutions on which requires, in all events, the affirmative vote of at least sixty-five percent (65%) plus one (1) share of the subscribed voting share capital. This is stronger than the statutory requirement laid down in article 201 LSC, according to which (i) the resolutions referred to by article 194 of the LSC (higher quorum for special cases described in the preceding section) can be approved by absolute majority if the capital present or represented is higher than fifty percent (50%), and (ii) the affirmative vote of two thirds of the capital present or represented at the General Meeting is required if at second call the attending shareholders represent twenty-five percent (25%) or more of the subscribed voting share capital even if the fifty percent (50%) threshold is not reached.

The Reserved Matters subject to these enhanced requirements are:

a) amendments to the bylaws, including, but not limited to, any change in the structure of the management body or the number of members thereof; or any increase, reduction, variation or any other change in the share capital;

b) the issuance of any security or equity instrument or equity-related instrument or any other synthetic security or instrument (such as, among others, convertible debentures);

c) any resolution for merger, spin-off, split-up, transfer of assets and liabilities en bloc, international relocation of the registered office or any other structural changes, except when such transactions only affect the company and wholly-owned subsidiaries;

d) the application for admission to trading or the launch of a public offering of sale or subscription of all or part of the shares of the company or of a controlled company;

e) the distribution of dividends and/or reserves, other than in accordance with the dividend policy approved by the Board of Directors of the company from time to time, and the approval of an amendment of the company's dividend policy;

f) any M&A transaction (i.e. acquisitions, sales, or capital expenditure on assets, or investments in projects) the aggregate amount of which in a given year exceeds eighty million euros (€80,000,000);

g) the approval or amendment of the financial policy or dividends policy of the company and its group; and

h) any related party transaction.

Resolutions Approved in 2022

The Abertis Annual General Meeting held on 4 April 2022 approved the following resolutions with the percentage affirmative votes indicated below:

Resolution	Percentage of share capital voting for the resolution
Approval of the separate and consolidated financial statements and associated directors' reports for the year ended 31 December 2021.	99.9999 %
Approval of the non-financial information contained in the consolidated directors' report for the year ended 31 December 2021.	99.9999 %
Approval of the proposal for the allocation of profit or loss for the year ended 31 December 2021.	99.9999 %
Approval of the management performance of the Board of Directors in 2021.	99.9999 %
Reduction of the company's share capital through a return of capital contributions via reduction of the par value of the shares and consequent amendment of Article 6 of the bylaws.	99.9999 %
Grant of authority to the Board of Directors to increase share capital one or more times by up to half its current amount, valid for a maximum period of five years, leaving the previous authority without effect, and consequent amendment of Article 6 of the bylaws.	99.9966 %
Amendment of the bylaws to include an additional provision setting at one year the term of office of any director of the company re-elected by the Ordinary General Meeting held in 2022.	99.9999 %

Resolution	Percentage of share capital voting for the resolution
Re-election of members of the Board of Directors of the company (Marcelino Fernández Verdes).	99.9877 %
Re-election of members of the Board of Directors of the company (Francisco José Aljaro Navarro).	99.9877 %

The Abertis Annual General Meeting held on 28 June 2022 approved the following resolutions, with the percentage affirmative votes indicated below:

Resolution	Percentage of share capital voting for the resolution
Ratify the co-option of Claudio Boada Pallerés onto the Company's Board of Directors.	99.9997 %
Amend the bylaws to include a second additional provision setting at one year the term of office of any director of the company appointed by the Extraordinary General Meeting held in June 2022.	99.9998 %
Set the number of directors at nine.	99.9908 %
Appointment of Giampiero Massolo as a director.	99.9874 %
Appointment of Enrico Laghi as a director.	99.9874 %
Appointment of Angel Garcia Altozano as a director.	99.9874 %
Appointment of José Luis del Valle Pérez as a director.	99.9874 %
Delegation of authority to execute all of the resolutions approved by the General Meeting.	99.9998 %

The Abertis Annual General Meeting held on 29 November 2022 approved the following resolutions, with the percentage affirmative votes indicated below:

Resolution	Percentage of share capital voting for the resolution
Shareholder contributions	99.9988 %
Delegation of authority to execute all of the resolutions approved by the General Meeting.	99.9988 %

4.6 Related Party Transactions and Intragroup Transactions

Articles 28 et seq. of the Board Regulations set out specific obligations arising from the duty of loyalty and the duty to disclose Board members' shares in the company itself or ownership interests in other non-Group companies. In particular, the duty of loyalty obliges the members of the Board to adopt the measures required to avoid situations in which their interests, either as independent professionals or as employees, may be in conflict with the interests of, and their duties to, the company, except in those cases in which the company authorises the transaction with respect to which conflict arises.

A director shall notify the other directors and, where appropriate, the Board of Directors of any direct or indirect conflict of interest he or she, or related persons, may have with the interests of the company. The director in question shall refrain from taking part in resolutions or decisions on the transaction to which the conflict of interest relates, and the director's vote will be deducted when calculating the required voting majority.

Under the Board Regulations, the duty to avoid conflicts of interest obliges directors to refrain from carrying out transactions with the company other than ordinary transactions performed on standard customer terms and of scant significance, understood as transactions where disclosure is not required in order to give a true and fair view of the company's assets and liabilities, financial position and results. Directors shall refrain from using the company's name or their status as directors to unduly influence the execution of private transactions, or from using company events, including confidential company information, for personal purposes, or from taking advantage of the company's business opportunities, or obtaining benefits or remuneration from third parties other than the company and its group, associated with the performance of their duties, except for mere acts of courtesy. Directors shall also refrain from performing activities for their own account or for the account of a third party that are in current or potential effective competition with the company or that, in any other way, place them in a situation of permanent conflict with the interests of the company.

The provisions set out in this section shall also apply if the beneficiary of the acts or of the prohibited activities is a person related to the director.

Conflicts of interest are disclosed in the notes to the financial statements.

The company may waive the prohibitions described above in certain cases, authorising a director or a related person to perform a certain transaction with the company, to use certain corporate assets, to take advantage of a specific business opportunity or to obtain an advantage or compensation from a third party.

Where the subject matter of the authorisation is exemption from the prohibition on obtaining an advantage or compensation from third parties, or where it relates to a transaction whose value exceeds 10% of the corporate assets, the authorisation must necessarily be resolved upon by the General Meeting.

In all other cases, the Board of Directors may grant the authorisation, provided that the independence of the Board members granting the exemption is guaranteed with respect to the exempt director. Assurances will also be required that the authorised transaction be innocuous for the Company's net assets and, if applicable, that it is arm's length and transparent.

The obligation not to compete with the company may only be subject to exemption in the event that no harm is expected to arise for the company or the anticipated harm is offset by the benefits expected to be obtained as a result of the exemption. The exemption will be granted in an express and separate resolution of the General Meeting. In any event, at the request of any shareholder, the General Meeting shall resolve on the removal of the director carrying on competing activities where the risk of harm to the company is deemed significant.

Lastly, the company's internal Code of Conduct in matters relating to securities markets, establishes that persons in conflict of interest situations shall act at all times with loyalty to the company, irrespective of their interests as independent professionals or employees and shall refrain from taking part in or influencing decisions on the matters affected by the conflict. The aforementioned persons must also notify the company of the possible conflicts of interest to which they are subject as a result of family relationships, personal assets, activities outside of the company or for any other reason.

The following table provides a list of the transactions in excess of EUR 1 million carried out during 2022 between Group companies, on the one hand, and their related parties, on the other, not including intragroup transactions:

Reported by	Counterparty	Nature of the Relationship	Type of Transaction	Amount (thousand euros)
Abertis HoldCo, S.A.	Abertis Infraestructuras, S.A.	Shareholder	Dividends and other profits distributed	593,840
Abertis HoldCo, S.A.	Abertis Infraestructuras, S.A.	Shareholder	Balances payable for loans received	61,517
Abertis HoldCo, S.A.	Abertis Infraestructuras, S.A.	Shareholder	Other (operations) (1)	1,000,000
Abertis HoldCo, S.A.	Abertis Infraestructuras, S.A.	Shareholder	Other (balances and commitments)	109,228
Abertis HoldCo, S.A.	Autopistas, Concesionaria Española, S.A.	Shareholder	Other (balances and commitments)	7,372
Abertis HoldCo, S.A.	Autopistes de Catalunya, S.A. Concessionària de la Generalitat de Catalunya	Shareholder	Other (balances and commitments)	15,334
Abertis HoldCo, S.A.	Infraestructures Viàries de Catalunya, S.A.	Shareholder	Other (balances and commitments)	11,745
Abertis HoldCo, S.A.	Iberpistas, S.A.	Shareholder	Other (balances and commitments)	19,611
Abertis HoldCo, S.A.	Castellana de Autopistas, S.A., Concesionaria del Estado.	Shareholder	Other (balances and commitments)	19,248
Abertis HoldCo, S.A.	Abertis Internacional, S.A.	Shareholder	Other (balances and commitments)	4,496
Abertis HoldCo, S.A.	Abertis Mobility Services, S.L.	Shareholder	Other (balances and commitments)	3,153
Autogrill Coté France Sas	SANEF, S.A.	Commercial	Provision of services	1,356
Autogrill Italia SpA	Autostrada Brescia Verona Vicenza Padova S.p.A.	Commercial	Provision of services	9,526
Autogrill Italia SpA	Autostrada Brescia Verona Vicenza Padova S.p.A.	Commercial	Accounts receivable for services provided, sales made	3,846
Eurotoll, S.A.S	SANEF, S.A.	Commercial	Accounts receivable for services provided, sales made	11,078
Eurotoll, S.A.S	Societe des Autoroutes Paris Normandie -SAPN- (SA)	Commercial	Accounts receivable for services provided, sales made	4,277
Telepass Spa	SANEF, S.A.	Commercial	Provision of services	108,020

Reported by	Counterparty	Nature of the Relationship	Type of Transaction	Amount (thousand euros)
Telepass Spa	SANEF, S.A.	Commercial	Accounts receivable for services provided, sales made	7,130
Telepass Spa	Societe des Autoroutes Paris Normandie -SAPN- (SA)	Commercial	Provision of services	9,979
Telepass Spa	Abertis Mobility Services, S.L.	Contractual	Sales: Investments	29,459

(1) The EUR 1 billion novation agreement between Abertis and its majority shareholder, Abertis HoldCo, S.A., includes the granting by Abertis Infraestructuras, S.A. of a guarantee in respect of the novated financial debt and any possible extension or refinancing thereof.

4.7 Good Governance Code

Information on corporate governance can be found in the 'Abertis Group' section of the www.abertis.com website. The information there is given in Spanish and English.

Since Abertis is an unlisted issuer of securities, it follows the recommendations of the European Confederation of Directors' Associations' *Corporate Governance Guidance and Principles for Unlisted Companies in Europe*, published in March 2010 and updated in March 2021. This code was chosen because it is considered the most complete, systematic and operative of those available for unlisted companies. The only principle not applied is number 9, as it is intended for family-controlled companies.

Furthermore, although Abertis is an unlisted company, it complies with practically all the recommendations of the Good Governance Code of Listed Companies (revised in June 2020) that are applicable to it.

In addition, the Group has endorsed the Code of Good Tax Practices with the goal of enhancing social responsibility in Abertis companies, lending greater soundness to their economic results and ensuring greater legal certainty. See section 7.2.1. of this report for further information.

5

Risk Management

5.1. Risk Management and Control System

Risk Control Strategy

Abertis has determined its risk control strategy on the basis of three major considerations:

- The Group's mission, vision and values: pillars underpinning the Group's sustainable and efficient growth, based on developing society's infrastructures in harmony with the well-being of employees and the creation of long-term value for shareholders and in keeping with the values of commitment, transparency, consistency and simplicity.
- Abertis corporate strategic guidelines: transparency, good governance, sustainable growth, financial discipline, prudence, best practices in managing toll roads.
- An analysis of the risk's criticality according to its type and the country where the activity is pursued.

Pursuant to the Group's strategic guidelines, mission and values, in its risk appetite statement Abertis defines is risk appetite as "Moderate-Minimum", making a distinction, within that range, between risks to which the organisation is prepared to take on more exposure (mainly external risks affected by political, social and macroeconomic events), within the defined level of appetite, and those to which the Group wishes to maintain minimal exposure (risks relating to compliance, the Code of Ethics, the environment, health and safety and the infrastructure integrity).

Risk Management Model

Responsibility for designing the risk strategy lies with the Board of Directors of Abertis Infraestructuras, S.A. and is delegated to the Audit, Control and Sustainability Committee, which sets the Group's Risk Management and Control Policy and supervises the risk management system.

Abertis Risk Control and Management Policy sets basic guidelines for identifying the main risk factors to which the Group is subject, establishing a common risk identification and assessment methodology and a systematic risk monitoring approach, so that appropriate action can be taken to achieve the company's objectives. It is designed to instil an appropriate risk management culture in the Group, so that risk management receives proper attention at all levels of the organisation. The role of risk management, therefore, is to orient and become an integral part of the main business processes and the strategic planning and internal audit process.

The policy sets out the basic principles to be followed by all Group companies, which are responsible for promoting, implementing and enforcing them, ensuring separation of roles, information traceability and confidentiality.

The risk management model is reviewed regularly to verify and incorporate best practices in risk management and risk control. The model is based on best practices, in particular the CoSO (Committee of Sponsoring Organisations of the Treadway Commission) ERM framework, and is compliant with the five pillars defined in that framework.

Starting from the guidelines set by the Corporate Risk Control unit, each business unit and functional area is responsible for drawing up and maintaining its own risk map. This includes identifying and assessing inherent and residual risks, the existing control initiatives and activities and the persons responsible for them, and the action plans in place to cover residual risks.

The risk maps are reviewed and approved by the general managers of the business units and the managers of the relevant areas of the Corporation. They are also regularly reviewed by the Audit, Control and Sustainability Committee and the Management Committee, with more frequent monitoring of the main risks.

The various levels of risk appetite determine the guidelines for action on given risks, the applicable timeframe, persons responsible and monitoring indicators, and determine the frequency and content of reporting to governance bodies for their oversight and decision-making.

Furthermore, a system of alerts is in place to identify risks assessed to be above the stipulated risk appetite level in order to activate appropriate the response and bring the risk assessment into line with the stated appetite level.

Bodies with Risk Management Responsibilities

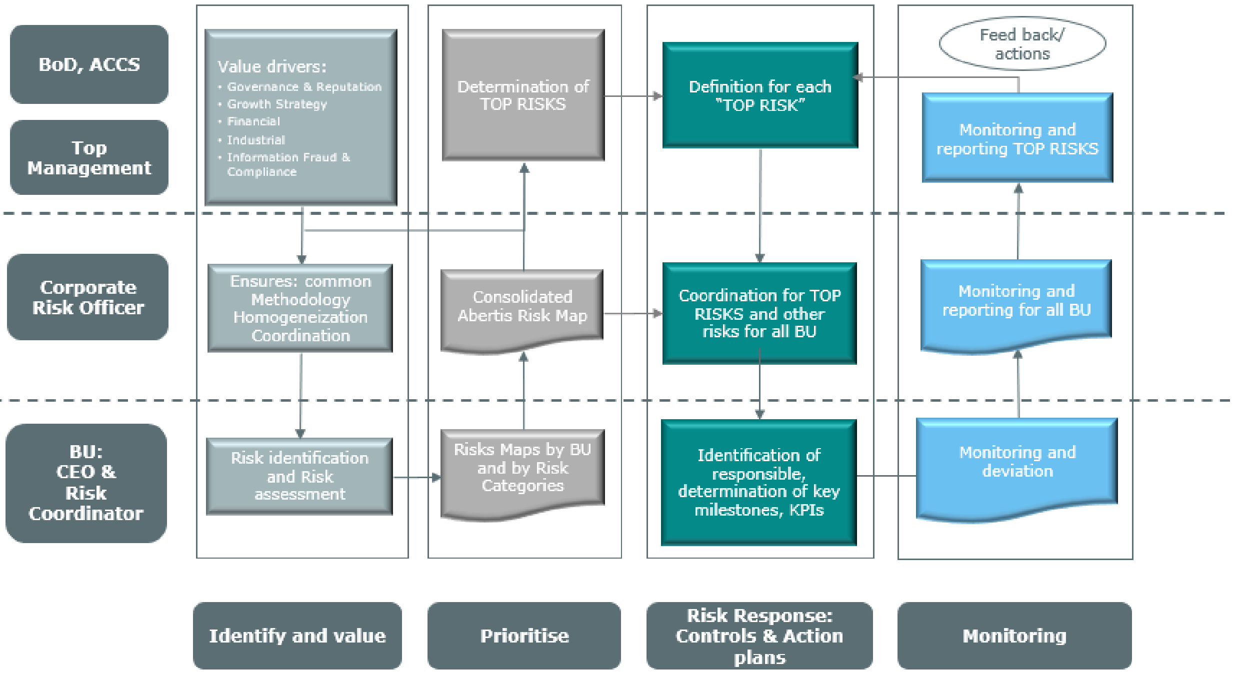
The management bodies are committed to ensuring that the Group's material risks are duly and appropriately identified, assessed, prioritised and controlled and to establishing the primary mechanisms and principles for achieving risk levels that allow:

- The creation of value for shareholders and stakeholders in a sustainable context.
- Ensure the Group's reputation and foster good corporate governance practices and a commitment to applying tax best practices.
- Provision of quality service in all Group-operated infrastructures.

The bodies responsible for definition, execution and oversight are:

- Board of Directors: retains ultimate responsibility for the definition of the risk strategy and of the risk control policy.
- Audit, Control and Sustainability Committee: is responsible for supervision of the risk control systems, including approval of the model and periodic monitoring of the risks with varying frequencies based on their criticality and significance.
- Corporate Risk Officer: is responsible for preparing and updating the risk management policies, ensuring effective implementation of the model, establishing a common methodology for the identification, classifying and assessing risks, coordinating the update of the risks maps, implementing a monitoring and reporting system for the governing bodies and, in cooperation with the other areas of the Group, reviewing the control activities that mitigate the identified risks and monitoring of the action plans.
- Corporate/Business Unit General Managers: are in charge of risk management in their respective areas of responsibility, which includes implementing the agreed risk policies, validating the risks maps and supervising implementation of control activities and risk mitigation action plans.
- Corporate/Business Unit Risk Coordinators: are responsible for coordinating implementation of each unit or area's risk management model, which includes identifying and assessing those models, as well as implementing a system for the control, monitoring and reporting of emerging risks to the Corporate Risk Control Unit. The risk coordinator, together with those in charge of each area, periodically prepares the risk updates and the detail of control activities, as well as information on the status of action plans.
- Function Supervisors: are those responsible for identifying risks in their respective areas and notifying their unit risk coordinator appropriately. They are also responsible for the identification and implementation of the control activities aimed at mitigating risks

The risk management model and bodies with risk management responsibilities are summarised in the following figure:



Main Categories of Risks:

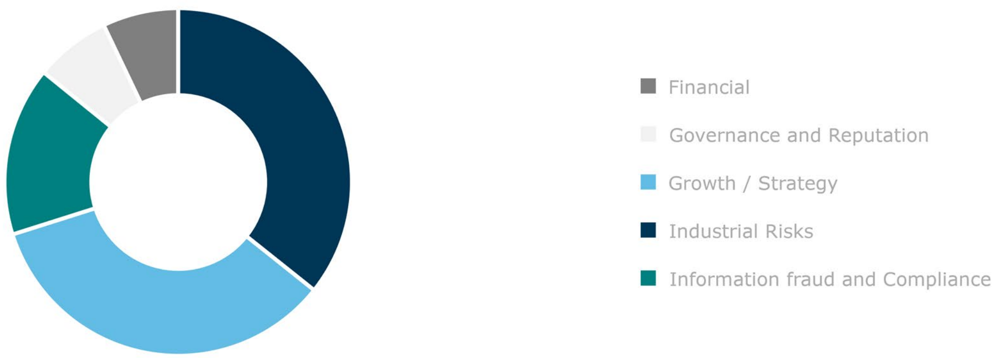
The main risks that can affect the achievement of the Group's main goals and the relevant control measures are:

Risk category	Main risks	Control measures
Governance and reputational risks	Organisational governance model Governance standards Loss of reputation Management of personnel, loss of talent, succession in key positions	• Formalisation of roles and responsibilities • Good governance practices, risk management, values systems, etc • People and talent management
Environment, strategy and growth-related risk	Implementation of strategies and lack of quick response to change Integration of acquisitions Risk of climate change and natural catastrophes Slowdown in demand (traffic) and/or the economy Change and/or adjustment in concession terms Political and regulatory changes and social or legal instability	• Internationalisation and selective growth policy and Investment Committees • ESG considerations in due diligence processes for new acquisitions • Insurance coverage • Adoption of climate change mitigation and adaptation measures • Cooperation with government agencies • Continuous monitoring of ADT, traffic and tariff sensitivity analysis • Monitoring of changes in the contractual and legal framework • Coordination to ensure adequate compliance with the local legislation and anticipation of legislative changes
Financial Risks	Breach of financial commitments and debt repayment obligations Interest rates Exchange rates Liquidity, refinancing and access to market (rating) Inflation Credit to customers and government bodies	• Monitoring of contract debt clauses • Monitoring of interest rate and exchange rate management policy • Monitoring and extension of debt maturities and scrutiny of potential impacts on credit rating • Interest rate and exchange rate sensitivity analysis

		• Capex prioritisation • Sustainability-linked financing framework
Industrial Risks	Information systems Health and safety Deterioration of infrastructures Liability for environmental damages Capex deviations in timing and costs Breach of service quality in operations Fraud associated with collections management Supplier, cybersecurity and business continuity risk management External unlawful acts affecting company assets	• Business continuity and crisis management guidelines and plans • Cybersecurity plans • Road safety, operation and management system improvement plans (traffic, tunnels) • Investment programme monitoring and control (OPEX and CAPEX Committees) • Environmental management systems • Specific control policies, procedures, plans and systems for each business area • Enterprise-wide ESG management of risks with suppliers • Risk monitoring and analysis and implementation of a corporate insurance programme • Physical and asset security rules and guidelines
Reporting and compliance risks	Financial and sustainability information Tax compliance Legislation and regulations Code of ethics and conduct Protection of sensitive information	• Organisational and supervisory model for the ICFR (Internal Control over Financial Reporting) and ICSR (Internal Control over Sustainability Reporting) systems • Adoption of the Code of Good Tax Practices • Compliance model in place at the Group • ISO 37001 certification (implemented in Spain, in progress in the rest of the Group) • Annual declaration of compliance with the Code of Ethics • Enterprise-wide supplier risk management (ESG, Compliance)

The main risks identified and managed during 2022 are distributed as follows:

Group Abertis Risks by category



Main Risks and Internal Control Actions

The Group has continued to manage the most important risks in some of the countries in which it operates, which are the risks relating to political and social instability (mitigated by internationalisation and geographical diversification), coupled with the decrease in the average life of motorway concessions and the risk of concession termination.

Although the Group's exposure to the direct risks caused by the war in Ukraine is limited, the Group continuously monitors and manages the indirect risks arising from the new macroeconomic situation, which, among other things, has brought a rise in commodity prices and energy prices, disruptions in the supply chain and an increase in cybersecurity risk.

On the other hand, the social situation resulting from the prevailing economic uncertainty and the post-pandemic erosion of social cohesion is a source of increasing risk that is monitored continuously by the business units.

The regulatory environment, with its many emerging requirements, and the latest stakeholder demands and expectations (mainly relating to sustainability) are another focus of attention in the Group's risk analysis. Accordingly, Abertis makes continuous efforts to identify and monitor emerging regulations, so as to move early to comply and bring its strategy and business activity into line with them.

Environmental, social and governance (ESG) risks

ESG risks affect the entire organisation, so during 2022 we continued our efforts to identify, assess, prioritise and monitor any risk that could compromise our ability to meet the commitments assumed in the Sustainability Strategy.

ESG risks are macro, multidimensional, interrelated and capable of affecting the business in many dimensions. Specific ESG risks have therefore been integrated in the Group's risk management model, and a monitoring system has been put in place for the risks relating to the Sustainability Strategy and the 2022-24 ESG Plan.

In addition, an assessment of ESG risks, based on international standards and best practices, has been carried out using a specialised tool.

This assessment was conducted in the following steps:

- Identify the most critical sustainability and climate-related risks and opportunities.
- Integrate the main risks identified using the ESG tool into the Group's risk model.
- Monitor and report on progress towards performance milestones in ESG initiatives.
- Propose areas for improvement (new initiatives and improvement plans).

The main risk areas and mitigation actions identified for each of the three ESG dimensions (environmental, social and governance) are as follows:

	Main ESG risk areas	Main mitigation actions (*)
Environment	• Sustainable resource use • Minimisation of air and water pollution • Protection of biodiversity	• Environmental management systems • Methodology for measuring and quantifying impacts on biodiversity
	• Climate change mitigation and adaptation	• Climate change risks and opportunities • Business continuity plans, crisis management protocol • Insurance coverage against natural disasters
Social	• Occupational health and safety • User safety	• Occupational health and safety management systems • Road safety improvement plans • Road safety management systems
	• Cybersecurity • Privacy	• Plan to increase the maturity of cybersecurity controls • Internal procedures for compliance with data protection regulations
	• Human rights (community and social vitality, dignity and equality) • Talent retention	• People management and talent development and retention • Human rights due diligence system
Governance	• Fight against active and passive corruption • Compliance with Code of Ethics • Compliance with governance guidelines • Transparency and accountability	• Group compliance model • Adherence to code of good tax practice • Code of Ethics deployed to all business units, anual compliance statement, anonymous whistleblowing channel, anti-fraud and anti-corruption policies • Internal control of sustainability reporting

(*) Main mitigation actions: these include controls deployed and actions managed directly under the organisation's strategic umbrella, which includes the 2022-2030 Sustainability Strategy and the 2022-24 ESG Plan

Climate Change Risks and Opportunities

As part of its sustainability strategy, Abertis has implemented a specific Climate Change Risk Assessment (CCRA) to assess the main risks and opportunities in all the countries in which it operates.

Climate change is one of the paramount challenges of our times, affects our societies and, from a business standpoint, may entail disruptive risks while also generating market opportunities in broad swathes of the economy. Abertis recognises that climate-related risks can have direct and indirect impact on its business and reputation.

Transport infrastructure could be affected by the effects of climate change; for example, severe weather events such as hurricanes in some countries, extreme heat or rainfall, etc. can shut down the transport routes that Abertis operates, with a variety of consequences for users.

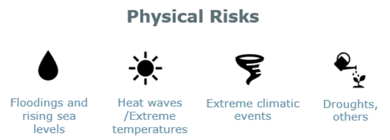
Moreover, the world is moving towards a low-carbon economy, which will entail a profound change in market trends (e.g. changeover to electric cars) and the adoption of low emissions policies that could have a major impact on our business units. Abertis is committed to integrating these factors into its business strategy and to further focusing the business model on building the resilience of these infrastructures to climate change.

In this context, Abertis recognises the importance of implementing the recommendations of the Task Force on Climate Related Financial Disclosures (TCFD), which have been widely adopted by governments, investors and financial leaders.

To this end, Abertis has developed a methodology for assessing climate-related risks and opportunities, using climate change scenarios (business as usual and sustainable/low-carbon scenario) over different time horizons (short, medium and long-term) to identify, assess and then quantify the potential impacts (both negative and positive) that climate change could have on its operations.

This assessment consists of a qualitative mapping (screening) to identify climate-related risks and opportunities that could affect our business units in the different locations in which we operate.

The Climate Change Risk Assessment (CCRA) model evaluates both types of climate risks:



The physical risks of climate change (whether acute or chronic) are those that affect human systems and particular regions of the world due to deterioration of physical assets and harm to people resulting from weather phenomena such as flooding and severe storms produced by global warming.

Transitional risks are climate change risks associated with global decarbonisation (changes in regulations, in market prices, in technology, reputational risk, etc.).

Within the corporate risk management framework, a specific methodology (the Group Climate Change Risk and Opportunity Methodology, aligned with the TCFD recommendations) is used to identify and regularly assess physical and transitional climate-related risks and opportunities.

Climate risk management is a multi-step process:

I. Identify the potential climate-related risks and opportunities for each business unit. Risks are selected based on an assessment of regulatory changes, technological and market innovations and trends, shifts in customer preferences towards more efficient and sustainable products, reputational damage or opportunities, and extreme physical events.

The main risks and opportunities that have been identified are:

R / O	Transition	Physical
Risks	• Loss of reputation in the event of inefficient responses to climate change • Environmental policies and regulations • Changes in mobility patterns towards more sustainable means • Carbon price • Migration of the vehicle fleet to more sustainable options	• Tropical cyclones • Collapse of embankments • Floods • Extreme heat • Extreme cold • Fires
Opportunities	• Electrification of the automotive industry • Use of more efficient, low-emission energies • New regulations and incentives for the use of renewable energy • Introduction of new sustainable materials and waste recycling	

II. Prioritise the most important climate-related risks and opportunities based on an analysis of different climate scenarios and timeframes over the short, medium (2030) and longer (2040) term. The analysis takes longer-term climate factor monitoring into account, both for physical risks and for transitional risks.

III. Estimate the potential financial impact of the risks and opportunities identified as material. An in-depth analysis has been carried out to assess potential financial impacts. The financial impact of physical risks is estimated taking into account the potential damage to the infrastructure, any loss of income due to business interruption, and the vulnerability of the asset in question. The most appropriate financial drivers for assessing the potential economic impact of transition risks have been identified in each case. Abertis acknowledges that there is some uncertainty as to how these aspects should be quantified, so the quantitative assessment may also change over time.

Specifically, in-depth qualitative analyses have been carried out on the risks and opportunities that are most relevant to Abertis' business, namely the risk of floods and hurricanes (given that these events can cause physical damage to infrastructure and disrupt user routes) and the opportunities arising from the electrification of the automotive industry and the use of low emission energy. Further details of the methodology and results of these analyses are to be found in the Carbon Disclosure Project questionnaire.

IV. Detect current and future controls, as well as risk response plans, to increase asset resilience and protect and create value in the business.

V. Continuously monitor changes in climate-related factors and their potential effects.

Abertis is firmly committed to continuously improving its climate strategy because it recognises that understanding and raising awareness of climate-related risks and opportunities creates long-term value for the company and also for its stakeholders. It will therefore carry out further analyses of climate change risks and opportunities and take the following action during 2023:

i. Extend the number of assessment locations to different parts of the network, so as to obtain a more detailed and more specific climate risk assessment.

ii. Extend the estimation of financial impacts to other identified risks and opportunities.

iii. Include new climate scenarios (an RCP 2.6 climate scenario that envisages a substantial reduction in GHG emissions on the planet).

5.2 Ethics and Legal Risk Management

Abertis has always been committed to acting with honesty and integrity and in accordance with the law, invariably upholding its Code of Ethics.

The purpose of managing ethics and legal risk is not only to protect Group companies from claims but also to protect the Group's stakeholders.

Ethics Risk Management

The Code of Ethics is the foundational rule through which the Group specifies the principles and values that are expected to guide the conduct of its employees, suppliers, customers, distributors, outside professionals, representatives of the Group and representatives of Spanish or foreign government institutions.

The purpose of the Code of Ethics is to:

- Establish general guidelines for action and behaviour.
- Define a mandatory ethical reference framework that must govern the behaviour of covered persons at work and in professional contexts.
- Create reference standards of conduct for stakeholders who have dealings with any Group company.

The principles of the Code of Ethics are implemented through the Group's internal regulations. Those principles include:

1. Adherence to the ethical principles of integrity, honesty and transparency, acting in good faith at all times.
2. Compliance with all applicable laws and regulations in every country in which Abertis has a presence and also with the Group's internal regulations and any rules laid down at business unit level.

3. Ethical conduct and regulatory compliance come before Group results.
4. Where applicable law and the Group's internal regulations conflict, applicable law must prevail.
5. Avoidance of personal situations in which the interests of covered persons come directly or indirectly into conflict with the interests of a Group company.
6. Information must be treated with utmost care.
7. Appropriate use and protection of the company's assets.
8. Guarantee of equal opportunities and non-discrimination against covered persons.
9. Guarantee of non-retaliation for any query or report of a breach of the Group Code of Ethics, the Code of Ethics in Spain or any local Code of Ethics, provided it is made in good faith.

As an ethical, socially responsible organisation that cares for the environment, Abertis attaches the utmost importance to fair treatment of employees, customers and suppliers, governments, investors and the general public. Likewise, Abertis formally expresses its condemnation of any form of corruption and its firm commitment to compliance with the law.

Abertis promotes and enforces respect for the principles set out in the International Labour Organisation's Declaration on Fundamental Principles and Rights at Work, namely:

1. Freedom of association and effective recognition of the right to collective bargaining.
2. The elimination of all forms of forced and compulsory labour.
3. The eradication of child labour.
4. The elimination of discrimination in respect of employment and occupation.
5. The creation of a safe and healthy work environment.

The Group does not tolerate any act contrary to the Code of Ethics, which automatically entails sanctions for the offender, as well as for stakeholders that have dealings with the different Group companies. All the Group's management bodies work to ensure that the principles set out in the Code of Ethics are applied in practice.

During 2022, Abertis began work on a revision of the Code of Ethics to adapt it to the corporate human rights due diligence system.

Each business unit has its own code of ethics, adapted to its particular jurisdiction and based on the Group's Code of Ethics. Recently, Abertis has begun the process of reviewing the Codes of Ethics of each business unit to determine whether they are fully aligned with the Group Code of Ethics.

The Corporation's ethics channel is open to the public on the website. This link also provides access to the Group Code of Ethics and the compliance standards.

Each of the Group's business units manages its own internal complaints and has whistleblowing mechanisms that guarantee confidentiality, anonymity, non-retaliation and traceability of all reports. The reporting channels are centralised mainly in the business units' ethics channels, which are visible and readily accessible on their websites.

The Corporation, Autopistas and Abertis Mobility Services in Spain, and A4 Holding in Italy, have a digital platform for managing their ethics channels. This platform meets the requirements of Directive (EU) 2019/1937 on the protection of persons who report breaches of Union law and, in the case of the Spanish business units, with the recent Draft Law on Whistleblower Protection.

The Group regulations for ethics and crime prevention committees, available on the Abertis website, set out the basic guidelines for the work of the Group's ethics and crime prevention committees. Among other things, these regulations specify that each business unit is responsible for creating its own ethics and crime prevention committee, whose mission is to monitor compliance with the Codes of Ethics of the Group and of the business unit. The main tasks of these committees are to:

- Prepare and amend the Code of Ethics.
- Implement and manage the reporting channels, ensuring the necessary security measures are in place.
- Handle queries as to the interpretation of the Code of Ethics and any reports of breaches.
- Deploy the Code of Ethics through training and communication.
- Review the criminal risk map when breaches of the Code of Ethics come to light or there are relevant changes in the organisation, the corporate structure or the business.

Members of the ethics and crime prevention committees must adhere to the following guiding principles at all times: integrity, independence, confidentiality, objectivity, equity, fair hearing, and non-retaliation.

The Group's ethics and crime prevention committee regulations specify that proposals for resolving reported breaches must be issued within 45 working days of the report, without prejudice to the requirements of applicable law.

Exceptionally, the time limit may be extended where good reason is given. The reason for any such extension must be communicated to the reporting person in writing. Any proposal for the resolution of a breach must be consistent with the employment track record of the person responsible for the breach and the seriousness of the breach.

The Corporation's compliance area follows up on reports received in all the Group's business units on a quarterly basis, sharing timely information with the committees that make up the compliance management model, namely, the corporate Ethics and Crime Prevention Committee, the Board of Directors' Audit, Control and Sustainability Committee, and the Corporation's Coordinating Committee.

In 2022, 340 reports of breaches of the Code of Ethics were received, and 91.4% of the cases opened were resolved.

Reports resolved by type of resolution

	2020	2021	2022
Rejected	60.4%	57.6%	65.8%
Warnings	13.1%	9.4%	9.9%
Dismissals	9.5%	12.9%	8%
Other disciplinary measures	17.1%	20.1%	16.3%

Legal Compliance Management

To ensure compliance with the laws and regulations applicable to the Group companies, all the business units have their own compliance offices, which are required to implement, at minimum, the Group compliance system.

The corporation's compliance area conducts annual oversight of the degree of implementation of that system. The system meets the requirements of the Spanish Criminal Code (*Código Penal*), Circular 1/2016 of 22 January 2016 of the Spanish Attorney General's Office on criminal liability of legal persons, and the United States Department of Justice Guidelines for the Evaluation of Corporate Compliance Programs.

Furthermore, in response to the recent reform of the Spanish Penal Code (due to the entry into force of Organic Law 10/2022 of 6 September on the comprehensive guarantee of sexual freedom), the Corporation has updated its criminal risk map to include new criminal offences that can be committed by legal persons, such as moral harm and sexual harassment; and within the category of disclosure and revelation of secrets, a new offence capable of giving rise to criminal liability for legal persons, consisting of the forwarding of intimate images or audiovisual recordings to third parties without the consent of the person concerned.

The Board of Directors of the Corporation, the Management Committee of the Group and the Coordinating Committee of the Corporation monitor the performance of the Group's compliance management system at least once a year.

Group Ethics and Compliance Regulations

The Group's regulations are reviewed by the multidisciplinary Regulations Committee, which ensures that the Group's regulations are compliant with current legislation, provide effective internal control, serve to reduce risks and are consistent with the Group's organisational model. The Regulations Committee is made up of representatives from the Processes, People, Risks and Compliance areas. The Compliance area's task within the Regulations Committee is to ensure that regulations in respect of activities that involve legal risk identify all the appropriate legal requirements and controls to mitigate that risk. The internal regulations are published and disseminated by the Corporation's Processes area.

It should be noted that all of the Group's ethics and compliance regulations rest on three pillars:

- The Group Code of Ethics.
- The Group Compliance Policy.
- The Group Anti-Corruption Standards.

These regulations apply to all the business units, whose managing bodies can either adopt them directly or else approve their own codes of ethics, compliance policies and anti-corruption standards tailored to the particular characteristics of the country in which they operate.

Ethics and Compliance Training

All the Group's business units must conduct training and awareness campaigns covering at least the following aspects:

- Ethical Values
- Compliance Model
- Prevention of Corruption
- Prevention of Workplace Harassment
- Inappropriate Use of Information

The corporate compliance area supervises the training of the members of the ethics committees and management bodies or, where applicable, the Audit and Control Committees of all the Group's business units to ensure they are qualified to assess the performance of their compliance systems.

The Corporation engages its employees in a yearly assessment of the mandatory compliance training they have completed and promotes conduct consistent with the values and principles of the Abertis Code of Ethics. This model has been implemented in the Corporation and in the following business units: Autopistas in Spain, GCO and Ausol in Argentina, Arteris in Brazil, and Isadak in India. All the other business units are in the process of implementing the model.

The main training activities carried out by the business units during 2022 are as follows:

i. Corporation – specific training in the prevention of workplace harassment, misuse of information, and anti-trust.
ii. Abertis Autopistas in Spain – specific anti-corruption training.
iii. VíasChile in Chile – biannual employee training in workplace harassment prevention.
iv. Isadak in India – three training actions, on the Code of Ethics, anti-corruption and internal policies.
v. Metropistas and APR in Puerto Rico – five training actions on compliance and the prevention of corruption; and training on the Code of Ethics for all new employees of the business unit.
vi. Sanef in France – anti-corruption and specific third party due diligence training.

These training activities involved a total of 30 directors, 398 senior and middle managers and 5,725 employees.

Awareness-raising campaigns conducted within the Group include campaigns on ethical values and the prevention of corruption, with the institutional message of the Group CEO or business unit general manager. These awareness campaigns were conducted in GCO and Ausol in Argentina, Autopistas in Spain, Isadak in India, RCO in Mexico, and Sanef in France.

Arteris in Brazil has instituted the Values Award to give recognition to those who put the values and behaviours of Abertis’ ethical culture into practice, so as to encourage the best ethical attitudes. In addition, for the fifth year in a row, Arteris celebrated its Integrity Week. All employees, including senior management of the Arteris companies, took part in the event. Integrity Week addresses dilemmas relating to workplace harassment, conflicts of interest, and dealings with the public sector.

A4 Holding in Italy conducted a sustainability awareness campaign among employees to ensure they take care to act always in accordance with the law and internal regulations, which are essential to promoting lawful and ethical behaviour by all A4 Holding employees.

Autopistas in Spain launched the Ethics Champions campaign to spread information and awareness among the workforce about the commitment to good governance, regulatory compliance and corporate ethics and the role of the compliance area. The campaign had a core message and specific videos on the following topics: sustainability, cybersecurity and assets, equality, and privacy. It served to improve employees’ knowledge of the company’s compliance function and reinforce the values of commitment, honesty and professionalism.

Compliance Management Systems

The business units continue to work to establish and maintain the ISO 37001-certified anti-bribery management system.

The business units’ current situation with respect to ISO 37001 certification is as follows:

- Autopistas in Spain and the Corporation have renewed their certification for another year.
- Arteris in Brazil, A4 Holding in Italy, Isadak in India, and Ausol and GCO in Argentina recently obtained certification.

ViasChile has renewed the equivalent certification under the Chilean crime prevention model for the next two years.

This year Autopistas España became the first organisation in Spain to renew its UNE 19601 Criminal Law Compliance System certification, under the accreditation recently obtained by AENOR from the Spanish national accreditation body ENAC.

Antitrust

During 2022, Abertis approved the Group's antitrust regulations. The purpose of these regulations is to establish:

- Guidelines for conduct in public or private tenders to ensure free, transparent and effective competition when acting on behalf of and for the benefit of Group companies.
- Responsibilities for preventing acts contrary to transparent and effective competition, in compliance with applicable laws and regulations in each of the countries in which Abertis operates or intends to operate. All this must be managed in accordance with the Group's compliance model, so as to facilitate proper legal control and sustainable business management in the company.

All the business units are in the process of incorporating the Group's antitrust regulations into their internal regulations.

In December 2022, the Corporation provided anti-trust training to employees whose role makes them more exposed to this type of risk.

Supplier Monitoring

To avoid criminal liability, documented due diligence in supplier selection and monitoring is a requirement of law and international best practice in the vast majority of jurisdictions that seek to establish greater legal certainty. Under the Spanish Criminal Code a company may be held criminally liable for the mere fact of not having been diligent in selecting its suppliers or not having exercised proper control over its suppliers while they provided their services. It is therefore extremely important that a supplier's possible legal risks be thoroughly examined before the supplier is approved. Compliance due diligence contributes to informed decision making by optimising the quality and quantity of information available and ensuring that the information is used systematically to reflect on and discuss the decision to be made and all its costs, risks and benefits.

Abertis is in the process of overhauling its purchasing platforms with the aim of improving the level of digitisation, efficiency and supplier risk control. At Group level, a new supplier risk management system has been implemented through GoSupply, a unique global digital platform that will help classify and monitor suppliers, as described in the relevant chapter of this report.

6

Towards a More Sustainable Mobility

Mobility poses an increasing challenge to society. Society is constantly demanding new mobility models tailored to its needs, demands and lifestyle, thus catalysing the development of new safe, sustainable and connected forms of transport for every situation, taking economic, social and environmental considerations into account.

Abertis recognises that to be more sustainable, mobility needs to be safe, connected and smart, these being key attributes of any industry whose mission is to improve the quality of people's lives. To fulfil this mission, the company works to achieve the new mobility with the support of technology, innovation and its more than 50 years' experience managing mobility infrastructure.

Mobility and the Sustainable Development Goals

Transport plays a key role in the United Nations 2030 Agenda for achieving more efficient and sustainable mobility and features in several Sustainable Development Goals (SDGs) relating to energy, health, infrastructure and economic growth, among other things.

Abertis has been a member of the United Nations Global Compact since 2005 and has extensive experience of analysing the impact of its activity on the SDGs, identifying those to which it is able to make the most substantial contribution and integrating them in its organisational strategy. The priority SDGs for Abertis are the ones in which mobility is a significant factor. The first is SDG 3, Good Health and Well-being, which sets specific goals to ensure healthy lives and promote well-being for all at all ages. In SDG 9, Industry, Innovation and Infrastructure, one of the areas most affected by the company's activity, the company has adopted the specific goals of building resilient infrastructure, promoting inclusive and sustainable industrialisation and fostering innovation. In SDG 11, Sustainable Cities and Communities, the aim is to make cities and human settlements inclusive, safe, resilient and sustainable. Lastly, the main goal of SDG 13, Climate Action, is to take urgent action to combat climate change and its impacts. All these aims are taken as an important point of reference when proposing new strategies and projects that can contribute to the achievement of these goals.

New Mobility Models: Responses to New Circumstances

Society is changing rapidly in all areas. Mobility is naturally affected by this acceleration and plays an important role in creating more efficient, safer cities and roads. Aware of the significant contribution it can make to transforming mobility, Abertis has set out a vision of how mobility needs to evolve in order to achieve the proposed goals. The three most important aspects it has identified for redefining the current model are safe mobility, fluid, sustainable mobility and connected mobility.

Abertis is committed to technology as a cross-cutting factor that can accelerate the transition towards these more efficient models. Both urban mobility and high-capacity roads connecting countries and regions face an unstoppable challenge: digitisation. Digitisation will mark a unique turning point in the mobility industry, as in other industries. In the case of infrastructure, however, it represents a necessary revolution in order to advance towards smarter and therefore more sustainable and more environmentally friendly models.

Abertis is firmly committed to innovation and has set out along an ambitious path to transform the organisation and its activities by incorporating new technologies. The company realises it must respond to the rapid growth in mobility by investing in connected motorways, autonomous electric mobility, cutting-edge barrier-free toll systems, new payment systems and Mobility as a Service (MaaS). Self-driving cars, digitised roads and new communication systems will be part of people's lives in the near future, so it is vital to be prepared and adapt our infrastructure to these trends, so as to provide an appropriate response to users and the environment.

One example of this commitment is Abertis Mobility Services (AMS), the technology subsidiary specialising in the implementation of state-of-the-art platforms and operating services for infrastructure management and smart mobility in urban and interurban environments. This business line also includes the free-flow toll activities and the implementation of the technology ecosystem for urban traffic management through low emission zones, as well as other systems such as pay-per-use.

The solutions offered by AMS are holistic and cover the entire value chain, from technology platform implementation and initial customer management to operation and maintenance. AMS has a wide range of toll management systems, developed over the course of its 40 years as an industry leader. It also has extensive knowledge of vehicle detection systems and value-added services aimed at improving customer experience and legal compliance.

Thus, AMS has put the latest technologies to use in helping society move more easily into and out of cities. It provides and uses various innovative next-generation toll management systems, such as free flow and satellite systems, to anticipate solutions to problems of the future, including smartphone toll road apps and large-scale implementation of Road User Charges (RUCs).

Mobility needs to evolve to allow social customs to shift towards a more fluid, more efficient model that is sustainable, safe and connected, focused on finding solutions and models for creating citizen-oriented cities and reducing vehicle congestion and pollution while promoting the creation of healthier, cleaner and safer spaces.

In this regard, AMS has a Cloud solution for intelligent traffic management through pay-per-use and pay-to-pollute, based on satellite technology and the connected vehicle, which has been implemented in the United States, specifically in the interurban environment of the states of Oregon, Utah and Virginia.

In short, technology plays a fundamental role in implementing innovative systems that, among other things, will encourage majority use of more efficient and healthier urban transport.

6.1 Safe Mobility

One of Abertis' strategic priorities is to ensure safe mobility on its motorways. To achieve this, the Group pursues two main lines of work: road safety, with actions aimed at driver behaviour, infrastructure maintenance and traffic and road management; and cybersecurity, to avoid service interruptions due to security problems in the systems used in operating the motorway.

Ensuring safety on the roads it manages has been a priority in Abertis' strategy ever since it started operating. The Group has long experience of analysing road safety data and researching and preparing road safety plans, with a view to ensuring that users are able to travel on roads that meet the strictest quality and safety standards.

The amount of effort the Group puts into this task is reflected in the awareness-raising, information and advocacy campaigns it has conducted. However, the work done by all the business units to maintain specific operating plans that are updated in line with changes in mobility is crucial to achieving safer transport routes.

Because the new technologies are closely integrated with the most sensitive parts of the business, the company has taken steps to avoid exposure to the risk of service interruption in crisis scenarios such as cyberattack, system crash, data theft or data leakage.

Road Safety

Given the activity Abertis carries out and the specific knowledge it has acquired, road safety is one of the areas in which it can add most value to society as a whole. As has become customary in recent years, the Group's road traffic safety objectives are set in accordance with the Vision Zero approach and are aligned with the international frameworks sponsored by the United Nations, most notably taking as a reference the values specified in the Second Decade of Action for Road Safety 2021-2030, which sets the target of reducing road traffic deaths and injuries by 50% by 2030.

Integrated, proactive road safety management is one of the main elements of Abertis' strategy. By using and processing all the available information, the company is able to set high-level strategic goals and identify opportunities for action and continuous improvement that eventually will be converted into detailed action plans. Knowledge sharing and training are the key tools used by the Group to establish a strong safety culture among all employees and make road safety an integral part of all the company's processes.

Through its action plans, Abertis works proactively on the three main factors that play a role in road safety: the infrastructure, the user and the vehicle. The Group ensures excellent user safety and comfort by investing in continuous improvement of the motorways, proper maintenance of the roads, as well as the equipment and systems used in operating them, and the preparation and implementation of traffic, incident and emergency management plans.

Data analysis indicates that the greatest scope for improvement is to be found in the human factor. Accordingly, through the driver behaviour observatories carried out on Abertis' motorways, campaigns are conducted to create awareness of the results of these studies, and preventive and awareness-raising actions are carried out in coordination with various stakeholder groups to reduce the impact of the human factor on accident rates.

Lastly, Abertis contributes to the development of much safer vehicles through its participation in innovation projects relating to connected vehicles and infrastructure-vehicle communication, in collaboration with other specialised mobility companies and bodies.

Thus, on its own and in collaboration with other stakeholders, the company promotes improvement in society through good practices, strategic projects and training programmes designed to ensure safety on its roads.

It should also be noted that road safety management systems play an important role in systematising and standardising the entire road safety management process. During 2022, 47.4% of the turnover of the Motorways activity is from businesses that have a road traffic safety management system in place and 21.6% from businesses certified to the ISO 39001 international standard (Autopistas in Spain, the concessions in Chile, GCO in Argentina and Via Paulista in Brazil). Along similar lines, the Chilean subsidiaries maintain ISO 22320 certification for their emergency and incident response management system.

Main Road Safety Actions Carried Out in 2022

DISSEMINATION

- International Transport Infrastructure and Road Safety Management Awards associated with the Abertis Chairs (Abertis Endowed Chairs).
- Abertis Chairs Awards in Spain, France, Puerto Rico, Chile, Brazil, Italy and Mexico.

CONSCIOUSNESS AND AWARENESS RAISING

- Road safety awareness campaigns in the different countries: the 'Viva', 'Mayo Amarillo' and 'Camino Seguro' programmes in Brazil, the 'Animal Brigade' programme in Chile, various awareness-raising videos in France, and the 'Sustainable Mobility Island' programme in Italy, among others.
- Campaign by Túnels (Spain) to disseminate good practices in road safety, risk prevention and health surveillance, which won the Asepeyo Award for Best Practice in Road and Occupational Safety.
- Autopistas took part in the "5G For Future Mobility and Road Safety" forum, working towards sustainable deployment of 5G in Spain in the Mediterranean Corridor.
- Road Safety Forum 2022 in Italy.
- A Community of Road Safety Practices has been created to share best practices between the Group's different business units.

PREVENTION

- Metropistas in Puerto Rico and RCO in Mexico have launched the Prosafety programme to speed up safety incident inspection and reporting by employees and contractors.
- RCO has implemented the new Road Work Procedures Manual in Mexico, which establishes the signalling and prevention measures that are required when working on the road surface.
- In Arteris a new type of personal protective equipment has been acquired that gives workers greater visibility on the motorway, and the signage and visibility of operating vehicles has been improved.
- Via Paulista in Brazil has trained teams using simulations of accidents involving hazardous substances.

DATA ANALYSIS AND OBSERVATORIES

- Driver Behaviour Observatory in the motorway network in Spain in 2022, this year along a stretch of the AP68 motorway.
- Driving Styles Observatory 2022 in Italy, aimed at optimising the analysis of risky behaviour on motorways, so as to monitor results over time and inform targeted awareness-raising initiatives and campaigns.
- The methodology for calculating accident blackspots has been implemented in RCO (Mexico) and VíasChile.

TRAFFIC MANAGEMENT AND WORK DONE ON THE INFRASTRUCTURE

- In Chile, the operation manuals for the VíasChile tunnels have been revised and updated.
- In India, Isadak has improved signage at intersections.
- In Brazil, Arteris has installed radars and speed signs on various motorways.
- Infrastructure improvements (signage, barriers, painting, etc.) in accident blackspots on various Group motorways.

Average Daily Traffic (ADT)—the indicator used to analyse traffic per km of concession, number of vehicles using the road and km travelled by those vehicles—increased by 8.2% overall during 2022 compared to the previous year. All the countries have had this same upward trend, except Puerto Rico, where ADT remained practically unchanged compared to the previous year. The increase in ADT has affected the number of accidents and the number of fatalities, which has increased, bringing the accident rate to 22.4 points (an improvement of -4.7% compared to 2021) and the mortality rate to 1.5 (+2.2% compared to 2021). The trend in these two indices reflects the exceptional importance of road safety at a time of changing mobility patterns.

6.2 Fluid and Sustainable Mobility

The challenges of achieving more fluid, more sustainable mobility are enormous. On the one hand, passenger and freight transport generates one of the largest volumes of greenhouse gases and so is positioned as a key sector for meeting national and international emission reduction targets. On the other, trends in road transport emissions are monitored closely by the main players in the industry, not only because of concerns about air quality in cities but also because of the adoption of new mobility models and digitisation, which will guide the various stakeholders when transitioning to the new mobility model.

Decarbonisation and Decongestion

Abertis' efforts to contribute to the decarbonisation of mobility are evident in all the countries in which it currently operates. The company takes its responsibility as an agent in this area seriously and has reached a greater maturity when it comes to envisioning solutions and setting targets that will assist in decarbonisation.

The goal of reducing the impact of traffic on the environment can be achieved by improving traffic infrastructure and reorienting infrastructure management towards more sustainable models, aiming for more efficient use of resources and adopting technologies and manufacturing processes that are cleaner and healthier for the environment.

One of the levers for achieving these goals is the purchase of green, 100% renewable electricity (from sources such as solar, wind, hydroelectric, etc.). All the Group's business units have commenced work on projects aimed at facilitating an energy transition that will reduce the company's carbon footprint, but the businesses in Argentina (where 100% of the energy purchased is already from renewable sources), France, the USA, Brazil and Spain are already well on the way to achieving this goal. The businesses in Brazil and Spain are also working on electricity self-consumption projects, notably the Túnels subsidiary's mini hydroelectric power plant in Greixa and the solar PV panels installed on Arteris' Fluminense and Via Paulista concessions.

Another of the most widely adopted types of road decarbonisation project within the Group is the migration of fleets from fossil fuel vehicles to vehicles with lower greenhouse gas emissions, as is being done in Chile, the United States, France and Spain. Vehicles of this kind do not emit polluting gases during operation, are silent and so avoid noise pollution, consume less energy and reduce hazardous waste handling. The switch to electric, hybrid or non-fossil fuel fleets helps towards three SDGs: combating climate change and its impacts, caring for air quality and waste management, and making natural resource use more efficient.

Installing electric vehicle charging points along the road networks managed by Abertis will encourage users to consider adopting this type of vehicle, thus significantly reducing road pollution and greenhouse gas emissions from motorway use. In France, an ambitious plan is under way to extend charging stations to all the roads managed by Sanef, and in 2022 a total of 372 ultra-fast charging stations were installed in Sanef service areas. Also, 11 charging stations have been installed in Italy, 8 in Spain, and 3 in Chile, bringing the total across the Group to 394. This incentive to electric mobility is an example of innovation and infrastructure modernisation to deliver excellent service and reduce motorway users' environmental footprint.

As part of its Sustainability Strategy aimed at mitigating climate change impacts and fostering a circular economy, the recycling of materials has grown in importance within the Group. One of the most significant initiatives involves the consumption of recycled materials and the reuse of road surfacing materials. In Brazil, for example, more than 10,000 tonnes of reclaimed asphalt has been reused, maintaining the same performance and service life as conventional asphalt surfaces. Through initiatives such as this it becomes possible to reduce the amount of waste generated and the amount of new materials consumed.

As regards toll solutions, Abertis remains strongly committed to charging systems that not only make roads safer for users but also have less impact on the environment and serve to decongest urban environments and busy road sections.

In 2022 the use of electronic tolls continued to increase, as in previous years, so that electronic tolls accounted for 76.2% of total transactions for the year and 67.8% of total revenue. In Chile, the United States, Puerto Rico and India, more than 90% of toll transactions are electronic, thus reducing vehicle emissions at toll plazas.

Along similar lines, AMS is using the latest technologies to help society move more easily into and out of cities. It provides and uses various innovative next-generation toll management systems to anticipate solutions to the problems of the future, including smartphone toll road apps and large-scale implementation of Road User Charges (RUCs).

Main Actions Carried Out in 2022

SUSTAINABLE INFRASTRUCTURE

- Italy has installed road lighting that generates no light pollution and illuminates only the part of the road used by vehicles.
- Túnels has renewed the lighting in the Cadí tunnel in Spain, using LED systems that reduce energy consumption and the carbon footprint.
- Purchase of 100% renewable electricity in Argentina, France, Brazil, the USA and Spain.
- Installation of solar photovoltaic panels in Fluminense and Via Paulista in Brazil, as well as in Autopistas España.
- Túnels has continued its self-consumption project using the electricity generated by the mini hydroelectric power plant in Greixa (inaugurated alongside the Cadí tunnel).
- Chile has launched the Sustainable Roads project, in which the walls of the Autopista Central have been painted with nanotechnology-based sustainable paint which in the presence of solar radiation facilitates the degradation of polluting gases through a photochemical process similar to photosynthesis. The project covers more than 3,200 m^2 of wall painted with the CO_2-capturing additive, equivalent to 6,000 mature trees.

ELECTRIC MOBILITY

- Sanef has started the renovation of its fleet of vehicles by incorporating 46 electric vehicles and has begun to instal electric vehicle charging stations for its fleet in its operating centres.
- Autopistas España has acquired 3 electric vans and 3 light electric vehicles. This initiative achieves a nearly 25% reduction in fuel consumption, under normal working conditions, in accident assistance and signalling operations. Also, Túnels is gradually renewing its fleet.
- VíasChile has added 30 fully electric vans to its fleet to promote the use of clean energy and reduce CO_2 emissions to the environment.

FREE-FLOW SYSTEMS

- In Italy an agreement has been concluded with Telepass to offer Telepass subscriptions to road users on favourable terms, so as to reduce the impact of traffic on the environment.
- Maintenance and image processing of a free-flow gantry on the Teodoro Moscoso Bridge in Puerto Rico (Metropistas).

INFRASTRUCTURE MONITORING

- In France, a pilot study has been undertaken with a view to minimising the use of salt to prevent ice formation on roads.
- A4 Holding in Italy has implemented a maintenance management system (SAP PM) that digitises and standardises maintenance processes, while offering a level of control and information that facilitates decision-making.

LOW-EMISSION ZONES AND INTEGRATED MOBILITY

- Implementation of the commercial back office system for Rhode Island Turnpike and Bridge Authority (USA).
- Design, installation and maintenance of the free-flow toll system of the Clairborne Pell Bridge (Rhode Island Turnpike and Bridge Authority / USA).
- Operation of the satellite toll programme (mileage-based user fee/RUC) for Virginia Department of Motor Vehicles (USA).
- AMS has obtained an extension of the contract for toll collection and enforcement services for Mersey Gateway Crossings (UK).
- AMS has won the contract to implement low emissions zones in Pamplona (Navarra) and Sant Boi del Llobregat (Barcelona).

6.3 Connected Mobility

During 2022 the number of connected vehicles on our roads increased. Access to vehicle data is now a reality. The potential for optimising mobility management and infrastructure maintenance is enormous.

On the other hand, vehicle connectivity capacities are still limited, which means that in many cases it is impossible to communicate in real time with the low latencies required by, for example, many road safety services. Further work is needed to complete innovation projects that will facilitate the introduction of connected and, one day, autonomous vehicles that natively allow the implementation of advanced traffic management strategies.

Aware of the paradigm shift that comes with the ability to communicate with a vehicle and access the data it has collected, Abertis continues to increase the resources allocated to developing this capability. On the one hand, making connected mobility a reality requires upgrading transport and communication infrastructure, in a cross-industry effort. On the other, the associated opportunities are enormous and seizing those opportunities will require a deep knowledge of the expected changes.

Digital Infrastructure

The future of mobility requires the digitisation of mobility infrastructure, including sensors (including sensors in vehicles), communications, data, storage, and edge and cloud computing capability. New mobility services, including advanced mobility management, require the creation of the necessary digital infrastructure.

Abertis' role is crucial: no one today doubts that connected mobility, and especially autonomous mobility, cannot be developed without the appropriate infrastructure.

In 2022, Abertis continued to participate in projects to design the future of mobility infrastructure and build the necessary alliances and business models to pool the efforts of sectors as diverse as toll road operators, energy operators and mobile network operators.

Main Actions Carried Out in 2022

During 2022, initiatives relating to connected mobility were carried out at various levels. The following projects stand out: (i) projects carried out by a consortium that includes Group companies, (ii) projects carried out by the Group involving various Group companies, and (iii) the Future Road Lab:

- A4H has continued to take part in the European C-Roads project, a joint initiative between EU Member States and road operators to facilitate the adoption of autonomous and connected vehicles throughout Europe through cross-border harmonisation and interoperability. A4H has facilitated the deployment at its test site of pilot services that establish a real-time exchange of information between operators and vehicles and use this information to improve road safety and traffic flow on motorways. Sanef and Autopistas have also previously taken part in C-Road pilots in their respective countries and infrastructure.
- Autopistas has continued to participate in the European 5GMED project, focused on scalable and sustainable deployment of 5G for future mobility in the Mediterranean Corridor. The project is aimed at developing a 5G network infrastructure and services model that can be implemented in sites where energy and backhaul resources are scarce. In 5GMED, Autopistas has succeeded in developing its advanced digital architecture, which supports AI-enabled functions that run at the edge of the network, thus decentralising traffic monitoring and management.
- The 5GCroCo project, in which Sanef has been a participant, has been successfully completed. The project has proven that seamless connectivity and uninterrupted delivery of 5G services can be guaranteed in cross-border corridors, as a precursor to a real cross-border deployment of 5G technologies and services.
- Throughout the year Sanef continued participating in the European InDiD project, focused on digital infrastructure development and new use cases related to urban areas and autonomous vehicles. InDiD extends C-Roads and deploys its infrastructure and services model on different French motorways, with the aim of improving road safety, supporting cooperative traffic management and equipping cities for the arrival of the autonomous vehicle.
- The European PODIUM project, with Autopistas as a leading participant, has begun its initial phase, involving the design of the test scenarios and the advanced systems architecture. PODIUM will pilot an autonomous motorway-based shuttle service for on-demand public transport. Autopistas will coordinate deployment of the service between Perpignan and Figueras and will be responsible for service management using its dynamic traffic management system. The project will allow Autopistas to develop its autonomous vehicle traffic management capabilities.
- Platform for continuous real-time monitoring of bridges. During 2022, Metropistas has continued to take part in this key initiative within Abertis' risk control strategy. Abertis uses the data provided in real time by the platform and by wireless sensors located at strategic spots to monitor critical infrastructure in its network, such as bridges, in order to anticipate possible risks of collapse, improve maintenance processes and prioritise actions in special situations.
- 2022 saw completion of the project, involving A4 Holding, RCO and Sanef, to optimise road surface inspections using an innovative new system that allows frequent data collection and automated processing using artificial intelligence. The positive results are an incentive to continue the initiative with new lines of work to be carried out over the next few years.

- During 2022, thanks to the success of previous years' initiatives in the field of artificial intelligence, the Group continued to build on its advanced data analytics capabilities, developing a new platform and identifying new use cases relating to traffic perception and prediction, for better traffic management and safer mobility.
- Future Road Lab, which the Group intends to use to pilot technologies and services related to connected mobility and the digitisation of infrastructure and to build the alliances that will be needed to make this new mobility a reality.

7

Value Creation

7.1 Shareholders

Aggregates and Results

Average Daily Traffic (ADT), the main activity indicator, increased on a like-for-like basis by +8.2% compared to 2021, reaching a daily average of 23,758 vehicles at 31 December 2022, thus boosting the Group's revenue.

In 2022, the levels of activity of the Group's motorway concession operators rose, after most of the mobility restrictions imposed by governments as a result of Covid-19 during 2020 and part of 2021 were lifted. The ADT for each operator at 31 December 2022 is shown below:

	Km	ADT 2022	% Change vs. 2021	% Change vs. 2019
Motorways France	1,769	25,369	10.7%	(0.6%)
Motorways Spain	561	16,755	9.8%	(5.0%)
Motorways Italy	236	64,707	10.1%	(1.2%)
Motorways Chile	640	27,521	11.5%	8.8%
Motorways Mexico	1,011	14,384	7.6%	11.0%
Motorways Brazil	3,200	18,194	3.2%	3.3%
Motorways USA	12	34,547	1.4%	3.3%
Motorways Puerto Rico	90	68,535	(0.3%)	(1.2%)
Motorways Argentina	175	90,032	18.2%	10.5%
Motorways India	152	27,332	12.2%	21.8%
Abertis[2]	**7,845**	**23,758**	**8.2%**	**3.3%**

As can be seen, 2022 saw a total recovery in traffic, with significant growth in the Group's main countries (+8.2% compared to 2021 and +3.3% compared to 2019). The main reason for this increase is the lifting of the restrictions imposed by governments to combat the Covid-19 pandemic, as well as the diversification of the Group's asset portfolio. The most notable gains were in European countries, where the anti-Covid measures were more restrictive and were in place for longer.

The recovery in traffic, compared to 2019, that began in 2021 has continued in almost all the countries, albeit at a slower pace in Europe, mainly because of the economic impact of the rise in energy prices and inflation.

[2] For comparability, the activity of the Acesa and Invicat concessionaires in Spain and Autopista del Sol in Chile has not been included, since these concessions expired during 2021. The km and activity of the Elqui concessionaire are included in the figures for Chile because although the concession expired at the end of 2022, the activity continued until 16 December of that year.

The main aggregates in the consolidated statements of profit or loss for 2022 and 2021 are as follows:

EUR million	**2022**	**2021**
Operating income	5,102	4,854
Operating expenses	(1,566)	(1,502)
Gross profit from operations	**3,536**	**3,351**
Depreciation and amortisation charge and impairment losses on assets	(2,265)	(3,102)
Construction revenue and expenses	66	29
Profit (Loss) from operations	**1,338**	**279**
Net finance income (expense)	(895)	(727)
Share of profit (loss) of companies accounted for using the equity method	(15)	3
Profit (Loss) before tax	**428**	**(445)**
Income tax	(224)	176
Profit (Loss) for the year	**204**	**(269)**
Attributable to non-controlling interests	(3)	(277)
Attributable to shareholders of the Parent	**207**	**7**

Operating income amounted to EUR 5,102 million, representing an increase of 5.1% compared with 2021, due mainly to:

- The lifting, during the first quarter of 2022, of the anti-Covid mobility restrictions imposed by the governments of the countries in which the Group operates, which brought an increase in traffic levels (+8.2%).
- The impact of the revision of average toll rates by the motorway concessionaires (+5.0%).
- The strengthening of the main currencies with which the Group operates, which led to an increase of EUR 106 million in the Group's revenue. This increase is due primarily to the Brazilian real, the Mexican peso and the United States dollar, which appreciated by 15%, 12% and 11%, respectively, compared to 2021, partly offset by the strength of the Argentine peso and the Chilean peso, which depreciated by 62% and 2% compared to 2021.

These impacts were partially offset by:

- The expiry of the Acesa and Invicat concession agreements in August 2021 and of the Autopista del Sol concession in November 2021, which gave rise to a decrease of EUR 498 million in revenue and a decrease in the km managed by the Group.

Thanks to the internationalisation strategy the Group has pursued in recent years, 90% of Abertis' revenue comes from outside Spain. The French market has established itself as the Group's largest (37%), followed by Mexico (12%), Brazil (11%) and Chile (11%).

EBITDA

EBITDA reached EUR 3,536 million, up 5.5% over 2021. The Group's results have benefited mainly from the increase in traffic, the revision of average rates by the motorway concessionaires and the strengthening of the main currencies with which the Group operates, which have helped mitigate the negative impact associated with the expiry of concessions in 2021.

EBITDA by country (EUR million)	**2022**	**2021**
France	1,367	1,195
Mexico	488	365
Chile	439	394
Spain	414	702
Brazil	340	256
Italy	242	229
Puerto Rico	136	117
USA	57	42
Argentina	29	22
India	28	22
Other	-4	7

The Group's results have also benefited from the various initiatives to improve efficiency and optimise operating expenses, which have partially offset the increase in costs resulting from the current inflationary environment.

Net finance income (expense) and depreciation and amortisation charge

As in the previous year, the Group's results reflect the effects of Abertis' acquisition of control over the Group and the merger between Abertis and Abertis Participaciones in 2018 and thus the fair values of the assets and liabilities of Abertis given by the purchase price allocation. This had a negative impact of EUR 448 million in 2022 (negative impact of EUR 629 million in 2021), due mainly to the annual depreciation and amortisation charge on the assets revalued subsequent to that transaction, which in 2022 amounted to EUR 884 million (EUR 1,083 million in 2021). In addition to this impact, the trend in operating income has been affected by the recognition in 2021 of an impairment loss of EUR 723 million on the group's concession assets in Brazil.

The trend in net finance income (expense) is affected mainly by the increase in the average cost of debt (associated with the increase in market interest rates) and the increase in inflation in Brazil, Chile and Mexico, which have affected the notional value of certain debt instruments purchased by the Group in these countries. These impacts have been partially offset by efficient cash management and the refinancing transactions carried out in France and the United States.

Income tax

Income tax expense amounts to EUR 224 million, the tax rates in the main countries in which Abertis operates being as follows: France, 25.8%; Spain, 25%; Italy, 27.9%; Chile, 27%; Mexico, 30%; and Brazil, 34%.

Profit

The consolidated result for 2022 attributable to shareholders is a net profit of EUR 207 million (EUR 7 million in 2021), mainly as a result of the lifting of the mobility restrictions imposed to combat the Covid-19 pandemic.

Balance Sheet Performance

The main aggregates in the consolidated balance sheet (presented in condensed format) as at 31 December 2022 and 2021 are as follows:

EUR million	**31 December 2022**	**31 December 2021**		**31 December 2022**	**31 December 2021**
Property, plant and equipment	465	421	Share capital and reserves attributable to shareholders of the Parent	7,055	5,799
Goodwill	8,468	8,415	Non-controlling interests	2,905	2,788
Other intangible assets	26,857	27,184	**Equity**	**9,960**	**8,587**
Investments in associates and interests in joint ventures	25	74	Bond issues and bank borrowings	23,958	26,774
Other non-current assets	3,123	2,799	Other non-current liabilities	6,720	6,961
Non-current assets	**38,938**	**38,893**	**Non-current liabilities**	**30,678**	**33,735**
Other current assets	1,360	2,579	Bond issues and bank borrowings	2,360	1,584
Cash and cash equivalents	4,085	3,908	Other current liabilities	1,385	1,474
Current assets	**5,445**	**6,487**	**Current liabilities**	**3,745**	**3,058**
Assets	**44,383**	**45,380**	**Equity and liabilities**	**44,383**	**45,380**

Total assets at 31 December 2022 stood at EUR 44,383 million, 2% less than at the 2021 year-end.

Approximately 61% of the total assets relate to other intangible assets (mainly concessions), in line with the nature of the Group's infrastructure management business.

Consolidated shareholders' equity stands at EUR 9,960 million, an increase of EUR 1,373 million (16%) compared to year-end 2021, mainly as a result of:

- The positive impact of the non-cash contribution of EUR 1 billion through the contribution of a credit claim between Abertis Infraestructuras, S.A. and Abertis HoldCo, S.A.
- The positive impact of changes in exchange rates, amounting to EUR 583 million.
- The increase in the fair value of the interest rate swaps entered into by the Group (EUR 333 million)
- The net profit for the year of EUR 207 million.

These impacts are partly offset by the return to shareholders of contributions through a reduction of capital in the amount of EUR 602 million.

Investments

Total investment by the Group in 2022 amounted to EUR 839 million (EUR 818 million disbursed in the year) and consisted mainly of investment in organic growth (EUR 696 million, 83% of the total investment). The main projects include:

- Expansion of the capacity of the motorways in Brazil, with an outlay of EUR 339 million.
  Arteris continued working to extend and improve the motorways, particularly those that depend on the Federal State. Of note during the year were the road surface recovery work and the Contorno de Florianópolis construction project at Litoral Sul, in accordance with the provisions of the respective concession arrangements. The investments carried out in the concessions in the State of São Paulo include road surfacing and expansion works in Via Paulista.

- Improvement and extension of the motorway network in France for EUR 157 million.
  Sanef thus continues to improve its network within the framework of the agreement entered into with the French government in previous years to carry out the Plan Relance and Plan d'Investissement Autoroutier (PIA) investment plans in French motorways.

The Group's operating investment in 2022 amounted to EUR 143 million (17% of the total).

The Group has continued to focus its efforts on controlling operating expenses to improve efficiency and investing in the development and expansion of the capacity of company-owned assets, as well as on the acquisition of new concessions.

Lastly, on 30 January 2023 the French government signed Decree No 2023-44 amending the concession agreements for Sanef and Sapn. The decree provides for improvements to the motorway network, with an investment of approximately EUR 190 million by Sanef and EUR 50 million by Sapn, in exchange for an increase in rates and the cancellation of certain contractual obligations.

These transactions reflect Abertis' strategy of strengthening its commitment to public-private entities, so as to reinforce the creation of long-term value and deliver sustainability solutions for the geographical areas in which it operates through agreements with public authorities.

Financial Management

Gross debt at 31 December 2022 (not including debts to companies accounted for using the equity method, interest on loans and bonds or other liabilities) amounted to EUR 25,894 million. Gross debt thus represented 260% of equity, which is less than at the end of 2021 (317%), due to the changes in gross borrowings detailed below, and 58% of liabilities and equity, similar to year-end 2021 (60%).

Also, Abertis' net debt (not including debts to companies accounted for using the equity method, interest on loans and bonds, or other financial assets and liabilities) decreased by EUR 1,540 million during 2021, to EUR 21,809 million.

The decrease in bank borrowings (both gross and net) is due mainly to:

- The receipt of EUR 1,218 million under various agreements with the Spanish government and the Generalitat de Catalunya.

- The signing of a novation agreement for EUR 1 billion of financial debt, which has been transferred from Abertis Infraestructuras, S.A. to Abertis HoldCo, S.A.

- The increased cash flow from most of Abertis' main business lines.

These impacts were partially offset by:

- Payment of the return to shareholders of contributions totalling EUR 602 million.

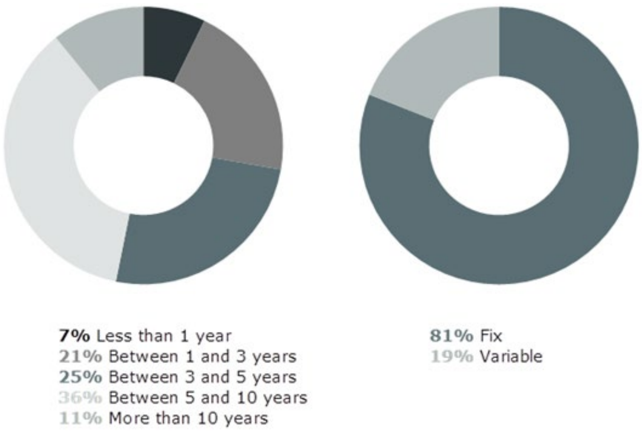
- Advance payment of EUR 581 million in respect of the liability for the acquisition of 51.4% of A4 Holding, S.p.A. in 2016.

- The exchange rate effect at 31 December 2022, mainly due to the appreciation of the Mexican peso and the Brazilian real, which increased net debt by EUR 512 million.

- Capital expenditure of EUR 839 million during the period (EUR 818 million disbursed in the year).

As a result of its investment activity, primarily in the concession businesses, Abertis is exposed to both regulatory and financial risks, the latter comprising foreign currency risk, credit risk, liquidity risk and cash flow interest rate risk. The Group's global risk management programme takes the uncertainty of the financial markets into account and aims to minimise potential adverse impacts on the Group's overall profitability by establishing financing and hedging policies in line with the nature of its businesses.

In practice, this continues to translate into maintaining a sound financial structure, with a high average debt maturity (5.6 years at year-end 2022, as against 6.1 years at year-end 2021) and, in keeping with the policy of minimising financial risk exposure, a high percentage of fixed-rate debt or debt at interest rates fixed through hedging (81% at year-end 2022, as against 77% at year-end 2021), thus minimising the effects of any credit market constraints.



In this connection, of particular note in 2022 were the following transactions performed by various Group companies:

- The issuance by HIT of a bond in a total amount of EUR 1 billion with a coupon of 1.475% and maturity of 9 years, which has been used to refinance the short-term bank debt of its subsidiary Sanef with a cost of 5.4%, allowing the subgroup to materially reduce the average cost of its debt and expand the debt's maturity profile.
- The issue by ERC of a bond in a total amount of USD 572 million with a fixed coupon of 3.88% and an average maturity of 14 years, which has been used to repay the remaining bonds from the 2012 series, allowing ERC to reduce its average cost of debt.
- The issue by Arteris of bonds in the total amount of BRL 2,012 million (approximately EUR 356 million).
- The receipt of credit lines in the amount of EUR 100 million, maturing in April 2025 and July 2025.

During 2022, Abertis amortised EUR 2,949 million of debt. Of this total, EUR 1,546 million was used to prepay syndicated loans in Abertis and the HIT group, EUR 587 million to prepay bonds in ERC, EUR 405 million to repay bilateral loans at maturity, EUR 224 million to repay bonds, EUR 147 million to repay syndicated loans and EUR 40 million to repay credit lines received during the year.

Also during 2022, Abertis Infraestructuras, S.A. took steps to optimise the Group's liquidity and reduce the finance costs associated with borrowings by renegotiating credit facilities amounting to EUR 1,576 million (2021: EUR 1,750 million). Thus, at 31 December 2022, the borrowings of Abertis Infraestructuras, S.A. under credit facilities totalled EUR 2,994 million (2021: EUR 3,025 million).

Lastly, between March and July 2022, before the sharp financial market correction and in anticipation of future debt issuance in accordance with the Group's business plan, Abertis and HIT were able to execute an ambitious interest rate hedging programme by entering into new interest rate swaps in the total amount of EUR 3,991 million and EUR 600 million, respectively, at rates between 1.3% and 1.9%.

It should be pointed out that through this and other transactions the Group has strengthened its ability to take advantage of any opportunities available in the credit market to secure attractive terms and continue to generate value for its shareholders. Likewise, during January 2023, with a view to extending the maturity profile of its debt, the Group completed the following financing transactions:

- HIT issued EUR 500 million of bonds with a maturity of 8 years and a coupon of 4.250% (which will be reduced by the aforementioned interest rate hedges entered into during 2022), the proceeds of which will be used to refinance existing debt maturities.
- Within the framework of its 2022-2030 Sustainability Plan, Abertis issued its first sustainability-linked bonds (SLB) in the amount of EUR 600 million, with a maturity of 6.5 years and a coupon of 4.125% (which will be reduced by the aforementioned interest rate hedges entered into during 2022), the proceeds of which will be used for general corporate purposes.

Finally, high cash flow generation in the majority of its main businesses has enabled Abertis to maintain a financial balance that will allow it to make further investments to improve the infrastructure it manages and, within the current economic and financial scenario, continue the selective growth investment policy pursued in recent years.

Credit Quality Management

Abertis has credit ratings assigned by the rating agencies Standard and Poor's and Fitch Ratings.

The long-term rating awarded by the international credit rating agency Standard and Poor's Credit Market Services Europe Ltd is 'BBB-' investment grade - adequate credit quality. The short-term credit rating, awarded at the same date, is 'A-3'.

At the same time, Abertis maintains the long-term 'BBB' and short-term 'F3' rating awarded by the international credit rating agency Fitch Ratings Ltd.

Abertis' policy is to maintain an investment-grade credit rating.

Alternative performance measures (APMs)

Abertis considers that certain Alternative Performance Measures (APMs) provide financial information, additional to that obtained using the applicable accounting standards (EU-IFRSs), that is useful for assessing the Group's performance, information that is also used by management in its decision-making processes. Following the recommendations issued by the European Securities and Markets Authority (ESMA), the definitions and calculations of the main APMs used are set forth below:

Sales

Corresponds to 'Operating Income' in the consolidated statement of profit or loss.

	2022	2021
Sales - Operating income	5,101,816	4,853,694

Operating expenses

Corresponds to 'Operating Expenses' in the statement of profit or loss of the consolidated annual accounts.

	2022	2021
Operating Expenses	(3,837,153)	(4,610,970)

EBIT - Profit (Loss) from Operations

Corresponds to 'Profit (Loss) from Operations' in the statement of profit or loss of the consolidated annual accounts.

	2022	2021
EBIT - Profit (Loss) from Operations	1,337,622	278,845

EBITDA - Gross Profit (Loss) from Operations

EBITDA, or Gross Profit (Loss) from Operations, is defined as EBIT adjusted for 'Depreciation and Amortisation Charge', 'Changes in Impairment Losses on Assets', 'Valuation Adjustment to Concession Assets' and 'Capitalised Borrowing Costs' in the consolidated statement of profit or loss.

	2022	2021
EBIT - Profit (Loss) from Operations	1,337,622	278,845
+ Depreciation and amortisation charge	2,226,840	2,391,865
+/- Changes in impairment losses on assets	38,216	702,614
+/- Valuation adjustment to concession financial assets	-	7,119
- Capitalised borrowing costs	(66,444)	(29,188)
EBITDA - Gross Profit (Loss) from Operations	**3,536,234**	**3,351,255**

The Group considers EBITDA to be an operating indicator that measures its assets' ability to generate cash flows, as well as an indicator that is widely used by analysts, investors, credit rating agencies and other stakeholders.

EBITDA Margin

The EBITDA margin is a relative indicator used by the Group to analyse the operating performance of its assets, representing the relative weight of EBITDA as a percentage of sales.

	2022	2021
EBITDA - Gross Profit (loss) from Operations	3,536,234	3,351,255
Sales	5,101,816	4,853,694
EBITDA Margin	**69.31%**	**69.05%**

In relation to this APM, it should be noted that EBITDA Margin is not a measure adopted by the accounting principles and does not have a standard meaning, and so cannot be compared to the EBITDA margin of other companies or groups.

Contribution to EBITDA

Contribution to EBITDA is the percentage that reflects the proportion of EBITDA contributed by each of the businesses or operating segments as a percentage of the Group's total EBITDA.

Gross Debt

Gross Debt is defined as the sum of Bank Loans and Bond Issues and Other Loans detailed in Note 14 to the consolidated annual accounts:

	2022	2021
Bank loans	5,428,973	8,427,356
Bond issues and other loans	20,465,326	18,830,010
Gross Debt	**25,894,299**	**27,257,366**

Net Debt

Net Debt is defined as Gross Debt less the line item Cash and Cash Equivalents in the consolidated balance sheet:

	2022	2021
Gross debt	25,894,299	27,257,366
Cash and cash equivalents	(4,085,009)	(3,907,824)
Net Debt	**21,809,290**	**23,349,542**

The Group uses Net Debt as a measure of its solvency and liquidity, showing the Group's cash in relation to its total bank borrowings. Net Debt and the measures derived from EBITDA are frequently used by analysts, investors and credit rating agencies as an indication of financial leverage.

Capex

Capex relates to the line item Net Cash Flows from Investing Activities - Purchases of Property, Plant and Equipment, Intangible Assets and Other Concession Infrastructure in the consolidated statement of cash flows.

	2022	2021
Purchases of property, plant and equipment, intangible assets and other concession infrastructure	818,278	633,885

The Group considers this to be an important indicator because it represents the Group's ability to expand its portfolio through discretional use of cash for investments to improve its motorway network in exchange for a return and measures the Group's effectiveness in allocating resources so as to build a perpetual business model, since this contributes to the replacement of EBITDA and the increased duration of its portfolio of assets.

Discretionary Cash Flow

Discretionary Cash Flow is defined as EBITDA plus/minus finance income/costs, minus income tax and plus/minus cash adjustments for: (i) finance income and finance costs; (ii) income tax; (iii) provisions required under IFRIC 12 and other provisions; (iv) concession arrangements – financial asset model; and (v) dividends received from financial investments, associates and joint ventures.

The Group considers Discretionary Cash Flow to be one of the most important indicators of its ability to generate available cash flows from its operations, once the obligatory uses of cash for the payment of taxes and finance costs have been deducted. This cash flow will be used mainly, in line with the Group's strategy, to pay debt and dividends and expand its portfolio of assets.

The reconciliation of this APM and the consolidated annual accounts is as follows:

	2022	2021
EBITDA	3,536,234	3,351,255
Finance income	604,548	545,713
Finance costs	(1,558,727)	(1,302,174)
Income tax	(223,718)	175,518
Adjustments:		
Exchange gains	(213,627)	(80,913)
Exchange losses	260,541	169,070
Impairment provision and impact of the financial effect of changes in financial assets IFRIC12	124,044	108,633
Provision for expected loss	7,778	23,154
Deferred tax asset – charge/(credit) to profit or loss	304,913	(228,155)
Deferred tax liability - charge/(credit) to profit or loss	(534,060)	(350,639)
Deferred taxes	(229,147)	(578,794)
Charge to the consolidated statement of profit or loss due to period provisions/(reversals)	177,692	149,911
Charge to the consolidated statement of profit or loss due to interest cost	38,533	19,925
Amounts used (paid) in the year	(237,778)	(193,471)
Provisions required under IFRIC 12 (short-term and long-term)	(21,553)	(23,635)
Charge to the consolidated statement of profit or loss due to period provisions/(reversals)	(94,120)	10,488
Charge to the consolidated statement of profit or loss due to interest cost	3,513	477
Amounts used (paid) in the year	(14,732)	(26,411)
Other provisions (short-term and long-term)	(105,339)	(15,446)
Charge to the consolidated statement of profit or loss due to economic compensation of revenue	(6,837)	(29,935)
Charge to the consolidated statement of profit or loss due to economic compensation (pursuant to Section B of Schedule 3 of Royal Decree 457/2006)	(111,356)	(336,993)
Amounts used (collected) in the year	1,239,882	78,791
Concession arrangements - financial asset model	1,121,689	(288,137)
Dividends received from financial investments, associates and joint ventures	15,551	12,542
Discretionary cash flow	**3,318,274**	**2,096,760**

Use of financial instruments

The policy followed in relation to derivative financial instruments is described in Note 3-e) to the consolidated annual accounts for 2022. Details of the financial instruments held at 2022 year-end is provided in Note 10 to said annual accounts.

Policy on dividend payments and other returns of contributions

The Parent has returned contributions to shareholders as described in Note 13.g) to the consolidated annual accounts for 2022.

Purchase of Shares from Minority Shareholders

After the public tender offer made by Hochtief Aktiengesellschaft for Abertis Infraestructuras, S.A. in 2018, it was seen that, although the tender offer process was public and lengthy, a significant number of minority shareholders of Abertis did not sell their shares, either due to lack of information, to not being informed by their banks or for personal or family reasons. Even though Abertis, Hochtief Aktiengesellschaft and the supervisory authority complied with their disclosure duties, those shareholders claimed that they would have sold their shared had they been able to or had they had the pertinent information.

The Board of Directors wanted to reward those small shareholders for their loyalty to the company during so many years and thus authorised the purchase of their shares at the tender offer price, minus any dividends the shareholders received between the tender offer and the time they sold their shares to the company.

This Abertis share purchase initiative entailed the acquisition of 4,003,611 shares. It is described in the following table:

	8 February 2019		**31 December 2022**	
Abertis HoldCo shares	899,757,113	98.70%	899,757,113	98.70%
Treasury shares	0	0.00%	4,003,611	0.44%
Non-controlling interests	11,808,258	1.30%	7,804,647	0.86%
	911,565,371	**100.00%**	**911,565,371**	**100.00%**

7.2 Society

7.2.1 Tax Contribution

Tax Strategy

Abertis' tax policy, approved by the respective management bodies of all the Group companies, is based on transparency and responsible and prudent application of tax law. The guiding principles of Abertis' tax policy can be consulted on the Group website.

In accordance with that policy, and following the guidelines that have governed its operations since its incorporation, Abertis is committed to its obligation to pay tax to contribute towards the public funds that provide the public services that are essential for the social and economic progress and development of the countries in which it operates.

Also, Abertis avoids the use of opaque structures, processes or systems for tax purposes, aimed at shifting profit to low tax jurisdictions (tax havens) or preventing tax authorities from identifying the party ultimately responsible for the activities or the ultimate holder of the assets or rights involved.

Tax Governance

The Board of Directors of Abertis is responsible for preparing the tax strategy, establishing the tax risk control and management policy and approving any investments or transactions which virtue of their amount or characteristic entail special tax risks.

In discharging these functions, the Board of Directors approved the tax policy, which contains the Company's tax strategy and its commitment to the application of tax best practices.

On an annual basis, the Tax Advisory Department reports to the Board of Directors of Abertis on level of compliance with the tax policy, so that it may maintain the policy, or, if it sees fit, amend it.

The Group has a risk management model in place that is approved and monitored by the Audit, Control and Sustainability Committee and described in detail in the relevant chapter of this Consolidated Directors' Report. The risk management model covers all the Group's possible risks, including tax risks, with the aim of ensuring achievement of Abertis' main objectives.

Stakeholder Communication and Engagement Mechanisms

Under the tax policy, any employee or person belonging to any of the Group's stakeholders who detects or notices any fraudulent practice or action in the tax sphere may submit any queries or reports of breaches they see fit through the channel established in the Code of Ethics.

Since 2014, Abertis has voluntarily adhered to the Spanish Code of Good Tax Practices, which contains recommendations agreed between the Spanish tax authorities and the Large Companies Forum (Foro de Grandes Empresas). The Company complies with the guiding principles of the Spanish Code of Good Tax Practices, which are as follows:

- Foster reciprocal cooperation based on good faith and transparency in tax practices.
- Increase legal certainty in the application and interpretation of tax legislation.
- Reduce litigation and avoid conflict in the tax sphere.

In addition, on an annual basis Abertis voluntarily submits a fiscal transparency report to the Spanish tax authorities, in which it furnishes them with all the relevant and most significant tax-related information affecting the Group each year.

Free translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails.

Contributions made in 2022

Summary of taxes paid and collected in 2022 (in EUR million)

Country	Taxes Borne[3]	Taxes Collected[4]	Total Contribution
France	474	340	814
Spain	164	119	283
Italy	48	55	103
Chile	32	108	140
Mexico	20	93	113
Brazil	89	40	129
Argentina	34	12	46
Others[5]	19	6	25
Total	**880**	**773**	**1,653**

Abertis makes a quantifiable economic and social contribution through the taxes it pays to the authorities of the countries in which it operates. These payments entail considerable effort, and significant responsibilities, in complying with the formal reporting and cooperation requirements towards the tax authorities.

Applying the OECD cash basis methodology, the Group's total tax contribution in 2022 amounted to EUR 1,653 million, of which EUR 880 million related to taxes borne and EUR 773 million to taxes collected. For the purpose of this calculation, Abertis includes all the fully consolidated subsidiaries.

In 2022, for every EUR 100 of Abertis' turnover, EUR 32 were used to pay taxes.

Also, the tax contribution per km of motorway managed directly by Abertis amounted to EUR 215,039 in 2022.

Country-by-Country Tax Contribution

In accordance with the recommendations of international tax transparency standards, presented below is the best estimate available at the date of this report of the country-by-country (CbC) tax contribution for 2022 of the Group companies included in the Abertis consolidated financial statements at 31 December 2022. For details of the companies' names, core business and tax jurisdiction, see Appendix I, Subsidiaries included within the scope of consolidation for the consolidated annual accounts for 2022.

[3] Taxes borne are the taxes that represent an actual cost for the company (payments of income tax, local taxes, indirect taxes on goods and services, and employer social security contributions).

[4] Taxes collected are those which do not affect profit or loss but are collected by Abertis on behalf of the tax authorities or are paid on behalf of other taxpayers (value added tax, withholdings and employee social security contributions).

[5] Includes United Kingdom, Ireland, Netherlands, Puerto Rico, United States, India, among others.

Free translation from the original in Spanish. In the event of discrepancy, the Spanish-language version prevails.

Country-by-country information for the Abertis Group for 2022 (amounts in EUR thousands, see section 9.1 of this report for reporting criteria):

Tax jurisdiction	Revenue Unrelated Party	Revenue Rel. Part. (same jurisdiction)	Revenue Rel. Parties (diff. jurisdiction)	Profit (Loss) before Income Tax	Income Tax Paid (on Cash Basis)	Income Tax Accrued – Current Year	Stated Capital	Retained Earnings	Number of Employees	Tangible Assets other than Cash and Cash Equiv.
France	2,108,047	61,901	21,799	768,346	200,908	210,542	2,053,108	983,504	2,066	200,825
Spain	710,538	46,086	54,125	-1,601,109	132,272	72,252	13,336,042	1,183,170	854	83,725
Italy	513,779	62,604	1,943	47,870	35,604	11,010	1,264,200	499,201	455	38,864
Chile	609,790	83,281	166	256,747	29,637	72,917	509,261	365,205	639	25,319
Mexico	746,076	30,418	0	208,777	17,106	15,790	1,448,371	604,402	1,435	13,501
Brazil	1,109,584	110,866	0	-256,377	19,475	28,618	3,893,102	-1,390,754	4,359	47,776
USA	119,364	0	8,179	-13,098	18	18	1,945,035	64,034	198	3,020
Puerto Rico	187,531	5,128	48	46,289	4,405	8,087	309,753	9,758	98	36,290
Argentina	402,184	66	0	22,766	3,021	-1,191	225,640	4,509	1,801	17,465
India	41,987	0	1,450	16,593	2,178	2,123	59,352	-10,927	50	1,063
Croatia	1,065	0	2,798	186	76	34	310	696	55	323
Canada	1,003	0	444	114	33	33	0	-51	9	6
Netherlands	5,053	0	78,963	309	162	46	2,000	26,633	1	0
Hungary	171	0	232	27	0	26	0	0	0	0
Ireland	811	257	1,389	360	2	12	0	3,605	7	0
Qatar	7,157	0	0	241	293	37	0	0	11	0
United Kingdom	50,160	1,482	1,722	3,781	654	752	159	9,270	304	1,530
Tunisia	0	0	0	-2	0	0	0	0	0	0
TOTAL	**6,614,300**	**402,089**	**173,258**	**-498,180**	**445,844**	**421,106**	**25,046,333**	**2,352,255**	**12,342**	**469,707**

7.2.2 Contribution to the Environment

The land transport sector is central to achieving a globally sustainable economy. It plays a fundamental role in the economy, while generating significant environmental impacts, including the emission of greenhouse gases, the consumption of natural resources, the generation of waste, and impacts on ecosystems adjacent to motorways.

The Group works to promote fluid, sustainable mobility, which entails actively contributing to the decarbonisation and decongestion of land transport. To this end, it relies on digitisation and innovation and ensures infrastructure maintenance using energy from renewable sources and construction materials with a lower environmental load, thus working to transform environmental impact management.

Abertis is committed to integrating low emission requirements into its business strategy and adapting its business model to focus on ensuring infrastructure resilience to climate change, incorporating circular economy innovation. It is also working to provide for electric, shared and connected vehicles, as well as technologies that will make journeys more comfortable, smoother, safer, more efficient and more satisfactory for people and the environment, as described in the previous chapter. The organisation also carries out actions for the conservation of natural capital, and the Abertis Foundation headquarters, Castellet Castle, is home to the International Center for the Mediterranean Biosphere Reserves, promoted by the United Nations Educational, Scientific and Cultural Organisation (UNESCO).

The Group's environmental management systems allow it to monitor its environmental impacts and manage any actions to be carried out in a planned and organized manner, following specific steps and procedures. The main advantages of having a management system in place include continuous improvement of systems; training and awareness of environmental management issues among employees and stakeholders; and monitoring of environmental performance. During 2022, 38.3% of turnover came from activities that have an ISO 14001-certified environmental management system in place (including the motorways in Spain, Italy, Brazil and (partially) Chile, together with Abertis Mobility Services in France and the United Kingdom). All the other countries are currently working to implement a formal management system based on existing specific procedures, in accordance with the goals set in the Sustainability Strategy.

The environmental expenses for 2022 totalled EUR 66.7 million, an increase compared to the previous year. They include cleaning, gardening and clearing work along the motorways, as well as improvements in the service and rest areas to reduce visual and acoustic impact, the management of hazardous urban waste, environmental impact studies and, to a lesser extent, energy efficiency tasks and water management optimisation.

The actions carried out during 2022 include the implementation of specific energy efficiency measures, efficient driving training for employees and stakeholders, waste separation and environmental awareness, consumption of recycled materials, and environmental compensation measures, among other things. These actions, together with the environmental performance data and trends, are described in detail below and in the accompanying Sustainability Strategy Monitoring Appendix.

Climate Change

The work carried out during 2022, and explained in Chapter 5 of this report, show that climate change currently constitutes a systemic risk and requires the implementation of specific mitigation and adaptation measures. Setting science-based reduction targets, defining interim targets and deploying specific actions to meet those targets are the organisation's main tool for managing this environmental impact.

Abertis' activities play an important role in contributing to the decarbonisation of the economy by promoting the mobility of the future and engaging all stakeholders in the value chain, as reflected in the organisation's carbon footprint. Most of the greenhouse gas emissions are scope 3 indirect emissions, most notably emissions linked to purchased goods and services (which include the materials and energy consumed by the organisation's subcontractors). The organisation's direct (scope 1) emissions are mainly from the fuel consumption of the vehicle fleet and other sources such as generators, while the scope 2 emissions are from electricity consumption.

In 2022, the actions to reduce greenhouse gas emissions provided for in the first ESG Plan were put into effect. They include the renewal and migration of the corporate fleet to electric vehicles and the installation of charging stations for electric vehicles on the motorway network, the adoption of energy efficiency measures at the level of individual buildings and in lighting, the purchase of electricity from renewable sources and the installation of renewable energy plants for self-consumption by the business units.

It should be borne in mind that the purchase of electricity from renewable sources will need to be consolidated across the organisation at a time when the demand for certificates of guarantee of origin is incremental, while the supply will need to be capable of meeting that demand, so supplementary measures will be required to ensure that the percentage of consumption of electricity from renewable sources is maintained over time. Likewise, progress must be made in reducing both direct (scope 1) and indirect (scope 3) emissions from the use of liquid fuels.

The methodology used to calculate the carbon footprint is constantly evolving and the changes made during 2022 will have to be replicated in the base year (2019) in order to be able to analyse the trend in emissions on a like-for-like basis. This task is scheduled for the first half of next year, along with the task of drawing up a carbon footprint calculation protocol to systematise and standardise the methodology in today's changing environment.

Thus, total greenhouse gas emissions in 2022 reached 768,184 tonnes of CO_{2e}, 9.2% more than the previous year, mainly because of the increase in scope 3 emissions (due to the increase in consumption of materials, in particular granulates and asphalt agglomerate), partially offset by the reduction in scope 2 emissions (through the purchase of electricity from renewable sources) and in scope 1 emissions, mainly due to the commencement of reduction initiatives.

Total scope 1 and 2 emissions are down 25.4% compared to 2021, at 80,898 tonnes of CO_{2e}, mainly due to the change in scope 2 emissions. The carbon intensity of Abertis' activities linked to scope 1 and 2 emissions was 16.4 tonnes of CO_{2e} per million euros of turnover, 28.9% less than in 2021.

Abertis participates each year in the Carbon Disclosure Project (CDP), which is public, so all the information published in its CDP questionnaire supplements the information presented here. Details of the trend in emissions by country and activity, together with all the contextual information for analysing the data, can be consulted in the Sustainability Strategy Monitoring Appendix to this report.

Circular Economy

Abertis seeks to integrate the circular economy throughout its activities' value chain by reducing and reusing waste and consuming recycled materials with a lower environmental load, as well as by improving motorway construction, conservation and maintenance processes, so as to reduce the pressure on natural resources and the impacts at ecosystem level.

The main actions carried out during 2022 include continuous improvement in waste management, with a more efficient waste sorting system, user awareness of waste separation, and consumption of recycled materials.

Construction and demolition waste is recovered by the business units following procedures that specify how the waste is to be segregated. Certain specific materials, such as Reclaimed Asphalt Pavement (RAP), can be recovered, processed and reused on roads. However, in some of the countries in which Abertis operates, because of regulatory restrictions it is not yet possible to incorporate recycled materials in infrastructure construction and maintenance.

The main actions implemented during 2022 to promote and increase the use of recycled materials include increased recycling rates in road surface maintenance and renovation, the recycling of metals for signage and structures, waste recycling campaigns on roads, and awareness campaigns for employees.

During 2022, 545,767 tonnes of waste were generated, 6.1% more than the previous year. Of the total waste generated, 96.6% was non-hazardous, 6.1% more than the previous year. 81.7% of the non-hazardous waste was miscellaneous construction and demolition waste, which is the Group's main waste category, as in previous years. 72.2% of the total waste generated, amounting to 394,087 tonnes, was recovered, 18.4% more than in 2021, while 25.8% was sent to landfill, 6.2% less than the previous year in absolute terms.

Recycled materials accounted for 7.5% of total materials consumed, an increase of 60.1% compared to the previous year in absolute terms. This increase is attributable to the change in the amount of maintenance and construction work carried out, which affected the amount of materials consumed during the year, bringing the total to 5,432,067 tonnes of sundry materials, 68.0% more than in 2021. 88.1% of the total materials consumed during 2022 consisted of granulates and asphalt agglomerate, which were the main types of recycled materials consumed during the year.

Biodiversity and Natural Capital

Motorway activities have impacts on biodiversity and natural capital. Abertis takes steps to protect and regenerate ecosystems, creating positive feedback to achieve the Group's strategic objectives. In 2022, work was started on identifying methodologies for measuring and quantifying the impact on biodiversity, especially in relation to the work of the Task Force on Nature-related Financial Disclosures (TNFD).

To ensure that road infrastructure is appropriately integrated in the environment, the work carried out on various projects in Spain, France and Brazil during 2022 was preceded by environmental impact studies and subsequent decisions as to how best to contribute to the protection of biodiversity and the restoration of natural habitats. A total of 1,247.5 km of road in Spain, France, Italy, Brazil, Chile and Puerto Rico runs through special biodiversity protection areas, a figure very similar to the previous year.

To protect local fauna and prevent animals from being killed on the roads, programmes have been launched to scare animals away or rescue them from traffic; and wildlife crossing have been built. Similarly, to offset the impacts on flora, environmental and awareness programmes have been carried out, as well as compensatory plantings of local plant species.

The use of road infrastructure by users also has impacts on water resources and generates waste water, which is mitigated by equipping these locations with water and waste treatment centres. Noise and air pollution can have a significant impact on people in local communities and on the surrounding ecosystems. In 2022, noise impact studies were carried out along a total of 2,965.2 km of road in Spain, France, Italy, Brazil and Chile, which represents 37.8% of the total km managed during the year. The measures implemented in the different countries include setting up noise observatories and constructing noise barriers to reduce the impact of noise, where necessary.

7.2.3. Contribution to the Community

Contributing to the improvement of society is a strategic objective for Abertis, which is why it engages with local communities by implementing projects addressing the needs and expectations of society and local communities. The Abertis Foundation serves to carry out initiatives aimed at protecting the environment, contributing to society and promoting road safety. Building alliances with the local community allows us to respond to these stakeholders' needs and generate positive impacts in the communities close to where the organisation operates.

During 2022, Abertis collaborated in carrying out 218 social action and sponsorship initiatives, with a total contribution of EUR 5.2 million. Although the number of initiatives is down 16.5% compared to the previous year, the amount contributed is up 31.8%. 81.6% of the initiatives consisted of social investments and initiatives aligned with the business, similar to the previous year. 63.8% of the contributions were in cash, a larger percentage than in 2021 because of the decrease in non-cash contributions, which accounted for 24.6% of the total.

38.6% of the total amount of the contributions for the year went to projects in Europe, 31% to projects in Latin America and 27.7% to projects in Spain. The percentage going to Spain is higher than last year, while the percentage going to Latin America is lower. 71.1% of the total projects carried out during 2022 are linked to the following Sustainable Development Goals (SDGs): SDG 4 (Quality education), SDG 3 (Health and well-being), SDG 1 (End poverty), and SDG 9 (Industry, innovation and infrastructure).

Besides collaborating with the local community, Abertis and the business units that make up the Group are also active in various stakeholder associations. Almost all the business units except India and Abertis Mobility Services participate in governance bodies or working groups or make significant contributions to such associations. These associations include specific motorway industry associations, such as ASFA in France, the Argentine Road Association, the Chilean Association of Public Works Concessions, among others, and networks of more generalist associations such as chambers of commerce. These relationships add value both locally and internationally and facilitate the implementation of innovation projects, strengthening partnerships and taking stakeholders' expectations into account. In 2022, the Group's business units participated in 158 associations (more than the previous year), with a total of 518 meetings.

The Abertis Foundation

The Abertis Foundation was created in 1999 as a non-profit entity with the aim of contributing to the sustainable development of the countries and regions in which the Group is present. The Foundation gives priority to actions relating to road safety, the environment, social well-being and culture. It thus forms part of the company's Sustainability Strategy, acting as a means of putting some of the Group's intangible assets to use.

The Abertis Foundation's social action covers a wide range of long-term sponsorships, collaborations and strategic alliances. This includes support for health institutions, working in particular with the Guttman Institute; a scholarship programme for young people's education; and sponsorship of activities carried out by organisations dedicated to promoting socio-economic development. The Foundation also supports other foundations, most notably the Carolina Foundation, the Princesa de Girona Foundation, the COTEC Foundation and the Euro-America Foundation. It continues to collaborate with entities such as the Teatro Real, the Prado museum and the Barcelona opera, as well as with other international cooperation organisations such as the Red Cross, taking part in the latter's anniversary celebrations this year and actively collaborating in its volunteer programme.

This year the Abertis Foundation relaunched its #TenemosQueRepetir road safety education programme, aimed at bringing home to young people the importance of responsible driving and the dangers of careless road behaviour due to the consumption of alcohol or other substances. This year the programme reached more than 2,000 pupils at 42 schools throughout Spain.

The Abertis Foundation's headquarters, Castellet Castle, is home to the International Center for the Mediterranean Biosphere Reserves, sponsored by the United Nations Educational, Scientific and Cultural Organisation (UNESCO). This centre is conducting an in-depth study of the Mediterranean region, Castellet Castle being situated in a unique enclave with a rich biodiversity. 2022 has been a key year for this project, given that the agreement with UNESCO was renewed in June at a signing ceremony attended by the Ambassador of Spain to UNESCO, José Manuel Rodríguez Uribes, and the Director General of UNESCO, Audrey Azoulay, in the presence of the Abertis Foundation chair, Elena Salgado, members of the Abertis Board of Directors and the Foundation's board of trustees, among others. The purpose of this agreement is to stimulate and drive research, training, knowledge exchange and knowledge transfer in Mediterranean biosphere reserves, so as to promote sustainability in their respective ecosystems and strengthen their technical capacity to ensure balanced management of natural resources. One of the most noteworthy actions carried out at the Center during 2022 was the Third Meeting of Mediterranean Biosphere Reserve Managers, which took place over several days, establishing the strategic plan for the next few years and laying the foundations for future projects and research.

Road safety is another core concern for the Foundation, which carried out various initiatives over the course of the year aimed at achieving responsible and sustainable mobility. During 2022, the collaboration agreement with UNICEF was renewed for a period of four years, so that the two organisations will continue to collaborate in actions aimed at promoting more sustainable mobility for children and young people. This alliance, forged in 2017, is focused on alleviating the lack of safe infrastructure in the vicinity of schools, improving the behaviour of drivers and passengers, and promoting safe and sustainable mobility for children in cities by making more resources available and tightening road safety legislation in high-risk countries, while promoting dissemination and compliance. This undertaking will be implemented mainly in Brazil, India and Mexico, all three of them countries in which Abertis operates.

The Foundation has also continued its work supporting and promoting Spanish culture around the world. This year, the Miró Universe travelling exhibition continued, bringing several of Miró's works to Spanish embassies and consulates, thanks to the collaboration of the Ministry of Foreign Affairs, the Abertis Foundation and the Joan Miró Foundation. During 2022 this exhibition of works by one of the 20th century's most important artists travelled to two new countries, India and Puerto Rico. The exhibition explores the artist's sign language through a concise and careful selection of paintings and sculptures from his last period from the Joan Miró Foundation's collection. Another of the year's most significant cultural sponsorships was the Antoni Gaudí exhibition at the Musée d'Orsay in Paris. The Gaudí exhibition, which ran from 12 April to 17 July, was the first retrospective on the Catalan architect to be held in France and, in addition to his designs, included immersive scenes of his most important buildings.

The Abertis Foundation publishes an annual report on its activities which can be consulted on the website.

Abertis Chairs

Realising how social and economic progress can be fostered through ties to the academic world, Abertis promotes university education and research and knowledge transfer between universities and business. For nearly two decades Abertis has been working to bring universities into closer contact with professional practice by fostering research that explores new ways to innovate in the motorway management industry worldwide. The International Network of Abertis Chairs helps to generate and disseminate new knowledge and innovations in different fields of activity, making them available to society and the engineering and educational community as a whole, while nurturing and supporting the talent that universities are able to attract and channel.

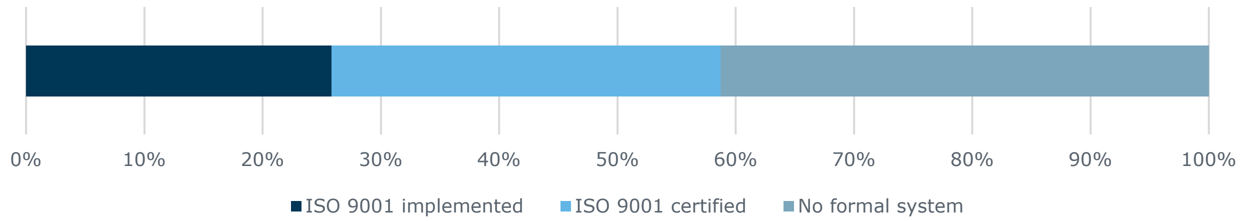
The Abertis Chairs International Innovation Network, which endowed its first chair in 2003, consists of the chairs endowed in Spain (Universidad Politécnica de Madrid), France (École des Ponts-ParisTech), Puerto Rico (Universidad de Puerto Rico), Chile (Pontificia Universidad Católica de Chile), Brazil (Universidad de São Paulo), Mexico(Universidad Nacional Autónoma de México) and Italy (Universidad de Padua). The Abertis Prizes are awarded to the best research papers submitted by master's and doctoral students at various universities in Spain, France, Italy, Brazil, Chile, Mexico and Puerto Rico. From among the winners in the International Network member countries, the international winners are selected in a ceremony held each year in a different country, this time in Puerto Rico.

The results of this laboratory of ideas can be consulted on the new website www.abertischairs.com.

7.2.4 Quality Management and Customer Orientation

Abertis maintains a daily commitment to the quality of its services and seeks to satisfy its users and customers. The company works to ensure service continuity in emergency situations and to develop environmentally positive products and services aimed at the mobility of the future. In managing its businesses, the Group maintains a daily commitment to quality and the environment through implementation of quality management systems in accordance with the ISO 9001 international standard, ensuring service quality and continuous improvement. During 2022, 58.7% of turnover came from activities that have a quality management system in place, and 32.9% from activities certified to ISO 9001.

Quality management system (percentage distribution of Abertis' turnover)



All the countries have rules on user and customer data confidentiality linked to data protection laws, in particular the General Data Protection Regulation in Europe and specific privacy laws in the other countries. The Group also has a cybersecurity policy in place in all the countries in which it operates, except Puerto Rico (expected in 2023), Chile, India, and some subsidiaries in Mexico. It is worth noting that, during the year, Spain published its information security policy on the intranet, setting out the basic guidelines and ensuring achievement of the goals set in relation to information and personal data security management systems within the framework of the ISO 27001 standard on information security.

Communication and Engagement Channels

Abertis uses a wide variety of channels to communicate with and engage all stakeholders: the websites of the Corporation and its subsidiaries, social media such as Twitter, Instagram, LinkedIn and YouTube, a road safety blog, customer service centres and other media. The aim is to achieve as near as possible real-time personal communication with users to notify them about road works, accidents and other incidents, so that they can act accordingly and travel more comfortably and safely. Information campaigns about road safety, efficient driving and the electronic tolling system are tailored to the different stakeholder groups.

The communication carried out during the year consisted mainly of road safety and service information (tolls, discounts, traffic information, etc.). Highlights included actions carried out by Autopistas in Spain to improve communication and customer service channel functionality and usability, so as to facilitate user management; and Metropistas' initiative in Puerto Rico to assess the effectiveness of the digital strategy, using user feedback to identify opportunities for improvement.

Users can send inquiries, complaints and suggestions about the service through the communication mechanisms provided by all the business units. During 2022, a total of 5.5 million communications were received from users, 34.1% less than the previous year, mainly due to the changes in the Group's perimeter and changes in the system used in Chile for recording these communications. 97.1% of the communications were inquiries and 97.8% were answered.

Similarly, to complete the continuous improvement cycle, customer satisfaction surveys were carried out in 2022 in Sanef in France, Metropistas in Puerto Rico, Via Paulista in Brazil and in some subsidiaries in Mexico (Cotesa, Autovim, RCO), as well as in Emovis in France, and in Leeds. The level of satisfaction remains steady unchanged to previous years. Within the overall high level of satisfaction, points on which the organisation will continue to work to meet users' and customers' expectations have been identified.

7.2.5 Suppliers and Supply Chain Management

Including suppliers in the Group's sustainability management is key, given the role they play in the organisation by performing cleaning, signage, surfacing and building work to maintain the infrastructure, providing technology services, supplying materials, raw materials and fuels, providing teams of people, and handling waste treatment, among other things.

Abertis' Purchasing area promotes sustainability leadership throughout the organisation's supply chain, with the aim of ensuring human and labour rights, transparency, integrity and compliance, promoting the circular economy and decarbonisation, developing strategic ESG partnerships and working hand in hand with suppliers to advance the organisation's strategic sustainability objectives.

During 2022, Purchasing worked to obtain a 360-degree view of suppliers, taking financial, economic, environmental and social information into account. Abertis has also implemented a new Group-level tool called GoSupply that serves to align practices between the different geographical areas, thus unifying the analysis for all the business units. The assessment projects are generated with the focus on the supplier, and the supplier is now treated as the centre of the process, which is holistic. The aim is to develop each supplier as a necessary partner and collaborator, rather than a mere deliverer of goods or services. The GoSupply software can be used to classify suppliers and assess them on sustainability criteria, collecting information on their sustainability policies and their progress towards Green Procurement Policies and sharing circular economy and carbon footprint reduction targets. This process improves risk management and updates the alert system, which notifies the person responsible of any change, so that the information can be analysed and action plans can be drawn up to work with suppliers towards continuous improvement in integrating sustainability.

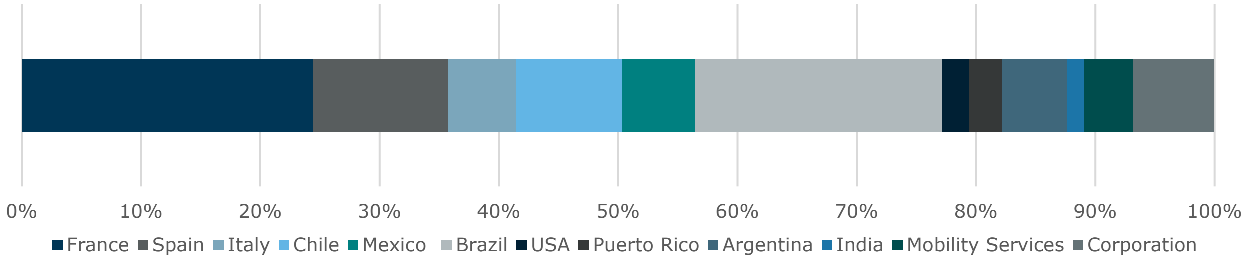
This year, a questionnaire to be administered to critical suppliers was launched for all the Group's business units, based on consistent criteria for all units. This has resulted in a similarly consistent layer of critical suppliers subject to equivalent assessment criteria and uniform scoring. The last quarter saw the start of onboarding of strategic suppliers in the GoSupply platform. Meanwhile, Abertis' corporate Technical and Purchasing areas are managing the protocols that will enable the Group to measure suppliers' carbon footprint and extend this practice to the supply chain.

The principles governing the supplier relationship are set out in the corporate purchasing policy and associated standards, the Code of Ethics, the Corporate Social Responsibility Policy and the Group's compliance model. The updating of the Supplier Registration and Assessment Standard, begun in 2021, continued in 2022, with the aim of integrating mechanisms that will allow suppliers to be assessed and monitored according to ESG criteria.

Work on digitising the Group's purchasing processes also continued, building on previous years' achievements. Following the implementation of e-sourcing and electronic invoicing tools in previous digital transformation projects, in 2022 the scope of action has been expanded to include new business units and a pilot has been launched for a digitised multi-year budgeting and purchasing tool aimed at achieving maximum efficiency and becoming an agile, competitive and innovative company. Digitisation has naturally brought a reduction in the use of office materials (especially paper and printing supplies, and related materials such as notebooks, pens, etc.). Of particular note are the actions carried out in Brazil, where a tool for monitoring supply contracts was introduced and work continued on the pilot started the previous year for the assessment of suppliers' environmental quality using a specific index and the monitoring of this index via the e-sourcing platform.

Lastly, during 2022 Abertis became a participant in the Sustainable Suppliers training programme led by the Global Compact Organisation in Spain, which provides SME suppliers of Global Compact partner companies in Spain with training in specific areas of the Ten Principles of the Global Compact and the Sustainable Development Goals (SDGs). This training project has an international focus, as it is targeted not only at Spanish suppliers but also at suppliers from other countries, and is projected to last one year.

Number of suppliers per year by country



The changes in the Group's perimeter and the steps taken to systematise supplier management have affected the number of active suppliers, which in 2022 fell by 34.6% compared to the previous year, to a total of 9,847. Spain, France and Brazil account for 56.4% of the suppliers.

The number of critical suppliers also decreased during the year to a total of 179, whose purchases accounted for 37.8% of total purchases for the year. During 2022, 95% of the critical suppliers (a total of 170, accounting for 37.4% of total purchases for the year) were assessed on sustainability criteria, with an average overall score of 51.4 out of 100. It should be noted that 39 critical suppliers have ISO 14001 certification and 59 have ISO 9001 certification.

Abertis' Purchasing and Internal Audit areas have defined a single audit protocol for all the business units, which will be implemented during 2023, giving priority to critical suppliers. This will make it possible to either outsource the audits or perform them internally, ensuring consistent valuation parameters. During 2022, a pilot test was carried out with two Abertis suppliers, leading to the conclusion that it will be possible to carry out mass audits in all the Group's business units in 2023.

Total purchases from suppliers during the year decreased by 12% compared to the previous year, mainly because of the changes in the Group's perimeter. The volume of purchases from local suppliers increased to reach 97.2% of total purchases for 2022.

7.3 Human Capital

Abertis promotes a culture of respect, inclusion, collaboration, safety, health and well-being in the workplace. We work to create a positive environment in which people can share the Group's values and leverage their capabilities (experience, knowledge and skills) to achieve the excellence that will help consolidate Abertis as a benchmark company in the industry.

The strategic objectives in this respect are as follows:

- Ensure people's safety, health and well-being
- Attract, develop and retain talent in a multicultural context
- Promote a team that is committed and aligned with our values
- Guarantee equal opportunities

At 31 December 2022, the Group's total workforce reached 12,647 employees, a figure slightly lower than the previous year, mainly due to the changes in the Group's perimeter. The distribution of permanent contracts and full-/part-time working is unchanged compared to the previous year, both overall and from a gender perspective.

The following tables relate to the perimeter of the non-financial information (see Methodology and International Equivalences section of the Sustainability Strategy Monitoring Appendix), which encompasses 98.4% of the total workforce.

Total workforce by type of contract and working hours			
	Total	**Men**	**Women**
Workforce	12,439	59.2%	40.8%
Permanent contract	96.9%	97.0%	96.8%
Full-time	94.0%	96.5%	90.4%

Average full-time equivalent workforce by country 2022	
France	17.0%
Spain	6.7%
Italy	3.7%
Chile	5.2%
Mexico	11.8%
Brazil	35.9%
Argentina	14.8%
Other	4.9%
Total	**12,133.2**

7.3.1 Safety, health and well-being

Occupational health and safety is a matter of special importance for Abertis, which has set itself the goal of zero fatalities in occupational accidents for both direct and indirect workers.

Given the risk involved in working on motorways, Abertis needs to have a very strict occupational safety control and monitoring system. The importance given to this issue is reflected in the inclusion of specific worker safety objectives in variable remuneration schemes, both for annual bonuses and for longer-term incentives.

Management and Monitoring

77.9% of the turnover for 2022 is from activities that have an occupational health and safety management system in place (18.1% certified to the ISO 45001 standard and 9.8% to specific standards of the legislation in force in the country). In the businesses that do not have such standards, specific procedures have been implemented to standardise operations and assure the management of occupational hazards.

Worker participation in occupational health and safety management is of the utmost importance and is achieved through the health and safety committees, which bring together company and workers' representatives. 79% of the organisation's direct workforce and 82.8% of the indirect workforce is covered by such committees. In 2022, the health and safety committees met 356 times, slightly less frequently than the previous year, with the number of meetings varying by activity and country, from 2 meetings in the Corporation to 96 in Argentina.

The matters discussed by the occupational safety committees during their consultative and participative meetings include preventive and organisational measures, the implementation of health and safety policies, and the activities of the prevention service in the current year, specifically through occupational hazard and job assessment, accident analysis, improvement actions such as occupational health and safety training and communication, and the launch of new occupational safety initiatives linked to occupational accidents that have occurred.

During 2022, in addition to the usual preventive actions such as risk assessments, training activities, workplace safety visits and inspections, and the delivery of personal protective equipment, a number of specific actions were carried out in the business units in which the occupational health and safety culture needs improving.

Abertis has implemented a new document on accident investigation and reporting that applies to all the business units.

RCO (Mexico) has implemented a Road Work Procedures Manual that specifies the signalling procedures, equipment and safety operations required when working on the road surface. At the same time, a preventive safety observation programme has been launched to detect unsafe behaviour and make workers more safety-conscious, which has involved training a total of 100 employees. Furthermore, a management software package (Prosafety) has been deployed to record and monitor all incidents through action plans arising from accident and incident analyses, safety inspections, preventive safety observations, audits, non-conformities, etc. A service that identifies and implements legal requirements has also been introduced.

Arteris (Brazil) has carried out an in-depth analysis of existing safety measures, resulting in an action plan that includes measures such as changing the types of personal protective equipment to improve visibility and acquiring vehicles with protective elements for work areas.

During 2022, a total of 106,607 hours of occupational health and safety training were provided, with an investment of EUR 774,700, which represents a decrease of 7.3% and 31.8%, respectively, compared to the previous year.

Accident Rate

In 2022, the total number of recordable accidents and lost time accidents involving direct workers decreased by 15.9% and 7.4%, respectively, compared to the previous year, with a total of 350 recordable accidents and 250 lost time accidents. Similarly, recordable accidents and lost time accidents involving indirect workers decreased by 17.9% and 6.5%, respectively, with a total of 174 recordable accidents and 130 lost time accidents. Most of the accidents involved men, with lost time accidents accounting for 66.4% of the total for direct workers and 76.9% of the total for indirect workers.

The number of fatalities due to industrial accidents remained unchanged in 2022 compared to the previous year, with the death of one direct worker (1 man, in Mexico) and six indirect workers (all men, 3 in Brazil, 2 in Mexico and 1 in Italy).

The accident rate among direct workers decreased by 2.9% compared to the previous year, reaching 20.1, while the frequency and severity rates for this group increased by 4.0% and 17.8% respectively, to 11.8 and 0.39. The changes in the overall figures are attributable to the changes in the Group's perimeter, coupled with the increase in accidents in Italy and Mexico and in the number of days lost to industrial accidents in Brazil and Italy.

The main causes of occupational accidents involving direct and indirect workers were falls from height and on the same level, slips and trips, cuts, overexertion, manipulation of objects and tools, blows, collisions and traffic accidents, and assaults by users.

7.3.2 Diversity, Equality and Inclusion

Abertis guarantees a fair and inclusive work environment in which each person's contribution is valued. The Group promotes diversity through hiring, internal promotion, and training and development programmes.

The Group aims to ensure non-discrimination and equality of opportunity in all its actions in accordance with the Code of Ethics and its Diversity, Equality and Inclusion Policy and as also set out in its Sustainability Strategy.

Abertis has specific targets for increasing the presence of women in the teams, especially in senior and middle management positions. It does not allow gender pay differences, ensures non-discrimination in selection and promotion processes and is gradually increasing the presence of people with functional diversity in the workforce.

The workforce is made up of 59.2% men and 40.8% women, very similar to the previous year, and 85.9% of senior managers are from the local community, more than the previous year.

The actions carried out by the business units during the year to promote equal opportunities were intended to put the Group's policies into effect, thus meeting the legal requirements in each country as well as stakeholders' expectations. They include remuneration measures such as maternity, paternity and adoption leave and parental leave, equal treatment in hiring, measures to reconcile work and family time, the implementation of equality plans, and the development of a guide to non-sexist language.

As regards the hiring of staff with disabilities, the law in Spain, France, Brazil and Chile requires companies to meet quotas for the participation of people with functional diversity either by directly hiring workers with disabilities or through alternative measures, namely by purchasing goods and services from entities that have disabled employees. Abertis meets these requirements through direct hiring as well as through alternative measures and has a total of 352.3 workers with functional diversity in the overall average full-time equivalent workforce, similar to the previous year. For the third year running, the Abertis Corporation has renewed the Bequal Plus Seal, which accredits its disability inclusion policy.

7.3.3 Professional Development

Professional development is key to the performance of the Group's activities, as it improves job quality, promotes and retains talent and enhances employee satisfaction. One of the Group's main goals is to ensure that its professionals have the necessary motivation, experience, skills, knowledge and values to contribute to the sustainable growth of the Group.

Talent Promotion

Abertis encourages internal promotion as a means of retaining and developing talent within the Group. For this purpose it has various corporate programmes aimed at transmitting a culture of professional development, including the Abantis programme for high flyers, the Talent Development Programme aimed at senior management positions, and other individual development actions such as the coaching and mentoring programmes and 360 degree assessment.

Annual performance assessments are used to analyse employees' work in relation to the skills specified in their job description and the objectives set for the year, so as to identify development needs and enhance professional competencies. In 2022, 100% of senior management positions, 98% of middle management positions and 62% of the rest of the Group's employees had objectives set within the framework of the Group's MBO system. Abertis also draws up career plans for certain employees, so that they can grow within the organisation, developing their skills through specific training tailored to their needs. These processes fall within the Group's professional development and talent retention framework.

During 2022, the Abantis high flyers programme welcomed a new intake of candidates, consisting of 49 people (34 men and 15 women), more than in the previous round, which ended in 2021. The training provided under the Abantis programme consisted of various sessions on the Group's knowledge base, human resources strategy and management, and subjects such as innovation, design thinking and corporate finance, as well as the development of communication and influence, teambuilding, decision-making and leadership skills.

A total of 467 people (291 men and 176 women) were promoted internally, filling 66% of senior management vacancies with internal talent, on a par with the previous year.

The 2022 Talent Development Programme included training in sustainability and the development of mentoring skills. Also, a 360-degree assessment process has been launched for all the Group's senior management positions and is due to be completed during 2023.

Lastly, analysing the workplace climate through regular satisfaction surveys serves to identify and implement improvement actions. During 2022, satisfaction assessments were carried out among employees in Sanef (France), Arteris (Brazil), Autostrada (Italy), Isadak (India), RCO (Mexico), VíasChile and Emovis UK, resulting in the identification of improvement actions to be implemented next year. Participation in workplace climate surveys has been very high in all countries (above 70%), with overall positive results.

Training and Knowledge Networks

During 2022, Abertis worked to strengthen its industrial knowledge management model, reinforcing all three pillars through the Connectis programme:

- In relation to knowledge exchange networks, aimed at connecting the organisation’s professionals and fostering the exchange of experiences, a number of webinars and technical conferences were held and, with the participation of different areas and of the business units, a new digital platform to meet the needs of the new industrial knowledge management model has been designed and is expected to be launched in 2023. Specifically, 10 webinars were held on topics including ‘Analysing customer behaviour data to forecast deferred payment’, ‘Eurovignette’ and ‘Strategic innovation plan, Structure monitoring’, with 635 attendees. For the first time this year, a series of online sessions (5) were held in a virtual seminar on Project Management in Engineering and Civil Works, with the participation of 178 people. Also for the first time, an international meeting of all technical area staff was held. It was attended by 66 people from the Corporation and the business units and the subjects addressed included, among others, the free-flow toll model, tunnel operations management, cybersecurity and innovation.
- As regards the knowledge centres, whose mission is to meet to the needs of the business units by leveraging internal experience, the number of communities of practice grew during the year to a total of 14, with total participation of 391 people, addressing specific needs relating to road surfaces, road safety, crisis management, tunnels, free-flow tolls. In addition, there were 20 cross-border collaborations between 28 experts in projects crucial to the business units concerned.
- Within the framework of the competence centres, whose task is to build competitive solutions within the Group by fostering internal suppliers that can contribute globally to meet the needs of the different business units, the focus in 2022 was on the value chain, reengineering the processes involved, deploying new digital platforms and evolving existing ones to improve usability for the various players and customers, and involving them from an early stage, so as to better manage the change. Also, the Operational Back Office (OBO) solution for free-flow tolls has been disseminated through webinars, pilots, and exchange and discussion sessions within the free-flow community of practice.

During 2022 a total of 930 people were brought into contact with one another through the various Connectis activities.

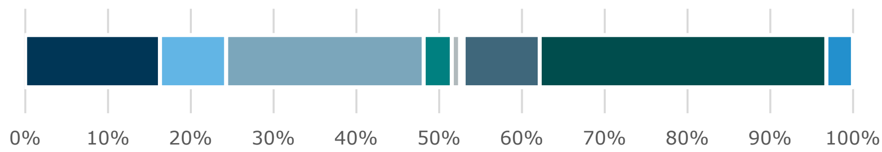
Practically all the business units have training plans, except APR (Puerto Rico) and ERC (United States), where, given the small number of employees, training is personalised. The training plans ensure that the necessary action is taken to update employees’ knowledge in relation to the Group’s strategic objectives and that the most appropriate training activities are provided for this purpose.

During 2022, the business units provided an average of 36.6 hours of training per person (37 hours for men and 36.1 hours for women), slightly less than the previous year. In total, EUR 1.7 million was invested in training, 36.4% less than in 2021. In addition, a total of 38,416 hours were devoted to sustainability and human rights training, similar to the previous year.

This training addressed corporate matters at both the strategic and the operational level: finance, corporate social responsibility and sustainability, technology and innovation, legal and compliance, quality and environment, communication and customers, road safety, maintenance and safe travel conditions, workplace safety, health and well-being, occupational risk prevention, environment and energy efficiency, Code of Ethics, and languages, among other things.

7.4 Value Added Statement

The Value Added Statement shows how the economic value created by the organisation during the year has been distributed among the various stakeholders. It is drawn up on the basis of the consolidated statement of profit and loss included in the Group's consolidated annual accounts and presents each accounting item on a percentage basis, grouped by stakeholders. During 2022, 62.1% of the economic value created was distributed among stakeholders, a higher percentage than the previous year.



	Distribution of economic value added
Suppliers of operating expenses	16.3%
Staff costs	8.0%
Finance costs	23.9%
Corporate income tax	3.4%
Environmental expenses	1.0%
Investment in social action	0.1%
Dividends	0.0%
Other expenses	0.3%
Infrastructure improvement expenses	9.2%
Depreciation and amortisation	34.7%
Provisions	0.0%
Reserves	3.2%

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Outlook

Foreseeable Developments

During 2023 the aim is to continue to implement Abertis' three-year Plan for 2022-24, focusing on the creation of value on the basis of three pillars, namely:

Growth Platform

Abertis' goal is to consolidate its position as leading operator in the countries in which it is present, aiming to participate in and grow with new projects and concessions, and to expand existing concessions in exchange for further investments.

The Group will continue channelling its energies into international growth by searching for new asset acquisition opportunities, especially in its traditional markets (Europe and North America).

In 2023 Abertis plans to continue working to maintain a solid, optimised financial structure, with a long average life of debt and minimal exposure to financial risks.

Operational Excellence

The Group will focus on several objectives, including progressive adaptation of the infrastructure to the new needs of governments and users; transitioning from traditional tolls to free-flow systems; developing ITS technology that allows real-time monitoring of the state of our roads; meeting sustainability targets through initiatives such as electrification of the vehicle fleet, reviewing and improving waste management practices and promoting alternative energy efficiency; and providing new services that create value for our customers.

All of this while continuing to work to mitigate the inherent risks of the business and improving the resilience of its companies, through plans focused on crisis management, business continuity, cybersecurity and sustainability.

The Group will continue to make progress in the area of efficiency, building on the efforts made in recent years, not just in the Corporation but also in the various business units. Specifically, it will follow the lines of action defined in the efficiency plan spanning the three-year period from 2022 to 2024, which focuses on improving EBITDA by optimising operating expenses, staff costs and revenue.

Sustainability, Innovation, Cybersecurity and Compliance

Monitoring of the ESG Plan 2022-2024 will help identify the objectives where the most attention is needed and implement further measures and actions to achieve the agreed goals. The 2022-2024 ESG Plan prioritises actions relating to good governance, including employee training in sustainability and the prevention of corruption, reduction of the carbon footprint, the use of construction materials that have a lower environmental impact in their life cycle, the enhancement of biodiversity in the vicinity of the motorways, the promotion of road and occupational safety, equality and diversity, and projects to build relationships with the local community. The main tasks during 2023 will be to make further progress in the projects on the methodology for measuring impacts on biodiversity and the pilot project to test the consumption of recycled materials and the possibilities for improving motorway construction and maintenance processes, while also reinforcing the measures taken to purchase electricity from renewable sources and analysing the supplementary actions required to ensure such consumption.

The planned actions for the next two years include extending the replacement of fleets of fossil-fuel vehicles with hybrid vehicles to more business units, including Mexico. In relation to the reduction of water consumption, Chile will launch a dry landscaping project, choosing plant species that consume less water, and is working on the search for a technology that will optimise water consumption. With regard to road safety, India is preparing a road map towards achieving international safety standards in the concession. It has a plan for deploying new road safety signage in line with the new standards issued by the Indian Roads Congress. In 2023, it plans to introduce speed limits, supported by video cameras, to reduce speeding and in 2024 will introduce a set of traffic calming measures, including radar speed signs and raised pedestrian crossings. At the same time, the ISO 14001 standard is expected to be implemented in all the business units by 2024.

Significant legislative changes are also expected in connection with the European Union's environmental taxonomy project, the new Corporate Sustainability Reporting Directive (CSRD) and associated European standards, the proposal for a directive to improve the gender balance among non-executive directors of listed companies and related measures, the proposal for a directive on corporate sustainability due diligence and the proposal for a directive on human rights due diligence. Over the next two years, by closely monitoring this new legislation the Group aims to be able to incorporate it gradually and in line with regulators and the various stakeholders involved. Systematising and standardising the carbon footprint calculation methodology, in accordance with the latest methodological developments and using the appropriate base year, will complete the measures needed to ensure that the performance assessment, conducted on a like-for-like basis, will match the commitments made by the organisation in this regard.

In relation to innovation, the goal is to increase capital expenditure on initiatives that will help improve business management, prepare the road infrastructure to meet the challenges of a more sustainable and connected mobility in the future, and identify new growth opportunities. Links to the ecosystem will also be strengthened, with a commitment to open and participatory innovation.

In the near future, Abertis will continue to demonstrate its commitment to innovation by increasing its investment in initiatives aligned with the strategic objectives described in section 3.2 of this report. Specifically, Abertis will reinforce its commitment to strategic analysis of industry trends, seeking the involvement of a larger number of the players in the ecosystem.

The Group will also work to increase its ability to identify growth and innovation opportunities by opening lines of research with universities and research centres, seeking closer collaboration with the entrepreneurial ecosystem, launching new programmes to facilitate the participation of Abertis employees in the innovation process, and other such initiatives.

Most particularly, Abertis will build on the work of its Future Road Lab, through which the Group aims to pilot new technologies and services related to connected mobility and infrastructure digitisation and build the alliances that will be needed to make this new mobility a reality.

In cybersecurity, the Group will continue to put into effect the initiatives outlined in the Master Plan (2022-24), so as to develop its security capacities and processes and orient its defence framework towards reducing risks and improving resilience, while investing in security training and awareness for all the Group's professionals and contractors.

The aim of the three-year compliance plan is to establish control over business ethics, prevent corruption and other conducts that could give rise to criminal liability for Group companies, and ensure compliance with the national legislation of each business unit as regards (i) the environment, (ii) prevention of occupational hazards, (iii) intellectual and industrial property, (iv) personal and business data and (v) cybersecurity.

The goals for 2023 are to start implementing the corrective actions to enable Abertis to obtain ISO 37301 certification and strengthen compliance in the business units.

9

About this Report

Abertis' financial statements and sustainability report for financial year 2022 comprise the Consolidated Annual Accounts, the Directors' Report and the Sustainability Strategy Monitoring Appendix.

The Directors' Report for 2022 has been prepared in accordance with the legal and methodological obligations applicable to the Group as regards both the financial and the sustainability information presented, based on the information contained in the Consolidated Annual Accounts and the Sustainability Strategy Monitoring Appendix.

The main changes in 2022 are the requirements to report on the degree of alignment with the Taxonomy Regulation (EU 2020/852) and the application of the new GRI universal standards.

The Sustainability Strategy Monitoring Appendix gives an in-depth account of the methodology used to prepare the sustainability information included both in the Directors' Report and in the Appendix itself, together with key methodological and legal considerations, such as the GRI Content Index and the technical equivalence to the requirements of the Spanish Non-Financial Information Act (Law 11/2018).

The scope of the financial information contained in the directors' report and consolidated annual accounts covers 100% of the turnover for 2022, as set out in the appendices to the consolidated annual accounts. The scope of the sustainability information contained in the Directors' Report and the Sustainability Strategy Monitoring Appendix covers 99.3% of the turnover for the year, as set out in the methodology chapter of the appendix.

9.1 Tax Information

The criteria used by Abertis have been established by Edizione SRL (parent company of the consolidated accounting group). Edizione SRL is required to present this CbC reporting annually for all subsidiaries to the Italian tax authorities. These reports have been prepared using accounting data in accordance with International Financial Reporting Standards (IFRS), with the additional adjustments and considerations explained in the following points:

- The constituent entities are the fully consolidated companies included in the Group's consolidated annual accounts, as well as Abertis Holdco, S.A. (parent of the tax group in Spain). Entities accounted for by the equity method in the Group's consolidated annual accounts are not considered constituent entities and so are not reported in the template.
- The following should be noted with respect to the figure for turnover:
    - 'Related Party Revenue' includes revenue from fully consolidated companies and 'Unrelated Party Revenue' groups all other revenue, including revenue from equity-accounted companies.
    - Gross revenue is all revenue, including revenue from ordinary activities as well as extraordinary revenue, capital gains, finance income and exchange gains.
    - Revenue does not include dividends received from fully consolidated companies. 'Unrelated Party Revenue' includes dividends received from equity-accounted companies.
    - In cases of full consolidation with non-controlling interests or in those in which Abertis has a holding of less than 50% but has control and which are therefore fully consolidated, 100% of the revenue is recorded, along with the rest of the income statement and balance sheet items.

- 'Profit/(Loss) before Income Tax' sets out the individual amounts for each company without consolidation adjustments, except for dividends paid by other companies in the same consolidated accounting group, which are excluded.
    - 'Income Tax Paid on a Cash Basis' includes the following:
        - Refunds received and interim tax instalments paid during the year being declared, irrespective of the year to which the refunds and instalments refer.
        - Withholdings paid in other countries are declared in the country of residence of the party receiving the payment subject to withholding.
    - 'Income Tax Accrued – Current Year' records current tax without including temporary differences. Taxes similar to corporate income tax levied on income or profits are likewise included.
    - Both the Income Tax paid and Income Tax accrued columns do not include the tax borne by the parent company that receives dividends from other companies in the same consolidated accounting group (dividends eliminated from 'Profit/Loss before Income Tax').
    - 'Stated Capital' records share capital, at historical value, and also includes the share premium account and shareholder contributions.
    - The number of employees is the average workforce at 31 December of each year, on a full-time equivalent basis, for the entire scope of consolidation of the Group.
    - 'Tangible Assets other than Cash and Cash Equivalents' does not include liquid assets or goodwill; nor does this column record the concession assets if they are carried as financial assets or as intangible assets.

The following should be noted in relation to the data recorded in the 'Country-by-Country Reporting' table:

- France: There are no significant differences between the effective and the nominal tax.
- Spain: The Profit/(Loss) before tax included in this table shows larger losses than are shown in the consolidated financial statements mainly because of the inclusion of impairment losses on shareholdings (an item that is not eliminated for the purposes of this table) and the write-off of goodwill arising from the merger of Abertis Infraestructuras, S.A. with Abertis Participaciones S.A., neither of which items is tax-deductible. In addition, some Spanish companies pay corporate income separately (outside the Abertis tax consolidation group) and post a profit, generating positive amounts of tax payable and paid. Lastly, the tax paid is also positive in the tax consolidation group in Spain, mainly as a result of the impact of the AP7 and C32 agreements.
- Italy: The Profit/(Loss) before tax included in this table shows larger losses than are shown in the consolidated financial statements mainly because of the inclusion of impairment losses on shareholdings, which are not tax-deductible. In addition, at year-end 2022 a tax loss emerged in the company Serenìssima Participazioni due to the transfer of real estate subsidiaries in which it held a minority interest. This tax loss reduces the current tax payable for the year, without yet affecting the tax paid, as the tax for 2022 is settled in the following year.

- Chile: The effective corporate income tax rate is slightly lower than the nominal rate mainly because of differences between the accounting and tax treatment of revenue (accrued revenue is not taxed until it is actually received). In addition, the companies Rutas del Pacífico and Libertadores did not record any tax payments in 2022 because of the offsetting of voluntary tax paid in 2020.
- Mexico: The effective tax rate is lower than the nominal rate due to the existence of tax losses, mainly, in the company Red de Carreteras de Occidente (RCO).
- Brazil: The Profit/(Loss) before tax included in this table shows larger losses than are shown in the consolidated financial statements mainly because of the inclusion of impairment losses on shareholdings, which are not tax-deductible. The effective tax rate is higher than the nominal rate mainly because there is no tax consolidation in Brazil, so tax losses generated, in the current period or in previous periods, by some group companies in Brazil (federal toll roads and Arteris) cannot be set off against tax credits generated by other companies in the same group (State toll roads).
- Puerto Rico: The main reason for the difference with respect to the nominal rate is the application of accelerated tax amortisation of intangible assets by the company Metropistas.
- Argentina: The effective tax rate is lower than the nominal tax rate mainly because various accounting impacts (restatement of the value of concession financial assets) have no tax impact.
- India: The effective tax rate is lower than the nominal rate because profit under local GAAP is lower than profit under international standards due to different accounting treatment of amortisation of intangible assets. In addition, unused tax losses from previous years were utilised.
- Other countries: The rest of the countries did not report significant deviations or the amounts involved were not material.

9.2 Systems of Internal Control and Risk Management Relating to Financial Reporting (ICFR system)

There follows a description of the mechanisms comprising the Abertis Group's systems of internal control and risk management relating to financial reporting (ICFR system).

9.2.1 The Entity's Control Environment

Bodies in the entity responsible for the existence and maintenance of a suitable, effective ICFR system; for its implementation; and for its internal control oversight.

The System of Internal Control over Financial Reporting ('ICFR') of the Abertis Group ('the Group' or 'Abertis') forms part of its general internal control system and consists of a set of processes performed by the Board of Directors, the Audit, Control and Sustainability Committee ('ACSC'), senior management and Group personnel, in order to provide reasonable assurance with regard to the reliability of the financial information disseminated in the markets.

The Policy on Assigning Responsibilities for the Abertis Group ICFR System establishes the following lines of responsibility and authority in relation to the ICFR system:

- Abertis' Board of Directors is ultimately responsible for all the regulated information the Group disseminates and, accordingly, for preparing the financial information (Article 4 of the Board Regulations) and ensuring that its ICFR system is adequate and effective.

- In accordance with the Board Regulations and Legislative Royal Decree 1/2010 of 2 July enacting the consolidated text of the Spanish Capital Enterprises Act (*Ley de Sociedades de Capital*), the ACSC's main responsibilities are as follows:
  - Oversight and analysis, prior to submission to the Board, of the Group's statutory financial reporting process and preparation of the directors' report, which will include, where appropriate, the Group's regulated non-financial information, reviewing compliance with applicable laws and regulations and proper application of accounting principles.
  - Oversight of the effectiveness and sufficiency of the Group's internal control and risk assessment system to ensure that all risks with a significant impact on the Group's financial reporting (including operational, financial, IT, legal and reputational risk) are identified, managed, mitigated and reported to the Board of Directors.
  - Assurance of the independence of the External Auditor, supervising its work.
  - Oversight of the work performed by the Internal Audit and Risk Management Department (reporting to the General Finance Department), assuring its independence and verifying that management gives proper consideration to the department's recommendations and proposals for corrective measures.
- The General Finance Department (through the Consolidation and Accounting Standards Office) and the General Planning and Control Department are responsible for the design, maintenance and implementation of the ICFR system.
- Oversight of the ICFR system has been delegated by the ACSC to Abertis' Internal Audit function.

The key elements of the financial reporting process are:

a) The departments responsible for designing and reviewing the organisational structure, defining clear lines of responsibility and authority (with an appropriate distribution of tasks and functions), and ensuring procedures are in place to communicate this structure effectively throughout the entity.

Abertis' Board of Directors assigns responsibility for the design and review of the organisational structure to the Remuneration and Organisation Department within the People area. This department outlines the organisational structure, the distribution of responsibilities and the hierarchy of positions, as well as the related legislation. The outcome of these mechanisms is documented through the organisational charts (organisational structure), the functions handbook and the job descriptions (which set out the allocation, distribution and segregation of functions) and the job position valuation maps (which set out the levels of responsibility).

The Group has an internal organisational chart that is found on the corporate intranet. It covers all the areas, locations and companies belonging to the Group and is basically organised by line of business and department (including those departments involved in the preparation, analysis and oversight of financial reporting). The organisational chart indicates responsibilities up to a certain management level and is supplemented with other more detailed organisational charts provided at department level.

With respect to the financial reporting process, in addition to the detailed organisational charts, manuals, internal policies and instructions are issued by the General Planning and Control Department and the General Finance Department (through Consolidation and Accounting Legislation Management), which are included in the Group's unified reporting manual and establish the specific guidelines and responsibilities at each close (close procedures defining the main tasks both at corporate and subsidiary level), including most notably:

- 'Close instructions': published every six months, establish the schedule to be followed by the Group companies when submitting the financial reporting and other procedures to be applied in the preparation of the Group's consolidated information.
- 'Group Reporting and Accounting Policies Handbook' (GRAPH): this handbook encompasses the accounting policies used by the Group to prepare its financial statements and its aim is to obtain consistent, uniform and comparable financial information for all the Group companies.

- 'Policy for Accounting Close at Subsidiaries': establishes the procedures to be followed to prepare the economic and financial information of the Group subsidiaries and the associated oversight procedures.

b) Code of conduct, its approving body, dissemination and instruction, principles and values covered, body in charge of investigating breaches and proposing corrective or disciplinary action.

Abertis has a Code of Conduct (Code of Ethics), approved by the Board of Directors which is adapted by each business unit, through the preparation of a Local Code of Ethics, when required by the national laws, customs and practices of the country where the business unit operates. In any event, the Local Codes of Ethics must follow the guidelines of the Group's Code of Ethics. Also, the Abertis business units with head offices in Spain are subject to the Code of Ethics Regulations in Spain which regulate and prohibit any conduct that could imply criminal liability for legal entities.

All the Group's employees receive in-person or online training with respect to the code of ethics, anti-corruption and the prevention of workplace harassment. In addition, all employees are asked to accept Abertis' Code of Ethics on an annual basis. New employees must complete this training, which is available on the corporate intranet, when they join the Group.

The core values and principles enshrined in the Code of Ethics are as follows: integrity, honesty, transparency, legal compliance, avoidance of conflicts of interest, processing of information with the utmost strictness, appropriate use and protection of company assets, the guarantee of equal opportunities, non-discrimination of people and no reprisals against reports in good faith of breaches of the Group's Code of Ethics and its Local Codes of Ethics. Also, the Code of Ethics provides that information must be processed truthfully, so that the Group's economic and financial information gives a true and fair view of its economic, financial and equity position, in accordance with the applicable generally accepted accounting principles and international financial reporting standards.

The bodies in charge of investigating breaches and proposing corrective or disciplinary action are the Abertis Group's Ethics and the Crime Prevention Committees and its Compliance functions. All the Group's Ethics and Crime Prevention Committees are presided over by the relevant Local Compliance Officer, in co-operation with the Chief Compliance Officer. The Group's Chief Compliance Officer is responsible for reporting to the Abertis ACSC about all the instances of non-compliance detected either by the Ethics and Crime Prevention Committees or by the Group's Compliance functions. These bodies are assisted by the Group's various management areas, including the Management Control Department of Abertis Infraestructuras, S.A., for monitoring compliance with its internal policies. This operating mechanism is described in the Group's Compliance Policy, published on the corporate intranet and the Abertis website, as well as in the Group's policies.

c) Whistleblowing Channel

For reporting the commission of any irregularities of a financial or accounting nature, as well as breaches of the code of conduct and irregular activities within the organisation, guaranteeing, in all cases, traceability, completeness, confidentiality and no reprisals in the handling of the complaints.

d) Ethics Channel

The Ethics Channel is managed by the Group's Ethics and Crime Prevention Committees and facilitates the reporting of any irregularities of a financial, accounting or non-financial nature.

Breaches may be reported through the ethics channel online platform (available on the corporate intranet and on the Abertis website), by post or by email. Also, all Group rules establish the requirement to report any breach of the rules to the Abertis Chief Compliance Officer.

e) Training and periodic refresher courses for personnel involved in preparing and reviewing financial information or evaluating the system of ICFR, which address, at least, accounting rules, auditing, internal control and risk management.

As regards training and periodic refresher courses, Abertis takes into consideration the development and ongoing training of its employees and executives, both at corporate and subsidiary level, in those issues affecting the preparation of the Abertis Group's consolidated financial information and any other matter deemed to be of crucial importance.

Abertis has a Training Plan for all of its employees, prepared by the People area. The actions included in the Plan are linked to the Group's strategic objectives, as well as the People area's strategy.

Abertis also considers that comprehensive, up-to-date training in relation to accounting rules and standards for preparing financial reporting, and capital market, tax and internal control regulations is necessary to ensure that the information reported to the markets is reliable and complies with current legislation.

With respect to the preparation and review of financial information, each year Abertis provides training in those areas identified by the General Finance Department (through the Consolidation and Accounting Standards Office) and the General Planning and Control Department in relation to:

- New regulations adopted (accounting, tax, capital market and internal control) and applicable to the Group.
- Changes in the reporting methodology and/or in the IT systems.
- Individual initiative of team members of the Planning and Control Department and Consolidation and Accounting Standards Office.

Once the training requirements in the aforementioned areas have been identified, appropriate training activities are designed and carried out to fulfil the Group's annual training objectives in these areas.

In 2022 Abertis provided training activities by external experts and in-house training sessions for the personnel involved in the preparation and review of the financial reporting at corporate and subsidiary level. Training in 2022 was focused mainly on the accounting, tax and financial areas that are liable to have the greatest impact on the preparation of the Group's consolidated financial reporting, in particular, IT systems, changes in tax legislation and the latest developments in EU-IFRS during the year.

In addition, in 2022 specific training was provided in the following areas:

- Accounting training and training regarding the new corporate chart of accounts and reporting model provided by Consolidation and Accounting Standards Office.
- Tax courses given by the Corporate Tax Department, in particular, on the latest developments in tax in 2022 in the main countries in which Abertis has a presence and international taxation.
- Courses given by the Compliance Department, specifically, online training on misuse of information and workplace harassment.
- Legal alerts prepared by the Legal Advisory Department on the latest legislative developments applicable to Group companies.

In addition, the Consolidation and Accounting Standards Office has subscriptions to various accounting and financial publications and magazines, as well as to the IASB website, whose regular updates and newsletters are analysed to ensure they are taken into account in preparing Abertis' financial information.

9.2.2. Evaluation of financial information risks

The main features of the risk identification process, including risks of error or fraud, are detailed taking the following points into account:

a) Whether the process exists and is documented.

Pursuant to the provisions of Legislative Royal Decree 4/2015, of 23 October, approving the Consolidated Securities Market Law and CNMV Circular no. 7/2015, of 22 December, published by the Spanish National Securities Market Commission (CNMV), the Group defined its Internal Control over Financial Reporting (ICFR) system model, which has been evolving to date.

The aforementioned model is documented in the Policy for identification of risk of error in the financial information of the Abertis Group (Risk Identification Policy), which describes the process for the identification of significant risks of misstatement of the consolidated financial statements, whether due to fraud or error. The risk identification process is performed at least once a year.

Through application of the Risk Identification Policy, Abertis ensures that the risk identification process considers quantitative and qualitative variables (i.e. transaction complexity, risk of fraud, regulatory compliance or level of judgement required) when defining the scope of the Group's ICFR system.

Application of the Risk Identification Policy results in the design of an ICFR system significant risk matrix from a consolidated group perspective. The purpose of the matrix is to identify the accounts and disclosures which have an associated significant risk with a potential material impact on the financial information. Once the scope of application of the Group's ICFR system has been defined, based on the identified risk matrix, the control activities required to mitigate the identified risks are designed.

The process of identifying risks of error in financial information is performed and documented each year by the General Finance Department (through Consolidation and Accounting Standards Office) and the General Planning and Control Department.

b) Whether the process covers all of the financial reporting objectives (existence and occurrence, integrity, evaluation, presentation, breakdown and comparability, and rights and obligations), whether it is updated and with what frequency.

The Risk Identification Policy establishes that, following identification, risks are reviewed in order to analyse the potential risks of error in each assertion in the financial information (existence and occurrence; completeness; valuation; presentation, disclosure and comparability; and rights and obligations) that might have a significant impact on the reliability of the financial information.

The risks of error identified in the financial reporting are classified as follows:

- General risks
- Risks relating to appropriate recognition of the Group's specific transactions
- Significant transactions
- Judgements and estimates
- Lack of familiarity with agreements/contracts
- Activities outsourced to third parties
- Risks relating to the financial reporting process
- Risks relating to IT systems.

Each of the aforementioned risks identified in the process of preparing the consolidated financial statements is associated with the processes and various financial areas deemed significant (in view of either their contribution to the consolidated financial statements or to other more qualitative factors) and to the Group companies within the scope of the ICFR system.

c) Whether a specific process is in place to define the scope of consolidation, taking into account, inter alia, the possible existence of complex corporate structures, holding companies and special purpose vehicles:

The identification of the scope of consolidation is performed periodically to obtain an updated company map. Companies exercising direct or indirect control (power to govern the operating and financial policies of a subsidiary so as to obtain economic benefits from its activities) are considered when establishing the companies within the scope of the ICFR system. Therefore, the scope of the ICFR system excludes companies over which joint or significant influence is exercised, although general controls are performed in order to provide assurance on the reliability of the financial information furnished by these companies and included in the consolidated financial statements.

d) Whether the process takes account of the effects of other types of risk (operational, technological, financial, legal, reputational, environmental, etc.) insofar as they may affect the financial statements.

In order to identify all those possible strategic risks, Abertis draws up a yearly risk map, which identifies and classifies all the risks capable of having a significant impact on the business. That analysis has not identified any risk that could affect the preparation of the Group's financial statements.

e) Which of the entity's governance bodies supervises the process.

As mentioned above in point 1.1, the ACSC is responsible for oversight of the internal control and risk management system, with the support of Internal Audit.

9.2.3. Control activities

The internal control activities and procedures carried out by the Group and their salient features are as follows:

Procedures for reviewing and authorising financial information and the description of the ICFR system as well as documentation describing the flows of activities and controls.

The Group's Financial Information Review, Certification and Supervision Policy establishes, inter alia, the scope (periodic regulated financial information and those responsible for the preparation thereof) and the review procedures of the ACSC, which include reading and analysis of the information and discussions with those responsible for its preparation (the General Finance Department and General Planning and Control Department), those responsible for the verification of the design of the model and operation of the existing controls (Internal Audit) and the external auditors.

Responsibility in relation to the preparation of the financial information at each quarterly close begins with the review and certification by the person responsible for economic and financial matters at each subsidiary, and also, at the half-yearly and annual accounting closes, with the express certification by the general manager of each subsidiary. The aforementioned certification is provided by means of a questionnaire that includes the internal control procedures that must be performed to provide reasonable assurance as to the reliability of the entity's financial statements.

As regards the description of the ICFR system contained in this document, the review and certification process is the same as that applied for the rest of the economic and financial content of the Consolidated Directors' Report.

The separate and consolidated financial statements, the half-yearly financial reports (where applicable) and the financial information contained in the Group's interim management statements are prepared and reviewed by the General Finance Department and General Planning and Control Department prior to their submission to the ACSC. The ACC applies the procedures included in the policy referred to at the beginning of the section as a preliminary step towards the submission of its conclusions to the Board of Directors of Abertis.

The documentation of the ICFR system includes the following documents:

- ICFR system policies
- Corporate internal regulations
- ICFR system risk map
- ICFR system scope model
- ICFR system risk and control matrix
- Regular questionnaires certifying control activities

In addition to the ICFR system policies, Abertis has policies designed to mitigate the risks of error in processes not associated with specific transactions. Specifically, documented corporate internal regulations exist in relation to:

- accounting close procedures (at both corporate level, including the consolidation process, and at subsidiary level)
- procedures relating to activities performed by third parties
- transfer prices
- policies to identify and establish levels of approval for significant judgements and estimates

The results of the risk detection processes are used to develop the ICFR system risk and control matrix, which establishes the scope of the ICFR system in order to determine the financial statement line items, and also the companies, affected (see section 9.2.2).

In relation to the activities and controls directly related to transactions that may materially affect the financial statements, the Group has descriptions of the controls implemented to mitigate the risks of material misstatement due to error in the information reported to the markets. The descriptions are also documented in the ICFR system risk and control matrix and contain information on what the control activity should entail, why it is executed, who is required to execute it and how often, as well as any other information with regard to which IT systems or which activities performed by third parties are relevant in terms of the effectiveness of the related control activity. The controls cover areas such as the generation of revenue, investments and concession expenses, acquisitions and subsequent measurement of other non-current assets, analysis of investment recovery, recognition of income taxes or correct presentation of financial instruments and of financing transactions of the Abertis Group. Abertis performs an annual review of matrices to ensure maintenance thereof.

The Group has descriptive corporate documentation available on the control activities that encompass all the financial reporting control objectives of the various types of transaction with a material impact on its consolidated financial statements.

In relation to the significant judgements and estimates made, the Group discloses in its consolidated annual accounts any areas in which there is a certain degree of uncertainty that it considers of particular relevance. The specific review and approval of the significant judgements, estimates, valuations and projections, as well as the key assumptions used for their calculation, with a material impact on the consolidated financial statements, is carried out by the General Finance Department, the General Planning and Control Department and, where applicable, by the chief executive officer. The most significant, such as the monitoring of asset value, hedging policies, etc., are discussed and reviewed by the ACSC prior to their approval by the Board of Directors.

Internal control policies and procedures for IT systems giving support to key company processes in relation to the preparation and publication of financial information.

The Group uses IT systems to maintain proper recognition and control of its transactions and, therefore, their correct functioning is a crucial element of particular importance to the Group. It has implemented standardised accounting and reporting systems at the majority of the Group companies.

Accordingly, as part of the identification process for risks of error in financial information, the Group identifies, through its General Planning and Control Department, which systems and applications are relevant to the preparation of the Group's financial information. The systems and applications identified include those used directly at corporate level in the preparation of the consolidated financial information, as well as the reporting systems among the various Group companies.

The systems and applications include, inter alia, both complex applications at integrated IT system level, as well as other software applications developed at user level (e.g. spreadsheets), when they are relevant to the activities involved in the preparation and control of financial reporting.

Also, the Systems department has established general policies aimed at ensuring the correct operation of the systems and applications. These policies cover both physical and logical security relating to access, procedures to verify the design of new systems or changes to existing systems and data recovery policies in the event of unforeseen incidents affecting the operation thereof.

In particular, documented policies exist in relation to the following:

- IT system project development methodology (change management, etc.)
- Operations management (backup management, patch installation, system capacity and performance management, communications management, interface monitoring, operational incident management and resolution, preventive updates and batch process management)
- Information and systems security (backup copy procedure and plan, user and licence management, physical access, security monitoring, etc.)
- Systems continuity plan

The Systems department performs an annual validation of the effectiveness of the controls established over the various IT systems implemented at the Group.

Internal control policies and procedures for supervising the management of activities outsourced to third parties, as well as the assessment, calculation and measurement of activities entrusted to independent experts which may have a material impact on the financial statements.

Since 2015 some of the Abertis Group companies in Spain have outsourced to a third party supplier certain of the activities associated with economic and personnel management. In this connection, certain risk control and management mechanisms have been established with the supplier to ensure the completeness and reliability of the financial information arising from the outsourced activities, including, inter alia: an agreement Management and Oversight Committee, service level agreements, risk indicators, service reports, technological security measures, external audits and contingency and continuity plans.

Also, the Group uses, on a recurring basis, independent experts' reports to measure its financial instruments and employee benefit obligations.

The Corporate Finance Department and Compensation and Benefits Department carry out checks prior to hiring independent experts and following the experts' work, in order to verify:

- competence, knowledge, credentials and independence;
- the validity of the data and methods used; and
- the reasonableness of the assumptions applied, where applicable.

Abertis has documented guidelines on the treatment of activities outsourced to third parties in terms of both engagement and results. These guidelines are set out in the 'Procedure for activities performed by third parties' policy.

Each year the Group reviews which activities performed by third parties are relevant to the preparation of the financial information.

9.2.4. Reporting and disclosure

There follows a description of the main reporting and disclosure features of the ICFR system.

Responsibility for defining accounting policies and keeping them up to date, resolving doubts or disputes over their interpretation and creating and updating an accounting policies manual is assigned to

the Consolidation and Accounting Standards Office (reporting to the General Finance Department). Among other duties, this office is responsible for defining, updating and communicating the Group's accounting policies for the preparation of the consolidated financial information in accordance with EU-IFRS (and thus the information to be reported by each subsidiary).

The Group has formalised a Procedure for the preparation, updating and communication of accounting policies, which specifies:

- The existence of a Group accounting manual
- Frequency of updating
- Communication with business units
- Procedures for receiving and responding to consultations regarding the accounting manual (accounting standards mailbox)
- Procedure for updating the reporting package to be received from subsidiaries

One of the duties of the Consolidation and Accounting Standards office is to respond to any accounting consultations submitted by business units or other corporate departments of the Group.

As mentioned in section 9.2.1, the Group has an accounting policy manual (GRAPH) for the purposes of preparing the financial statements in accordance with EU-IFRSs, which is compiled by the Consolidation and Accounting Standards Office and updated periodically (at least once a year) and includes the standards applicable during the year.

The Audit Instructions sent by the external auditor to all the auditors of the various Group companies for the limited review or audit at each half-yearly or annual close, respectively, establish that the accounting policies to be applied in the performance of their work are those contained in Abertis' GRAPH.

Any amendments made are communicated to the subsidiaries by email, and a complete, updated manual is available in the Accounting Legislation Portal and in the Corporate Management Control Portal on the Group intranet. No significant amendments were made during the year that might affect the preparation of the consolidated financial information for the year.

Moreover, on a half-yearly basis, if there have been significant changes, Consolidation and Accounting Standards Office issues an information memorandum on the EU-IFRSs, which describes the standards that will come into force during the year and in future years, as well as a summary of the standards not yet approved that might have an impact on the consolidated financial statements and those of the subsidiaries.

Mechanisms in standard format for the capture and preparation of financial information, which are applied and used in all units within the entity or group and support its main financial statements and accompanying notes as well as disclosures concerning the SICFR.

The Group has various integrated platforms both for the accounting recognition of transactions and the preparation of financial information for the majority of its subsidiaries (SAP R3 and BPC consolidation and reporting). The integrity and reliability of the aforementioned IT systems is validated through the general controls indicated in section 9.2.3.

Also, each of the subsidiaries is responsible for the preparation and upload in the reporting and corporate consolidation system (SAP BPC) of the Monthly Reporting, which contains the financial information required at each monthly close to prepare the consolidated information and other financial information required.

The monthly reporting is a single reporting based on a standard chart of accounts for all the Group companies.

Every six and twelve months 'Half-yearly Forms/Annual Forms' (a single, standard information package for all the Group companies, which includes the Monthly Reporting and a reporting of 'Additional Information - Financial Statements

2022') signed by the General Management of each of the subsidiaries are received, which include all the information required to prepare the Group's consolidated financial information (interim condensed financial statements and statutory financial statements).

The aforementioned 'Half-yearly and annual forms' ensure the uniformity of the information by virtue of the following characteristics:

- The information unified and consistent across countries and lines of business
- It is prepared based on the Group's instructions and on its accounting manual, which is a single manual applicable to all the companies forming part of the Group.
- It takes account of the applicable legal, tax, corporate and regulatory requirements.

Monthly Reporting and Forms information is uploaded directly by the controllers to the reporting and corporate consolidation system.

The structure of the 'Forms' is reviewed regularly (at least twice a year) to ensure that all the regulatory updates applicable in accordance with EU-IFRSs are included.

The entire reporting system is included in the Monthly Reporting Information Manual, which is updated each year by the General Planning and Control Department and provides details of processes and dates and full information on how to complete the reporting, which should be adhered to by all the Group companies.

9.2.5. System oversight

The ICFR system oversight activities performed by the audit committee, and by internal audit in its role as supervisor of the internal control system (including the ICFR system), These include:

During 2022 the ACSC, or else the Board of Directors, performed the following activities in relation to the ICFR system:

- Periodic review of the financial information, considering the most significant judgements and estimates.
- Periodic monitoring of the certifications of the application of controls by the personnel responsible for preparing the financial information.
- Monitoring of the findings of the internal and external audit ICFR reviews.
- Review of the ICFR system information included in the Consolidated Directors' Report.

The Group has an Internal Audit function (as part of the General Finance Department), reporting to the ACSC (which delegates oversight of internal control, including the ICFR system, to Internal Audit). As a result of the supervisory tasks delegated to it, Internal Audit plays a key role in ensuring an internal control system is in place that reasonably guarantees:

- Safeguarding of the Group's assets
- Compliance with applicable external and internal regulations
- Effectiveness and efficiency in the transactions and corporate and support activities
- Transparency and completeness of the financial and management information

Internal Audit draws up an Annual Review Plan, which must be approved by the ACSC. This plan is based on:

The classification, by risk and materiality factors, of the companies controlled by the Group.

The definition of the activities to be reviewed: top-level transactional processes (revenue, purchases, fixed assets, employees, financial management, technology, etc.), other transactional processes (travel expenses, maintenance and warehouses, etc.) and compliance (ICFR, etc.).

The definition of the frequency of the reviews for each of the foregoing processes based on the company classification.

In connection with the financial information and the general IFRC model, a review was performed in 2022 of the functioning of the controls over significant transactions, judgements and estimates and preparation of financial information. Reviews were also performed of the controls over general risks and over information systems with the frequency determined by Internal Audit's general review criteria.

Potential weaknesses identified in the reviews are classified by criticality and assigned to a supervisor. They are then subject to monitoring until they have been resolved.

The results of the ICFR system assessment activities conducted by Internal Audit in 2022 and submitted to the ACSC show no weaknesses that might have a material impact on the Group's financial reporting for 2022, while corrective measures are in place to resolve other possible weaknesses in the future.

Also, the external auditor, as mentioned in section 7.1, issues an annual agreed-upon procedures report on the description of the ICFR system prepared by Abertis in which no matters worthy of note arose.

Discussion procedure whereby the statutory auditor (pursuant to TSAs), the internal audit department and other experts can report any significant internal control weaknesses encountered during their review of the financial statements or other reviews they have been engaged to perform to the company's senior executives and its Audit Committee or Board of Directors.

As indicated in section 9.3.3 above, the Financial Information Review, Certification and Supervision Policy establishes the ACSC's review procedure, which includes the following:

- Meetings with those responsible for the financial reporting (General Finance Department and General Planning and Control Department) to discuss the reasonableness of the changes in the aggregates, the most significant transactions or events during the period, changes in accounting policies, any unusual fluctuations and any other information deemed relevant.
- Discussions with Internal Audit (as part of the ongoing monitoring of reviews and recommendations made throughout the year) to obtain information on the level of compliance with the Plan and with the findings of the reviews performed (including ICFR) and on the current status of any recommendations made to improve the potential weaknesses identified.
- Private discussions with the external auditors (at least on completion of the planning phase of the audit of the financial statements for the year and on completion of their audit and/or limited review procedures on the financial statements and the half-yearly reporting) in order to obtain information on the scope and findings of their work and on any potential significant internal control weaknesses identified, the content of their reports and any other information deemed appropriate.

9.2.6 Other Relevant Information

No additional aspects were identified for disclosure.

9.2.7. External auditor's report

The external auditor reviewed Abertis' ICFR information for 2022 in accordance with the generally accepted professional standards that apply in Spain to professional engagements for agreed procedures, in particular the Guide published by the Spanish Institute of Certified Public Accountants (Instituto de Censores Jurados de Cuentas) on 'Engagements to perform agreed procedures on financial information'.

9.3 Systems of Internal Control and Risk Management Relating to Sustainability Reporting (ICSR system)

During 2022, progress has been made in establishing a system of internal control and risk management relating to sustainability reporting (ICSR system) in conjunction and in line with the existing ICFR system. Among other things, all the elements of the ICFR system have been analysed and compared to the sustainability information, so as to identify the elements that will be needed in a formal ICSR system.

Recent measures include the appointment and training of individuals at Corporation level to be responsible for some of the sustainability indicators; the creation of a procedure for restating sustainability information and of a technical note on making estimates; and work on automating data collection and processing for sustainability reporting.

The goal in the short term is to achieve a reasonable level of sustainability information assurance, compared to the current limited level of assurance.

9.3.1 Materiality of the Information

Abertis updates the materiality analysis annually in order to identify the organisation's material topics in accordance with the applicable methodological and legal standards. During 2022, Abertis' materiality analysis was updated with the incorporation of a methodology based on the requirements of the new Corporate Sustainability Reporting Directive (CSRD) promoted by EFRAG with respect to impact materiality, as well as the new GRI universal standards, which also emphasize the impact perspective on the materiality process. Human Rights principles have also been included, analysing both the impacts caused directly, or to which the organisation contributes directly, and those that occur indirectly in the value chain.

The results of the material topics for the Group guide the presentation of sustainability information and reporting, as well as the management of those topics, describing the organisation's impacts and the measures to mitigate them. The Group's most senior governance body approves the materiality results, which are published in detail in the Sustainability Strategy Monitoring Appendix.

9.3.2 Reporting Framework

The report has been prepared in accordance with the most recent international standards and the legal frameworks for sustainability reporting applicable in each of the countries in which the organisation operates. Full details of those standards are given in the Sustainability Strategy Monitoring Appendix.

- They include: The 2021 revised GRI Universal Standards for sustainability reporting.
- The policy for preparing United Nations Global Compact Progress Reports.
- Accountability's stakeholder engagement principles and the associated assurance standard (AA1000AS).
- The United Nations Sustainable Development Goals (SDGs).
- The Spanish Non-Financial Reporting Act (*Ley de Información No financiera*).
- The EU's Environmental Taxonomy Regulation.

These standards include recommendations on reporting and presenting sustainability information and guidance on information collection, calculations and reviews.

Specific methodologies are used for calculating certain indicators, such as the carbon footprint, which is calculated according to The Greenhouse Gas Protocol, a Corporate Accounting and Reporting Standard and the criteria set out in the Corporate Value Chain (Scope 3) Accounting and Reporting Standard published in 2011 by the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD). Applicable regulatory frameworks, such as the Spanish Non-Financial Information and Diversity Act and France's carbon footprint calculation methodology are also taken into account. Full methodological details can be found in the Sustainability Strategy Monitoring Appendix and the Carbon Disclosure Project questionnaire.

9.3.3 Compiling and Calculating the Information

The sustainability information required for preparing the directors' report is collected from internal sources using a technological data collection tool. The internal sources consist of the data for the indicators to be reported, compiled and calculated by the different areas of the organisation, which collect all the evidence needed to ensure the traceability of the sustainability information. The tool brings all this information together in one place, consolidates the calculations and presents the results broken down by business unit and consolidated by country, by activity and by totals.

For reporting purposes, this technological tool provides managers with a specific sustainability indicators manual that defines how each indicator should be obtained and calculated. The manual is applicable to both quantitative and qualitative indicators and is reviewed and updated annually, adding any new indicators and clarifying any doubts raised by users of the manual. To ensure accurate reporting, the platform has two user types: contributors, whose role is to enter data and supporting evidence, with the possibility of adding comments; and validators, who review and validate the information reported by contributors, checking for consistency. During 2022, a pilot test was carried out to assess the possibility of incorporating a third level of corporate validation.

Each subsidiary is responsible for reporting the data, so that any incidents can be identified. In addition, when information is entered in the reporting platform, the system applies consistency controls, with automatic alerts, comparing information and variations across reporting years, so as to detect any significant changes in the data, and flagging any indicators that need verification and explanation.

The data are collected in two annual campaigns, which in 2022 were conducted earlier than in previous years. In the first campaign, carried out in September, the business units report the data for the first three quarters and fill out the qualitative information; in the second campaign, in November, they report the data for the full year, without much qualitative information. Earlier data collection has meant that the data for November and December have had to be estimated.

To reflect the activities of the individual business units as well as headquarters, the subsidiaries report their best practices in separate files. In contrast, the data collected in the financial information forms are consolidated, so as to avoid duplication. Lastly, the data on social action are collected in a different computer system, so as to be able to monitor the social projects financed by the Group and see the achievements.

The technological tool then automatically consolidates the data and the Group's Sustainability area uses these consolidated data to study any incidents and analyse significant changes from year to year. Wherever such a change is detected, further investigations are conducted, seeking explanations and evidence from the subsidiary to determine whether the change is justified or whether it is an error. This process is documented, so that it can be shared with external verification teams and also to improve the next year's reporting.

9.3.4 Perimeter and Scope of Reporting

Abertis aims to extend the scope of sustainability reporting to cover 100% of the organisation's turnover on a consolidated basis. However, changes in Abertis' subsidiaries and certain limitations in their reporting capacity have made it impossible to achieve this during 2022. Whenever a new subsidiary joins the Group, it is integrated in the system and the entire sustainability reporting process (materiality, training, objectives, etc.).

The perimeter of the sustainability information is consistent throughout the report and where there are limitations, they are disclosed in the methodological chapter of the Sustainability Appendix.

9.3.5 Presentation of the Information

The sustainability information is presented as an integral part of the Group's financial statements and is published at the same time. The presentation remains consistent from year to year to ensure that information is comparable and traceable over time. Following the recommendations of the most widely used international methodological standards, two years of comparative information, on a current perimeter basis, are presented. The report presents the information broken down by activity and country to allow a more detailed reading of the Group's performance. Where information has been updated, this is indicated and the reason for the restatement is given, in accordance with the new restatement procedure developed during 2022 and the relevant methodological requirements under the standards.

ESG performance information is presented in absolute terms. However, some specific performance indicators are also stated in relative terms, compared to the Group's revenue or the organisation's activity indicators, so as to relate performance to the business context. This makes the information easier for stakeholders to read and understand.

9.3.6 Review and Approval of Non-Financial Information

The sustainability information included in the Sustainability Strategy Monitoring Appendix is reviewed by the same external auditor who reviews the financial information, with a limited level of assurance. The indicators reviewed by the audit firm are listed in the GRI Content Index in the Sustainability Strategy Monitoring Appendix.

The sustainability information is also approved, at the same time as the financial information, by the Group's Board of Directors.

9.3.7 Departments Involved

The organisation's Institutional Relations, Communication and Sustainability area oversees the collection, consolidation, calculation and preparation of sustainability information, including the development of impact materiality. The People, Technical, Planning and Control, Compliance, Legal Advisory, Corporate Governance, Risk Management and Tax Advisory areas are involved throughout the information collection and preparation process.

The business units report the data through sustainability information contributors and validators defined in accordance with their management model.

The sustainability officers in each business unit oversee the entire sustainability data collection and reporting process over the course of the year, from the reporting phases to the external review phase, and identify any limitations and points to be improved for the next reporting period.

To build a sustainability reporting team and share any doubts, the Corporation's Institutional Relations, Communication and Sustainability area organises a specific work session with the sustainability officers from each business unit, once the Directors' Report and the Sustainability Strategy Monitoring Appendix have been finalised, to discuss any difficulties and develop an action plan with corrective measures. The actions carried out during 2022 include specific training on the reporting tool, updates to the indicators manual and reorganisations affecting information contributors and validators. .

The elements of the ICSR system are implemented within the organisation through existing control mechanisms, including the risk identification systems, the corporate compliance model, the Code of Ethics and the Corporate Social Responsibility Policy, which provide assurance of the published sustainability information. These controls also help identify and report any malpractice in the collection and publication of the sustainability information presented in the Group's financial statements.

9.3.8 Main Risks

The risks associated with sustainability reporting arise from the large volume of data involved and the challenges of managing and collecting such diverse and highly complex data.

There may be a risk of failing to measure certain aspects, given that the sustainability information is considered to be complete unless the business units indicate otherwise. Some business units may be unable to report certain indicators, although the quality of sustainability reporting will increase as data collection improves over time.

The calculation methodologies for some indicators are complicated and may change over time, as in the case of the carbon footprint calculation. Scope 3 emissions include a total of 15 categories whose relative importance changes over time, which affects the carbon footprint result. It is also essential to provide information that is traceable and comparable by participating in questionnaires such as the Carbon Disclosure Project and describing any methodological changes in the Sustainability Strategy Monitoring Appendix.

At present, not all the business units have formal management systems capable of contributing substantially to the reporting process. Similarly, some management systems do not cover all the material topics and not all the management systems have the same level of maturity, so the information collected and reported is intended to provide transparency and accountability. The quality of the information collected and published will improve with the implementation of ESG risk management systems.

Thus, although the sustainability information currently presented is not yet as complete or as reliable as the financial information, it is subject to continuous improvement with a view to achieving a common standard that will allow stakeholders to read and analyse the organisation's performance with the same degree of confidence.

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Events After the Reporting Period

There were no events after the reporting period other than those indicated in Note 26 to the consolidated annual accounts for 2022.

2022 Directors' Report Appendix

Sustainability Strategy Monitoring Appendix

Abertis Infraestructuras, S.A.
and subsidiaries

Contents

1

Stakeholders and Materiality

Stakeholders

Abertis has formally identified its stakeholders. It prepares and maintains the Group's stakeholder map, which is based on the stakeholder maps of each of the activities and countries in which the organisation is present. During 2021, steps were taken to identify the specific communication and relationship channels used with each stakeholder group, with a view to starting work on formulating a stakeholder relationship strategy that will be integrated in the organisation's functional activities.

There were no changes in the organisation's stakeholder map during 2022. Plans are in place to work with the various business units during 2023 to review these maps in detail and ensure they are fully integrated in the organisation's day-to-day activities. This work will be carried out with the direct involvement of the corporate functional areas, within the framework of the work carried out during 2022 with a view to integrating sustainability considerations across the organisation in each of the corporate areas responsible.

This work will include defining the key actions to be taken to involve stakeholders more directly and more specifically in identifying and prioritising material topics for the Group. In Abertis' experience, although sustainability surveys may reach a large number of individual members of the various stakeholder groups, they offer no guarantee that the results will be analysed, contextualised and integrated in each process and responsibility within each functional area of the Corporation and the business units. Moreover, under the various ESG management systems implemented in accordance with the main international technical standards, the Group is required draw up a stakeholder map. All these elements therefore need to be analysed and made consistent in a single stakeholder map.

Accordingly, especially in view of the substantial increase in sustainability concerns over the last two years, the organisation aims to formulate a stakeholder relationship strategy that is integrated in each functional area and founded on the communication and relationship channels already in place for each stakeholder group. This strategy will be established through a variety of procedures, which may be specific or may be integrated in existing procedures. This will ensure that the work carried out, both in managing stakeholder relations and in performing and updating the materiality analysis for the Group and its business units, is consistent.

The expectations of stakeholders and of Abertis itself in relation to ESG issues remain high and have risen substantially, both in general and across the organisation. These expectations reflect the general trend in sustainability concerns, with special attention to the way the organisation's activities contribute to the achievement of the Sustainable Development Goals.

The following infographic shows the organisation's main stakeholders, the expectations of the stakeholders and of Abertis, and the main communication and relationship channels currently in place.

Abertis and its stakeholders

Common channels
1. Meetings
2. Web portal
3. Corporate publications
4. Ethics channel

Frequent channels
1. Formal contracts
2. Social media
3. Emails
4. Surveys

Specific channels
1. Shareholders' meeting
2. Legal representation of workers
3. Health and safety committees
4. Performance appraisals
5. Supplier approval system
6. Telephone numbers
7. Participation in events
8. Partnership agreements
9. Written communication

	STAKEHOLDER EXPECTATIONS	CHANNELS	ABERTIS EXPECTATIONS
INVESTMENT COMMUNITY	Profitability and returns that increase the value of the company without jeopardising other assets. Transparency, accountability and good governance. Relevant decision-making in relation to the objectives set by the organisation.	Common: 1, 2, 3, 4 Frequent: 1	Profitability and returns that increase the value of the company without jeopardising other assets. Transparency, accountability and good governance. Competitiveness.
STAFF AND EMPLOYEE REPRESENTATION	Security in the provision of work and compliance with contractual commitments. Smooth and effective dialogue and willingness to work within a collective bargaining framework.	Common: 1, 2, 3, 4 Frequent: 1, 4 Specific: 2, 3, 4	Contribution to value creation in the organisation. Professional development, work-life balance, training and recognition. Involvement with the organisation's values and identification of improvements from a collective point of view.
SUPPLIERS	Neutral and transparent selection and recruitment processes. Collaboration, understanding and outreach.	Common: 1, 2, 4 Frequent: 1, 3 Specific: 5	Compliance with contractual commitments. Performance and efficiency in accordance with the agreed financial value.
USERS AND CLIENTS	Satisfaction with the services provided and resolution of incidents. Security and confidentiality. Road safety.	Common: 2, 4 Frequent: 2, 4 Specific: 6	Compliance with contractual commitments. Road safety.
LOCAL COMMUNITY, ASSOCIATIONS AND MEDIA	Fulfilment of objectives, collaboration in the various social projects and respect for established agreements. Road safety. Transparency. Involvement in decision-making.	Common: 1, 2, 3, 4 Frequent: 2, 3 Specific: 7	Collaboration and understanding. Improving the local environment and community. Adequate transmission and dissemination of information.
PUBLIC ADMINISTRATIONS AND REGULATORS	Collaboration for the achievement of social objectives. Capacity for management, innovation and responsiveness. Transparency and contribution to the SDGs. Active participation in diplomatic organisations.	Common: 1, 4 Frequent: 3 Specific: 8, 9	Compliance with contractual commitments. Transparency and legal certainty.

Materiality

During 2022, Abertis' materiality analysis was updated to meet the requirements of the new GRI Universal Standards. Work was also started on bringing the materiality analysis into line with the methodological requirements of the new European Corporate Sustainability Reporting Directive (CSRD), as reflected in the European Sustainability Reporting Standards (ESRS), which are expected to be formally adopted by the European Commission during 2023.

This exercise served to start to adapt the analysis to what is referred to as 'impact materiality', which is intended to identify the impacts an organisation's activity has on the world at large, taking impacts on the environment and on people into account. In addition, Human Rights considerations have been introduced across the organisation, including any impacts the organisation causes directly, or to which it contributes, and any impacts otherwise directly linked to the company's upstream or downstream value chain.

During 2023, the preliminary results of the quantification of the impact materiality process will be completed and compared across each of the Group's activities and countries. In addition, the first steps will be taken to prepare the 'financial materiality' exercise, aimed at identifying the issues that have a direct impact on the financial dimension of the organisation.

The impact materiality assessment carried out in 2022 is based on a variety of conventions set by the international reference framework, management and reporting standards, and applicable internal management benchmarks.

International reference frameworks	Management and reporting standards	Internal benchmarks
United Nations Global Compact and SDGs	AccountAbility's AA1000AS Assurance Standards (stakeholders)	Corporate policies
Ruggie Principles on Business and Human Rights	ISO 26000	Code of ethics and Internal regulations
OECD Guidelines for Multinational Enterprises	GRI Sustainability Reporting Standards	ESG management systems
ILO Fundamental Conventions	CDP and Task Force on Climate Related Financial Disclosures	Sustainability Committee
Impact materiality (CSRD)	External ESG assessments	2022-2030 Sustainability Strategy

In the study of impact materiality, the life-cycle analysis carried out previously has been considered to be still valid, as the Toll roads and Mobility Services activities have not changed significantly and the scope of sustainability information is the same as the previous year.

The industry, geographical and regulatory analysis used as the basis for the impact analysis has also been reviewed and updated. Information on the impact of the 'new normal' under COVID-19 has been included, without specifying in detail how previous years' benchmarkings were carried out, given the easing of the pandemic and the gradual resumption of business as usual. In the sector analysis, a broad-based view of mobility gathered from studies on industrial mobility and electric vehicles has been added.

At the regulatory level, existing internal regulations and advances in ESG legislation and non-binding commitments adopted at the international level over the past year have been reviewed and updated. In particular, this refers to the new European regulations, notably the proposal for a Directive on sustainable corporate governance and due diligence, the European Taxonomy Regulation, the European Union's Sustainable Finance Disclosure Regulation (SFDR) and the Corporate Sustainability Reporting Directive (CSRD).

At the methodological level, a stage has been added to quantify the relevance of each ESG issue analysed, following the indications of the GRI and the European Sustainability Reporting Standards, and a preliminary value has been assigned to each of the variables analysed. As mentioned previously, this work will continue during 2023, specifically checking each activity and country, as well as the Corporation.

METHODOLOGY FOR CLASSIFYING MATERIAL TOPICS BY IMPACT

Topic	Actual or potential impact	Regulations	Description	Scale, scope and irremediable character	Impact prioritisation
The topics, sub-topics and sub-sub topics have been identified	For each topic the impact has been classified as negative or positive, actual or potential	Whether the regulation being analysed affects the impact	The time period and the role of the company (cause, contribution or relationship) has been defined and briefly explained	A score has been added to define the scale (severity), scope (how widespread) and irremediable character of the impact	The criteria of scale, scope and irremediable character and the associated score have been used to classify impacts by materiality

The final material topics are consistent with those identified in previous years, which are still relevant and remain valid. The changes are as follows: Across all topics, human rights due diligence has gained in importance (under the impulse of the new European directive and, in Spain, the draft law on the protection of human rights and due diligence in transnational business activities), with social responsibility in the value chain through the auditing of suppliers against environmental, social and governance (ESG) criteria, thus promoting sustainable consumption. At the social level, the topics of equal pay for women and men, well-being at work and social investment have been reinforced. At the environmental level, the topic of eco-efficiency and decarbonisation via emission reduction has been reinforced (driven by the new European Directive and the Spanish Law on Climate Change and Energy Transition).

In Toll roads, the main topics are road safety, which remains a matter of concern in some of the countries in which Abertis operates, and the protection of biodiversity (encouraged by the new European directive on the restoration of natural habitats.)

In Mobility Services, sustainability has gained importance at the global level, with a special focus on increasing transparency and accountability, compliance with human rights, and monitoring of the use of materials in countries with conflicts.

The following infographic presents the material topics for Abertis linked to the life cycle of each activity, always including all stages of each activity and specifying the location of each stage (upstream, identified as suppliers, and downstream, identified as users).

Material aspects in the life cycle and SDG

Main stakeholders involved: ● All ● Suppliers ● Abertis ● Users and clients

Transversal

GOVERNANCE, HUMAN RIGHTS AND STAKEHOLDERS

- Human rights
- Discrimination and vulnerable groups
- Principles and fundamental rights of work
- Access to essential services
- Social responsibility in the value chain
- Civil and political rights

- Prevention of corruption
- Ethical code and regulations for each country
- Transparency and accountability
- Anti-competitive behavior
- Mechanisms for complaints
- Due dilligence

Toll roads

OPERATION AND MANAGEMENT

- Employment
- Professional development
- Occupational health and safety
- Energy and water consumption
- Material consumption
- Positive social and environmental criteria
- Local purchases
- Talent retention
- Diversity and equal opportunity
- Appraisal of suppliers
- Biodiversity
- Noise
- Climate change and emissions

CONSTRUCTION AND MAINTENANCE

- Material consumption
- Energy and water consumption
- Climate change and emissions
- Occupational health and safety
- Waste and waste water
- Biodiversity
- Restoration of habitats

USE

- Road safety
- Climate change and emissions
- Local community
- Sustainable consumption
- User satisfaction and service security

Mobility services

DESIGN AND DEVELOPMENT

- Employment
- Professional development
- Occupational health and safety
- Energy and water consumption
- Positive social and environmental criteria
- Talent retention
- Local purchases
- Appraisal of suppliers
- Diversity and equal opportunity
- Material consumption
- Climate change and emissions
- Human Rights

IMPLEMENTATION

- Road safety
- Security and confidentiality
- Climate change and emissions
- Local community
- Sustainable consumption

2

Strategic Approach

Since 2021 Abertis has had a Sustainability Committee and a technical office for the ESG Plan to supervise and involve all the corporate areas and business units. In addition, the organisation has formulated the 2022-2030 Sustainability Strategy, associated with the slogan 'We have a plan', which invites all stakeholders to get involved. This year it also launched the first ESG Plan, for the period 2022-2024.

As regards ESG performance, the Group has continued to participate in leading international organisations in the field of sustainability, including the Global Reporting Initiative (GRI) and the Carbon Disclosure Project (CDP), aiming to be an active participant in the network and have the most up-to-date industry reference information.

Abertis takes part each year in the external evaluations performed by specialised ESG analysts. The feedback obtained from these evaluations is incorporated into the Group's continuous improvement process and helps the Group obtain a global overview of its sustainability situation. This year the ESG results from MSCI* are unchanged compared to 2021, with the award of an AA grade, demonstrating the Group's resilience to ESG risks. These results are analysed in order to decide on improvement actions that will increase ESG good practices. The risk rating obtained from Sustainalytics* remains unchanged, putting Abertis in third place in the transport infrastructure sector and 43rd worldwide in all sectors, with a minimum risk of 7.1.

The 2022-2030 Sustainability Strategy replaces the CSR Master Plan created in 2015. It addresses global challenges and defines the Group's sustainability objectives. The Strategy focuses on three main areas: good governance, to ensure an organisational culture based on principles of ethics, sustainability and rejection of corruption; eco-efficiency and nature conservation; and lastly, commitment to employees and contractors, as well as to society, so as to ensure workplace and road safety, equal opportunities and job quality. The 'We have a plan' strategy is deployed through three-year plans, called ESG Plans, which specify the actions to be carried out and the budget for achieving the agreed objectives.

During 2022, a technical office was created in the Corporation to overesee compliance with the Sustainability Strategy, coordinate the planning, execution and control of the performance of all the initiatives included in the 2022-2024 ESG Plan in the business units, and report regularly to the Sustainability Committee. This technical office is made up of the Institutional Relations, Communication and Sustainability area, with responsibility for qualitative and quantitative project reporting, and the Planning and Control and Technical areas, together with the involvement of other functional areas, including People, Cybersecurity, Compliance, Risks, etc., of the Corporation and of all the business units.

Work on the 2022-2024 ESG Plan started on a continuous basis this year, giving priority to good governance actions, with employee training on sustainability and anti-corruption, carbon footprint reduction, the use of construction materials with a reduced life-cycle environmental impact, the enhancement of biodiversity in the vicinity of toll roads, road and occupational safety, equality and diversity, and the execution of community projects. Specific actions carried out during 2022 include vehicle fleet renewal, installation of electric vehicle charging stations, energy savings, energy from renewable sources, training on circular economy and waste management, and road safety measures.

To ensure that the Abertis Sustainability Strategy and the ESG Plan objectives are included in M&A opportunities, the Abertis Group has designed an ESG M&A due diligence framework, which requires that ESG risks and opportunities be duly factored in when planning and carrying out M&A transactions.

The infographic below presents a qualitative summary of the degree of implementation of the actions set out in the 2022-2024 ESG Plan, thus providing an overview of plan monitoring. It should be pointed out that the actions that have been implemented more quickly, such as purchasing electricity from renewable sources, will need to be consolidated over time to ensure that the targets are met. The impact of other actions that take longer to implement, such as fleet migrations and specific projects for electricity self-consumption and process innovations relating to the consumption of less polluting materials, will be reflected in performance in future years.

2022-2024 ESG Plan Monitoring

AXIS 1
We are transparent and demanding

SDG

COMMITMENTS

- We develop a culture in the organisation based on ethical and sustainability principles
- We reject all forms of corruption
- We achieve excellence in good governance

QUANTITATIVE TARGETS	MAIN PROGRESS ACHIEVED IN 2022
>70% of senior and middle managers trained in sustainability.	Sustainability training for the entire workforce of the corporate headquarters.
Introduce variable remuneration schemes for senior and middle managers tied to ESG metrics.	Introduction of variable remuneration schemes based on the qualitative objectives of the ESG Plan.
100% of critical suppliers evaluated and audited per ESG criteria.	Launch of the Go Supply project and assessment of practically all critical suppliers based on sustainability criteria.
>75% of revenue from activities with a certified environmental management system in place.	Identification of the main obstacles to implementation of an environmental management system in the business units that do not have one.
100% of revenue from activities with a formal cybersecurity policy in place.	Development of a corporate cybersecurity policy.
100% of revenue from activities with a human rights due diligence system in place.	Implementation of formal human rights risk and impact analyses for the entire value chain.

AXIS 2
We are eco-efficient and respectful

SDG

COMMITMENTS

- We reduce the carbon footprint of our organisation and our activities
- We innovate based on the circular economy throughout our value chain
- We promote and ensure the conservation of naural capital

QUANTITATIVE TARGETS	MAIN PROGRESS ACHIEVED IN 2022
Reduce scope 1 and 2 emissions (>25% in 2024 compared to 2019).	Start of implementation of various decarbonisation projects (electricity self-consumption facilities, energy efficiency measures and fleet migration).
>40% of total electricity consumed from renewable sources.	Agreements signed for the purchase of electricity from renewable sources.
Reduce emissions from purchased goods and services relative to kms travelled (>10% in 2024 compared to 2019).	Start of pilot projects to identify levers for promoting the use of recycled materials and waste recovery in construction and maintenance work.
Increase the number of electric vehicle charging stations on the toll roads.	Establishment of a plan for the installation of electric vehicle charging stations.
>50% of waste generated is recycled.	Facilities upgraded and alliances formed to increase and sustain the volume of waste recovered.
Develop a specific methodology for measuring and quantifying impacts on biodiversity.	Analysis of the state of the art in methodologies for quantifying impacts on biodiversity.

AXIS 3
We are responsible and aware

SDG

COMMITMENTS

- We guarantee and promote road safety and occupational health
- We ensure equal opportunities and enhance the quality of employment
- We generate positive synergies with the local community

QUANTITATIVE TARGETS	MAIN PROGRESS ACHIEVED IN 2022
Reduce road accident fatalities in line with the United Nations Decade of Action for Road Safety for 2030.	Continuation of operational actions to promote road safety, in addition to awareness-raising campaigns.
Keep the accident frequency rate for direct workers below 10.	Continuation of operational actions to promote workplace safety, in addition to specific safety training.
Increase the number of women in senior and management positions.	Formal analysis of the current situation regarding gender equality in the business units and deployment of specific actions.
Increase the hiring of women for senior and management positions.	

3 GOOD HEALTH AND WELL-BEING · 5 GENDER EQUALITY · 8 DECENT WORK AND ECONOMIC GROWTH · 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE · 10 REDUCED INEQUALITIES · 11 SUSTAINABLE CITIES AND COMMUNITIES · 12 RESPONSIBLE CONSUMPTION AND PRODUCTION · 13 CLIMATE ACTION · 16 PEACE, JUSTICE AND STRONG INSTITUTIONS · 17 PARTNERSHIPS FOR THE GOALS

This Sustainability Strategy Monitoring Appendix is organised according to the strategy's three axes, based on the commitments assumed in each axis. The purpose of this report, moreover, is to share the monitoring of the organisation's strategic goals and actions and its sustainability performance during 2022 with all stakeholders.

The first Global Sustainability Meeting (GSM), bringing together all the Abertis Group's sustainability teams, was held in Barcelona in July 2022. The meeting was attended by representatives of all the sustainability areas of all the Group's business units and the Corporation, either in person or online. For two days these representatives shared information about the projects the various business units are executing, the experience acquired and the lessons learned. Presentations were given on the most important corporate ESG projects and developments, emphasising how the teams in each area can contribute to achieving the goals the Group has set itself for the next few years. The year also saw the start of bimonthly ESG Club meetings, at which the main sustainability representatives from different business units and the corporate area meet, thus creating a shared space for the exchange of information, needs and experiences within the Group.

The main tasks of the Sustainability Committee, created in 2021, are to lead the organisation's transformation process by integrating ESG and sustainability issues at every stage of the activities' value chain; to follow up on the Sustainability Strategy, the strategic objectives and the actions designed to achieve them; and to supervise sustainability projects, reporting progress to the CEO. All the organisation's corporate areas take part. The Sustainability Committee met 6 times during 2022. The meetings were attended by people representing all the Group's corporate areas, as well as the CEO. The Committee's work is expected to continue in 2023, with the same frequency of meetings and the same involvement of the organisation's corporate areas.

Topics discussed at Sustainability Committee meetings during 2022 include: the progress of the various sustainability projects, specific ESG Plan projects, Science Based Targets initiative (SBTi) certification, climate change risks and opportunities, sustainability-linked bonds, human rights due diligence, the results of ESG assessments by specialised analysts and agents such as MSCI, CDP and Sustainalytics, fiscal transparency, methodological developments in the universal GRI-SRS standards, the EFRAG recommendations in relation to the Corporate Sustainability Reporting Directive (CSRD), and the environmental taxonomy.

The task of monitoring all the 2022-2024 ESG Plan projects, optimising collaboration and exploiting synergies between the business units, coordinating the work with other areas involved and sharing status updates of the various KPIs defined in the ESG Plan will be carried out using the project management methodology endorsed by the Project Management Institute and defined in the PMBOK Guide.

Within the scope of the technical office, the various departments and business units held more than 150 meetings in relation to the ESG Plan. The main lines of work at these meetings included the design and development of carbon footprint reduction projects, indicator dashboards for the business units, the purchase of energy from renewable sources as a decarbonisation measure, initiative monitoring forms, and development of the corporate human rights due diligence system covering the Abertis Group's global value chain.

Sustainability training for all employees of the Corporation was started during 2022. For senior managers the training was ad hoc, taking each manager's responsibilities and the particular features of the business model into account. The training was intended to provide senior management with a shared understanding and language on sustainability, identify the main trends and how stakeholders' expectations are changing, and explain the new regulatory priorities and how Abertis is responding to them. For all other employees, a three-year training itinerary is scheduled, with the intention that, at the end of this period, all employees will be aware of general ESG issues and the specific challenges relating to their own tasks. All this training is expected to create an enterprise-wide layer which will ensure that ESG considerations are integrated across all areas. During 2022, employees were trained in general ESG concepts, motivations and challenges, with an introduction to the Abertis strategy. As a result of the training, 100% of Abertis Infraestructuras y Abertis Foundation staff have an awareness of sustainability issues.

AXIS 1

We are transparent and demanding

COMMITMENTS

MATERIAL ASPECTS

ODS

We reject all forms of corruption

- Prevention of corruption
- Civil and political rights
- Due dilligence
- Human rights

ODS

We develop a culture in the organisation based on ethical and sustainability principles

- Prevention of corruption
- Ethical code and regulations for each country
- Discrimination and vulnerable groups
- Principles and fundamental rights of work
- Transparency and accountability
- Appraisal of suppliers
- Social responsibility in the value chain
- Security and confidentiality

ODS

We achieve excellence in good governance

- Anti-competitive behavior
- Transparency and accountability
- Mechanisms for complaints

ISO 26000 CORE SUBJECTS

- Community involvement and development
- Human rights ✓
- Consumer issues
- Governance ✓
- Labour practices
- Fair operating practices ✓
- The environment

We develop a culture in the organisation based on ethical principles and sustainability

The governance of the organisation and the anti-corruption, ethical risk management and regulatory compliance system (described in detail in the Ethical and Legal Risk Management section of the Directors' Report) are based on an organisational culture that promotes ethical values and the principles of integrity, honesty, transparency and sustainability. The Group's governance model is described in detail in the Directors' Report, which sets out the formal management and control mechanisms in place to ensure consistent, effective implementation of the compliance management system and the general guidelines for action and behaviour designed to prevent, detect and mitigate corruption risks and serve as a binding ethical frame of reference.

The business units operating in Brazil, Argentina, Spain, Italy, India and the Corporation have renewed the ISO 37001 certification of their anti-bribery management systems for 2022, thus ensuring they apply best practice in preventing crime and promoting a business culture of ethics and regulatory compliance in every area of their activities. In 2022, for the first time, Autopistas España obtained UNE 19601 Criminal Law Compliance System certification, under the accreditation recently obtained by AENOR from the national accreditation body ENAC, making Autopistas España the first entity in Spain to do so.

The ethics channel provides stakeholders with a means of reporting any compliance incidents or irregularities to the organisation. The Group conducts ethics and compliance training to address breaches reported through the ethics channel.

Training and awareness-raising, as building blocks of effective compliance system management, are centred on ethical values of corruption prevention and regulatory compliance, with a special focus on the use of the ethics channel.

During 2022, Autopistas España communicated its commitment to being a sustainable company, both internally and externally, through sustainability presentations on the intranet, a specific sustainability section on the Autopistas España website and company-organised sustainability events such as the Sustainable Mobility meeting.

At the same time, to promote an organisational culture based on ethical principles, Arteris has appointed and trained compliance officers, whose task is to facilitate compliance by maintaining and building awareness of priority compliance issues in each company in the Arteris Group. For the fourth year, Brazil granted the Prêmio Valores award, which gives recognition to employees who put the values and behaviours of the Group's culture into practice.

Lastly, employees in Italy were introduced to the world of social responsibility through presentations on the opportunities the organisation offers for volunteering and social commitment.

In 2022 a total of 340 reports were received through the ethics channel, 18% more than the previous year, mainly in Brazil, which accounted for 89% of all such reports received.

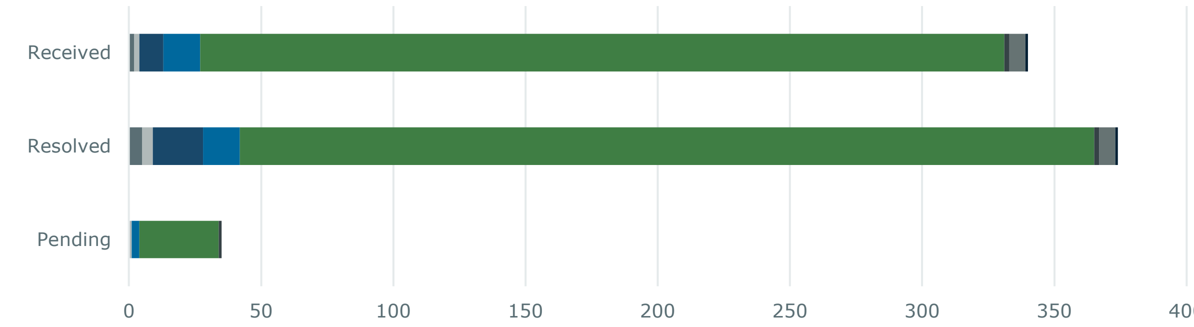
The Group-level rules for Ethics and Crime Prevention Committees specify that the committee's proposal for resolving compliance consultations or reports of breaches must be issued within the time set by applicable law and that if the law sets no time limit, the proposal must be issued within 45 business days. Exceptionally, this deadline may be extended where there is sufficient reason to do so, in which case the reason must be communicated in writing to the person who posted the consultation or reported the breach.

Consequently, not all incidents reported during the year were resolved in the year, and some of the incidents resolved during the year had been reported the previous year. During 2022 a total of 409 reports were handled and 91.4% were resolved, leaving 35 cases pending in Brazil, Abertis Mobility Services, Puerto Rico and Mexico.

The change in the number of reports received varied across the Group's business units. The biggest increase was in Argentina and Puerto Rico, whereas in France, Brazil, Spain and Chile the number of reports decreased significantly compared to the previous year.

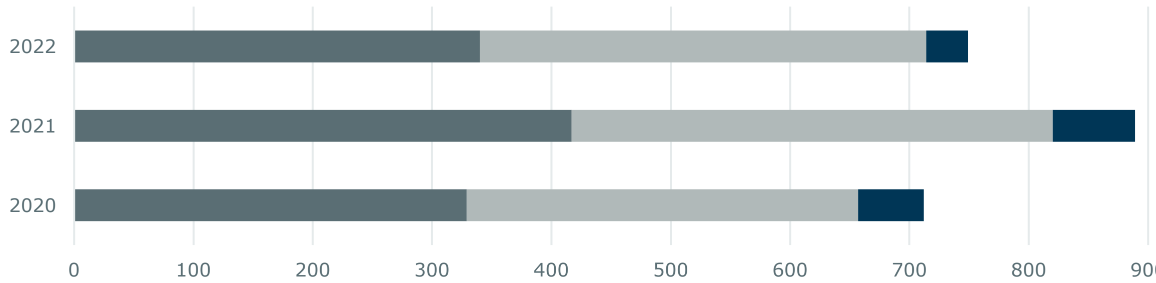
No reports of breaches were received in Italy or Abertis Mobility Services. The nature of the incidents reported partly follow the same pattern as the previous year, consisting mainly of breach of internal policies (23.2%), harassment (20.9%), inappropriate behaviour (12.4%) and conflict of interest (8.2%).

TOTAL NUMBER OF REPORTS HANDLED DURING THE YEAR BY COUNTRY



	Pending	Resolved	Received
France	0	5	2
Spain	1	4	2
Italy	0	0	0
Chile	0	19	9
Mexico	3	14	14
Brazil	30	323	304
Puerto Rico	1	2	2
Argentina	0	6	6
India	0	1	1

TREND IN REPORTS RECEIVED AND HANDLED



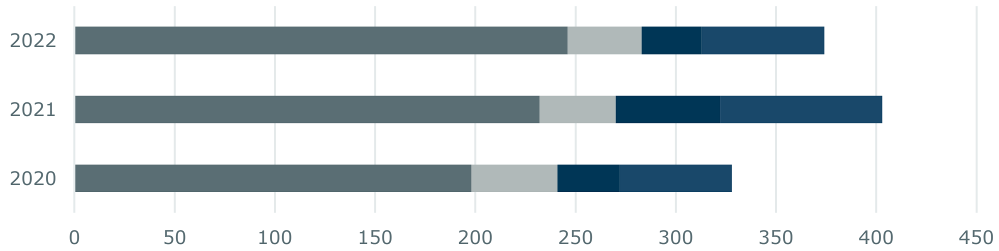
	2020	2021	2022
Received	329	417	340
Resolved	328	403	374
Pending	55	69	35

65.8% of the reports received were rejected, a higher percentage than the previous year, which means that the number of breaches of the Code of Ethics decreased by 25.1% compared to the previous year, reaching a total of 128 cases.

Of the total breaches identified, 9.9% were resolved with warnings, 8% led to dismissal of the persons involved and 16.3% resulted in the application of other disciplinary measures. The number of cases resolved by dismissal is significantly smaller than the previous year, the number of warnings much the same and the number of other measures smaller.

During 2022 a total of 102 reports of discrimination, moral harassment, sexual harassment and workplace harassment were received, mainly in Brazil, except for 9 cases in the Corporation in Spain, Mexico, Chile, Puerto Rico and Argentina. Of those 102 reports, 46 were rejected, 12 were resolved with warnings, 15 led to dismissal and 17 resulted in the adoption of other disciplinary measures.

TOTAL REPORTS RESOLVED BY TYPE OF RESOLUTION



	2020	2021	2022
Rejected	198	232	246
Warnings	43	38	37
Dismissals	31	52	30
Other disciplinary measures	56	81	61

We reject all forms of corruption

Section 5.2 of the Directors' Report provides information on the steps taken to implement the anti-corruption management system.

The 2022-2030 Sustainability Strategy makes it a strategic objective to engage all stakeholders in preventing corruption.

Training and awareness campaigns are two of the building blocks of effective compliance system management.

During 2022, Autopistas España organised the Ethics Champions campaign to inform and raise awareness among the workforce about the organisation's commitment to good governance, regulatory compliance and corporate ethics, and the role of the Compliance area. Also, to disseminate the Group's sustainability culture, Autopistas España communicated its commitment to being a sustainable company, both internally and externally, through sustainability presentations in channels such as the intranet, a specific sustainability section on the Autopistas España website and company-organised sustainability events such as the Sustainable Mobility meeting.

During 2022, specific training in ethical values and the prevention of corruption was provided to members of the Boards of Directors of the business units in Italy, Brazil, Argentina and Mexico. A total of 30 directors, 398 senior and middle managers and 5,725 other employees received anti-corruption training in Spain (Corporation and Autopistas España), France, Italy, Brazil, Argentina, India and Mexico.

The training provided to all employees in the business units involved 6,153 people in Brazil, India, France, Mexico, Italy, Argentina and Chile, as well as the Corporation in Spain and Autopistas España, and addressed subjects relating to the prevention of corruption. Likewise, the employees of Arteris in Brazil, RCO in Mexico, Autopistas in Spain and Isadak in India received training on the compliance model, while the employees in Brazil, India, Mexico, Puerto Rico and the Corporation received more specific training on the prevention of workplace harassment.

We achieve excellence in good governance

The governance system is explained in detail in the Corporate Governance section of the 2022 Directors' Report. As indicated, since Abertis is an unlisted issuer of securities, it follows the recommendations of the European Confederation of Directors' Associations' Corporate Governance Guidance and Principles for Unlisted Companies in Europe, which was updated in 2021. At the same time, Abertis treats the recommendations of the Code of Good Governance of listed companies (revised by the CNMV in 2020) as good practices and continues to monitor them as in previous years. Abertis fully or partially complies with 92% of the recommendations that are applicable to it. There are only 4 recommendations with which the Group is currently not aligned.

The aims of the 2022-2030 Sustainability Strategy with respect to governance are to improve the organisation's compliance with the Code of Ethics and the degree of compliance with the applicable Code of Good Governance. Plans are also in place to establish a specific training programme for directors that will address key sustainability issues, to supplement the working sessions of the Audit, Control and Sustainability Committee.

All the business units have set up an ethics channel to channel stakeholders' grievances and reports in relation to violations of human rights. This reporting channel also gives the organisation a means of managing these compliance incidents or irregularities.

Various monitoring and management mechanisms have been implemented to integrate sustainability in the organisation's management. They include the ESG Plan technical office and the Sustainability Committee at Corporation level, as well as the ESG Club sessions and cross-organisational work teams at both Corporation and business unit level.

Human Rights Due Diligence

Human Rights risk is the risk that the company will be found to have committed crimes under the Spanish Penal Code. It is identified through a criminal risk assessment. The business units are working to develop a formal system for conducting human rights due diligence and identifying human rights impacts. The Mobility Services subsidiaries in the UK have a modern slavery policy, in order to comply with local law.

During 2022, Abertis worked on designing its corporate human rights due diligence system, with the aim of achieving the goals set in the 2022-2024 ESG plan, most notably the need to have an internal framework that drives the implementation of human rights due diligence processes across 100% of the business.

Components of Abertis' corporate Human Rights due diligence system

1. Global map of Human Rights risks and impacts
2. Group Human Rights policy
3. Review of the Group Code of Ethics
4. Corporate Human Rights due diligence procedure

A global analysis of human rights risks and impacts was carried out with a view to deploying the corporate human rights due diligence system and ensuring that it effectively covers the whole of the Group's operations. This analysis combined two approaches to include the impacts associated with the Group's direct operations and those associated with its value chain.

The first approach consisted of a country-level human rights risk analysis for the countries in which the Group and its suppliers operate. The conclusions specify the main human rights risk factors to be taken into account and the due diligence effort required in each country.

The second approach consisted of an industry-level risk analysis for the industries in which the Group operates, distinguishing between Toll roads and Mobility Services and taking into account the stakeholders affected by the Group's operations and the activity's entire life cycle, including the upstream and downstream value chain. The results of this analysis, following the two approaches just described, provide a global map of industry risks and an assessment of their severity and likelihood of occurrence. The risk map and assessment have been used to create dashboards of priority issues for each business unit, tailored to the sector and the countries in which it operates. The dashboard allows the Group to address the specific risks associated with each operation, so as to ensure correct management, more effective results and more targeted resource allocation.

Once the risk analysis was complete, the Group worked to develop a human rights policy, taking the main international human rights standards into account, including the United Nations Guiding Principles on Business and Human Rights (UNGPs) and the OECD Guidelines for Multinational Enterprises.

Also during 2022, the Group worked on the human rights due diligence process, which defines the Group's approach to effective execution of human rights due diligence processes, assigning responsibilities at the highest level and providing mandatory guidelines to be followed in all business units, specifically:

- How the business units must implement the Group's new human rights commitments (Human Rights Policy and Code of Conduct).
- How the business units must implement their own human rights due diligence systems based on the global risk map.
- How the business units must carry out effective monitoring and reporting, using the indicators defined in the Protocol.

Lastly, the Group has been working to align the Code of Ethics to ensure that human rights due diligence is integrated across the entire organisation, reinforcing human rights protections and extending them to relationships with business partners. The objective is to have all this documentation drawn up and reported during 2023.

Although there are security personnel in Argentina, Brazil, Italy, the United States, Puerto Rico, India and Mexico, none of them have received explicit training in human rights. Some countries, including Argentina, India and Brazil, have introduced human rights issues to their security supervisors with respect to the treatment of customers and road users.

No human rights-related complaints have been received other than the reports of discrimination, moral harassment, sexual harassment and workplace harassment mentioned in the previous section on the ethics channel. Likewise, no cases of child labour or forced labour have been detected in any business unit.

AXIS 2

We are eco-efficient and respectful

COMMITMENTS

MATERIAL ASPECTS

We reduce the carbon footprint of our organisation and our activities

ODS

- Resource consumption (materials, water, energy)
- Climate change and emissions
- Social responsibility in the value chain
- Sustainable consumption
- Positive social and environmental criteria

We innovate based on the circular economy throughout our value chain

ODS

- Positive social and environmental criteria
- Sustainable consumption
- Waste and waste water
- Social responsibility in the value chain

We promote and ensure the conservation of natural capital

ODS

- Biodiversity
- Noise
- Restoration of habitats
- Positive social and environmental criteria
- Social responsibility in the value chain

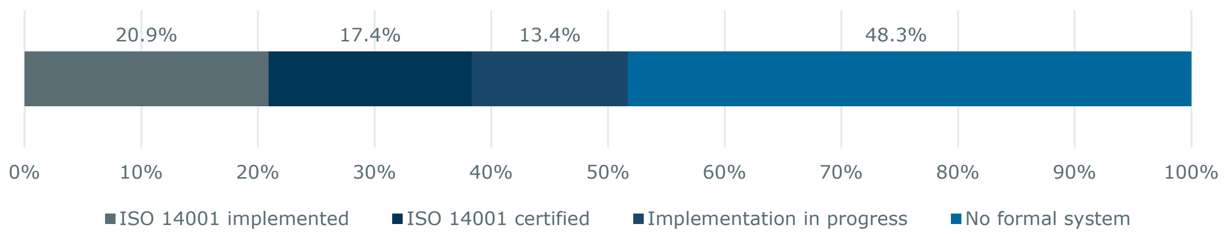
ISO 26000
CORE SUBJECTS

The Toll roads and Abertis Mobility Services activities have environmental impacts, including the consumption of resources (materials, energy and water), the generation of greenhouse gases (GHGs) and the production of waste. Specifically, the Toll roads activities affect natural capital mainly through road maintenance, construction and operation, which have an impact on the flora and fauna near the toll roads and also generate noise and affect air quality.

To minimise these environmental impacts, Abertis works to reduce and avoid emissions by optimising resource and energy use, relying on innovation. The Group's other objectives in relation to the environment include carbon footprint reduction through the circular economy and the development of products and services that have a positive environmental impact, electricity self-generation, recycled material consumption and waste recovery, and climate change mitigation and adaptation.

38.3% of turnover comes from activities that have an ISO 14001 certified environmental management system in place, a figure very similar to that of the previous year, while the rest of activities and countries follow specific procedures that allow systematised environmental management.

ENVIRONMENTAL MANAGEMENT SYSTEM (PERCENTAGE DISTRIBUTION OF ABERTIS REVENUE)



The Directors' Report gives details of the Group's efforts towards the mobility of the future, so as to achieve the organisation's strategic objectives.

We reduce the carbon footprint of our organisation and our activities

Science-based actions aimed at reducing greenhouse gas (GHG) emissions have been prioritised for the first three years of the ESG Plan (2022-2024) and a large majority of these actions were started during 2022, although some of these measures will need to be more fully embedded as structural measures over the next few years. Meanwhile, the project to formally identify climate change risks and opportunities and to integrate and quantify their financial impact continued, with full details in the Directors' Report and the Carbon Disclosure Project (CDP) questionnaire.

This year, the Group reaffirmed its commitment to decarbonisation by signing the commitment letter and submitting its GHG emission reduction targets for validation by the Science Based Targets initiative (SBTi), a partnership between CDP, the United Nations Global Compact, World Resources Institute (WRI) and the World Wide Fund for Nature (WWF). The GHG emission reduction targets submitted for validation apply to scopes 1, 2 and 3. They are set out in the Sustainability Strategy and are intended to limit global warming to 1.5°C compared to pre-industrial levels, taking 2019 as reference year. Abertis continues to work to secure the validation of these reduction targets by SBTi, thus reinforcing the 2022-2030 Sustainability Strategy and the associated plan of emission reduction measures.

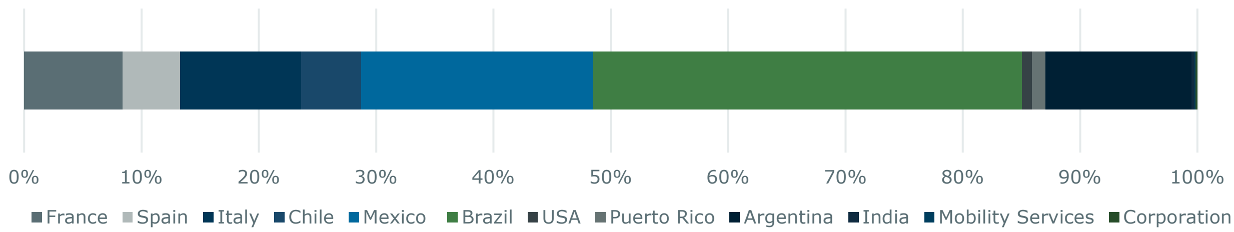
In this connection, the Group reviewed its carbon footprint calculation and reporting methodology, modifying some of the criteria used in previous years, as described in the methodology chapter. The main changes concern the emission factors used, giving priority to the use of emission factors from public databases. As a result, the values of the emission factors used has been significantly reduced, so that although the total value of the carbon footprint for 2022 has increased compared to the previous year, it has not done so by a comparable amount.

These methodological changes will need to be applied to the calculations for the base year emissions to ensure comparability and thus meet the agreed emission reduction targets. As soon as this exercise is completed, it will be published and formally presented to all stakeholders during 2023. The targets include a 50% reduction in scope 1 and 2 emissions in absolute terms by 2030 and a 22% reduction in emissions in the Purchased goods and services category in relative terms (per million km travelled by users) by 2030. The base year is 2019 because it is the most recent year since completion of the CSR Master Plan that was not affected by the impact of the pandemic.

The emissions for 2022 totalled 768,184 tonnes of CO_{2e}, 9.2% more than in 2021, and are distributed differently from the previous year, with 10.5% linked to scopes 1 and 2, and the remaining 89.5% to scope 3 (not including emissions arising from users travelling on the toll roads). Practically all the emissions generated are linked to the Toll roads activity (99.8% of total emissions for the year).

Additionally, the emissions generated by users travelling on the toll roads managed by Abertis totalled 16.7 million tonnes, which is 11.3% less than in 2021. These emissions have not been included in the tables or charts below.

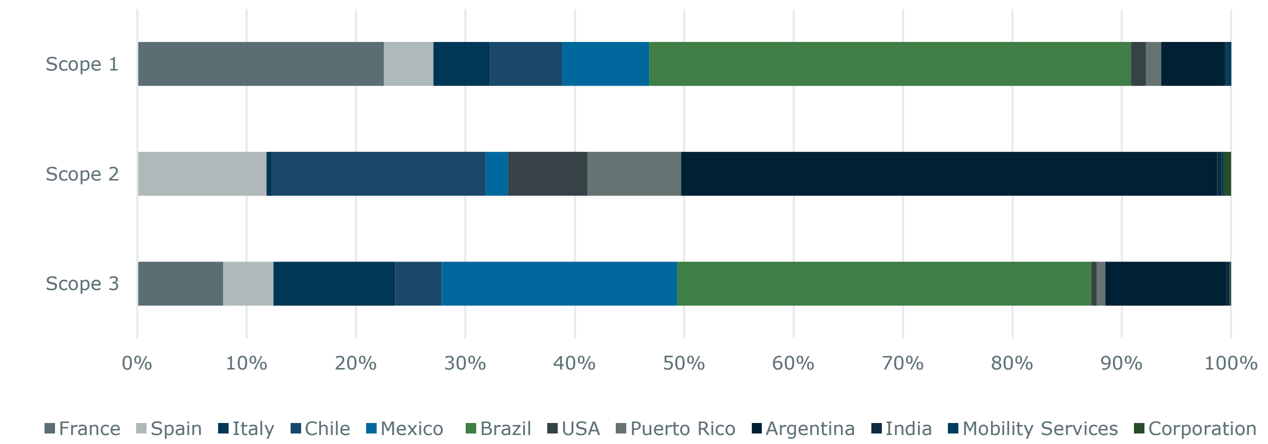
PERCENTAGE DISTRIBUTION OF TOTAL CO_{2E} EMISSIONS IN 2022 BY ACTIVITY AND COUNTRY



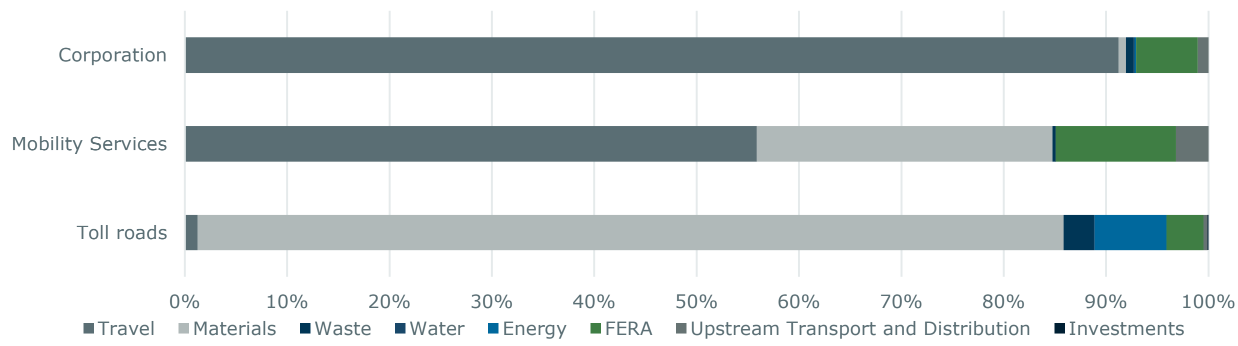
CO_{2E} EMISSIONS BY ACTIVITY AND COUNTRY (TONNES)

	Scope 1	Scope 2	Scope 3	Total
Toll roads	**46,506**	**33,877**	**686,129**	**766,513**
France	10,541	0	53,919	64,460
Spain	2,111	4,043	31,591	37,745
Italy	2,419	157	76,706	79,282
Chile	3,078	6,695	29,248	39,021
Mexico	3,718	695	147,942	152,356
Brazil	20,574	0	259,926	280,500
USA	627	2,484	3,493	6,604
Puerto Rico	649	2,918	5,356	8,923
Argentina	2,703	16,752	75,907	95,362
India	86	133	2,042	2,261
Mobility Services	**202**	**62**	**184**	**448**
Corporation	**7**	**243**	**973**	**1,223**
Total Abertis	**46,715**	**34,183**	**687,286**	**768,184**

PERCENTAGE DISTRIBUTION OF CO_{2E} EMISSIONS BY SCOPE, ACTIVITY AND COUNTRY



PERCENTAGE DISTRIBUTION OF SCOPE 3 EMISSIONS BY EMISSION SOURCE AND ACTIVITY



TREND IN TOTAL EMISSIONS BY ACTIVITY – TONNES OF CO_{2E}

	2020	2021	2022	Change vs. 2021
Toll roads	**799,184**	**701,917**	**766,513**	**9.2%**
Scope 1	67,843	48,326	46,506	-3.8%
Scope 2	74,279	59,511	33,877	-43.1%
Scope 3	657,062	594,080	686,129	15.5%
Mobility Services	**385**	**631**	**448**	**-29.0%**
Scope 1	126	269	202	-24.8%
Scope 2	10	130	62	-52.2%
Scope 3	249	232	184	-20.8%
Corporation	**440**	**668**	**1,223**	**83.0%**
Scope 1	22	10	7	-34.7%
Scope 2	255	259	243	-6.2%
Scope 3	163	399	973	144.1%
Total Abertis	**800,010**	**703,216**	**768,184**	**9.2%**
Scope 1	**67,991**	**48,605**	**46,715**	**-3.9%**
Scope 2	**74,545**	**59,901**	**34,183**	**-42.9%**
Scope 3	**657,474**	**594,711**	**687,286**	**15.6%**

Non-normalized current-perimeter data, not adjusted to the SBTI criteria for the evaluation of the degree of achievement of the reduction targets.

TREND IN TOTAL EMISSIONS – TONNES OF CO_{2E} PER MILLION EUROS OF REVENUE BY ACTIVITY AND SCOPE

	2020	2021	2022	Change vs. 2021
Toll roads	**207.6**	**151.3**	**157.4**	**4.0%**
Scope 1	17.6	10.4	9.5	-8.3%
Scope 2	19.3	12.8	7.0	-45.8%
Scope 3	170.7	128.0	140.9	10.0%
Mobility Services	**34.9**	**12.1**	**8.7**	**-27.9%**
Scope 1	11.4	5.2	3.9	-23.6%
Scope 2	0.9	2.5	1.2	-51.4%
Scope 3	22.6	4.5	3.6	-19.5%
Total Abertis	**207.2**	**149.9**	**156.1**	**4.1%**
Scope 1	**17.6**	**10.4**	**9.5**	**-8.4%**
Scope 2	**19.3**	**12.8**	**6.9**	**-45.6%**
Scope 3	**170.3**	**126.7**	**139.6**	**10.2%**

Non-normalized current-perimeter data, not adjusted to the SBTI criteria for the evaluation of the degree of achievement of the reduction targets.

TREND IN SCOPE 1 AND 2 EMISSIONS FROM TOLL ROADS - TONNES OF CO_{2E} IN RELATION TO ACTIVITY LEVEL (ADT)

	2020	2021	2022	Change vs. 2021
Scope 1	3.57	2.20	1.96	-11.0%
Scope 2	3.91	2.71	1.43	-47.4%

Non-normalized current-perimeter data, not adjusted to the SBTI criteria for the evaluation of the degree of achievement of the reduction targets.

Scope 1 and 2 emissions, mainly from the consumption of liquid fuels and electricity, are down 25.4% overall compared to 2021, since the percentage consumption of electricity from renewable sources increased significantly in 2022, to 57.6% of total electricity consumption, due to the acquisition of certificates of guarantee of origin. Total emissions intensity was 156.1 tonnes of CO_{2e} per million euros of revenue, 4.1% more than the previous year.

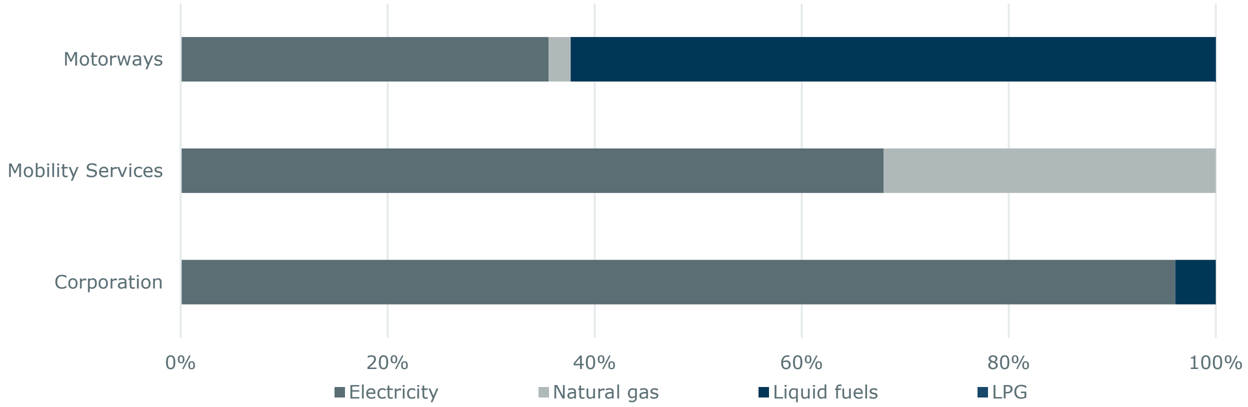
It should be borne in mind that the reductions in scope 2 emissions are linked to short-term actions and will need to be reinforced year after year, until they are consolidated as a structural reduction. There can be no assurance that certificates of guarantee of origin will be available, so consideration must be given to the supplementary measures that will be required to ensure that the reductions achieved in 2022 are maintained over time.

Scope 3 emissions are up 15.6% compared to 2021, mainly because of the increase in extraordinary construction and maintenance work in Brazil and Mexico, which affected the total consumption of materials. This increase is seen in Purchased goods and services and Energy consumed by subcontractors, while the other categories currently calculated in scope 3 have decreased. The ratio of emissions linked to purchased goods and services per million km travelled by motorway users reached 9.1.

The Group's main energy source is liquid fuels, which in 2022 account for 62.1% of total consumption, both direct and indirect, followed by electricity, which accounts for 35.6% of total energy consumption. It should be noted that 52.4% of the total liquid fuels consumed in 2022 relates to indirect consumption by the organisation's subcontractors and that this indirect consumption is up 48.8% in absolute terms compared to the previous year. Direct consumption of liquid fuels has increased less sharply, by 7.2%, compared to 2021, while electricity consumption has remained practically constant.

In total, energy consumption in 2022, both direct and indirect, amounted to 569,639 MWh, an increase of 13.7% compared to the previous year. Consumption of LPG was 457 MWh, representing 0.1% of total energy consumption, while consumption of own renewable sources came to 759 MWh.

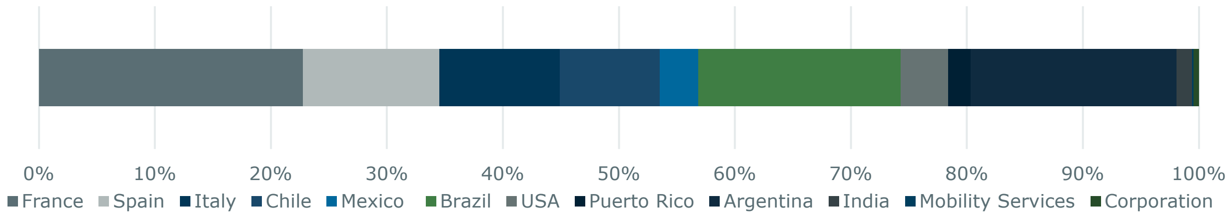
PERCENTAGE DISTRIBUTION OF ENERGY CONSUMPTION IN 2022 BY SOURCE AND ACTIVITY (MWH)



The business units in France, Chile, Italy and Spain are installing electric vehicle charging stations along their concessions to serve both their own employees and motorway users. At year-end 2022, the total number of electric vehicle charging stations installed is 394. The aim is to promote sustainable mobility and provide a service to electric vehicle drivers. This initiative is part of the Group's strategy to promote the transition to a clean and sustainable mobility model, with fewer GHG emissions. The French business unit, Sanef, has developed car parks specifically to encourage car sharing, providing services tailored to the needs of the places in which it operates, so as to facilitate the development of responsible, economically viable shared mobility. The business units have also started fleet migration projects to replace fossil fuel vehicles with other, less polluting vehicles.

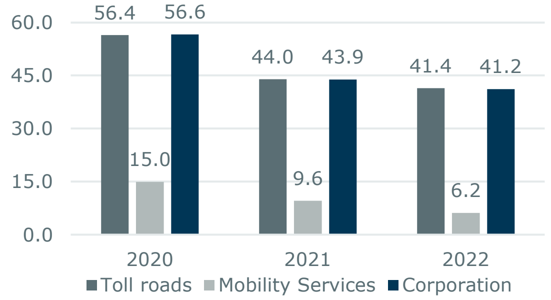
Total electricity consumption came to 203,001 MWh, a figure very similar to that of the previous year but distributed differently between the different countries. There were reductions in Spain, France and Chile due to changes in the Group's perimeter and energy efficiency measures, the latter being most strongly reflected in the reductions in Puerto Rico and Argentina. These reductions were offset by increases in electricity consumption in Brazil, India, Mexico and the United States.

PERCENTAGE DISTRIBUTION OF ELECTRICITY CONSUMPTION IN 2022 BY ACTIVITY AND COUNTRY (MWH)



During 2022, specific energy efficiency measures were implemented. In France, the measures were focused on energy-upgrading buildings at the level of envelope, slabs, heating and lighting, with the goal of improving energy performance. In Italy, a project has been carried out to change the air conditioning systems at toll stations from diesel to heat pumps. Another successful initiative was the installation of capacitor batteries inside certain tunnels in Chile, considerably reducing electricity consumption. Projects to replace conventional with low-consumption LED lighting have continued in Túnels in Spain and on the toll roads in Italy, Mexico and Brazil.

TREND IN ELECTRICITY CONSUMPTION IN RELATION TO TURNOVER (MWH PER MILLION EUROS)



Of the electricity consumed, 97.7% was consumed directly and 0.4% was from company-owned renewable sources. Of the total electricity purchased during the year, 57.6% was from renewable sources.

The increase in turnover during 2022 and the stabilisation of consumption affected total electricity consumption in relation to turnover, which fell 6.0% overall compared to 2021.

TREND IN ELECTRICITY CONSUMPTION BY ACTIVITY AND COUNTRY (MWH)

	2020	2021	2022	Change vs. 2021
Toll roads	**217,086**	**204,122**	**201,842**	**-1.1%**
France	49,419	50,495	46,200	-8.5%
Spain	42,317	30,512	23,925	-21.6%
Italy	20,918	21,001	21,039	0.2%
Chile	22,228	20,132	17,481	-13.2%
Mexico	6,907	6,232	6,749	8.3%
Brazil	28,679	23,880	35,480	48.6%
USA	---	6,978	8,220	17.8%
Puerto Rico	4,714	4,151	4,000	-3.7%
Argentina	38,968	38,175	36,026	-5.6%
India	2,936	2,565	2,722	6.1%
Mobility Services	**165**	**501**	**318**	**-36.6%**
Corporation	**1,276**	**1,297**	**841**	**-35.2%**
Total Abertis	**218,527**	**205,921**	**203,001**	**-1.4%**

TREND IN ELECTRICITY CONSUMPTION OF TOLL ROADS IN RELATION TO ACTIVITY LEVEL BY COUNTRY (MWH/ADT)

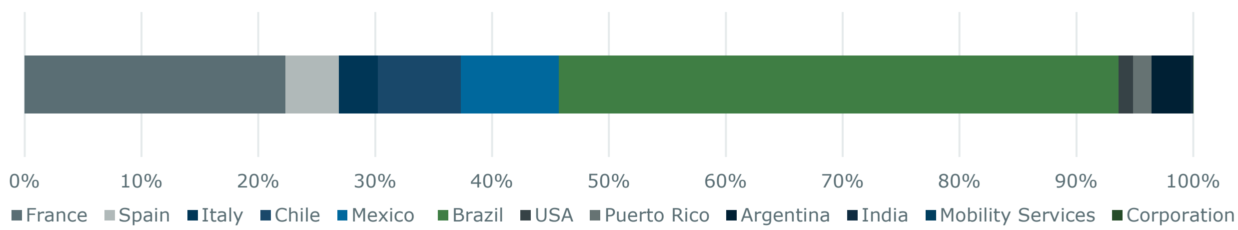
	2020	2021	2022	Change vs. 2021
France	2.6	2.2	1.8	-17.4%
Spain	2.8	2.0	1.4	-28.6%
Italy	0.4	0.4	0.3	-9.0%
Chile	1.1	0.8	0.6	-22.1%
Mexico	0.5	0.5	0.5	0.7%
Brazil	1.8	1.4	2.0	44.0%
USA	---	0.2	0.2	16.1%
Puerto Rico	0.1	0.1	0.1	-3.4%
Argentina	0.8	0.5	0.4	-20.1%
India	0.2	0.1	0.1	-5.4%
Total Toll roads	**11.4**	**9.3**	**8.5**	**-8.1%**

Work has been carried out on the toll roads in France, Italy, Chile, Brazil, the United States and India to increase consumption of electricity from renewable sources, so as to reduce the scope 2 carbon footprint. To ensure further progress in this direction, Brazil is assessing the feasibility of migrating to the deregulated energy market and buying 100% renewable electricity directly from the power generators, without going through distributors. Elizabeth River Crossings in the United States buys renewable energy credits, and other businesses, including India, bought I-REC certificates on the international market during 2022. During the year, significant progress was made in Spain and Puerto Rico in implementing projects to instal solar panels for self-consumption, which play an important role in these businesses' three-year plan, while other business units, including Brazil and Mexico, will continue with plans to carry out similar projects, giving a major boost to solar PV investment.

The liquid fuels consumed by the organisation and disclosed below include diesel fuel, petrol, and ethanol. The total consumption of liquid fuels (direct and indirect) reached 35.9 million litres, 25.6% more than the previous year, due to the increase in consumption by subcontractors associated with the increase in activity. Of the total liquid fuels consumed, 47.6% were consumed directly by the organisation, and 95% of this direct consumption was for the vehicle fleet. Direct consumption of liquid fuels has increased by 7.2% overall, driven by the change in consumption of liquid fuels in the vehicle fleet and the systematisation of the relevant information in Mexico.

The corporate fleet comprises a total of 3,417 vehicles, down 2.3% compared to the previous year. The fleet diversity increased in 2022 with the addition of electric vehicles (56) and hybrids (29) and the classification of Brazil's flex vehicles as ethanol in the subsidiaries in which ethanol is consumed (136). These types of vehicle make up 6.5% of the total vehicles in the corporate fleet.

PERCENTAGE DISTRIBUTION OF DIRECT CONSUMPTION OF LIQUID FUELS IN 2022 BY ACTIVITY AND COUNTRY (LITRES)



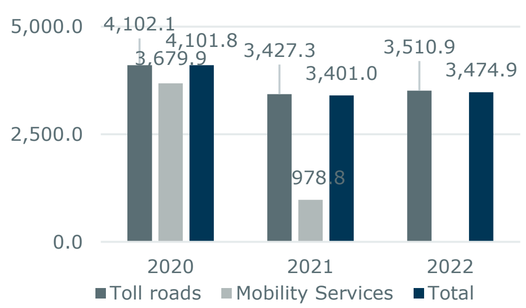
TREND IN DIRECT CONSUMPTION OF LIQUID FUELS BY ACTIVITY AND COUNTRY (LITRES)

	2020	2021	2022	Change vs. 2021
Toll roads	**15,788,755**	**15,901,807**	**17,100,491**	**7.5%**
France	4,051,499	3,958,900	3,823,721	-3.4%
Spain	994,003	1,038,228	778,730	-25.0%
Italy	539,911	560,440	566,576	1.1%
Chile	1,446,296	1,488,858	1,219,091	-18.1%
Mexico	477,874	289,983	1,432,364	393.9%
Brazil	7,656,992	7,606,266	8,195,212	7.7%
USA	---	217,264	211,362	-2.7%
Puerto Rico	146,215	146,551	263,920	80.1%
Argentina	462,825	568,985	575,435	1.1%
India	13,142	26,333	34,081	29.4%
Mobility Services	40,590	50,963	0	-100.0%
Corporation	4,500	4,721	2,982	-36.8%
Total Abertis	**15,833,845**	**15,957,491**	**17,103,473**	**7.2%**

TREND IN DIRECT LIQUID FUEL CONSUMPTION OF TOLL ROADS BY COUNTRY IN RELATION TO ACTIVITY LEVEL (L/ADT)

	2020	2021	2022	Change vs. 2021
France	210.5	172.8	150.7	-12.8%
Spain	65.0	68.0	46.5	-31.7%
Italy	11.4	9.5	8.8	-8.2%
Chile	72.9	60.3	44.3	-26.6%
Mexico	35.8	21.7	99.6	359.2%
Brazil	471.9	431.4	450.4	4.4%
USA	---	6.4	6.1	-4.1%
Puerto Rico	2.7	2.1	3.9	80.6%
Argentina	9.4	7.5	6.4	-14.4%
India	0.7	1.1	1.2	15.3%
Total Toll roads	**830.1**	**724.0**	**719.8**	**-0.6%**

TREND IN DIRECT LIQUID FUEL CONSUMPTION IN RELATION TO TURNOVER (LITRES PER MILLION EUROS)



Direct consumption of liquid fuels increased 2.2% in relation to turnover compared to 2021, mainly because of the increase in consumption, especially in Brazil, Mexico and Puerto Rico.

The toll roads in France, Italy, Brazil, the United States and Argentina and the Mobility Services activities in the United Kingdom consume natural gas, mainly from stationary sources, except in Brazil, where it is also used in the vehicle fleet. During 2022, natural gas consumption totalled 12.368 MWh, on a par with the previous year, although the distribution of consumption by country has changed slightly.

TREND IN NATURAL GAS CONSUMPTION BY ACTIVITY AND COUNTRY (KWH)

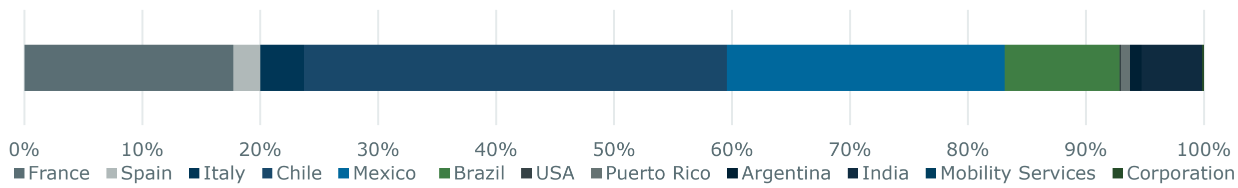
	2020	2021	2022	Change vs. 2021
Toll roads	**10,574,499**	**12,367,633**	**12,217,209**	**-1.2%**
France	5,934,101	5,316,493	5,403,767	1.6%
Italy	3,759,418	5,387,996	4,968,304	-7.1%
Brazil	560,666	1,243,581	1,229,347	-1.1%
USA	---	2,947	3,126	6.1%
Argentina	320,314	416,616	612,664	47.1%
Mobility Services	**0**	**91,907**	**150,356**	**63.6%**
Corporation	**52,924**	**0**	**0**	**---**
Total Abertis	**10,627,423**	**12,459,540**	**12,367,565**	**-0.7%**

Some of the toll roads consume water in water stressed areas, notably the toll roads in Chile, a subsidiary in Brazil and one in Mexico. The business units calculate water consumption from meter readings or directly from the water suppliers' bills. The ESG Plan's three-year plan includes initiatives aimed at controlling and reducing such consumption by, for example, using less water-demanding plant species in gardening and landscaping projects and searching for new technologies to optimise consumption.

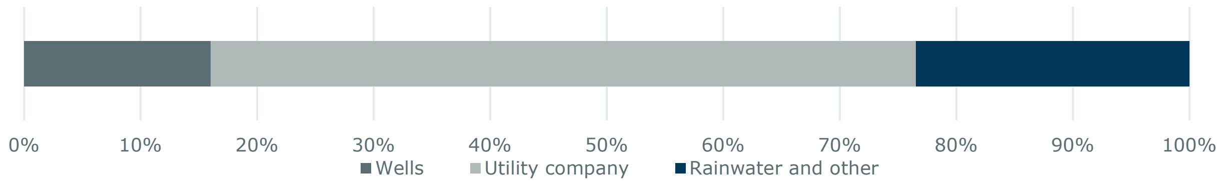
The water resource protection policy of Sanef, in France, deserves special mention. This policy is designed to ensure that the most vulnerable places have the necessary contingency and prevention equipment to deal with the risk of accidental water pollution. Sanef continued with its water resource protection programme during 2022 and started work on the construction of five new basins between the A4/A314 interchange and junction 36 at Boulay to better protect watercourses and drinking water supplies against contamination due to possible traffic incidents. These facilities also help alleviate the risk of flooding in the toll roads' areas of influence.

The total water consumed in 2022 came to almost 2 million cubic metres, 11.5% more than the previous year, due to increases in consumption in France, Mexico, Puerto Rico and Argentina, offsetting the reductions in Chile and Italy.

PERCENTAGE DISTRIBUTION OF WATER CONSUMPTION IN 2022 BY ACTIVITY AND COUNTRY (M^3)



DISTRIBUTION OF TOTAL WATER CONSUMPTION IN 2022 BY SOURCE (M^3)



TREND IN WATER CONSUMPTION BY ACTIVITY AND COUNTRY (M^3)

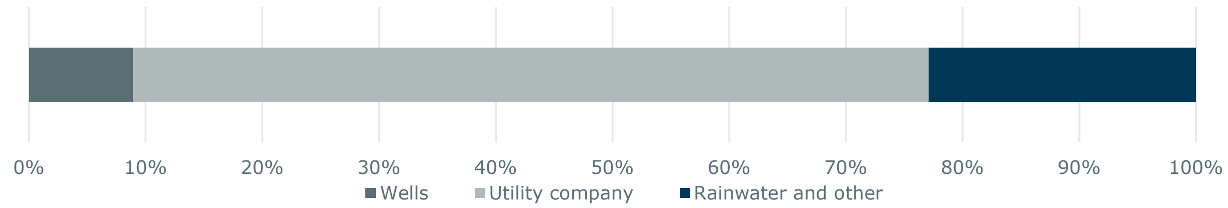
	2020	2021	2022	Change vs. 2021
Toll roads	**2,085,229**	**1,778,702**	**1,987,367**	**11.7%**
France	240,740	325,700	353,172	8.4%
Spain	60,794	47,006	45,574	-3.0%
Italy	137,152	91,353	73,476	-19.6%
Chile	769,533	884,236	713,650	-19.3%
Mexico	451,386	115,465	469,049	306.2%
Brazil	315,753	189,056	193,282	2.2%
USA	---	1,374	2,531	84.2%
Puerto Rico	8,018	10,694	15,501	44.9%
Argentina	13,899	15,353	18,963	23.5%
India	87,954	98,466	102,169	3.8%
Mobility Services	**60**	**92**	**196**	**114.0%**
Corporation	**3,841**	**6,083**	**3,081**	**-49.3%**
Total Abertis	**2,089,130**	**1,784,876**	**1,990,644**	**11.5%**

TREND IN WATER CONSUMPTION OF TOLL ROADS BY COUNTRY IN RELATION TO ACTIVITY LEVEL (L/ADT)

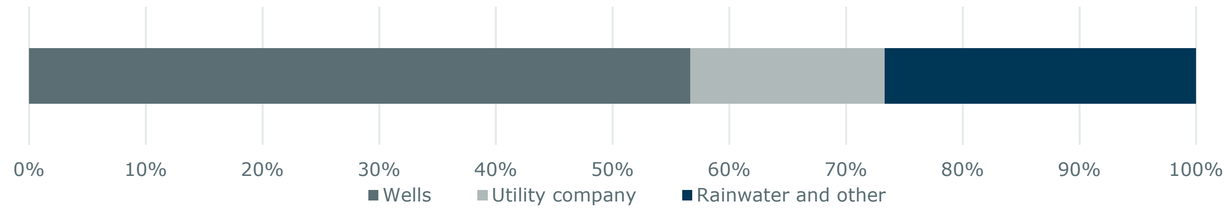
	2020	2021	2022	Change vs. 2021
France	12.5	14.2	13.9	-2.1%
Spain	4.0	3.1	2.7	-11.7%
Italy	2.9	1.6	1.1	-27.0%
Chile	38.8	35.8	25.9	-27.6%
Mexico	33.8	8.6	32.6	277.7%
Brazil	19.5	10.7	10.6	-0.9%
USA	---	0.04	0.07	81.6%
Puerto Rico	0.1	0.16	0.23	45.4%
Argentina	0.3	0.20	0.21	4.5%
India	4.6	4.0	3.7	-7.5%
Total Toll roads	**109.6**	**81.0**	**83.7**	**3.3%**

Some 87.9% of the total water consumed during the year was consumed directly by the organisation; 85.1% was fresh water (water apt for human consumption without further treatment) and 60.5% was supplied by utility companies. The Brazilian subsidiaries reused a total of 2,116.2 m^3 of water.

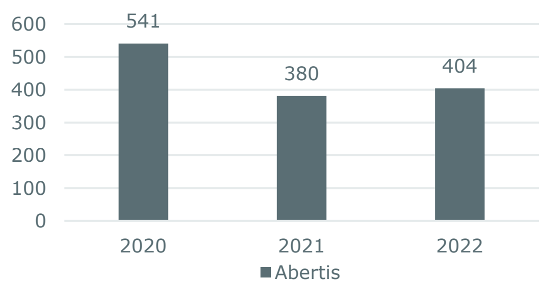
DISTRIBUTION OF FRESH WATER CONSUMPTION IN 2022 BY SOURCE (M^3)



DISTRIBUTION OF CONSUMPTION OF OTHER TYPES OF WATER IN 2022 BY SOURCE (M^3)



TREND IN WATER CONSUMPTION IN RELATION TO TURNOVER (M^3 PER MILLION EUROS)



The increase in water consumption in absolute terms affected the trend in water consumption in relation to turnover, which increased by 6.3% compared to the previous year.

We innovate based on the circular economy throughout our value chain

The consumption of materials and the generation of waste in motorway infrastructure maintenance and construction activities have environmental impacts that include the generation of emissions, which contribute to the carbon footprint and climate change and also pollute the soil, as well as the damage caused to ecosystems during the extraction and production phases of the materials used. Integrating the circular economy throughout the value chain helps protect the environment and preserve natural resources. The main actions taken by Abertis consist of consuming recycled materials and working to convert waste into new resources.

Noteworthy initiatives during 2022 include the consumption of recycled materials in Brazil, where reclaimed asphalt was used to create road surfaces that have the same performance and useful life as conventional road surfaces. Some subsidiaries in Brazil have also recovered sheet steel by reworking the steel sheets removed from sections of motorway to meet specifications and reflectance standards and thus give them a second useful life. Argentina donated reclaimed asphalt pavement (RAP) to local communities to surface the dirt roads adjoining the toll roads.

The amount of materials consumed and waste generated depends to a large extent on the work carried out, which varies significantly from year to year, especially given that in some cases it is undertaken as part of long-term projects. The total consumption of materials in 2022 increased significantly compared to the previous year due to the increase in consumption in Italy, Mexico, Brazil and Argentina linked to the tasks performed. Similarly, the total consumption of recycled material increased by 87.8% during 2022 in absolute terms and accounted for 7.4% of the total consumption of materials for the year. 88.1% of the total materials consumed and 97.8% of the recycled materials consist of granulates and asphalt agglomerate.

CONSUMPTION OF MAIN MATERIALS IN THE TOLL ROADS BUSINESS BY COUNTRY (TONNES)

	Granulates	Asphalt agglomerate	Concrete	Metals	Paints	Salt
France	87,570	387,154	93,798	1,274	26	8,079
Spain	50,899	96,118	6,066	154	235	5,599
Italy	218,274	270,561	30,670	369	189	896
Chile	1,622	55,489	286	1,502	303	0
Mexico	764,994	487,110	9,819	26	1,896	0
Brazil	1,614,370	467,660	167,345	2,798	5,586	0
USA	0	1,108	2	64	0	379
Puerto Rico	0	5,686	10,029	237	36	0
Argentina	109,034	163,344	13,750	638	442	0
India	1,269	1,432	4,080	24	64	0
Total Toll roads	**2,848,030**	**1,935,662**	**335,845**	**7,086**	**8,777**	**14,953**

TREND IN CONSUMPTION OF MAIN MATERIALS IN THE TOLL ROADS ACTIVITY (TONNES)

	2020	2021	2022	Change vs. 2021
Granulates	4,884,012	1,171,320	2,848,030	143.1%
Asphalt agglomerate	1,557,992	1,532,091	1,935,662	26.3%
Concrete	628,183	312,760	335,845	7.4%
Metals	39,724	24,385	7,086	-70.9%
Paints	6,908	9,268	8,777	-5.3%
Salt	32,195	58,214	14,953	-74.3%
Total Toll roads	**7,149,013**	**3,108,039**	**5,150,353**	**65.7%**

Besides these main materials, the Group's activities required the consumption of 309 tonnes of paper, 91 tonnes of defrosting liquid and 281,313 tonnes of miscellaneous materials, consisting mainly of ground-filling material used in road construction, as well as earth and stone, cement, tactile paving, steel and wire rod, tack coating and plant protection products.

The amount of waste generated, like the amount of materials consumed, depends on the work carried out during the year. The total waste generated in 2022 reached 545,767 tonnes, an increase of 6.1% compared to the previous year, mainly due to increases in Spain, Chile and Puerto Rico. Of the total waste generated, 96.6% is non-hazardous, a slightly lower percentage than in previous years, and 81.7% consists of miscellaneous construction and demolition waste. Some 72.2% of the waste generated was reclaimed, higher than the previous' year's percentage.

Waste management actions implemented during the year include improvements in waste separation and collection:

- In Túnels, a specific procedure is being designed to segregate, store and manage all the waste generated in the organisation.
- In Elizabeth River Crossings, the recycling programme has been expanded to include recyclable materials, boosting recycling levels by 50%.
- In Metropistas a user awareness campaign about waste separation was conducted under the slogan 'Recycle in Metropistas, it's on your way'.

TREND IN WASTE GENERATED BY ACTIVITY AND COUNTRY (TONNES)

	2020		2021		2022	
	Non-hazardous	Hazardous	Non-hazardous	Hazardous	Non-hazardous	Hazardous
Toll roads	**930,691**	**837**	**513,577**	**532**	**527,460**	**18,285**
France	413,226	77	349,174	71	312,068	17,352
Spain	23,398	186	47,251	118	71,019	120
Italy	2,909	19	2,807	17	2,560	16
Chile	6,120	6	9,810	9	29,204	11
Mexico	1,657	24	1,058	11	3,311	10
Brazil	476,104	520	95,183	293	93,898	767
USA	---	---	320	0.4	466	1
Puerto Rico	2,974	1	2,032	1	5,089	0
Argentina	4,303	4	5,940	12	8,434	7
India	0	0	1.1	0	1,410	0
Mobility Services	**3**	**35**	**31**	**38**	**11**	**1**
Corporation	**1**	**0**	**9**	**0**	**11**	**0**
Total Abertis	**930,696**	**873**	**513,617**	**570**	**527,481**	**18,286**

The increase in hazardous waste in France is attributable to the removal of a substantial amount of asbestos-containing construction materials, which account for 95.9% of the total hazardous waste generated by the toll roads in France. This one-off action illustrates the high fluctuation in levels of waste generation mentioned earlier. Such actions can significantly affect the Group's overall hazardous waste generation, which in 2022 increased compared to the previous years.

TOTAL NON-HAZARDOUS WASTE GENERATED AND TREATED BY TYPE

	Tonnes generated	Percentage recovered	Percentage to landfill	Percentage other treatments
Tyres and scrap rubber	3,151	96.1%	0.1%	3.7%
Mixture of concrete, bricks, etc.	60,136	93.1%	6.9%	0.0%
Construction and demolition waste	381,896	74.7%	25.0%	0.3%
Timber from construction work	2,401	90.7%	9.2%	0.1%
Mixed metals (scrap)	1,514	75.8%	21.7%	2.6%
Garden waste	4,598	4.1%	64.0%	31.9%
Domestic waste (rubbish)	16,897	5.3%	94.1%	0.6%
Sludge from biological treatment plants (septic tank sludge)	11,518	16.4%	20.9%	62.7%
Other	45,369	95.5%	3.8%	0.7%
Total Abertis	**527,481**	**74.7%**	**23.4%**	**2.0%**

TOTAL HAZARDOUS WASTE GENERATED AND TREATED BY TYPE

	Tonnes generated	Percentage recovered	Percentage to landfill	Percentage other treatments
Hydrocarbon-containing waste	215	28.2%	35.8%	36.0%
Soil contaminated with diesel fuel	628	0.1%	99.3%	0.6%
Asbestos-containing construction materials	16,634	0%	100.0%	0%
Common wet sludge	398	0%	0%	100.0%
Other	412	30.6%	28.6%	40.8%
Total Abertis	**18,286**	**1.0%**	**95.4%**	**3.6%**

Motorway use generates wastewater, most of which can be assimilated to domestic wastewater. The methods for calculating the amounts of the different types of wastewater include using flowmeters, using the state water service guides and recording the invoices provided by water treatment services.

No subsidiary discharges wastewater into water stressed areas, but in some countries, including France, Spain, Argentina, Brazil and Mexico, the water has to be treated at the discharge points to purify it.

The accompanying table shows the amounts of wastewater discharged by water type and disposal destination (to the surface, ground or sea or to a third party, including providers of water treatment services). The change in wastewater in Mexico has affected the total volume of wastewater generated in the year, which is significantly higher than the previous year.

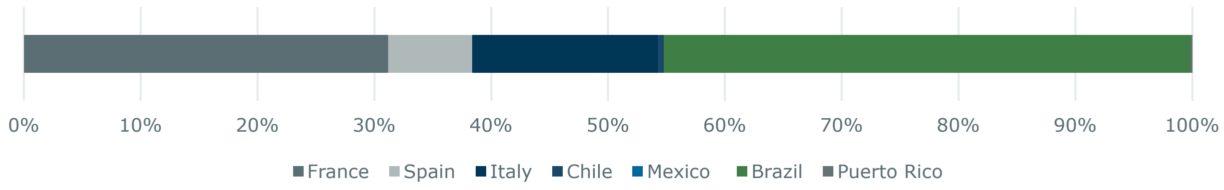
TOTAL WASTEWATER (M^3) GENERATED BY WATER TYPE AND DISPOSAL DESTINATION

	2020		2021		2022	
	Fresh water	Other water type	Fresh water	Other water type	Fresh water	Other water type
Surface water	11,707	16,408	995,829	19,686	2,850	0
Groundwater	347,151	11,756	856,547	11,717	429,629	79,088
Sea water	9	0	0	0	0	0
Third party	3,846	239,043	19,908	45,093	1,000	44,339
Total Abertis	**362,713**	**267,207**	**1,872,283**	**76,496**	**433,479**	**123,426**

We promote and ensure the conservation of natural capital

In some of the countries in which the Group operates, the Toll roads activity is carried out in areas where it may affect biodiversity. In 2022, a total of 1,247.5 km of motorway pass through protected areas, which is 15.9% of the total km managed by the organisation, very similar to the previous year. Motorway maintenance, construction and operation activities have impacts on the biodiversity of the areas through which the roads pass, affecting fauna, flora and land, polluting air and water, and generating noise and waste. Abertis takes various steps to mitigate these impacts, as set out below.

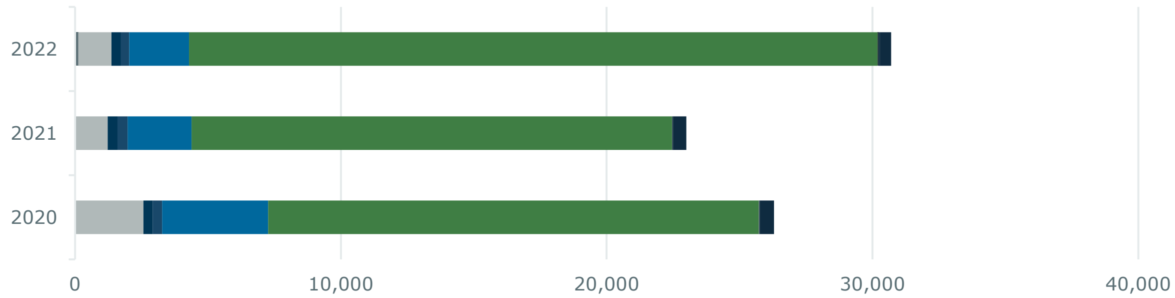
PERCENTAGE DISTRIBUTION OF KM AFFECTING PROTECTED AREAS BY COUNTRY



Motorway construction can destroy environments and species and split up territories for animals, leading to animals being killed on the roads. To mitigate these impacts, biodiversity is taken into account in the infrastructure design by including wildlife crossings; other measures include environmental impact studies, roadkill monitoring and mitigation programmes, and programmes to rescue animals or scare them away from the roads.

Of particular note is the action taken during 2022 in Brazil, where environmental compensation measures for the vegetation lost in constructing the Florianópolis bypass continued, with steps to control invasive plant species and planting of native species. The work included flora rescue and reforestation through seed and fruit rescue, as well as the collection of seedlings and epiphytes. Seedling nurseries have been developed and planted in environmental recovery areas. Monitoring of wildlife crossings in Brazil, a project recognised by the local industry association, also continued, allowing an assessment of their efficiency in controlling and reducing the number of animals run over and accidents involving animals.

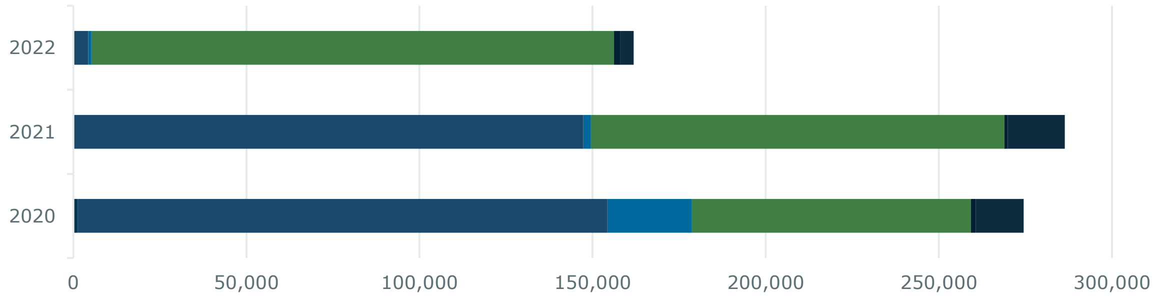
TREND IN NUMBER OF ANIMAL ROAD KILLS BY COUNTRY



	2020	2021	2022
France	0	0	122
Spain	2,580	1,232	1,253
Italy	336	361	349
Chile	361	387	315
Mexico	3,985	2,403	2,249
Brazil	18,460	18,082	25,908
USA		0	21
Puerto Rico	14	6	13
Argentina	25	34	43
India	539	494	428

During 2022, the number of animals run over increased by 33.5%, reaching a total of 30,701, due to the increase in traffic. On the other hand, 161,870 specimens of plant species have been replanted, a decrease of 43.5% compared to the previous year due to fewer plantings in Chile, Mexico and India.

TREND IN THE NUMBER OF SPECIES REPLANTED BY COUNTRY



	2020	2021	2022
France	0	0	0
Spain	0	0	0
Italy	1,300	0	15
Chile	152,989	147,275	4,278
Mexico	24,400	2,212	972
Brazil	80,549	119,364	150,920
USA		0	0
Puerto Rico	0	41	0
Argentina	1,459	1,029	1,771
India	13,750	16,400	3,914

To compensate for vegetation removal that facilitates the expansion of invasive plant species, the toll roads conduct environmental education and awareness and social communication programmes, in collaboration with stakeholders, to encourage reforestation with compensatory plantings and local species. In Brazil, environmental awareness programmes have been carried out, through the Itinerant Ombudsman initiative, to learn about the problems affecting local communities and to make the organisation's services available to local people. A workshop on the protection of wildlife near roads was organised in ViaPaulista for environmental professionals and representatives of public bodies to discuss preventive measures and the solutions adopted in road infrastructure works.

Also, during 2022, environmental awareness campaigns targeted at customers were carried out through reports disseminated in radio broadcasts (France), websites (Spain and Puerto Rico) and social media such as Instagram, Twitter and LinkedIn (Spain and Italy), and through the distribution of awareness brochures at toll plazas (Brazil). Measures aimed at employees included e-learning (France), awareness campaigns (Brazil and Mobility services), induction training for new employees (Brazil), and specific training on rainwater pollution and spill prevention and control (US). Measures aimed at the general public included awareness activities for children in schools (Brazil and Italy).

Other environmental impacts linked to motorway activities are soil erosion and noise pollution. To mitigate the impacts of soil erosion, the toll roads carry out embankment monitoring and soil conservation programmes. Measures taken to control the noise pollution associated with motorway use include noise monitoring to identify blackspots, noise impact studies (in 2022 along 2,965.2 km of road, 37.8% of the total km managed during the year), a noise observatory, and the erection of noise barriers where necessary. Noteworthy projects include the use of special asphalts to minimise road noise in Autopistas del Oeste (Argentina) and noise monitoring of the Florianópolis bypass construction works in Litoral Sul. The number of noise-related complaints decreased in 2022, with a total of 15 complaints (12 in France, 1 in Spain, 1 in Argentina and 1 in Italy), all of which were attended to.

Particle pollution during the operating phase is important, although it is related mainly to the use of the infrastructure. In line with previous years, data on the gases emitted throughout the toll roads' life cycle have been estimated based on the carbon footprint data, focusing on the following gases: carbon monoxide (CO), volatile organic compounds (VOC), non-methane volatile organic compounds (NMVOC), methane (CH4), nitrogen oxides (NOx), nitrogen monoxide (NO), nitrogen dioxide (NO2), nitrous oxide (N2O), ammonia (NH3), particles with a diameter of less than 2.5 micrometres (PM2.5), particles with a diameter of less than 10 micrometres (PM10), total particulate matter (PM) and sulphur oxides (SOx). The new procedures used in the carbon footprint calculation and the estimation of the related pollutant emissions have affected the overall figure, which is significantly lower than the previous year.

POLLUTANT EMISSIONS IN 2022 (TONNES)

	CO	VOC	NMVOC	CH_4	NO_x	NO	NO_2
France	9,789	960	807	152	11,628	0	0
Spain	2,191	213	179	33	2,397	0	0
Italy	3,938	380	318	62	3,863	0	0
Chile	3,882	378	319	59	4,348	0	0
Mexico	4,942	476	395	81	4,577	0	0
Brazil	22,924	2,173	1,800	373	17,074	0	0
USA	233	23	20	3	87	0	0
Puerto Rico	2,304	209	175	34	712	0	0
Argentina	3,903	375	317	58	3,842	0	0
India	1,402	134	112	23	1,231	0	0
Total Abertis	**55,507**	**5,321**	**4,442**	**878**	**49,759**	**0**	**0**

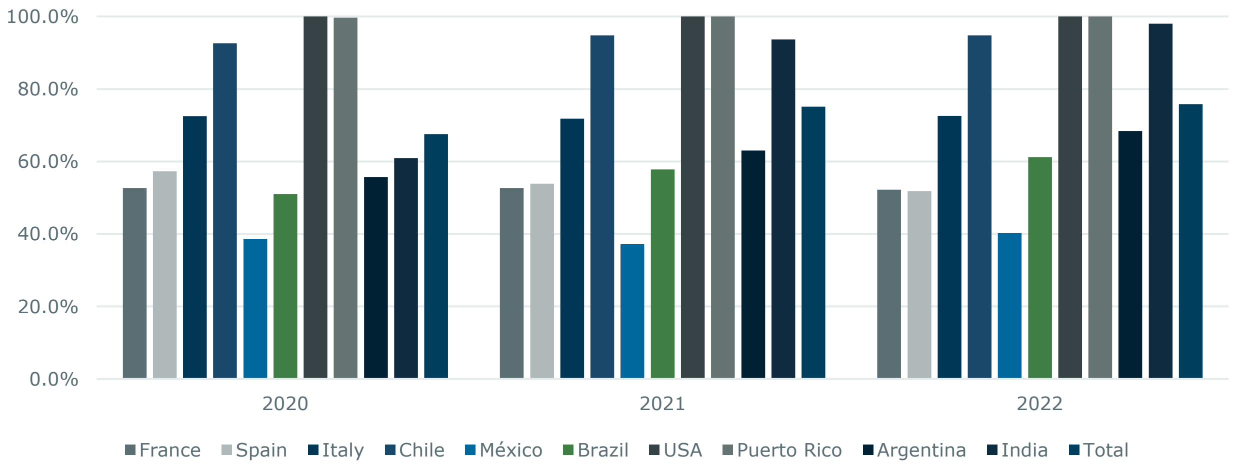
	N_2O	NH_3	$PM_{2.5}$	PM_{10}	PM	SO_x	Total
France	147	181	312	312	311	18	24,618
Spain	30	41	68	68	68	4	5,292
Italy	50	73	97	97	97	6	8,980
Chile	55	73	122	122	122	7	9,486
Mexico	61	88	88	88	88	7	10.891
Brazil	232	407	283	283	283	28	45,860
USA	1	4	2	2	2	0	380
Puerto Rico	10	44	20	20	20	2	3,552
Argentina	48	75	116	116	116	6	8,973
India	16	25	25	25	25	2	3,021
Total Abertis	**649**	**1,011**	**1,135**	**1,135**	**1,134**	**80**	**121,051**

Through the use of less polluting vehicles and fleet maintenance Abertis works to reduce the impact of this environmental issue. Employees at Autopistas España have received training and awareness sessions in efficient driving, in which they learned techniques that help reduce fuel consumption while driving, so as to reduce pollutant emissions to the atmosphere and maintain the vehicle fleet. In ViaPaulista in Brazil, driver awareness campaigns were carried out, using messages to convey the importance of vehicle maintenance. A noteworthy innovative project carried out by ViasChile uses a nanotechnology-based paint that captures and degrades harmful substances through a photochemical process, thus reducing pollution from the various toxic gases emitted by the vehicles that use the motorway.

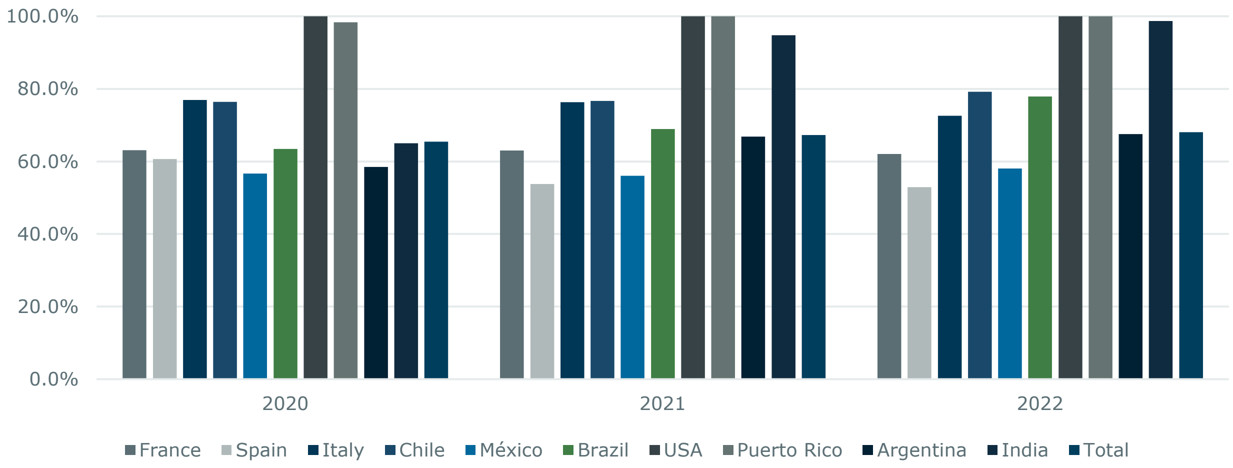
During 2022, the Brescia-Verona-Vicenza-Padua motorway in Italy launched a promotional initiative offering nine months' free Telepass subscriptions to improve traffic flow and reduce queues at toll stations. Use of electronic tolls can reduce the impact of traffic on the environment by reducing pollutant emissions from vehicles waiting at the toll plaza. In Puerto Rico the toll stations have been demolished and replaced with gantries, which eliminate the need for vehicles to stop and so improve traffic flow and reduce emissions. In France, the free-flow project on the A13 and A14 toll roads also eases the movement of traffic and reduces emissions by eliminating the stop-and-go effect.

The use of electronic tolls during 2022 was very similar to the previous year, with this system accounting for 75.8% of transactions and 68.0% of revenue.

PERCENTAGE USE OF ELECTRONIC TOLL COLLECTION (PERCENTAGE OF TRANSACTIONS)



TREND IN PERCENTAGE USE OF ELECTRONIC TOLL COLLECTION (PERCENTAGE OF REVENUE)



AXIS 3

We are responsible and aware

COMMITMENTS

MATERIAL ASPECTS

We guarantee and promote road safety and occupational health

- Road safety
- Mechanisms for complaints
- User satisfaction and service security
- Occupational health and safety
- Principles and fundamental rights of work
- Social responsibility in the value chain

We ensure equal opportunities and enhance the quality of employment

- Employment
- Diversity and equal opportunities
- Principles and fundamental rights of work
- Professional development
- Talent retention
- Social responsibility in the value chain

We generate positive synergies with the local community

- Local community
- Positive social and environmental criteria
- Local purchases
- Mechanisms for complaints
- Access to essential services

ISO 26000 CORE SUBJECTS

We guarantee and promote road safety and occupational health

The impacts that Abertis' activities have on stakeholders include occupational and traffic accidents on toll roads, the risk of workplace inequality, and the noise or other nuisances the toll roads may cause to local communities. To mitigate these impacts, the Group seeks to create value by implementing road safety measures, promoting occupational health and safety for all employees, offering quality employment and ensuring diversity and equality of opportunity as well as professional development, and promoting participation in social projects that add value to the communities in which Abertis operates.

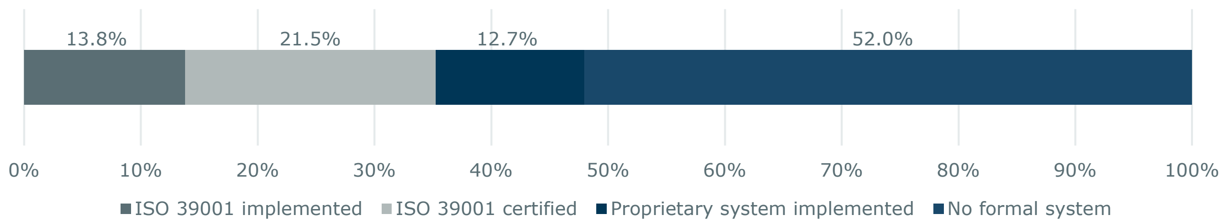
The Group's business model is focused on promoting smart mobility based on safety, sustainability and connectivity. Road safety is one of Abertis' material topics that is specific to the Toll roads business. It is directly related to the Sustainable Development Goals and the commitments set out in the Second Decade of Action for Road Safety, both promoted by the United Nations.

The Abertis Foundation has an alliance with UNICEF as a road safety ambassador and as such is part of the UNRSC (United Nations Road Safety Collaboration), a committee of experts that advises the UN General Assembly on improving road safety globally.

Road Safety

During 2022, 48% of motorway revenue was from activities covered by a road traffic safety management system based on the ISO 39001 standard and the organisation's own internal standards. Moreover, the toll roads in Chile have an emergency and incident management system certified in accordance with the ISO 22320 standard, as well as an accident prediction model.

ROAD TRAFFIC SAFETY MANAGEMENT SYSTEM (PERCENTAGE DISTRIBUTION OF TOLL ROADS REVENUE)



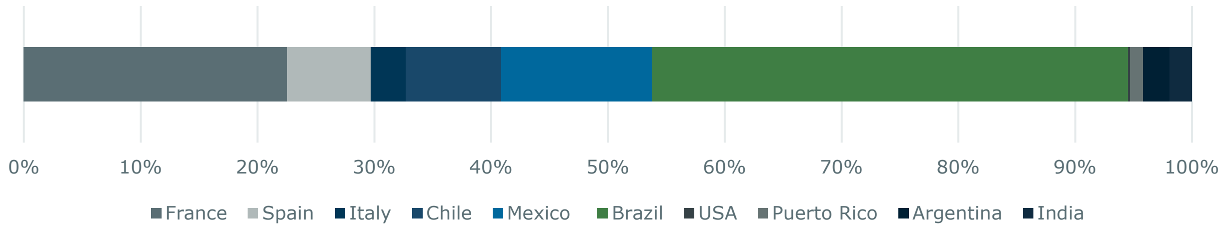
The road safety section of the Directors' Report gives details of the main road safety actions carried out during 2022 in the context of safe mobility, in collaboration with various stakeholders and local actors.

In 2022, maintenance, construction and conservation work was carried out on the roads in many concessions to ensure customers' safety and comfort. This work included the renovation of the lighting in the Cadí tunnel, work on the road surface in Brazil, the construction of a temporary walkway in Argentina, the replacement of road safety signs, and the construction of elevated pedestrian crossings in India. Specific road safety features and tools have been implemented, including emergency escape ramps in two concessionaires in Brazil to mitigate and prevent accidents with high risk potential, and the use of drones in the Fernão Dias concession in Brazil to provide an aerial view of rescue teams and direct the work of rescue vehicles. To increase driver safety, a project is under way, in collaboration with other organisations, to minimise the use of salt on the roads.

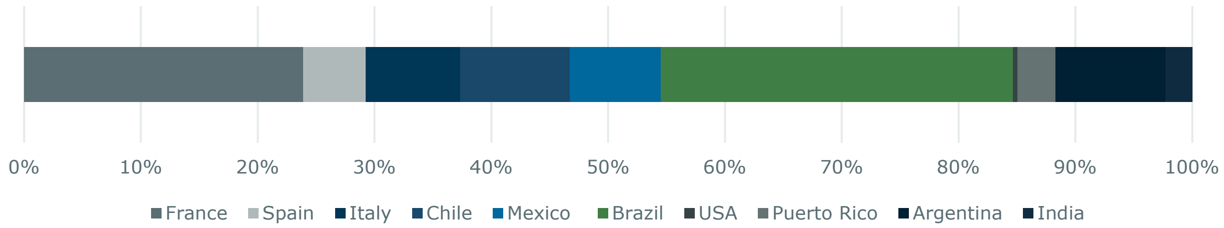
Communication and awareness-raising activities continued in most of the countries. Safety messages were transmitted to users through mini posters located in toll plazas in Túnels in Spain; and good road safety practices were promoted through variable messaging panels in Argentina; the 2022 Road Safety Forum in Italy; and the offer of relaxing activities in service areas in France and Brazil to make drivers more aware of the danger of sleepiness at the wheel.

During 2022, the toll roads in Spain, France, Argentina, Mexico and Chile collected data on risky behaviour on their roads (speeding, signalling, safety belts, mobile phones) through observatories on driver behaviour and driving styles, with the aim of making society aware of the organisation's road safety practices.

NUMBER OF KM MANAGED IN 2022 BY COUNTRY (DIRECT MANAGEMENT)



NUMBER OF KM TRAVELLED IN 2022 BY COUNTRY



The number of km managed directly by the Group during 2022 remained constant, as the reductions in km due to discontinuation were offset by increases elsewhere. The number of km travelled rose 7.8% year-on-year, pushing up Average Daily Traffic (ADT), which increased by 8.2% overall. ADT increased across all the countries except Puerto Rico, where it remained practically unchanged.

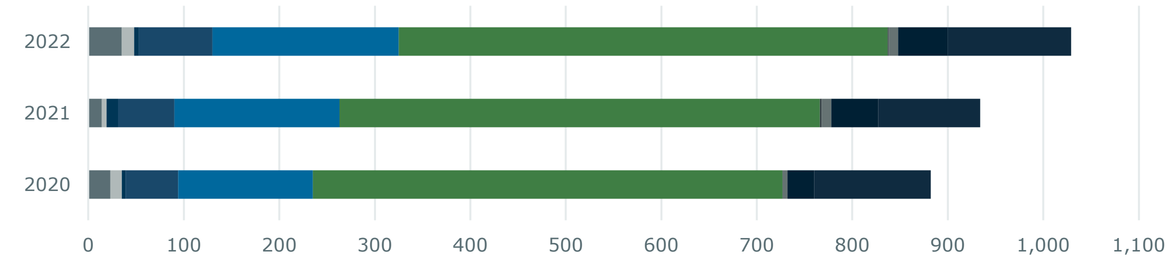
The increase in traffic and the changes in mobility patterns affected the number of road accidents and the number of people killed in such accidents. Road accidents increased compared to 2021 in almost all the countries except France, Puerto Rico and Italy, and the number of people killed increased in most of the countries except Italy and Puerto Rico.

TREND IN TOTAL NUMBER OF ROAD ACCIDENTS WITH VICTIMS

	2020	2021	2022	Change vs. 2021
France	436	596	440	-26.2%
Spain	461	150	187	24.7%
Italy	133	260	246	-5.4%
Chile	1,331	1,588	1,617	1.8%
Mexico	497	695	695	0.0%
Brazil	8,680	9,689	9,803	1.2%
USA	---	51	53	3.9%
Puerto Rico	153	131	128	-2.3%
Argentina	766	978	1,283	31.2%
India	633	854	944	10.5%
Total	**13,090**	**14,992**	**15,396**	**2.7%**

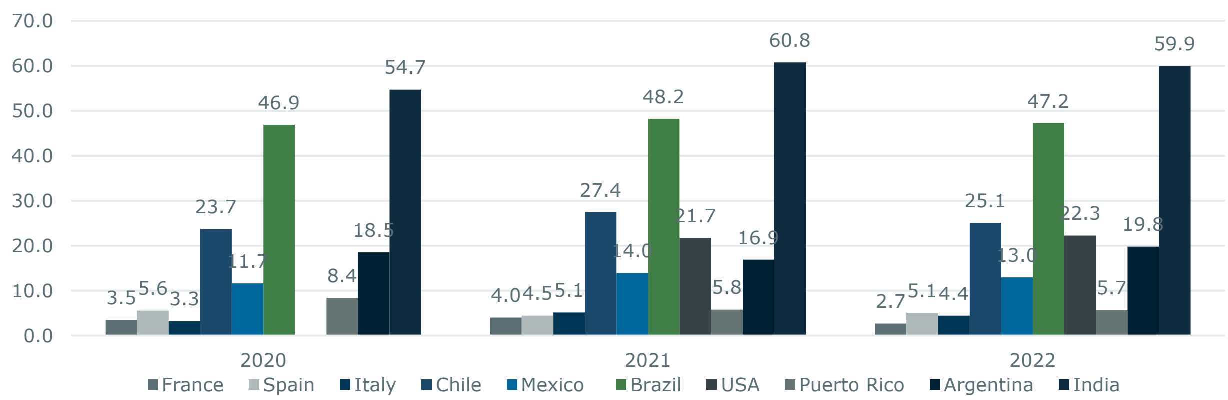
In addition, the accident rate decreased by 4.7% compared to 2021, with a downward trend in all countries except Spain and Argentina, while the mortality rate increased by 2.2% overall, with a significant increase in France and Spain and a decrease in Italy, Brazil, and Argentina.

TREND IN NUMBER OF TRAFFIC ACCIDENT FATALITIES

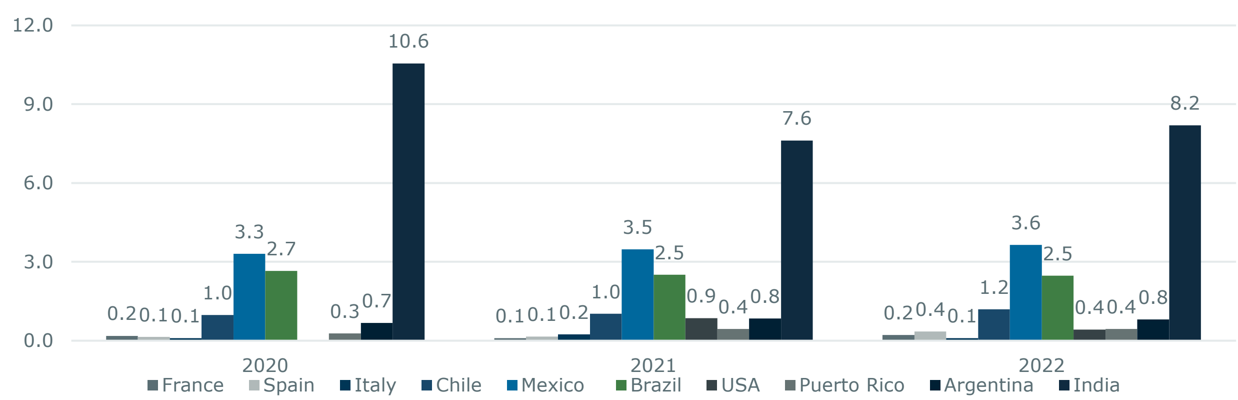


	2020	2021	2022
France	23	14	35
Spain	12	5	13
Italy	4	12	5
Chile	55	59	77
Mexico	141	173	195
Brazil	492	503	512
USA		2	1
Puerto Rico	5	10	10
Argentina	28	49	52
India	122	107	129

TREND IN ACCIDENT RATE BY COUNTRY



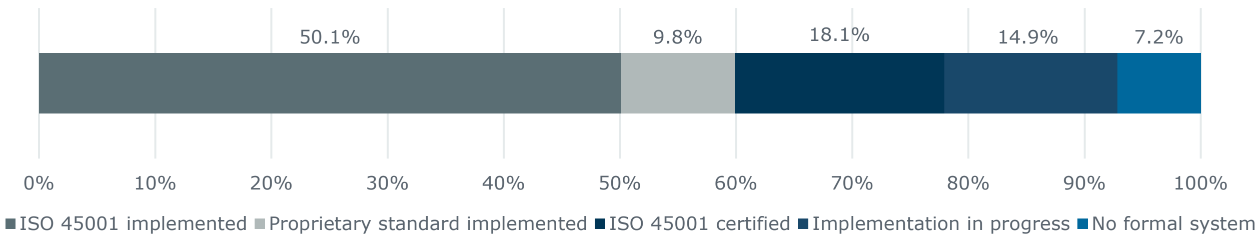
TREND IN MORTALITY RATE BY COUNTRY



Workplace safety and health

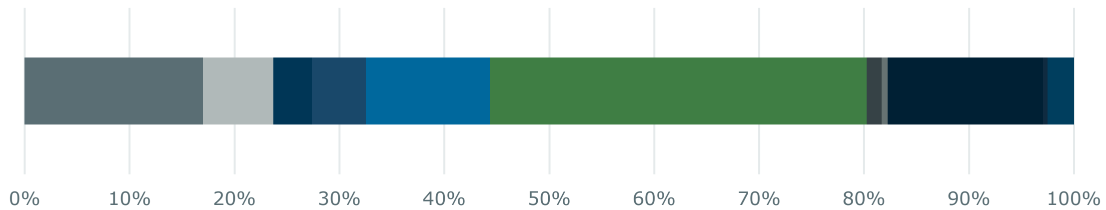
77.9% of Abertis' revenue comes from businesses that have an occupational health and safety (OHS) management system in place in accordance with international standards such as ISO 45001 and tailored to specific local requirements. Having a health and safety management system is mandatory in the great majority of the countries in which the Group operates, and the subsidiaries where there is no such legal requirement manage this material issue through specific procedures.

OCCUPATIONAL HEALTH AND SAFETY MANAGEMENT SYSTEM (PERCENTAGE DISTRIBUTION OF ABERTIS' REVENUE)



Following the methodology explained in the methodology chapter, 97.9% of the Group's total average full-time equivalent employees (12,133.2 employees) are covered by sustainability reporting, a slightly smaller percentage than the previous year.

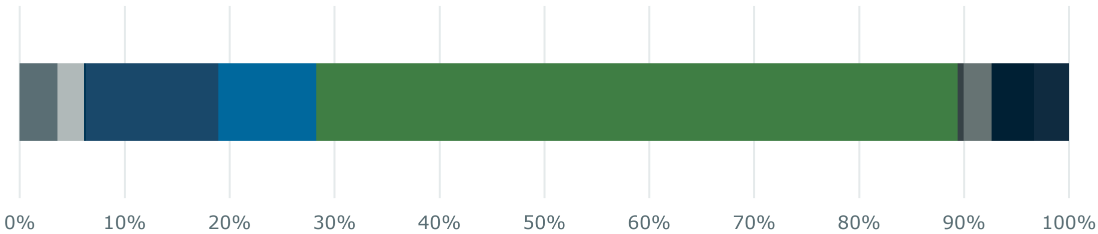
AVERAGE NUMBER OF FULL-TIME EQUIVALENT EMPLOYEES BY COUNTRY (DIRECT WORKERS)



	Full-time equivalent employees
France	2,065.8
Spain	808.6
Italy	445.9
Chile	625.4
Mexico	1,434.9
Brazil	4,358.9
USA	167.3
Puerto Rico	71.8
Argentina	1,800.8
India	49.7
UK	304.0

The number of indirect workers for the year totalled 15,009, an increase of 10.6% compared to 2021. They are employed in road works, maintenance and conservation, gardening, road support and user assistance, among other tasks, mostly under fixed-term contracts.

TOTAL INDIRECT WORKERS AT 31 DECEMBER BY COUNTRY



	Indirect workers
France	538
Spain	383
Italy	23
Chile	1,894
Mexico	1,400
Brazil	9,180
USA	81
Puerto Rico	397
Argentina	614
India	499

OHS management systems and, in business units that do not have a formalised OHS management system, operations monitoring are used to manage and monitor industrial accident risk indicators and implement prevention and safety measures. Abertis monitors and identifies the hazards in each job in order to be able to take appropriate action and reduce the number of industrial accidents for both direct and indirect workers.

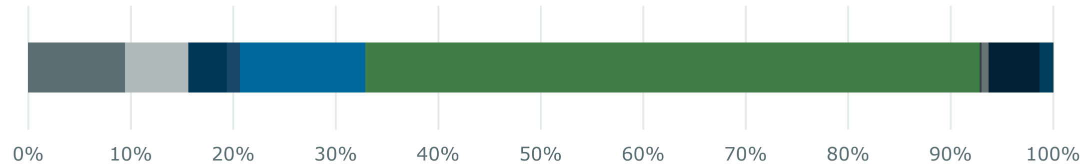
The actions implemented by the business units during 2022 include occupational risk and accident prevention training, preventive planning, workplace safety visits and inspections, risk assessments, health promotion and delivery of personal protective equipment to direct and indirect personnel.

Of particular note is the creation of the position of occupational safety analyst in Brazil, to monitor the teams working in the field through cameras positioned along the road, with a view to assessing possible measures to contain the risks involved in conservation, maintenance and construction activities. The aim is to prevent and mitigate risks to the safety of persons and operations. In Brazil and in Túnels España, communication videos on safety at work were used to raise employees' awareness of good practices in road and occupational safety. Túnels also received the Asepeyo Award for the best preventive practice in occupational road safety.

Some business units have acquired equipment designed to increase worker safety on the toll roads. This includes, in Brazil, the acquisition of a machine that reduces the exposure of employees to road traffic by carrying out both the site signalling and the cleaning of protective and safety equipment, as well as horizontal signalling, by means of the automatic washing vehicle; and in Spain, the installation of a network of AEDs (Automated External Defibrillators) on the roads to safeguard the health and well-being of customers and workforce alike. In France, videos have been used to make customers aware of the need to protect workers wearing yellow vests, reminding drivers of the precautions to be taken when approaching maintenance teams.

A total of 106,607 hours of OHS training was given, 7.3% less than in 2021, as a result of the general reduction in training activities in all the business units except Brazil, Mexico, Argentina and Mobility Services.

TOTAL HOURS OF OCCUPATIONAL HEALTH AND SAFETY TRAINING PROVIDED BY COUNTRY



	Total hours of occupational health and safety training
France	10,060
Spain	6,608
Italy	4,025
Chile	1,292
Mexico	13,063
Brazil	63,920
USA	177
Puerto Rico	761
Argentina	5,302
India	8
Mobility Services	1,386
Corporate	6

The procedures followed by the Group in assessing workplace hazards are transcribed in a checklist or risk analysis matrix, following the OHS principles established in each country's legal framework, with the aim of ensuring a safe work environment.

The assessments are based on job analyses, direct observation of the work environment and tasks, identification of external factors that may affect the associated risks, and a review of work guidelines, among other things.

The companies also have risk analyses for the specific tasks involved in each job. The risks associated with each job are classified on a scale from low to important. In assessing the risks, aggravating circumstances such as an adverse physical environment, work in isolation, stress, and traffic exposure, among others, are taken into account. The risk analyses identify both the risks associated with each task and the actions required to mitigate them.

All the business units, except Argentina, APR in Puerto Rico, some subsidiaries in Chile, the head office in India and the subsidiaries of Mobility Services in the United Kingdom, have occupational health and safety committees, covering 79% of direct workers and 85.9% of indirect workers. In 2022, a total of 356 occupational health and safety committee meetings were held, dealing with issues such as preventive and organisational measures to combat the health crisis, occupational safety measures, and the analyses of any incidents and accidents that occurred, among other things.

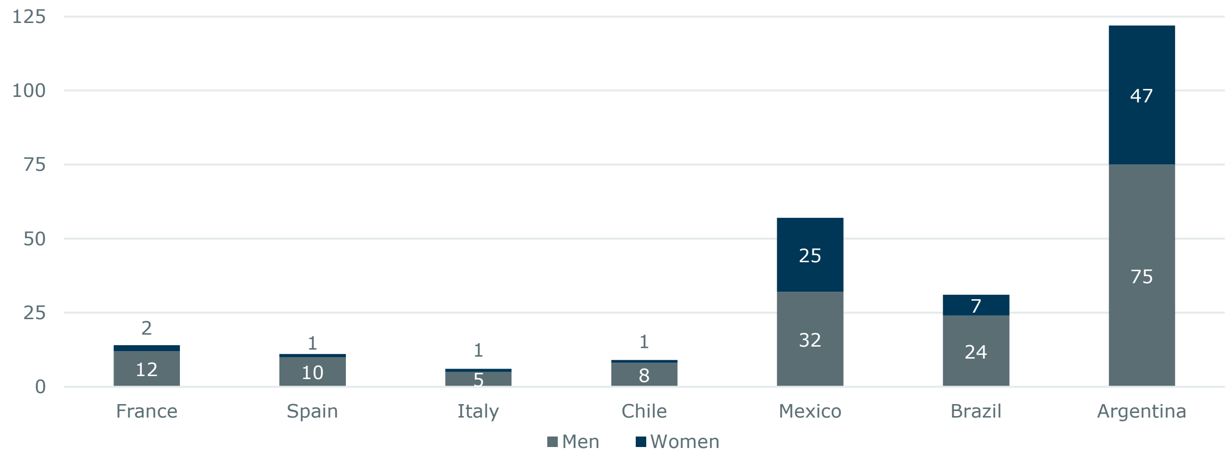
The business units in Spain, France, Italy, Brazil, Argentina, Mexico and all the Mobility Services subsidiaries provide access to professional health services, so that their employees can be seen by doctors as needed, ensuring full confidentiality. The business units also offer health benefits to both direct and indirect workers, including health communication campaigns and more attractive health insurance.

In practically all the activities and countries, except India, occupational incidents and accidents, are recorded by computer programs, applications and systems that compile data on all occupational accidents and diseases that may occur. This more automated management allows recording and tracking of each case and closer monitoring by managers and supervisors, who are kept informed and so are able to carry out the necessary training and awareness-raising.

During 2022, there was a total of 350 recordable accidents involving direct workers, a decrease of 15.9% compared to previous year. Of this total, 67% involved men, slightly more than the previous year).

A similar trend is observed in lost time accidents, which are down 7.4%, at 250, having fallen in all countries except Mexico. No lost time accidents were recorded in the toll roads businesses in Italy, the United States, Puerto Rico or India, nor in any of the Mobility Services subsidiaries or the Corporation.

NUMBER OF LOST TIME ACCIDENTS IN 2022 BY GENDER AND COUNTRY (DIRECT WORKERS)



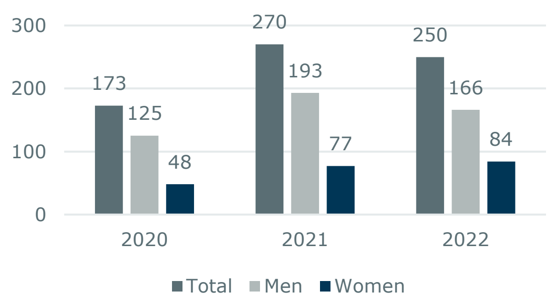
The main causes of occupational accidents for both direct and indirect workers are: falls from height, trips, cuts, overexertion, manipulation of objects and tools, blows, collisions and traffic accidents, and assaults by users.

Thus, a total of 3 cases of occupational illness were recorded in France (2 men and 1 woman), involving wrist and shoulder injuries.

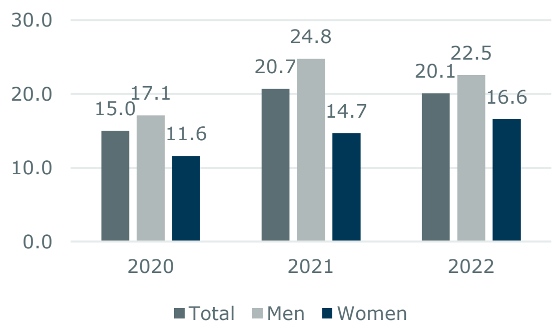
The decrease in the number of lost time occupational accidents, combined with the changes in number of employees and hours worked, have affected the incidence, frequency and severity rates. These rates are calculated in accordance with international standards. Specifically, the incidence rate is calculated as the ratio of the number of lost time accidents to the number of employees at 31 December, multiplied by one thousand; the frequency rate, as the ratio of the number of lost time accidents to the total number of hours worked, multiplied by one million; and the severity rate, as the ratio of days lost as a result of occupational accidents to the total number of hours worked during the year, multiplied by one thousand.

In 2022, the incidence and frequency rates remained virtually constant overall compared to the previous year, with incidence down 2.9% and frequency up 2.1%. The rates decreased most markedly in Spain, France, Brazil and Argentina and increased in Mexico. The severity rate, in contrast, increased by 18%, especially on the toll roads in Brazil and Chile. There were eight serious accidents involving direct workers (8 men), in Brazil and Mexico. Moreover, the high severity rate in 2022 is 0.38 points (0.63 for men and 0 for women).

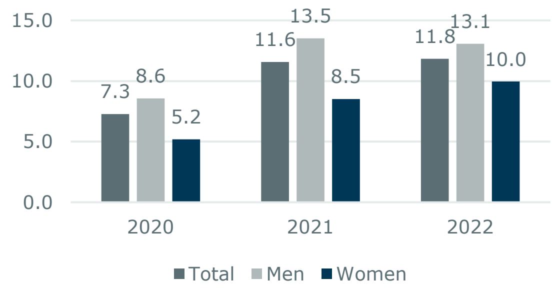
TREND IN TOTAL NUMBER OF LOST TIME ACCIDENTS BY GENDER



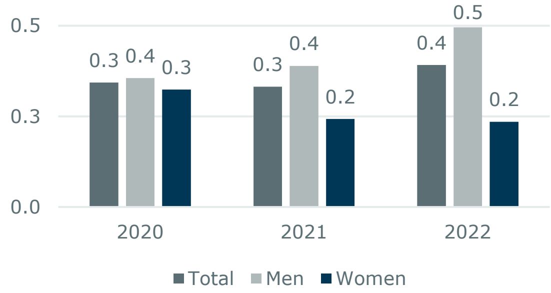
TREND IN INCIDENCE RATE BY GENDER



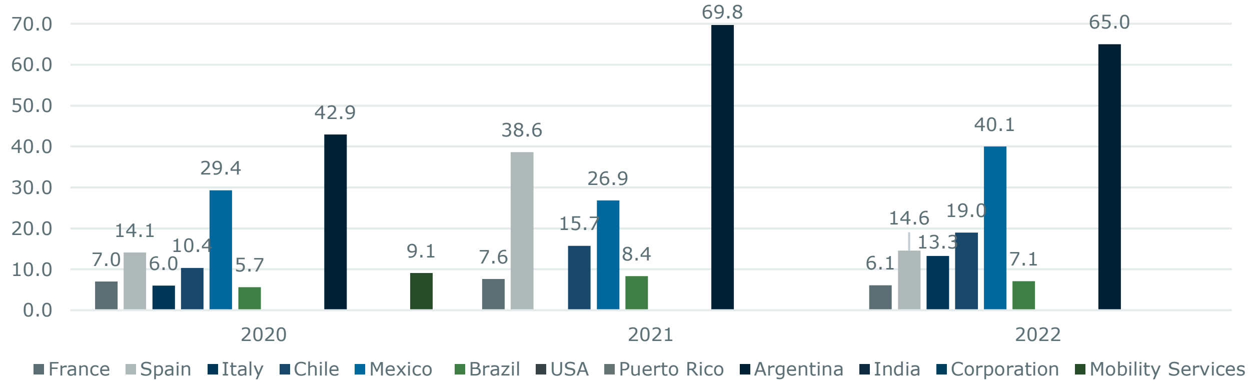
TREND IN FREQUENCY RATE BY GENDER



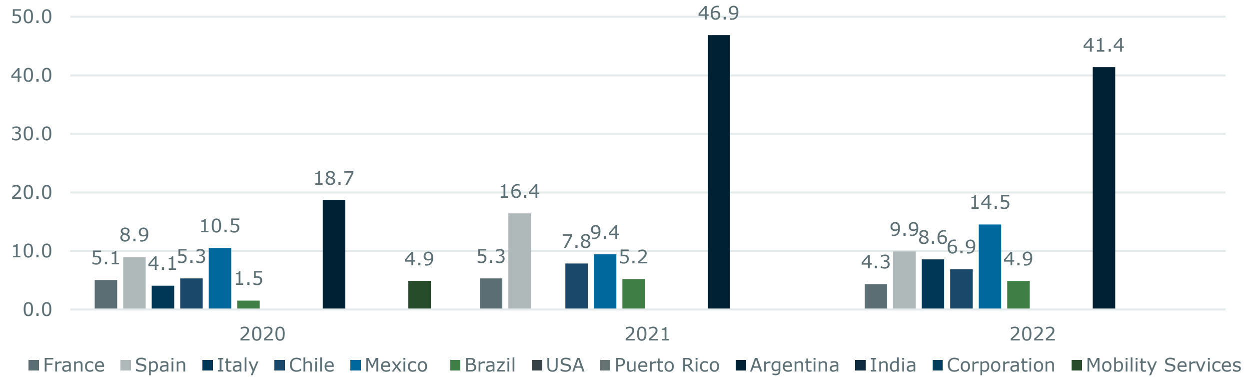
TREND IN SEVERITY RATE BY GENDER



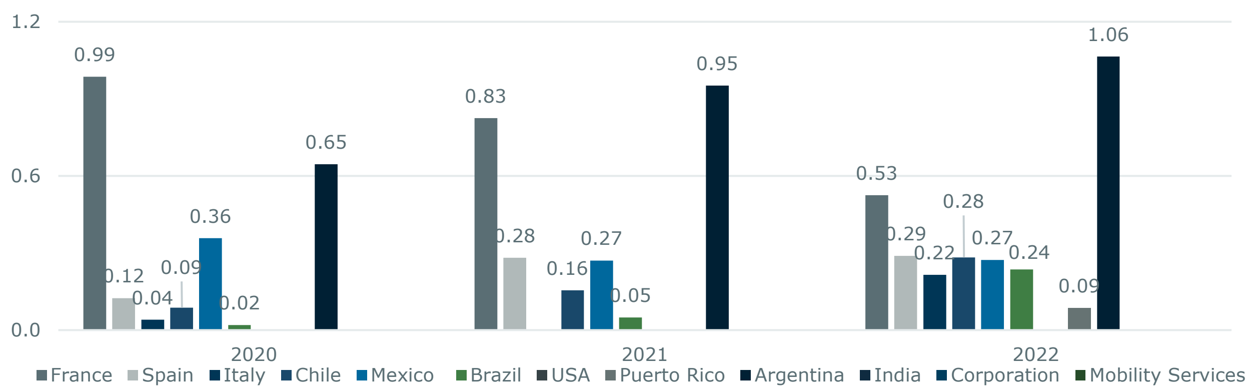
TREND IN INCIDENCE RATE BY ACTIVITY AND COUNTRY



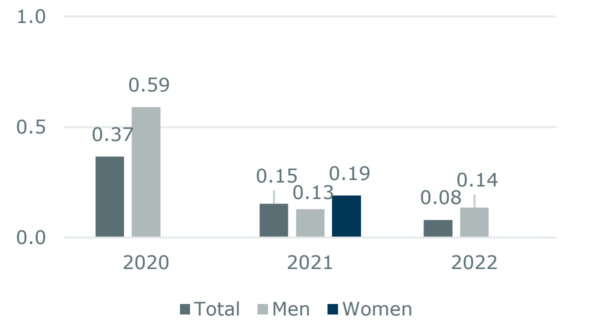
TREND IN FREQUENCY RATE BY ACTIVITY AND COUNTRY



TREND IN SEVERITY RATE BY ACTIVITY AND COUNTRY



TREND IN FATALITY RATE (DIRECT WORKERS) BY GENDER

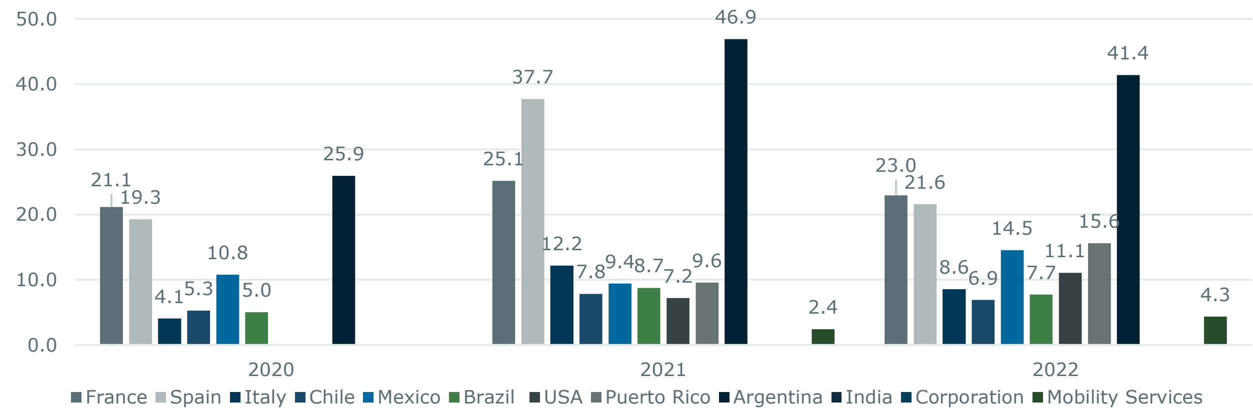


During 2022, a total of 1 direct worker (1 man in Mexico) and 6 indirect workers (3 men in Brazil, 2 in Mexico and 1 in Italy) died, mainly as a result of collisions in road works areas. Corrective actions agreed with the contractors include reviewing and building awareness of the Road Work Procedures Manual, which sets out safe practices for working on the toll roads.

The decrease in the number of fatalities among direct workers cut the overall fatality rate by half.

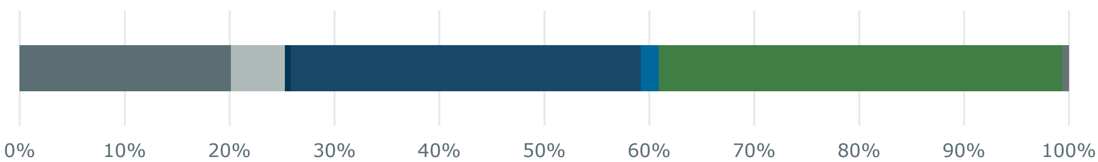
Also, the reduction in recordable accidents involving direct workers brought the overall recordable accident rate down to 16.5 points (18.5 for men and 13.6 for women).

TREND IN RECORDABLE ACCIDENT RATE FOR DIRECT WORKERS BY ACTIVITY AND COUNTRY



Among indirect workers, recordable accidents totalled 174, down 17.9% compared to the previous year, and lost time accidents 130, down 6.5%. Most of these accidents (82.8% of recordable accidents and 76.9% of lost time accidents) involved men. There were 2 high-severity accidents. For indirect workers the recordable accident rate was 5.6 points, the high severity rate 0.06 points and the frequency rate 4.1 points.

RECORDABLE ACCIDENTS INVOLVING INDIRECT WORKERS BY COUNTRY



	Recordable accidents involving indirect workers
France	35
Spain	9
Italy	1
Chile	58
Mexico	3
Brazil	67
Puerto Rico	1

We guarantee equal opportunities and enhance employment quality

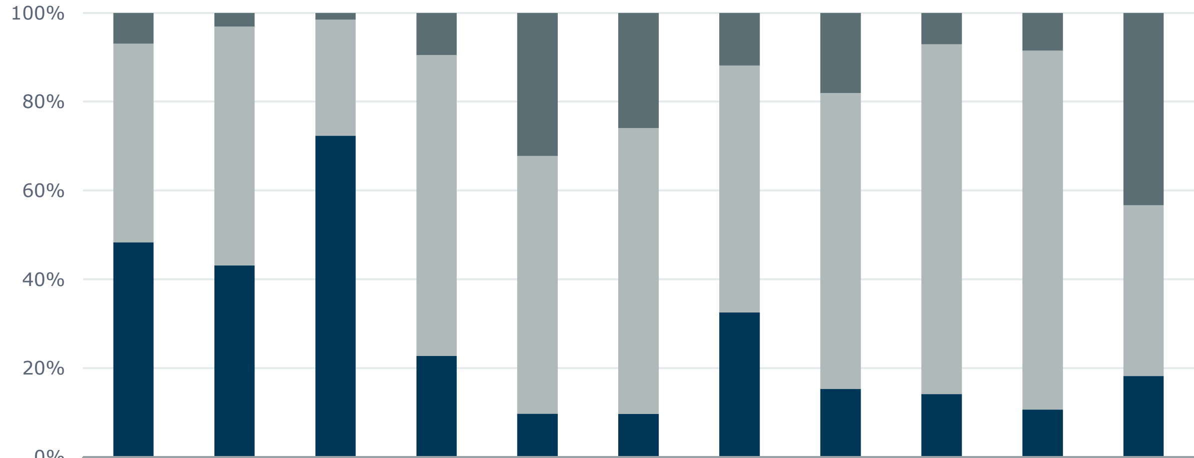
Abertis guarantees equal opportunities and non-discrimination, as these principles are embedded in the Group's Code of Ethics and human resources policy and are implemented, within the framework of the Sustainability Strategy, through the diversity, equality and inclusion policy. The 2022-2024 ESG Plan includes the specific target of increasing the presence of women in senior and middle management positions, a target that has been conveyed to all the Group's business units.

The Group's human rights policy and diversity, equality and inclusion policy further specify the principles to be applied to create an environment that facilitates and enhances equal opportunities, non-discrimination, diversity and inclusion among the Group's people. To put the Group's policies into practice, the companies in the countries in which Abertis operates work to meet the legal requirements in each country as well as stakeholders' expectations.

By gender, 59.2% of the workforce are men and 40.8% are women, very similar to the previous year. In 2022, women's share of senior and middle management positions remained similar, at 20% and 30.4%, respectively. In addition, 29.1 per cent of senior and middle management positions are filled by women.

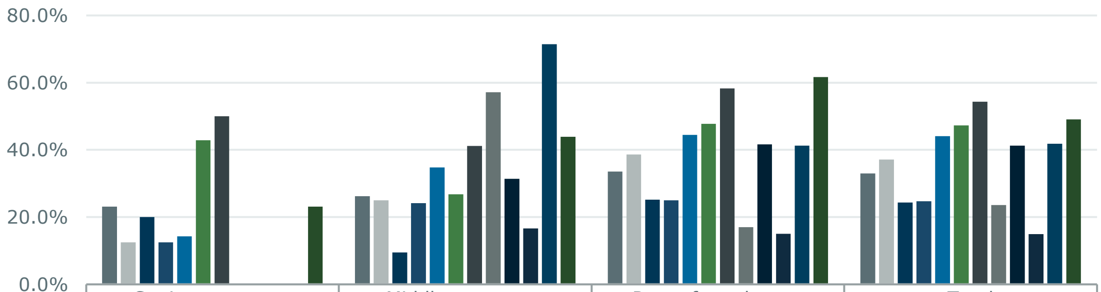
By age, at 31 December 2022 17.3% of the workforce were under 30, 59.4% were aged 31 to 50, and 23.4% were over 51. The under 30 age group has decreased slightly, while the over 51 group has grown slightly compared to the previous year.

DISTRIBUTION OF EMPLOYEES BY AGE GROUP AND COUNTRY AT 31 DECEMBER



	France	Spain	Italy	Chile	Mexico	Brazil	USA	Puerto Rico	Argentina	India	UK
< 30	160	28	7	45	459	1,137	19	13	133	4	143
30-50	1,035	490	118	321	825	2,818	89	48	1,477	38	127
> 51	1,119	393	327	108	139	425	52	11	266	5	60

PERCENTAGE OF WOMEN BY JOB CATEGORY AND COUNTRY

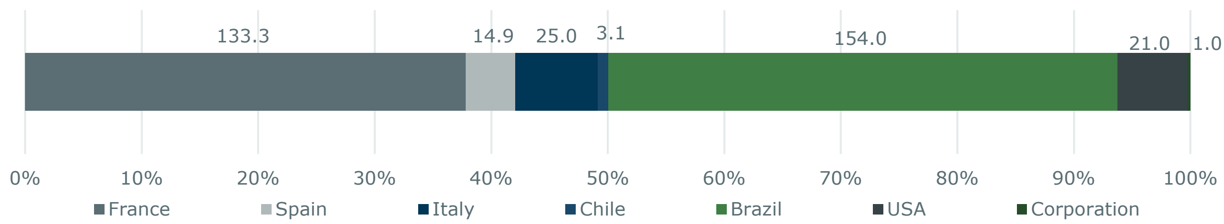


	Senior managers	Middle managers	Rest of employees	Total
France	23.1%	26.3%	33.5%	33.0%
Spain	12.5%	25.0%	38.7%	37.2%
Italy	20.0%	9.5%	25.2%	24.3%
Chile	12.5%	24.1%	25.0%	24.7%
Mexico	14.3%	34.8%	44.4%	44.1%
Brazil	42.9%	26.8%	47.8%	47.3%
USA	50.0%	41.2%	58.3%	54.4%
Puerto Rico	0.0%	57.1%	17.0%	23.6%
Argentina	0.0%	31.4%	41.6%	41.3%
India	0.0%	16.7%	15.0%	14.9%
Mobility Services	0.0%	71.4%	41.3%	41.8%
Corporation	23.1%	43.9%	61.7%	49.0%

All the countries in which Abertis operates have gender equality and non-discrimination laws. The action taken by the business units during the year to promote equality of opportunity include remuneration measures such as maternity, paternity and adoption leave and parental leave, equal treatment in hiring, measures to reconcile work and family time, the implementation of equality plans, and the development of a guide to non-sexist language.

Furthermore, as a strategic principle and to comply with applicable legislation, during 2022 the Group included in its average full-time equivalent workforce 352.3 people with functional diversity. For the third year running, Abertis' corporation has renewed the Bequal Plus Seal, which certifies its disability inclusion policy.

DISTRIBUTION OF THE AVERAGE NUMBER OF FULL-TIME EQUIVALENT EMPLOYEES WITH FUNCTIONAL DIVERSITY BY COUNTRY AND ACTIVITY

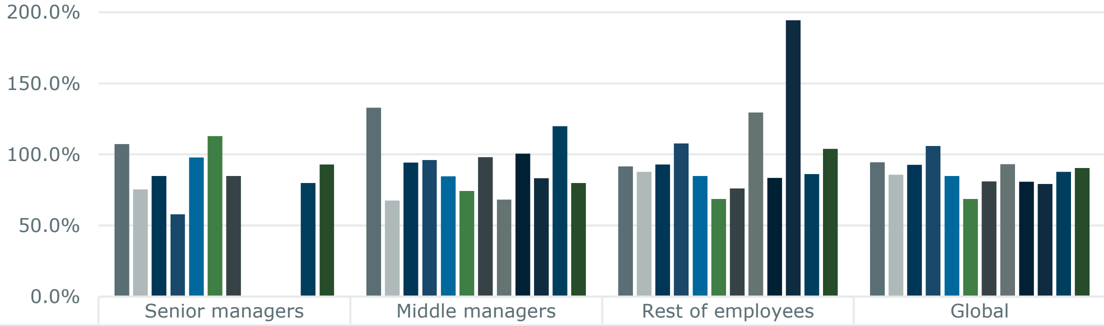


All the business units (except Argentina, some subsidiaries in Chile and Emovis SAS) and the headquarters have written recruitment and selection procedures in place, which include a commitment specifying the criteria for non-discrimination. The corporation and the subsidiaries in Spain (except Trados 45) have an equal opportunities plan for men and women, in accordance with Spanish Law 3/2007. The Equality Plans continued to be applied in Spain during 2022. Under the Equality Plan in Túnels, steps were taken to ensure and promote equal treatment and non-discrimination. One of the agreed measures is to promote the presence of women in the control room. As this is a job dominated by men, the number of women trained to be able to act as substitutes has been increased. In addition, Autopistas España has launched the II Equality Plan aimed at achieving real equality in future generations.

In Brazil, the diversity, equity and inclusion programme places the focus on gender equity. A diversity consultant has been hired to support diversity and inclusion programme initiatives.

The ratio of women's remuneration to men's stands at 81.6% overall (77.6% in senior management positions, 95.2% in middle management and 81.8% in all other positions), an increase compared to the previous year, marking a trend that is replicated in all job categories except senior management, which, being a smaller group, is more affected by changes in group composition. In some job categories the gender pay gap is attributable to factors such as experience, professional status and even employment record.

AVERAGE REMUNERATION OF WOMEN AS A PERCENTAGE OF AVERAGE REMUNERATION FOR MEN, BY JOB CATEGORY AND COUNTRY



	Senior managers	Middle managers	Rest of employees	Global
France	107.1%	132.8%	91.5%	94.3%
Spain	75.4%	67.5%	87.6%	85.6%
Italy	84.8%	94.1%	92.8%	92.7%
Chile	57.9%	95.9%	107.6%	105.8%
Mexico	97.7%	84.6%	84.7%	84.8%
Brazil	112.9%	74.2%	68.5%	68.7%
USA	84.9%	98.0%	76.0%	80.9%
Puerto Rico	0.0%	68.2%	129.5%	93.2%
Argentina	0.0%	100.5%	83.4%	80.7%
India	0.0%	83.2%	194.3%	79.3%
Mobility Services	79.8%	119.8%	86.1%	87.6%
Corporation	92.9%	79.8%	103.8%	90.5%

The tables below present data on average remuneration, in euros, by job category, gender and age group. The data on remuneration by gender and age group are not comparable between periods due to the change in the method of calculation of these data introduced in 2022.

	2021		2022	
	Men	**Women**	**Men**	**Women**
Senior managers	241,361	195,619	313,383	283,596
Middle managers	76,153	58,559	109,164	105,277
Other employees	20,646	15,476	23,543	17,426
	2021		**2022**	
	Men	**Women**	**Men**	**Women**
Under 30	21,013	15,544	13,617	9,816
Age 31 to 50	25,940	18,710	25,855	20,255
Over 51	30,394	19,076	49,789	36,051

These figures have been calculated by weighting the Group's average remuneration for each job category and gender in 2022 by each age group as a percentage of the workforce. The lower remuneration of women is attributable to the relative importance of certain countries that have a large workforce, low pay and a large proportion of female workers. In the case of senior and middle managers, a large part of the increase in average remuneration is attributable to the payment in 2022 of the multi-year variable bonus accrued in the years 2019, 2020 and 2021.

Moreover, all the countries in which Abertis operates have their own statutory minimum wage, except Italy, and in India the minimum wage varies depending on the region and the type of work.

STARTING SALARY AS A PERCENTAGE OF THE LOCAL MINIMUM WAGE BY COUNTRY

	Men	Women
France	100.0%	100.0%
Spain	115.9%	115.9%
Chile	154.6%	154.6%
Mexico	107.4%	100.9%
Brazil	244.9%	244.9%
USA	100.0%	100.0%
Puerto Rico	141.2%	141.2%
Argentina	407.5%	407.5%
India	200.0%	240.6%
United Kingdom	100.0%	100.0%

During 2022, out of the total workforce, 232 employees took parental leave, 74.1% of whom were women. The overall retention rate was 98.3% for men and 86.6% for women, significantly higher than the previous year.

RETENTION RATE BY GENDER AND COUNTRY

	Persons who took parental leave		Persons who returned to work after parental leave		Persons still employed at the organisation 12 months later	
	Men	Women	Men	Women	Men	Women
Toll roads	**48**	**155**	**100.0%**	**89%**	**97.9%**	**90.3%**
France	0	4	---	75.0%	---	0%
Spain	9	8	100.0%	75.0%	100.0%	75.0%
Italy	8	5	100.0%	100.0%	100.0%	100.0%
Chile	1	19	100.0%	31.6%	100.0%	57.9%
Mexico	15	31	100.0%	96.8%	100.0%	96.8%
Brazil	13	68	100.0%	100.0%	100.0%	100.0%
USA	1	1	100.0%	100.0%	100.0%	100.0%
Puerto Rico	0	0	---	---	---	---
Argentina	0	19	---	100.0%	0.0%	100.0%
India	1	0	100.0%	---	0.0%	---
Mobility Services	**5**	**15**	**100.0%**	**46.7%**	**100.0%**	**46.7%**
Corporation	**7**	**2**	**100.0%**	**100.0%**	**100.0%**	**100.0%**
Total Abertis	**60**	**172**	**100.0%**	**85.5%**	**98.3%**	**86.6%**

To attract and retain talent, the Group offers attractive working conditions, including well-being initiatives, professional development for each job category, and individual development initiatives such as mentoring, coaching and 360º assessment. Also, as part of the conciliation measures, the Group is working to establish a disconnection from work policy.

Permanent contracts are the norm in the Group, covering 96.9% of the workforce at 31 December 2022 (97% for men and 96.8% for women), similar to the previous year, with similar levels across almost all the countries.

NUMBER OF PERMANENT AND TEMPORARY CONTRACTS BY COUNTRY, ACTIVITY AND GENDER

	Permanent contracts		Temporary contracts	
	Men	Women	Men	Women
Toll roads	**6,899**	**4,712**	**176**	**137**
France	1,451	730	79	24
Spain	432	260	43	21
Italy	337	110	5	0
Chile	354	116	3	1
Mexico	759	561	36	67
Brazil	2,307	2,073	0	0
USA	73	87	0	0
Puerto Rico	55	17	0	0
Argentina	1,091	751	10	24
India	40	7	0	0
Mobility Services	**167**	**124**	**46**	**23**
Corporation	**79**	**75**	**0**	**1**
Total Abertis	**7,145**	**4,911**	**222**	**161**

NUMBER OF PERMANENT AND TEMPORARY CONTRACTS BY AGE GROUP, GENDER AND ACTIVITY

	Permanent contracts		Temporary contracts	
	Men	Women	Men	Women
Toll roads	**6,899**	**4,712**	**176**	**137**
Under 30	860	974	84	69
Age 31 to 50	4,121	2,889	73	60
Over 51	1,918	849	19	8
Mobility Services	**167**	**124**	**46**	**23**
Under 30	46	40	38	20
Age 31 to 50	80	51	8	3
Over 51	41	33	0	0
Corporation	**79**	**75**	**0**	**1**
Under 30	11	6	0	0
Age 31 to 50	48	52	0	1
Over 51	20	17	0	0
Total Abertis	**7,145**	**4,911**	**222**	**161**
Under 30	917	1,020	122	89
Age 31 to 50	4,249	2,992	81	64
Over 51	1,979	899	19	8

AVERAGE NUMBER OF FULL-TIME EQUIVALENT EMPLOYEES WITH PERMANENT CONTRACTS BY JOB CATEGORY, COUNTRY AND GENDER

	Senior managers		Middle managers		Rest of employees	
	Men	Women	Men	Women	Men	Women
Toll roads	**56.6**	**14.0**	**357.7**	**132.9**	**6,372.4**	**4,339.9**
France	8.9	3	99.3	32.8	1,207.9	594.2
Spain	6.1	1.5	48.1	15	350.6	210.3
Italy	7	2	18.6	2	308.5	98.9
Chile	7	1	47.0	14.1	394.7	146.4
Mexico	8.1	1	15.6	8	725.8	495.2
Brazil	3.9	3	72.7	26.9	2,244.5	2,007.9
USA	3.6	2.5	21.2	14	52.9	73.1
Puerto Rico	5	0	6.0	8	43.8	9
Argentina	6	0	24	11	1,006.8	699.4
India	1	0	5.3	1	37.0	5.5
Mobility Services	**3**	**0**	**6.7**	**9.2**	**98.9**	**104.9**
Corporation	**10**	**3**	**40.8**	**34.5**	**22.7**	**34.8**
Total Abertis	**69.6**	**17**	**405.2**	**176.6**	**6,494.0**	**4,479.6**

At 31 December the workforce is divided into three job categories, according to the classification used throughout the Group, with 0.7% of the workforce holding senior management positions and 4.9% in middle management. Some 96.5% of the men and 90.4% of the women work full-time, and the distribution of part- and full-time working is similar across the countries, except in the toll roads in Spain, where full-time employees make up 64.5% of the total.

WORKFORCE AT 31 DECEMBER BY JOB CATEGORY, COUNTRY, GENDER AND ACTIVITY

	Senior managers		Middle managers		Rest of employees	
	Men	Women	Men	Women	Men	Women
Toll roads	**56**	**14**	**369**	**139**	**6,650**	**4,696**
France	9	3	114	38	1,407	713
Spain	7	1	51	17	417	263
Italy	8	2	19	2	315	106
Chile	7	1	44	14	306	102
Mexico	6	1	15	8	774	619
Brazil	4	3	71	26	2,232	2,044
USA	3	3	20	14	50	70
Puerto Rico	5	0	6	8	44	9
Argentina	6	0	24	11	1,071	764
India	1	0	5	1	34	6
Mobility Services	**2**	**0**	**6**	**9**	**205**	**138**
Corporation	**10**	**3**	**46**	**36**	**23**	**37**
Total Abertis	**68**	**17**	**421**	**184**	**6,878**	**4,871**

The distribution of the workforce by working hours (full vs. part-time) has remained constant compared to the previous year, with almost all employees working full-time and 3.5% of the men and 9.6% of the women working part-time. All part-time employees belong to the 'Other employees' category, so the distribution by age group can be estimated based on the distribution of the total workforce by age group.

PERCENTAGE OF WORKFORCE BY WORKING HOURS, GENDER AND ACTIVITY

	2022		
	Men	Women	Total
Toll roads			
Full-time	96.7%	90.6%	94.2%
Part-time	3.3%	9.4%	5.8%
Mobility Services			
Full-time	89.7%	79.6%	85.6%
Part-time	10.3%	20.4%	14.4%
Corporation			
Full-time	97.5%	98.7%	98.1%
Part-time	2.5%	1.3%	1.9%
Total Abertis			
Full-time	96.5%	90.4%	94.0%
Part-time	3.5%	9.6%	6.0%

During 2022, there was a total of 3,053 new hires, fewer than the previous year, and 50.6% of new hires were women. Of the total new hires for the year, 57.7% were hired on permanent contracts: 100% of the senior managers, 80% of the middle managers and 56.5% of the other employees. More than 90% of the new hires were in the Toll roads activity, mainly in Brazil, Mexico, France and Spain, which also accounted for 80% of total new hires for the year. Of the new hires for senior and middle management positions, on permanent and temporary contracts, 39.8% were women.

NUMBER OF NEW HIRES BY AGE GROUP, GENDER, CONTRACT TYPE AND ACTIVITY

	Permanent contracts		Temporary contracts	
	Men	Women	Men	Women
Toll roads	**906**	**797**	**479**	**667**
Under 30	280	371	272	336
Age 31 to 50	544	387	169	298
Over 51	82	39	38	33
Mobility Services	**24**	**17**	**89**	**55**
Under 30	14	8	71	45
Age 31 to 50	9	4	16	7
Over 51	1	5	2	3
Corporation	**9**	**8**	**1**	**1**
Under 30	4	3	1	1
Age 31 to 50	3	4	0	0
Over 51	2	1	0	0
Total Abertis	**939**	**822**	**569**	**723**
Under 30	298	382	344	382
Age 31 to 50	556	395	185	305
Over 51	85	45	40	36

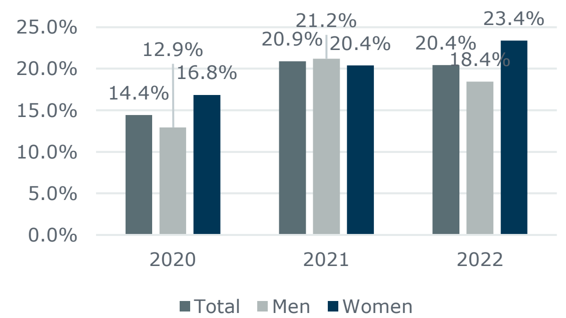
The absenteeism rate is 5.2% overall, very similar to the previous year, although the trend has varied across activities and countries, with a reduction in the Toll roads activity in Brazil, Chile and Puerto Rico and in Mobility Services. The absolute number of hours not worked totalled 1.3 million, down 10.2% compared to 2021. The Group measures absenteeism as an indicator of non-activity, so it includes in the calculation any time not worked, except vacation days.

The number of dismissals came to 1,045, down 19.6% compared to the previous year. Of the total dismissals during the year, 96.7% were in the 'Other employees' category and 59.4% were men. Brazil and Chile accounted for 90% of the year's dismissals.

NUMBER OF DISMISSALS BY AGE GROUP, GENDER, JOB CATEGORY AND ACTIVITY

	Senior managers		**Middle managers**		**Rest of employees**	
	Men	**Women**	**Men**	**Women**	**Men**	**Women**
Toll roads	**1**	**3**	**24**	**4**	**585**	**405**
Under 30	0	0	0	0	100	130
Age 31 to 50	1	3	10	3	345	250
Over 51	0	0	14	1	140	25
Mobility Services	**1**	**0**	**0**	**0**	**10**	**10**
Under 30	0	0	0	0	8	6
Age 31 to 50	1	0	0	0	2	0
Over 51	0	0	0	0	0	4
Corporation	**0**	**0**	**0**	**1**	**0**	**1**
Under 30	0	0	0	0	0	0
Age 31 to 50	0	0	0	1	0	1
Over 51	0	0	0	0	0	0
Total Abertis	**2**	**3**	**24**	**5**	**595**	**416**
Under 30	0	0	0	0	108	136
Age 31 to 50	2	3	10	4	347	251
Over 51	0	0	14	1	140	29

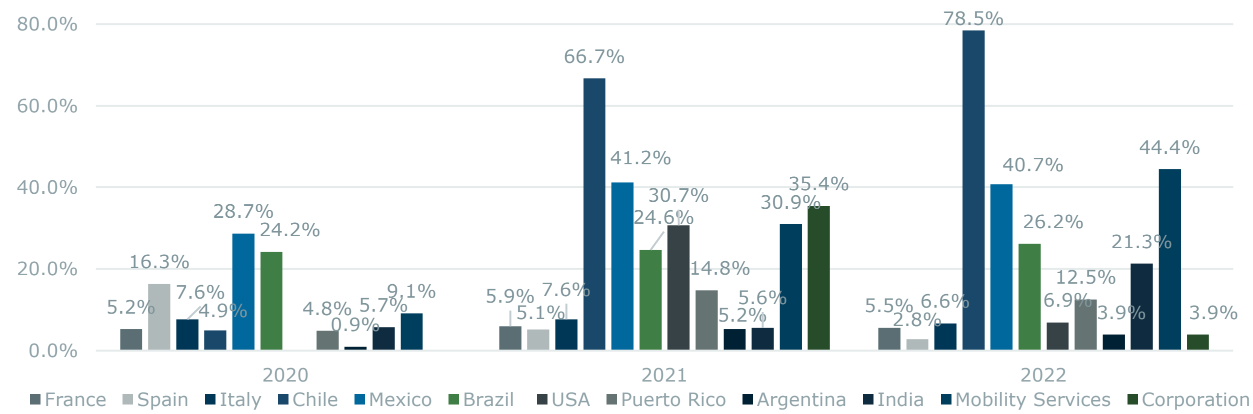
TREND IN OVERALL EMPLOYEE TURNOVER BY GENDER



The decrease in the number of dismissals, voluntary resignations and retirements has affected the turnover rate, which is slightly lower than the previous year. Employee turnover measures exits in these three job categories against the headcount at 31 December.

The trend was similar, with a turnover rate below 20%, in all the countries except Brazil, Chile (which was affected by the termination of the Elqui concession), Mexico and India and Mobility Services, where turnover was higher.

TREND IN EMPLOYEE TURNOVER BY ACTIVITY AND COUNTRY

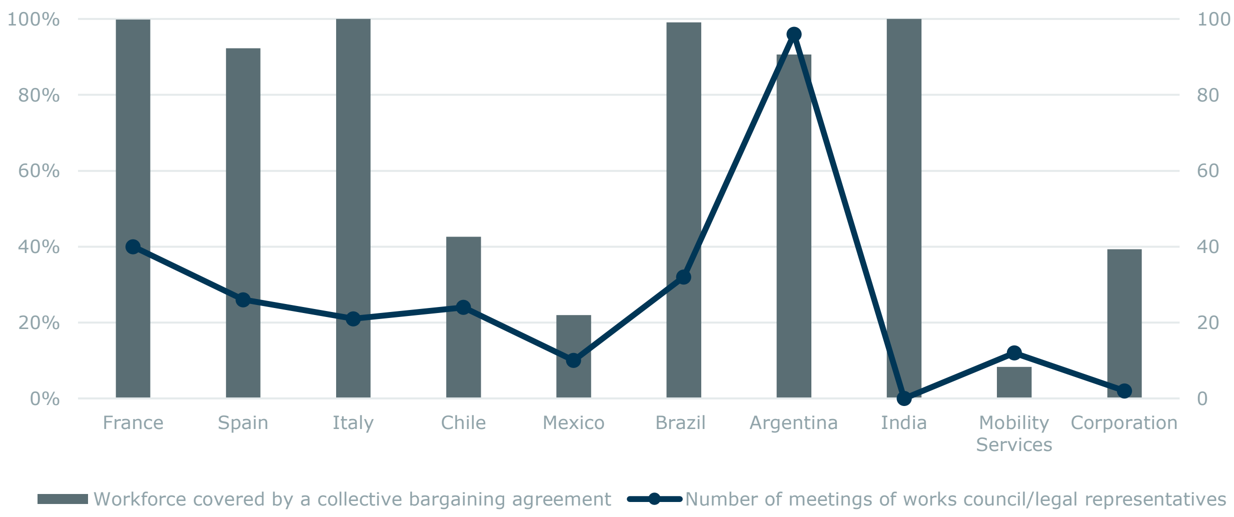


EMPLOYEE TURNOVER BY AGE GROUP, GENDER, ACTIVITY AND COUNTRY

	Under 30		Age 30 to 50		Over 50	
	Men	Women	Men	Women	Men	Women
Toll roads	**33.3%**	**43.3%**	**16.4%**	**20.0%**	**13.7%**	**7.9%**
France	4.4%	8.9%	4.3%	2.1%	7.4%	7.3%
Spain	12.5%	33.3%	0.9%	3.0%	2.9%	4.4%
Italy	0%	0%	1.4%	4.4%	9.9%	1.6%
Chile	94.4%	677.8%	51.1%	71.9%	89.6%	58.3%
Mexico	53.9%	68.7%	24.4%	45.6%	11.0%	23.1%
Brazil	30.3%	33.5%	24.1%	25.7%	23.7%	10.6%
USA	0.0%	9.1%	2.4%	8.3%	8.3%	10.7%
Puerto Rico	30.0%	0%	13.9%	0%	11.1%	0%
Argentina	6.3%	4.3%	4.4%	2.7%	6.3%	0%
India	50.0%	0%	22.6%	0.0%	20.0%	0%
Mobility Services	**61.9%**	**68.3%**	**36.4%**	**38.9%**	**9.8%**	**30.3%**
Corporation	**0%**	**0%**	**2.1%**	**7.5%**	**5.0%**	**0%**
Total Abertis	**35.2%**	**44.5%**	**16.7%**	**20.1%**	**13.5%**	**8.6%**

All the activities and countries, except Toll roads in the United States and Puerto Rico and Mobility Services in the United Kingdom, have collective agreements covering 81.4% of the workforce, a slightly lower figure than the previous year. The 34 works councils and 78 employee representatives took part in a total of 263 meetings, more than the previous year, particularly in Argentina, while the number of works councils and representatives remained virtually unchanged.

PERCENTAGE OF WORKFORCE COVERED BY A COLLECTIVE BARGAINING AGREEMENT AND NUMBER OF WORKS COUNCIL MEETINGS



Performance assessments and the management by objectives (MBO) system are used to assess employees annually on their job performance and degree of achievement of the agreed objectives, so as to identify needs and reinforce their skills.

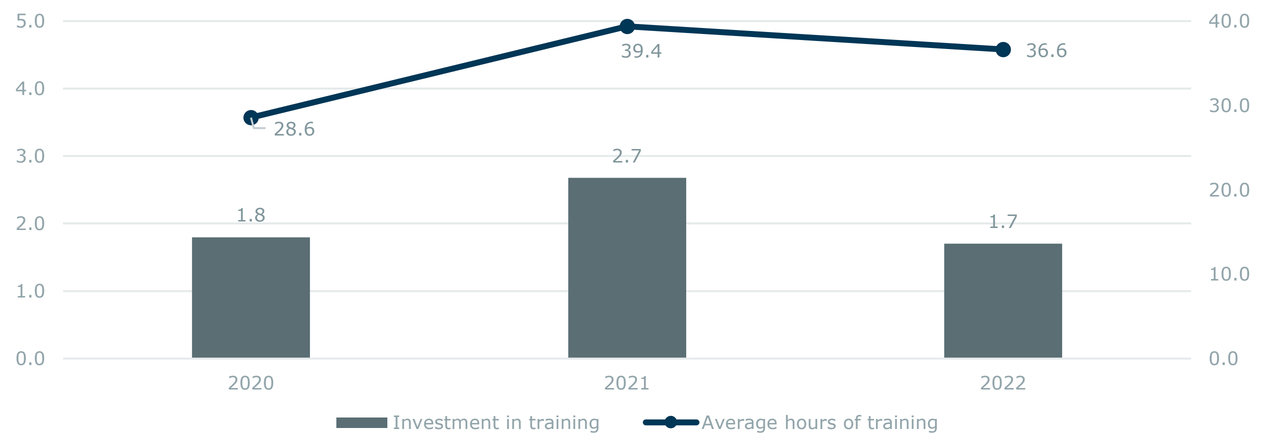
During 2022, 98.8% of senior managers, 98.3% of middle managers and 61.9% of the rest of the workforce underwent assessment in the MBO programme. Overall, 63.9% of the workforce (63.1% of men and 65.1% of women) were in an MBO programme, slightly less than the previous year.

PERCENTAGE OF WORKFORCE AT 31 DECEMBER INCLUDED IN AN MBO SYSTEM BY JOB CATEGORY, GENDER, ACTIVITY AND COUNTRY

	Senior managers		Middle managers		Rest of employees	
	Men	Women	Men	Women	Men	Women
Toll roads	**100.0%**	**92.9.0%**	**97.8%**	**98.6%**	**62.0%**	**65.1%**
France	100.0%	100.0%	100.0%	100.0%	99.0%	100.0%
Spain	100.0%	100.0%	100.0%	100.0%	15.3%	8.4%
Italy	100.0%	100.0%	73.7%	100.0%	1.3%	4.7%
Chile	100.0%	100.0%	100.0%	100.0%	49.0%	91.2%
Mexico	100.0%	100.0%	100.0%	100.0%	10.3%	11.1%
Brazil	100.0%	100.0%	98.6%	100.0%	99.2%	99.0%
USA	100.0%	66.7%	90.0%	85.7%	100.0%	100.0%
Puerto Rico	100.0%	---	100.0%	100.0%	100.0%	100.0%
Argentina	100.0%	---	100.0%	100.0%	8.6%	6.2%
India	100.0%	---	100.0%	100.0%	100.0%	100.0%
Mobility Services	**100.0%**	**---**	**100.0%**	**100.0%**	**12.7%**	**7.2%**
Corporation	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**82.6%**	**100.0%**
Total Abertis	**100.0%**	**94.1%**	**98.1%**	**98.9%**	**60.6%**	**63.7%**

Practically all the business units have training plans. In total, during 2022, they provided an average of 36.6 hours of training per worker (37 hours for men and 36.1 hours for women), slightly less than the previous year. The investment in training reached EUR 1.7 million, 36.4% less than in 2021. Lastly, a total of 38,416 hours of training were given on matters relating to sustainability and human rights.

TREND IN TOTAL INVESTMENT IN TRAINING (€ MN) AND AVERAGE HOURS OF TRAINING PER EMPLOYEE



The training given during 2022 covered subjects including finance, corporate social responsibility, technology and innovation, legal and compliance, quality and environment, communication and customers, road safety, maintenance and safe travel conditions, occupational risk prevention, environment and energy efficiency, and the Code of Ethics.

AVERAGE HOURS OF TRAINING BY JOB CATEGORY, GENDER, COUNTRY AND ACTIVITY

	Senior managers		Middle managers		Rest of employees	
	Men	Women	Men	Women	Men	Women
Toll roads	**22.6**	**24.3**	**40.8**	**39.8**	**36.2**	**35.3**
France	1.0	0.7	20.0	21.4	6.8	2.7
Spain	28.6	69.6	54.6	79.7	26.5	19.9
Italy	13.6	69.8	30.6	25.3	9.3	9.7
Chile	87.1	73.0	120.0	91.4	108.4	110.3
Mexico	17.0	23.0	39.6	58.9	12.3	11.7
Brazil	22.5	8.3	30.6	36.2	74.9	66.4
USA	4.2	2.8	3.1	2.5	5.2	6.7
Puerto Rico	6.5	---	47.1	38.2	25.1	18.4
Argentina	16.7	---	26.3	23.0	4.3	3.4
India	0.0	---	79.2	25.0	35.9	19.7
Mobility Services	**10.0**	**---**	**36.7**	**15.7**	**61.2**	**62.8**
Corporation	**22.6**	**31.7**	**36.3**	**32.6**	**46.4**	**33.4**
Total Abertis	**22.2**	**25.6**	**40.3**	**37.2**	**37.0**	**36.1**

TOTAL HOURS OF TRAINING BY JOB CATEGORY, GENDER, COUNTRY AND ACTIVITY

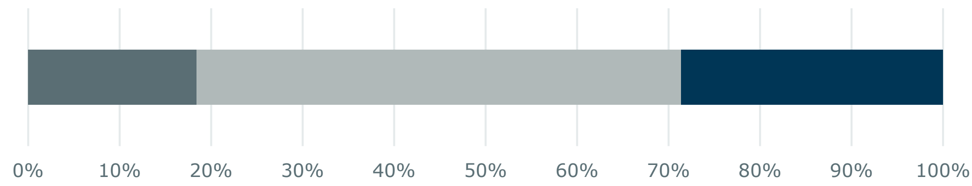
	Senior managers		Middle managers		Rest of employees	
	Men	Women	Men	Women	Men	Women
Toll roads	**1,264**	**340**	**15,072**	**5,531**	**240,699**	**165,768**
France	9	2	2,283	815	9,545	1,933
Spain	200	70	2,787	1,355	11,035	5,228
Italy	109	140	581	51	2,927	1,023
Chile	610	73	5,282	1,280	33,183	11,253
Mexico	102	23	594	471	9,554	7,215
Brazil	90	25	2,175	941	167,233	135,784
USA	13	8	61	35	261	468
Puerto Rico	32	---	283	306	1,103	166
Argentina	100	---	632	253	4,639	2,581
India	0	---	396	25	1,221	118
Mobility Services	20	---	**220**	**141**	**12,550**	**8,663**
Corporation	**226**	**95**	**1,668**	**1,174**	**1,068**	**1,236**
Total Abertis	**1,510**	**435**	**16,960**	**6,846**	**254,319**	**175,667**

We generate positive synergies with the local community

The Abertis Group works closely with the local community through alliances, development programmes, contributions and donations, so as to channel the response to stakeholders' needs. The Abertis Foundation carries out social action initiatives in pursuit of its mission to minimise any adverse impact of the business on communities in the countries in which it operates. The corporation's Institutional Relations, Communication and Sustainability area carries out and coordinates social projects aimed at protecting the environment, contributing to society and promoting road safety. The business units also make specific contributions.

Abertis collaborated in carrying out 218 social action and sponsorship initiatives, a figure similar to the previous year, with linked funding of EUR 5,221.5 thousand, 31.8% more than the previous year. Of this total, the total cash contribution to foundations and not-for-profit organisations came to EUR 1,770.7 thousand. The data presented below include the total contributions made during the year, of which 53% were for social investments and 28.6% for initiatives aligned with the business. The percentage of contributions is slightly higher than the previous year, whereas the percentage of business-aligned initiatives is lower.

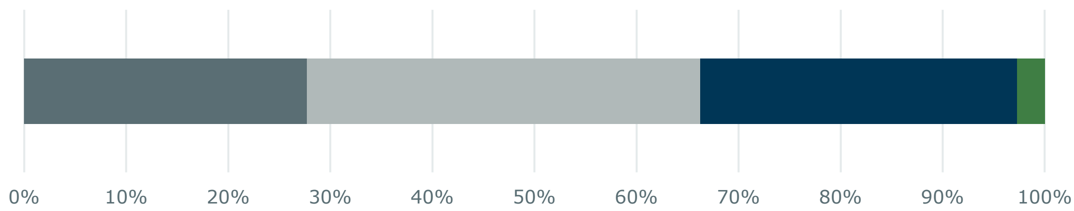
DISTRIBUTION OF CONTRIBUTIONS IN 2022 BY PURPOSE



	Total amount of contributions (euros)
One-off contribution	959,400
Social investment	2,768,218
Business aligned initiative	1,493,894

38.6% of the total contributions for the year went to projects in Europe, 31% to projects in Latin America and 27.7% to projects in Spain. The percentage going to Spain is higher than last year, while the percentage going to Latin America is lower. It should be noted that a total of 21 projects were organised under the Rouanet Law in Brazil, with contributions totalling EUR 735,000.

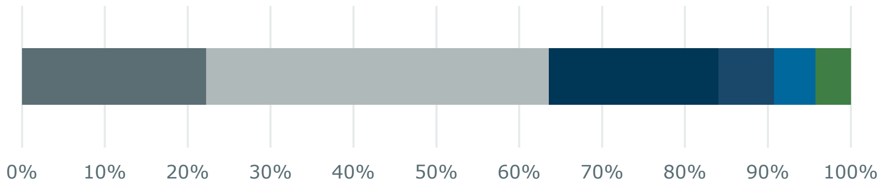
GEOGRAPHIC DISTRIBUTION OF CONTRIBUTIONS IN 2022



	Total amount of contributions (euros)
Spain	1,446,401
Europe	2,014,034
Latin America	1,618,828
USA & Canada	142,249

The contributions are classified according to the Group priority theme to which they are linked. They are also classified using the LBG España methodology for identifying and studying projects financed by companies. Following the line of action taken the previous year, the largest projects were the ones relating to social accessibility and socio-economic development. Similarly, there was an increase in projects linked to training and research (20.5% of total contributions) and cultural accessibility (22.3%).

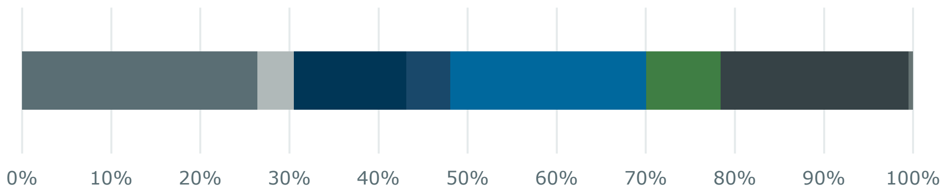
DISTRIBUTION OF CONTRIBUTIONS IN 2022 BY THEME (ABERTIS CLASSIFICATION)



	Total amount of contributions (euros)
Cultural accessibility	1,162,294
Social accessibility - socioeconomic development	2,157,304
Training/research	1,069,538
Mobility and road safety	348,616
Other	260,810
Environmental protection	222,950

During 2022, contributions relating to education, art and culture, and humanitarian aid, according to the LBG España classification, increased considerably, to 26.4%, 22% and 21.1% of the total, respectively, together accounting for 69.5% of total contributions.

DISTRIBUTION OF CONTRIBUTIONS IN 2022 BY THEME (LBG ESPAÑA CLASSIFICATION)



	Total amount of contributions (euros)
Education	1,379,597
Health	213,005
Socioeconomic development	658,971
Environment	258,227
Art & culture	1,148,009
Social welfare	435,277
Humanitarian aid	1,102,122
Other	26,303

Details of the specific projects supported are available on the Abertis Foundation website and the websites of the different business units.

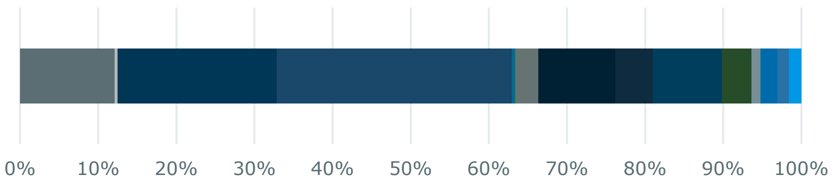
The actions carried out in 2022 include initiatives to foster local development through engagement with local communities and through education and citizenship projects. During 2022, awareness-raising events were organised within the scope of Arteris Brazil's Viva Comunidade programme, which promotes citizenship in communities living close to the roads managed by Arteris. The actions carried out under this programme during 2022 included visits to municipalities, offering free educational, cultural, health and citizenship services such as psychological counselling, nutritional counselling, basic medical check-ups, road safety guidance, animal adoption, etc. Another initiative consisted of an educational play to raise awareness about security, considerate road behaviour and caring for the planet. Awareness raising in Brazil continued through the Educa Project, which this year was expanded to 290 new schools. This project aims to instil traffic awareness and alert students to the importance of preserving the environment. The Toll roads business in Mexico carried out the Sponsor a School programme, aimed at supporting primary schools with practical resources and manpower by encouraging maintenance, conservation and ACSMA (assurance, quality, safety and environment) personnel to get involved.

With respect to environmental awareness, during 2022 Spain renewed its commitment to continue to promote Castellet Castle, the headquarters of the Abertis Foundation, as a UNESCO International Center for the Mediterranean Biosphere Reserves. The purpose of the UNESCO agreement is to stimulate and galvanise the activities carried out in the Mediterranean biosphere reserves, so as to promote sustainability in their ecosystems and ensure balanced management of natural resources. This year saw the completion of the Erasmus+ project for applied research and education on the Mediterranean Biosphere Reserves, which served to reinforce applied research and education in the Mediterranean Biosphere Reserves by fostering collaboration between Lebanese and Moroccan universities and reserves. Tree Day was celebrated with a talk and a planting of seedlings and vegetables to raise students' awareness of the importance of trees in the ecosystem.

The Group continued to make financial contributions and donations. It has agreed to contribute three million euros over a number of years as part of the renewal of the alliance with UNICEF, begun in 2017 and aimed at preventing accidents involving children in their daily journeys, particularly in Brazil, India and Mexico. Autopistas España contributed to Icaria Iniciatives Socials, a non-profit foundation for the inclusion of people with mental disabilities in the workplace, and the Mas Sauró neighbourhood association to support the project to recover a natural spring in the Collserola park. ViasChile made a contribution to a social pantry project to deliver food and basic necessities to vulnerable older adults with incomes below the minimum wage. Italy contributed to the 67 Columns for the Arena project in Verona, which promotes the region, local culture and local products, and sustainable tourism. Argentina donated reconditioned computer equipment to Fundación Equidad, which gives the equipment a second life in schools, hospitals and social organisations that need it for their projects.

98.2% of the contributions made during 2022 have were linked to Sustainable Development Goals (SDGs), mainly Quality Education (29.5%), Health and Welfare (20%), End of Poverty (11.9%), Industry, Innovation and Infrastructure (9.7%), Sustainable Cities and Communities (8.7%), Reduction of Inequalities (4.7%), and Responsible Production and Consumption (3.7%).

PERCENTAGE DISTRIBUTION OF CONTRIBUTIONS IN 2022 BY SUSTAINABLE DEVELOPMENT GOAL



	Total amount of contributions (euros)
1. No poverty	620,098
2. Zero hunger	19,261
3. Health and well-being	1,046,157
4. Quality education	1,541,154
5. Gender equality	18,878
6. Clean water and sanitation	5,143
7. Affordable and clean energy	190
8. Decent work and economic growth	151,050
9. Industry, innovation and infrastructure	505,877
10. Reduction in inequality	243,664
11. Sustainable cities and communities	455,827
12. Responsible production and consumption	192,087
13. Climate action	58,571
15. Life on land	112,659
16. Peace, justice and strong institutions	73,836
17. Alliances to achieve goals	81,752

Besides collaborating with the local community, Abertis and the Group's business units also play an active role in various industrial and other associations, in which almost all the business units, except India and Mobility Services, are actively involved in management bodies or working groups or make significant contributions.

Country	Associations in which Abertis is active
France	ASFA, Association des Sociétés Françaises d'Autoroutes et d'ouvrages à péage IFACI, Institut Français de l'Audit et du Contrôle Internes Moveo (Next-Move), Pôle de compétitivité européen de mobilité ATEC ITS, Reseau des acteurs de la mobilité intelligente Dialogo, Association d'amitié franco espagnole Cocef, Chambre de commerce d'Espagne en France Entreprises & Médias, association des communicants d'entreprise ANDRH, 1ère communauté de professionnels RH MEDEF, Mouvement des entreprises de France Groupe RH&M, Organisme de formation et le développement des Professionnels des RH AFTE, Association Française des Trésoriers d' Entreprise
Spain	SEOPAN, Asociación de Empresas Constructoras y Concesionarias de Infraestructuras AETOS, Asociación Española de Túneles y Obras Subterráneas Asociación Española Comercio ITS España, Asociación del Foro de Nuevas Tecnologías en el Transporte ATC, Asociación Técnica de Carreteras Asociación de Ingenieros de Caminos, Canales y Puertos de la Ingeniería Civil Fundació Factor Humà ISACA, Asociación de Auditoría y Control de Sistemas de Información TAPA EMEA, Transported Asset Protection Association EMEA Direcom, Asociación de Directivos de Comunicación Foro De Integridad Corporativa Círculo de Empresarios Vascos Transparency International AEE, Asociación Española de la Economía UNE, Asociación Española de Normalisación Fundación Centro de Innovación Tecnológica
Italy	Chamber of Commerce Aiscat, Associazione Italiana Società Concessionarie Autostrade e Trafori TTS Telematica Trasporti e Sicurezza Italia IBTTA, International Bridge, Tunnel and Turnpike Association ESPORG, European secure parking organisation

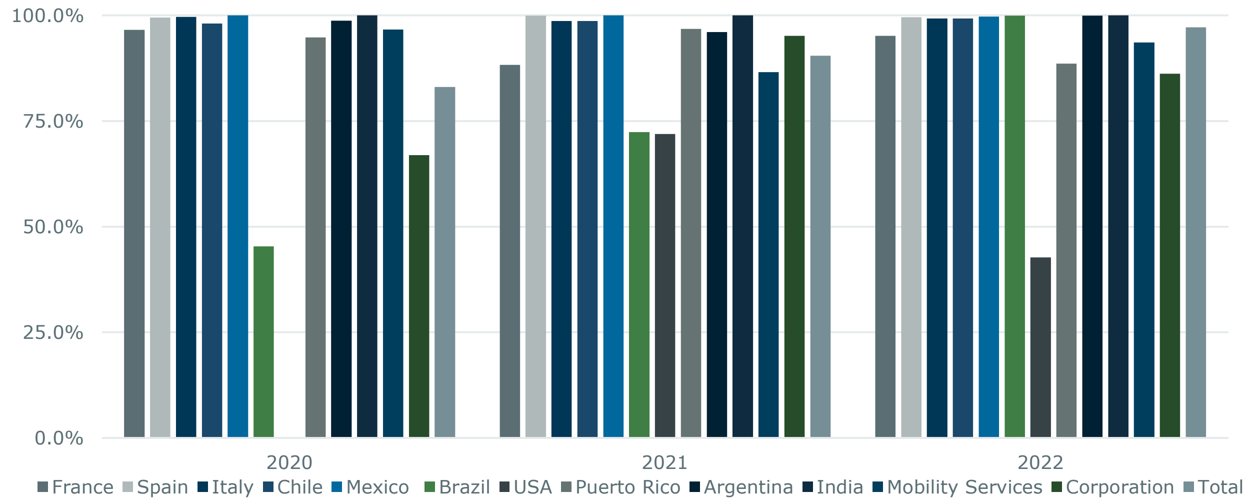
Country	Associations in which Abertis is active
Chile	COPSA, Asociación Gremial de Concesiones de Obras Públicas Corporación Casablanca CAMACOES, Cámara de Comercio Española Cámara Chilena de la Construcción
Mexico	CANACAR, Cámara Nacional del Autotransporte de Carga Guardia Nacional Guanajuato Comisaría Municipal de Lagos de Moreno, Jalisco
Brazil	ABDIB, Associação Brasileira de Infraestrutura e Indústrias de Base ABCR, Associação Brasileira Concessionárias de Rodovias Conselho do Parque Estadual do Vassununga ABCR, Associação Brasileira Concessionárias de Rodovias Grupo Parioritário de Trabalho – GPT, ABCR, Associação Brasileira Concessionárias de Rodovias Federação das Industrias de Santa Catarina ABRH, Associação Brasileira de Recursos Humanos Comitê de Líderes de Recursos Humanos Miembro de la Junta Directiva: IBEF, Instituto Brasileiro de Executivos de Finanças e São Paulo
United States	IBTTA, International Bridge, Tunnel and Turnpike Association VTFG, Virginia Toll Facilities Group BBB, Better Business Bureau TDAC, Virginia Department of Transportation, Transportation DBE Advisory Committee VAACC, Virginia Asian American Chamber of Commerce Hampton Roads Chamber of Commerce Portsmouth Partnership National Fire Protection Association National Safety Council Society for Human Resource Management WTS, Women in Transportation, Hampton Roads Chapter COMTO HR, The Conference of Minority Transportation Officials, Hampton Roads Chapter Downtown Norfolk Council

Country	Associations in which Abertis is active
Puerto Rico	Official Spanish Chamber of Commerce in Puerto Rico Asociación de Alianzas Público Privadas de Puerto Rico Cámara de Comercio de Puerto Rico (Metropistas) Asociación de Industriales de Puerto Rico (Metropistas) Asociación de Contratistas Generales (Metropistas)
Argentina	Spanish Chamber of Commerce Asociación Argentina de Carreteras

In respect of inclusive mobility, the toll roads in France have created a request for proposals under the slogan 'Mobility for All' to finance associations and project leaders in the field of inclusive mobility and access to employment in the areas crossed by Sanef toll roads. Sanef has partnered with Klaxit to promote everyday car sharing on toll roads. It also conducted a study of the profile and behaviour of people who share cars on the French motorway network with a view to assessing the usefulness of shared car parks. Elizabeth River Crossings in the United States has launched a toll relief programme to enable lower-income drivers to travel more effectively and more economically in the region. At the same time, Spain has strengthened its alliances with organisations in the industry by becoming a member of the Spanish Confederation of Business Organisations (CEOE) with the aim of promoting the mobility sector by integrating sustainability.

Lastly, Abertis engages with local suppliers, one of its strategic objectives being to drive social and economic development in the regions in which it operates. Of total purchases in 2022 97.2% were from local suppliers, 6.7 percentage points more than the previous year, on account of the changes in some business units.

TREND IN THE PERCENTAGE OF LOCAL PURCHASES BY ACTIVITY AND COUNTRY



3

EU Environmental Taxonomy

Eligible Activities and Aligned Activities

Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 (the Environmental Taxonomy Regulation) has been developed as a tool to reorient capital flows towards environmentally sustainable investments and activities, so as to meet the sustainable development goals and targets set by the European Union (EU) for 2030 and achieve the objectives of the European Green Deal.

The European Commission has set six environmental objectives: climate change mitigation, climate change adaptation, sustainable use and protection of water and marine resources, transition to a circular economy, pollution prevention and control, and biodiversity protection and restoration. To date, however, only the climate objectives (climate change adaptation and mitigation) have been fully worked out, whereas the other objectives are expected to be published during 2023.

Application of the EU Environmental Taxonomy Regulation is mandatory for all organisations covered by the Sustainability Reporting Directive. Organisations are thus required to disclose three performance indicators, namely Taxonomy-eligible and aligned turnover (INCN), capital expenditure (CAPEX) and operating expenditure (OPEX), together with a detailed explanation of how these indicators have been calculated and the criteria used. In Spain, this information is subject to external audit under the Spanish Non-Financial Reporting Act.

Given the complexity of these regulations and the range of possible interpretations, since the Taxonomy and the Delegated Climate Regulation were approved various questions have arisen as to how certain provisions are to be interpreted. In response, during 2022 the European Commission and the Platform on Sustainable Finance published a number of documents aimed at clarifying and assisting in the application of the Regulation.

It is to be hoped that the European Commission and the Platform on Sustainable Finance will continue to publish further clarifications and possibly even update the Regulation in the future.

In this context of uncertainty, in what follows we present a summary of the information required by the European regulatory framework, with the aim of transparently showing the organisation’s current situation with regard to Taxonomy-eligible and Taxonomy-aligned activities. The second part of this chapter sets out the entire methodological framework and presents the tables required by the Regulation.

Eligibility

The primary activities carried out by Abertis are as follows:

- Study, development, construction, maintenance and operation of toll roads under concessions (Toll roads).
- Design, development, implementation and maintenance of technological solutions for transport infrastructure management (Mobility Services).

The secondary activities carried out by Abertis are as follows:

- General support and management services, including financial services, legal services, purchasing services, technological security and technological systems.
- Customer care services
- Knowledge and innovation management services

Based on the analysis of the economic activities carried out by the organisation, the current situation as regards eligibility under the Taxonomy is presented in the following table. The specific description of the activities as stated in the Regulation can be consulted directly in the original delegated acts, or via the link provided for each activity in the table below, which presents the information available in the EU Taxonomy Compass developed by the European Commission.

	Climate change mitigation (Activity 6.15)	**Climate change adaptation (Activity 6.15)**
Original delegated acts	The description is subject to interpretation and generates doubts, but the CNAE industry classification corresponds to the Toll roads activities.	Based on the description, the Toll roads activities are eligible.
European explanatory documents (FAQs published up until year-end 2022)	Although doubts as to the eligibility of the Toll roads activities remain, it is specified that the Mobility Services activities are eligible.	The Toll roads activities are not eligible because, besides the description, it is necessary to have drawn up a climate change adaptation plan to be eligible.
Abertis's View	Both the Toll roads and the Mobility Services activities are eligible for this objective.	The Toll roads activities are eligible even though the climate change adaptation plan has not been drawn up.

Abertis' vision is that land-based infrastructure must play a proactive role in meeting the challenge of climate change mitigation, toll roads being a key player, with the potential to do more than just adapt to climate change. This ambition is reflected in the Group's Sustainability Strategy as well as in the three-year plans designed to implement it.

The eligibility KPIs are presented below, in accordance with the criterion stated in row three of the previous table (Abertis' Vision) and the indications of the Climate Regulation regarding the non-eligibility of revenue for the adaptation objective.

Furthermore, the second part of this chapter includes the tables required by the Regulation, setting out both Abertis' vision and a possible alternative interpretation, both related to the original delegated acts and the FAQs published up until year-end 2022.

	Climate change mitigation			**Climate change adaptation**	
	Eligible INCN	**Eligible CAPEX**	**Eligible OPEX**	**Eligible CAPEX**	**Eligible OPEX**
Toll roads	97.5%	97.0%	93.7%	97.0%	93.7%
Mobility Services	1.5%	0.2%	1.2%	NA	NA

The data presented in this table retain the eligibility criterion applied in 2021 for the Toll roads activity but vary for the Mobility Services activity, which in 2021 was not considered eligible.

Alignment

In this context of uncertainty, during 2022 Abertis analysed the degree of compliance of the eligible Toll roads activities with the Substantial Contribution, Do No Significant Harm and Minimum Social Safeguards criteria for Taxonomy alignment in relation to the climate change mitigation objective, discarding the adaptation objective to avoid double counting. The Mobility Services activities were not analysed, as they are considered eligible at year-end 2022 and will be analysed next year.

After completing this exercise, given the doubts as to the interpretation of some of the Substantial Contribution and Do No Significant Harm criteria, the percentage alignment of the Motorway activities with the mitigation objective in 2022 is 0% for all the KPIs. This percentage does not reflect the current degree of compliance with the criteria set by the European regulation for the mitigation objective, as there are doubts as to the interpretation of these criteria. It is hoped that the European Commission will resolve these doubts during 2023, so that the analysis can be updated.

Below is a summary of the organisation's current situation in relation to each line of analysis for determining alignment with the climate change mitigation objective (activity 6.15), based on Abertis' interpretation of each criterion. A more detailed interpretation is provided in the second part of this chapter.

	Summary of interpretation of criteria and current doubts	Abertis' current situation
Substantial Contribution Criteria (SCC)	The regulation details two main criteria for a substantial contribution. The first is that the activity complies with one or more of the following criteria: (a) the infrastructure is dedicated to the operation of vehicles with zero tailpipe CO_2 emissions (electric charging points, electricity grid connection upgrades, hydrogen fuelling stations or electric road systems (ERS); (b) the infrastructure and installations are dedicated to transhipping freight between modes; and (c) the infrastructure and installations are dedicated to urban and suburban public passenger transport. The regulation does not specify the number of electric vehicle charging stations that must be installed in the infrastructure. For this reason, Abertis has performed the analysis based on a first level (each country's regulatory framework, if any).	At present, Italy and France comply with the local legislation on electric vehicle charging stations. The rest of the European countries are working to meet the ESG Plan and Sustainability Strategy targets for the installation of electric vehicle charging stations. In Latin America and Asia, given the low penetration of electric vehicles, and in the United States, the analysis is focused on the degree of compliance with the other Substantial Contribution Criteria (public transport and transshipping between modes), although these criteria are poorly defined in the Regulation, so there are doubts as to the interpretation and therefore also as to the degree of compliance.
	The second criterion is that the infrastructure should not be not dedicated to the transport or storage of fossil fuels. In this case, Abertis' interpretation is that the infrastructure should not be not dedicated exclusively to said activity.	None of the toll roads managed by Abertis is used exclusively for the transport of fossil fuels, although there are heavy vehicles carrying fossil fuels on some of the toll roads.
Do No Significant Harm (DNSH)	The regulation indicates that the DNSH criterion for climate adaptation requires that there be a formal, quantified climate change adaptation plan, linked to a formal analysis of physical climate risks according to the IPCC scenarios.	This plan has been quantified but has not been formally drawn up according to said criteria, since it depends on the results of the physical climate risk analysis carried out and completed in 2022 and explained and presented in detail in this report and in the Carbon Disclosure Project questionnaire.
	In the case of the DNSH criteria for the circular economy objective, besides having waste management plans, it is necessary to comply with a minimum of 70% recycling of construction and demolition waste.	All the business units have waste management procedures, but these procedures are not systematised under an enterprise-wide environmental management approach. Moreover, the percentage of recycled construction and demolition waste specified in the regulation is met overall, but there are individual countries that do not meet that percentage.

	Summary of interpretation of criteria and current doubts	Abertis' current situation
Do No Significant Harm (DNSH)	As regards the DNSH criteria for the water resources, pollution and biodiversity objectives, the regulation requires that the organisation have management measures relating to the significant impacts the activity generates in these areas.	Such procedures exist, but they are not systematised under a common management approach in all the countries in which the Group operates. This report compiles and presents information on the management approach for each of these issues, as well as the actions implemented and the related performance indicators.
	Finally, for all of these four objectives the Regulation requires that the organisation have an environmental impact assessment in cases where it is necessary.	Details of environmental management practices and the specific indicators linked to performance in relation to each objective are explained in this report, as well as in the Appendix. The activities and countries that have an environmental management system have an environmental impact assessment that meets ISO14001 requirements. Moreover, both the ESG Plan and the Sustainability Strategy set targets for increasing the percentage of turnover from activities covered by an environmental management system and certified to the ISO 14001 or equivalent standard.
Minimum Social Safeguards (MSS)	The document on MSS published by the Platform on Sustainable Finance in October 2022 clarifies and specifies the requirements applicable to each of the indicated pillars. Abertis considers that compliance with the MSS should be measured at Group level. An organisation is considered compliant with minimum safeguards in respect of human rights if it has established a due diligence process in accordance with the UN Guiding Principles on Business and Human Rights and the OECD Guidelines for Multinational Enterprises. In addition, there must be no sanctions or court cases in progress in relation to human rights violations.	During 2022, Abertis worked on implementing a human rights due diligence system, as described in this report and the accompanying Appendix, and has completed the identification of significant impacts and risks. It is working to formalise the human rights policy, while adapting existing mechanisms accordingly and planning the implementation of any required controls that are not yet in place, in relation to the main risks identified in the year. No sanctions were imposed in relation to human rights issues during 2022 and no human rights issues were reported to the OECD National Contact Point or the BHRRC portal.
	An organisation is considered compliant with minimum safeguards in respect of corruption if it has in place anti-corruption processes such as internal controls, codes of ethics and compliance programmes, or measures to prevent and detect bribery. In addition, it must not have been finally convicted on charges of corruption or bribery.	Abertis has a robust anti-corruption system, as described in this report, in accordance with international standards. It also publishes the data from the ethics channel on a yearly basis, carries out anti-corruption training and has a formalised system of controls. No sanctions were imposed in relation to corruption or bribery in 2022.
	An organisation is considered compliant with minimum safeguards in respect of taxation if it treats tax governance and compliance as important elements of its oversight systems and has appropriate tax risk management strategies and processes in place, as described in the OECD Guidelines for Multinational Enterprises. In addition, it must not have been finally convicted of tax evasion.	Abertis has a tax policy and a tax risk control strategy that is approved by the Board of Directors and is monitored continuously. The organisation's tax principles are published on the website, and Abertis is a signatory to the Spanish Code of Good Tax Practices. Each year, it prepares a specific tax transparency report, which is submitted to the Spanish Tax Agency, and tax information is also disclosed in this report in accordance with international standards. No sanctions were imposed in relation to tax evasion in 2022.

	Summary of interpretation of criteria and current doubts	Abertis’ current situation
Minimum Social Safeguards (MSS)	An organisation is considered compliant with minimum safeguards in respect of fair competition if it promotes employee awareness of the importance of compliance with all applicable competition laws and regulations (through codes of conduct or training) and trains senior management in matters of competition. In addition, it must not have been finally convicted of breach of competition law.	Abertis has formalised and approved a corporate competition standard, which specifies the procedures to be followed throughout the organisation to ensure compliance with fair competition. No sanctions were imposed in relation to tax evasion in 2022.

Methodology for Preparing the KPIs

Set out below are the steps taken in analysing the key performance indicators (KPIs) of the EU Taxonomy Regulation (Taxonomy) published in this report, based on Abertis’ interpretation of the criteria, which is explained in detail in this chapter. Alternative tables to Abertis’ interpretation are included at the end of this content block, so as to transparently disclose the data relating to these KPIs.

Determine the scope of the companies to be analysed

The scope of the data includes all the subsidiaries and countries that are part of the Group’s consolidated annual accounts, which include activities in Europe, the Americas and India, based on the formal accounting and consolidation procedures used by the organisation in preparing the Group’s consolidated annual accounts.

Analyse the eligibility of the economic activities carried out by the company

To determine whether the economic activities carried out by the company are eligible under the Taxonomy, the corporate Sustainability and Planning and Control areas analysed the descriptions of the activities presented in Annexes I and II to the Delegated Regulation on climate change to assess whether the activities carried out by the company match these descriptions and the NACE codes provided on an indicative basis.

The conclusion drawn from this assessment is that:

- The Group’s holding companies are not eligible, since their activity is not covered by the Regulation.
- The activity carried out by Mobility Services is eligible according to Annex I (climate change mitigation objective), as clarified by the FAQs published on 19 December 2022.
- The motorway management companies are eligible under Annex I (climate change mitigation objective) and Annex II (climate change adaptation objective) of the Regulation, with the doubts regarding interpretation explained previously relating to the climate change mitigation objective and the clarifications provided in the FAQs published on 19 December 2022 relating to the climate change adaptation objective.

Calculate eligibility percentages for the indicators of turnover, CapEX and OpEX

The data for calculating the KPIs required by the Taxonomy have been extracted from the organisation’s existing systems for preparing the Group’s consolidated annual accounts. Given that the activities carried on by the organisation, the Group’s corporations and each business unit are formally segregated in the organisation’s accounting systems, no specific revenue, expense and investment distribution criteria have had to be applied to each of the activities carried on by the organisation, thereby eliminating the potential risk of double accounting.

Total eligible revenue indicator (for the climate change mitigation target only)

The consolidated Group's total revenue as presented in the consolidated annual accounts was taken and divided up between the organisation's two core activities (Toll roads and Mobility Services), as well as the revenue associated with the holding corporations of the business units and of the Group. Given that the nature of the revenue does not affect the segregation by activity and there are no revenues that form part of both activities, it was not necessary to make a specific estimate to obtain the indicator tied to the percentage of eligible revenue.

In addition to this segregation by activities, revenue from works carried out that entail a benefit for Abertis, depending on the concession agreements entered into with the authorities, has not been included. Such works are considered part of new capital expenditure for the year, but to satisfy an accounting requirement of the CNMV (Spain's stock market regulatory agency) Abertis must recognise the revenue and expense, with a minimum impact on the Group statement of profit and loss. Revenue from a specific charge collected from users on behalf of, and subsequently paid over to, the Italian government has also been excluded.

OpEX indicator (eligible operating expenditure for climate change mitigation and climate change adaptation)

The Group's total consolidated operating expenditure as prepared and presented in the consolidated annual accounts, in accordance with IFRS, was divided between the organisation's two core activities, as was the expenditure associated with the Corporations at business unit and Group level. Given that the nature of the expenses does not affect the segregation by activity and there are no expenses that form part of both activities, it was not necessary to make a specific estimate to obtain the indicator tied to the percentage of eligible operating expenses.

After the separation, the items listed in the Taxonomy Regulation as eligible operating expenses were identified, namely: uncapitalised direct costs relating to research and development, building refurbishment measures, short-term leases, maintenance and repairs, and all expenses associated with the concession agreements that form part of the organisation's asset base.

Wages and salaries have been excluded in their entirety as there is no formal procedure that allows an exact separation of the wages and salaries that may be considered eligible under the Regulations. Fees were likewise excluded. Similarly, neither the numerator nor the denominator include revenues and expenses relating to works carried out that entails a benefit for Abertis under the concession agreements with the government administrations. Such works are considered part of new capital expenditure for the year, but Abertis is obliged by an accounting requirement of the Spanish securities authority CNMV to allocate the revenue and expense, with a minimum impact on the Group statement of profit and loss.

CapEX indicator (eligible capital expenditure for climate change mitigation and climate change adaptation)

The Group's total consolidated capital expenditure for the year as prepared and presented in the consolidated annual accounts, in accordance with IFRS, was divided between the organisation's two core activities, as was the capital expenditure for the year made by the corporations at business unit and Group level. Given that the nature of the capital expenditure does not affect the segregation by activity and there is no capital expenditure that forms part of both activities, it was not necessary to make a specific estimate to obtain the indicator tied to the percentage of eligible new capital expenditure.

After this separation, the items specified in the Taxonomy Regulation as eligible capital expenditure have been identified, namely: capital expenditure relating to property, plant and equipment, to intangible assets and to property, plant and equipment in the course of construction. Given that for the Toll roads activity, the concession agreements are considered intangible assets, all new capital expenditure for those assets has been included.

For Toll roads, new capital expenditure linked to revenue from works carried out that entail a benefit for Abertis and new expenditure on works relating to the specific IFRIC 12 provision have been included.

Differences in calculating eligibility for climate change mitigation and for climate change adaptation

As set out in the Regulation, it has to be understood that the revenue indicator is not eligible for the climate change adaptation objective, unless the activity can be considered as enabling. Since activity 6.15, Infrastructure enabling road transport and public transport, cannot be considered an enabling activity, the revenue indicator has not been calculated for the analysis in relation to the climate change adaptation objective.

Analyse and assess compliance with the Substantial Contribution and Do No Significant Harm (DNSH) criteria for eligible activities

Given the direct equivalence between the concession and the legal entity (a company that manages toll roads), the scope of the information for analysing compliance with the Substantial Contribution and DNSH criteria is that of the company. The companies that make up the Abertis Group are therefore considered the minimum management units for carrying out the motorway management activity.

To assess the alignment of activity 6.15 for both the climate change mitigation and the climate change adaptation objectives, the company has analysed the internal and external documentation available for assessing compliance with the criteria set out in the Regulation.

Substantial contribution criteria (SCC) for the climate change adaptation objective

The criteria for substantial contribution to climate change adaptation is taken to be whether the concession has a physical climate risk assessment in line with the indications provided in the Regulation and whether adaptation solutions have been evaluated and implemented on the toll roads to reduce or mitigate the most relevant risks. However, since this objective was not envisaged in the exercise carried out by Abertis, these substantial contribution criteria could not be analysed in detail in 2022.

Substantial contribution criteria (SCC) for the climate change mitigation objective

To study whether the concession complies with the criteria for substantial contribution to climate change mitigation, the first step has been to analyse current legislation on the installation of electric vehicle charging stations where the company operates. During 2022, only Italy and France had specific requirements for the installation of electric vehicle charging stations, so the toll roads managed by the company met the criteria. For the other countries, given the interpretability of the Regulation as regards the number of recharging points a motorway or road must have for its contribution to be considered substantial, a separate criterion has been defined based on the proposal, published by the European Commission, for a regulation on the deployment of alternative fuels infrastructure. Further studies have been carried out to determine whether the other countries in which the organisation operates meet this criterion (1 electric vehicle recharging point every 60 km).

The second step, for toll roads that do not meet the criterion for electric vehicle charging stations, has been to examine whether a motorway facilitates interconnection between nodes and whether it carries vehicles (such as bus lines) dedicated to public passenger transport.

Lastly, the criteria for substantial contribution to this environmental objective have been considered to be met if the motorway is not used exclusively for the transport of fossil fuels.

DNSH criteria for climate change adaptation (in the analysis for the climate change mitigation objective)

The DNSH criteria for climate change adaptation have been considered to be met if a concession has a physical climate risk assessment in line with the indications provided in the Regulation and if possible solutions to reduce or mitigate the most relevant risks have been evaluated.

In relation to this criterion, during 2022 Abertis carried out a comprehensive analysis based on the TFCD (Task Force on Climate-Related Financial Disclosures) framework, across all the geographies in which it carries out its activity as a motorway operator, to assess its exposure to current physical climate risks, while also considering the scenarios published by the Intergovernmental Panel on Climate Change (IPCC) RCP 4.5 and RCP 8.5.

DNSH criteria for climate change mitigation (in the analysis for the climate change mitigation objective)

Compliance with the DNSH criteria has been assessed by analysing the percentage of vehicles circulating on the toll roads managed by the Group. The conclusion has been that the bulk of the traffic consists of light vehicles, which means that the motorway's main purpose is the transport of people, not the transport or storage of fossil fuels. Furthermore, since the purpose of the activity is the management of toll roads under administrative concessions and the European Regulation does not specify what counts as a major upgrade, the degree of compliance with this criterion has not been assessed.

DNSH criteria that are common to climate change mitigation and adaptation objectives

- Sustainable use and protection of water and marine resources, pollution prevention and control, protection and restoration of biodiversity and ecosystems: to assess compliance with these criteria, Abertis has considered whether the concession has an ISO 14001 certified environmental management system, an environmental impact assessment (or local equivalent) and other specific documentation such as policies, processes or procedures that contribute to the prevention, reduction or mitigation of risks related to these environmental objectives.
- Transition to a circular economy: to assess compliance with this criterion, Abertis has indicators that reflect information on the percentage of non-hazardous construction and demolition waste (waste associated with EWL codes 170107, 170201, 170407 and 170904) that has been recycled in expansion or maintenance work, considering as a compliance threshold that at least 70% of said waste has been recycled.

Analyse and assess compliance with the Minimum Social Safeguards

Abertis has assessed compliance with the Minimum Social Safeguards (MSS) in accordance with the criteria specified in the Final Report on Minimum Safeguards published by the Platform on Sustainable Finance in October 2022, which, though not a legally binding document, is considered the best available reference, given the lack of clarity in the current Taxonomy Regulation. Unlike the substantial contribution and DNSH criteria, the MSS have been assessed at Group level. To do this, an assessment has been conducted of the policies, processes and procedures in place in the Group to cover the four core topics identified in the Platform's report: Human rights, Corruption, Taxation and Fair competition.

During 2022, the action taken in the field of human rights deserves special mention: a human rights policy has been developed and a map has been drawn up of adverse human rights impacts in the different geographies and activities, identifying the due diligence measures available to prevent and mitigate the adverse effects of these impacts. Also during the year, a specific fair competition policy has been formulated.

The Group has therefore concluded that it meets the criteria indicated in the Platform on Sustainable Finance's report for the topics of Corruption, Taxation and Fair competition but will continue to work to continuously improve its human rights due diligence system and bring it into line with the requirements set out in the Regulation.

Calculate alignment percentages for the turnover, CapEX and OpEX KPIs

The data for calculating the KPIs required for Taxonomy-alignment have been extracted from the organisation's existing systems for preparing the Group's consolidated annual accounts. Given that the activities carried on by the organisation, the Group's corporations and each business unit are formally segregated in the organisation's accounting systems, no specific revenue, expense and investment distribution criteria have had to be applied to each of the activities carried on by the organisation, thereby eliminating the potential risk of double accounting.

The results have been approved by Abertis' Audit, Control and Sustainability Committee and an internal procedure has been established for all the work described above for the climate change mitigation objective.

To determine the alignment percentage by turnover, Abertis has used the following criteria.

Total aligned turnover indicator (for the climate change mitigation objective only)

Of the turnover considered eligible, applying the methodology explained previously, the turnover linked to companies that meet the CCS, DNSH and MSS criteria has been considered aligned and therefore to be included in the numerator of the calculation, applying a specific correction factor linked to statistical data on the country's stock of low-carbon vehicles.

Total turnover, excluding revenue from works carried out that entail a benefit for Abertis, depending on the concession agreements entered into with the government authorities, is included in the denominator. Such works are considered part of new capital expenditure for the year, but to satisfy an accounting requirement of the CNMV (Spain's stock market regulatory agency) Abertis must recognise the revenue and the expense, with a minimum impact on the Group's statement of profit and loss. Revenue from a specific charge collected from users on behalf of, and subsequently paid over to, the Italian government has also been excluded.

Total OpEX indicator (aligned operating expenditure for climate change mitigation and climate change adaptation)

Of the OpEX considered eligible, applying the methodology explained previously, the OpEX linked to companies that meet the CCS, DNSH and MSS criteria has been considered aligned and therefore to be included in the numerator of the calculation, applying a specific correction factor linked to statistical data on the country's stock of low-carbon vehicles for the climate change mitigation objective.

The denominator of the OpEX KPI is calculated using the same value as specified in section 8.2.3 of this document.

Total CapEX indicator (aligned capital expenditure for climate change mitigation and climate change adaptation)

Of the CapEX considered eligible, applying the methodology explained previously, the CapEX linked to companies that meet the CCS, DNSH and MSS criteria has been considered aligned and therefore to be included in the numerator of the calculation, applying a specific correction factor linked to statistical data on the country's stock of low-carbon vehicles for the climate change mitigation objective.

The denominator of the Capex KPI is calculated using the same value as specified previously.

Reporting of results

The tables below show the breakdowns of the information, using the templates required by the Taxonomy Regulation, for the climate change mitigation objective, in accordance with Abertis' interpretation and vision. The columns relating to the environmental objectives of water and marine resources, circular economy, pollution prevention, and biodiversity and ecosystems have not been included, as the delegated acts implementing those objectives have not been published.

TURNOVER (INCN)				Substantial contribution criteria		DNSH criteria ('Does not significantly harm')									
Code(s)	Economic activities	Absolute turnover (€m)	Proportion of turnover (%)	Climate change mitigation	Climate change adaptation	Climate change mitigation (Y/N)	Climate change adaptation (Y/N)	Water and marine resources (Y/N)	Circular economy (Y/N)	Pollution (Y/N)	Biodiversity and ecosystems (Y/N)	Minimum safeguards (Y/N)	Taxonomy aligned proportion of turnover (%)	Category (enabling activity) (E)	Category (transitional activity) (T)
A. TAXONOMY-ELIGIBLE ACTIVITIES															
A.1. Environmentally sustainable activities (Taxonomy-aligned)															
6.15	Infrastructure enabling low-carbon road transport and public transport	0	0.0%	0.0%	0.0%		N	N	N	N	N	N	0.0%	E	
Turnover of environmentally sustainable activities (Taxonomy-aligned) (A.1)		**0**	**0.0%**	**0.0%**	**0.0%**								**0.0%**		
A.2. Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)															
6.15	Infrastructure enabling low-carbon road transport and public transport	5,006	99.0%												
Turnover of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)(A.1 + A.2)		**5,006**	**99.0%**												
Total (A.1 + A.2)		**5,006**	**99.0%**												
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES															
Turnover of Taxonomy-non-eligible activities (B)		**49**	**1.0%**												
Total (A + B)		**5,056**	**100%**												

CapEX				Substantial contribution criteria		DNSH criteria ('Does not significantly harm')									
Code(s)	Economic activities	Absolute CapEX (€m)	Proportion of CapEX (%)	Climate change mitigation	Climate change adaptation	Climate change mitigation (Y/N)	Climate change adaptation (Y/N)	Water and marine resources (Y/N)	Circular economy (Y/N)	Pollution (Y/N)	Biodiversity and ecosystems (Y/N)	Minimum safeguards (Y/N)	Taxonomy-aligned proportion of CapEX (%)	Category (enabling activity) (E)	Category (transitional activity) (T)
A. TAXONOMY-ELIGIBLE ACTIVITIES															
A.1. Environmentally sustainable activities (Taxonomy-aligned)															
6.15	Infrastructure enabling low-carbon road transport and public transport	0	0.0%	0.0%	0.0%		N	N	N	N	N	N	0.0%	E	
CapEX of environmentally sustainable activities (Taxonomy-aligned) (A.1)		**0**	**0.0%**	**0.0%**	**0.0%**								**0.0%**		
A.2. Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)															
6.15	Infrastructure enabling low-carbon road transport and public transport	815	97.2%												
CapEX of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)(A.1 + A.2)		**815**	**97.2%**												
Total (A.1 + A.2)		**815**	**97.2%**												
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES															
CapEX of Taxonomy-non-eligible activities (B)		**23**	**2.8%**												
Total (A + B)		**839**	**100%**												

OpEX				Substantial contribution criteria		DNSH criteria ('Does not significantly harm')									
Code(s)	Economic activities	Absolute OpEX (€ million)	Proportion of OpEX (%)	Climate change mitigation	Climate change adaptation	Climate change mitigation (Y/N)	Climate change adaptation (Y/N)	Water and marine resources (Y/N)	Circular economy (Y/N)	Pollution (Y/N)	Biodiversity and ecosystems (Y/N)	Minimum safeguards (Y/N)	Taxonomy-aligned proportion of OpEX (%)	Category (enabling activity) (E)	Category (transitional activity) (T)
A. TAXONOMY-ELIGIBLE ACTIVITIES															
A.1. Environmentally sustainable activities (Taxonomy-aligned)															
6.15	Infrastructure enabling low-carbon road transport and public transport	0	0.0%	0.0%	0.0%		N	N	N	N	N	N	0.0%	E	
OpEX of environmentally sustainable activities (Taxonomy-aligned) (A.1)		**0**	**0.0%**	**0.0%**	**0.0%**								**0.0%**		
A.2. Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)															
6.15	Infrastructure enabling low-carbon road transport and public transport	377	94.9%												
OpEX of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.1 + A.2)		**377**	**94.9%**												
Total (A.1 + A.2)		**377**	**94.9%**												
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES															
OpEX of Taxonomy-non-eligible activities (B)		**20**	**5.1%**												
Total (A + B)		**397**	**100%**												

The following tables show the breakdowns of the information, using the templates required by the Taxonomy Regulation, for the climate change mitigation objective in accordance with the alternative interpretation to Abertis' vision in which the Toll roads activities are not eligible for the climate change mitigation objective. Given that no specific analysis has been performed of the degree of compliance of the Mobility Services activity with the Do No Significant Harm (DNSH) and Minimum Social Safeguards (MSS) criteria, since it was considered eligible in December 2022, these boxes have been left blank. Likewise, the columns relating to the environmental objectives of water and marine resources, circular economy, pollution prevention, and biodiversity and ecosystems have not been included, as the delegated acts implementing these objectives have not been published.

TURNOVER (INCN)				Substantial contribution criteria		DNSH criteria ('Does not significantly harm')									
Code(s)	Economic activities	Absolute turnover (€m)	Proportion of turnover (%)	Climate change mitigation	Climate change adaptation	Climate change mitigation (Y/N)	Climate change adaptation (Y/N)	Water and marine resources (Y/N)	Circular economy (Y/N)	Pollution (Y/N)	Biodiversity and ecosystems (Y/N)	Minimum safeguards (Y/N)	Taxonomy aligned proportion of turnover (%)	Category (enabling activity) (E)	Category (transitional activity) (T)
A. TAXONOMY-ELIGIBLE ACTIVITIES															
A.1. Environmentally sustainable activities (Taxonomy-aligned)															
6.15	Infrastructure enabling low-carbon road transport and public transport	0	0.0%	0.0%	0.0%		N	N	N	N	N	N	0.0%	E	
Turnover of environmentally sustainable activities (Taxonomy-aligned) (A.1)		**0**	**0.0%**	**0.0%**	**0.0%**								**0.0%**		
A.2. Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)															
6.15	Infrastructure enabling low-carbon road transport and public transport	74	1.5%												
Turnover of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.1 + A.2)		**74**	**1.5%**												
Total (A.1 + A.2)		**74**	**1.5%**												
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES															
Turnover of Taxonomy-non-eligible activities (B)		**4,982**	**98.5%**												
Total (A + B)		**5,056**	**100%**												

CapEX				Substantial contribution criteria		DNSH criteria ('Does not significantly harm')									
Code(s)	Economic activities	Absolute CapEX (Cm)	Proportion of CapEX (%)	Climate change mitigation	Climate change adaptation	Climate change mitigation (Y/N)	Climate change adaptation (Y/N)	Water and marine resources (Y/N)	Circular economy (Y/N)	Pollution (Y/N)	Biodiversity and ecosystems (Y/N)	Minimum safeguards (Y/N)	Taxonomy-aligned proportion of CapEX (%)	Category (enabling activity) (E)	Category (transitional activity) (T)
A. TAXONOMY-ELIGIBLE ACTIVITIES															
A.1. Environmentally sustainable activities (Taxonomy-aligned)															
6.15	Infrastructure enabling low-carbon road transport and public transport	0	0.0%	0.0%	0.0%		N	N	N	N	N	N	0.0%	E	
CapEX of environmentally sustainable activities (Taxonomy-aligned) (A.1)		**0**	**0.0%**	**0.0%**	**0.0%**								**0.0%**		
A.2. Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)															
6.15	Infrastructure enabling low-carbon road transport and public transport	2	0.2%												
CapEX of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)(A.1 + A.2)		**2**	**0.2%**												
Total (A.1 + A.2)		**2**	**0.2%**												
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES															
CapEX of Taxonomy-non-eligible activities (B)		**837**	**99.8%**												
Total (A + B)		**839**	**100%**												

OpEX				Substantial contribution criteria		DNSH criteria ('Does not significantly harm')									
Code(s)	Economic activities	Absolute OpEX (Cm)	Proportion of OpEX (%)	Climate change mitigation	Climate change adaptation	Climate change mitigation (Y/N)	Climate change adaptation (Y/N)	Water and marine resources (Y/N)	Circular economy (Y/N)	Pollution (Y/N)	Biodiversity and ecosystems (Y/N)	Minimum safeguards (Y/N)	Taxonomy-aligned proportion of OpEX (%)	Category (enabling activity) (E)	Category (transitional activity) (T)
A. TAXONOMY-ELIGIBLE ACTIVITIES															
A.1. Environmentally sustainable activities (Taxonomy-aligned)															
6.15	Infrastructure enabling low-carbon road transport and public transport	0	0.0%	0.0%	0.0%		N	N	N	N	N	N	0.0%	E	
OpEX of environmentally sustainable activities (Taxonomy-aligned) (A.1)		**0**	**0.0%**	**0.0%**	**0.0%**								**0.0%**		
A.2. Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)															
6.15	Infrastructure enabling low-carbon road transport and public transport	5	1.3%												
OpEX of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.1 + A.2)		**5**	**1.3%**												
Total (A.1 + A.2)		**5**	**1.3%**												
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES															
OpEX of Taxonomy-non-eligible activities (B)		**392**	**98.7%**												
Total (A + B)		**397**	**100%**												

4

Methodology and International Equivalences

Reporting Methodology

Standards and Principles

This 2022-2030 Sustainability Strategy Monitoring Appendix for financial year 2022 sets out the Abertis Group's sustainability information and supplements the information published in the Group's Directors' Report on the consolidated annual accounts regarding the organisation's economic, financial, environmental, social and governance performance. Further details of Abertis' economic, financial, environmental, social and governance performance are to be found in the Carbon Disclosure Project (CDP) questionnaire and other corporate publications.

The report has been prepared in accordance with the new GRI Universal Standards for sustainability reporting published in 2021, which provide an updated set of internationally recognised standards that create a universal language for all organisations and legislative frameworks; the EFRAG recommendations, issued in advance of publication of the new Corporate Sustainability Reporting Directive; and the 2018 Spanish Non-Financial Reporting Act.

Accountability standards	Management benchmarks	Applicable regulatory frameworks
• Sustainability Reporting Standards (SRS) of the Global Reporting Initiative (GRI) for 2016, 2018, 2019, 2020 and 2021, with the publication of the new universal standards • Policy for preparation of the United Nations Global Compact Communication of Progress (CoP).	• AccountAbility Stakeholder Engagement principles and AA1000AS • United Nations Sustainable Development Goals	• Spanish Non-Financial Reporting Act • European Commission Environmental Taxonomy Regulation • EFRAG (European Financial Reporting Advisory Group) recommendations on the requirements of the new Corporate Sustainability Reporting Directive (CSRD)

The GRI Sustainability Reporting Standards have been updated and comprise three sets of standards:

- GRI Universal Standards: GRI 1, 2, 3 (former GRI 101 Fundamentals, GRI 102 General Contents, GRI 103 Management Approach)
- GRI Sector Standards: not all have been published yet, the Sector Standard applicable to Abertis being one that is not yet published.
- GRI Topic Standards for reporting on material topics, the content of which has been adapted. The process for determining an organisation's material topics is presented in detail.

Following these standards has helped to reinforce the importance of human rights and due diligence issues in this report.

The GRI reporting principles followed in order to ensure quality sustainability reporting and assess and make decisions about the organisation's impacts and its contribution to sustainable development are as follows.

Accuracy	Report information that is correct and sufficiently detailed to allow an assessment of the organisation's impacts.
Balance	Report information in an unbiased way and provide a fair representation of the organisation's negative and positive impacts.
Clarity	Present information in a way that is accessible and understandable.
Comparability	Select, compile, and report information consistently to enable an analysis of changes in the organisation's impacts over time.
Completeness	Provide sufficient information to enable an assessment of the organisation's impacts.
Sustainability context	Report information about its impacts in the wider context of sustainable development.
Timeliness	Report information in a timely manner, together with the Group's consolidated annual accounts, in time for information users to make decisions.
Verifiability	Gather, record, compile, and analyse information in such a way that the information can be examined to establish its quality.

This 2022-2030 Sustainability Strategy Monitoring Appendix has been prepared and reviewed under the supervision of the Institutional Relations, Communication and Sustainability area, with the participation of various corporate functional areas. It has also been published in a timely manner, together with the Group's consolidated annual accounts, and has been reviewed and approved by the Abertis Board of Directors.

Scope of the Information

The sustainability information presented in the Directors' Report and Sustainability Strategy Monitoring Appendix covers 99.3% of the Group's annual revenue and 98.4% of its workforce at 31 December, similar to the previous year.

The main changes in the scope of reporting in 2022 compared to the previous year are the exclusion of the subsidiaries Acesa, Invicat and Latina due to the cessation of their activity within the framework of the Abertis Group's management during 2021, and of the subsidiaries Eurotoll S.A.S. and Eurotoll Central Europe ZRT due to changes in the consolidation of these subsidiaries. Lastly, the data reported by the subsidiary Autopista del Sol has decreased because the company no longer acts as concessionaire but is responsible for road maintenance.

It should be noted that the historical data presented in this Appendix are based on the scope of reporting at the reporting date and have not been adjusted to reflect any changes in scope that may have occurred since then. This treatment is consistent with the principles of accuracy, clarity and comparability and is intended, in combination with the list of subsidiaries for the year included in each report, to ensure that any stakeholder can analyse the performance data transparently. Where changes in performance data are linked to changes in scope, this is disclosed in the report.

The historical road safety and activity data (specifically, ADT, km travelled, electronic tolling, road accidents with victims and people killed in traffic accidents) have been standardised to a constant perimeter.

The following table shows the companies included in the scope of sustainability reporting in 2022, in accordance with the list of companies comprising the Abertis Group included in the Group's consolidated annual accounts.

COMPANIES INCLUDED IN THE SCOPE OF SUSTAINABILITY REPORTING

Toll roads	**Spain -** Autopistas, Aucat, Iberpistas, Castellana, Avasa, Aulesa, Túnels and Trados 45.
	France - Sanef, Sapn, Bip & Go and SE BPNL SAS
	Italy - A4 Holding, A4 Mobility, Autostrada Bs Vr Vi Pd SpA and A4 Trading Srl.
	Brazil - Arteris, Intervias, Planalto Sul, Fluminense, Fernão Dias, Régis Bittencourt, Litoral Sul, ViaPaulista.
	Chile - Vías Chile, Autopista Central, Autopista Los Libertadores, Autopista del Sol, Autopista Los Andes, Rutas del Elqui, Rutas del Pacífico and the concession operators forming Operavías.
	Puerto Rico - APR and Metropistas.
	Argentina - Ausol and GCO
	India - Jadcherla Expressways Private Limited, Trichy Tollway Private Limited and Isadak Headquarters.
	Mexico - CONIPSA, COTESA, AUTOVIM, PSRCO, RCA, RCO and COVIQSA
	United States - Elizabeth River Crossings
Mobility Services	Emovis S.A.S., Emovis Operations Mersey, Emovis Operations Leeds
Central Services	Abertis Infraestructuras and the Abertis Foundation

The remaining 0.7% of revenue not included in the scope of sustainability reporting includes the activity carried on by the following companies: Abertis Infraestructuras Finance, B.V., Abertis Mobilty Services S.L. (except for Emovis S.A.S, Emovis Operations Leeds and Emovis Operations Mersey Ltd.), Abertis Internacional, S.A and Abertis Telecom Satélites, S.A., (all directly held); Acesa, Leonord Exploitation, S.A.S, Sanef 107.7 S.A.S, Serenissima Partecipazioni S.p.A, Mulhacen, Globalcar Services S.p.A, Autovias, S.A, Centrovias Sistemas Rodoviários, S.A. and Vianorte, S.A. (all indirectly held).

Calculation Methodologies

The data and the qualitative and quantitative indicators in the Directors' Report and the Sustainability Strategy Monitoring Appendix were compiled and calculated in accordance with specific methodological standards. In line with previous years' practice, the calculations were done following the instructions contained in the abovementioned standards (primarily the GRI Sustainability Reporting Standards and the applicable laws and regulations).

During 2022, the sustainability data collection campaigns were started earlier. This means that instead of the performance data for one month being estimated (as was the case previously), the performance data for two months (November and December) have been estimated. Estimates have been made for all the data except for indicators that cannot be estimated, namely occupational accidents and fatalities, as well as hours worked and accidents and fatalities in the area of road safety.

The carbon footprint is calculated by reference to the GHG Protocol Corporate Accounting and Reporting Standard and the criteria established in the Corporate Value Chain (Scope 3) Accounting and Reporting Standard published in 2011 by the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD), in addition to the specific requirements of the applicable legal frameworks, including the Non-Financial Reporting Act in Spain and the methodological framework for carbon footprint calculation in France. The gases included in the calculation of the carbon footprint include, in addition to carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and biogenic carbon dioxide (CO_2 bio), and are expressed in tonnes of CO_2 equivalent (CO_{2e}).

Detailed information about the method used to calculate the carbon footprint is available in the Carbon Disclosure Project questionnaire published each year by Abertis. However, the main changes in the method used to calculate the carbon footprint for 2022, without restating the historical values (changes that will need to be applied to the calculation of the carbon footprint of the base year), are set out below:

- The emission factors used for the calculation in some of the categories have been updated in accordance with the criteria adopted during 2022, which will be part of the future carbon footprint calculation protocol. It should be noted that the emission factors used are those of the previous year, since these factors were available and priority has been given to using public sources over developing specific emission factors, except in the case of asphalt agglomerate (where the private source continues to be used). In addition, the emission factors for liquid fuels in France have been split between combustion (scope 1) and production (scope 3).
- Part of the fugitive emissions linked to the consumption of refrigerant gases has been transferred to the 'out of scope' category, in accordance with best practice in applying the existing methodologies. Similarly, biogenic carbon dioxide emissions associated with the consumption of biofuels have been excluded from scope 1 and have been classified as 'out of scope'.
- Emissions from electricity consumption in the vehicle fleet have been reclassified to scope 2, and emissions from wastewater treatment have been reclassified to scope 3.
- The calculation of emissions from the use of the infrastructure by users has been updated to take account of the diversity of the vehicle fleet in each country, which for the first time includes electric and hybrid vehicles, where data were available.
- Two new emissions categories have been added to scope 3, namely, Emissions from upstream transportation and distribution, and Investments, thus gradually expanding the scope 3 categories included in the calculation.

The LBG España methodological framework for quantifying and classifying social action projects and sponsorships has continued to be used.

Internal Control and Risk Management Systems for Sustainability Reporting

Abertis has a set of mechanisms that together make up the internal control and risk management system for sustainability reporting (ICSR system) via the Directors' Report and its Sustainability Strategy Monitoring Appendix. These mechanisms are designed to provide limited assurance on any non-financial information that is published, given that the ICSR system has not yet been fully implemented.

Applying and developing these mechanisms is part of the sustainability reporting process. The main mechanisms are described in the Directors' Report, along with the main risks associated with sustainability reporting.

The completeness and reliability of the sustainability information is therefore not yet equal to that of the published financial information, although the organisation is working to ensure that, in the medium term, both types of reporting have uniform control systems that provide a comparable level of assurance, so that stakeholders can analyse the organisation's performance with the same level of confidence.

During 2022, the following sustainability information for 2021 was restated:

- Ethics channel: the figures for the total number of reports received, resolved and rejected in 2021 have been restated due to the reclassification of one of the cases handled. The impact of the restatement has been minimal, as the change has been included in the figures for 2022.
- Carbon footprint: the carbon footprint methodology review involved restating the scope 1, 2 and 3 values. The restated information relating to environmental performance for 2021 has been published in the 2022 CDP questionnaire. Overall, as a result of the restatement, total scope 1 and 3 emissions are slightly higher and scope 2 emissions lower than those published in the previous year's report.
- Electricity consumption: the figure for electricity consumption in Brazil and Mexico has been restated, resulting in a slight reduction in total consumption compared to the figure published in the 2021 report.
- Paint consumption: the figure for paint consumption in Spain has been restated, resulting in a figure very similar to that published in the 2021 report.
- Natural gas consumption: the figure for natural gas consumption in the United Kingdom has been restated, resulting in a slight increase overall compared to the figure published in the 2021 report.
- Hours worked by direct workers: the figure for hours worked in Italy has been restated, affecting the Group-level figure for the frequency of occupational accidents among direct workers, which has increased compared to that published in the 2021 report.
- Average hours of training overall the figure for average hours of training per employee has been restated to take account of the restatement of the figure for hours of training provided in Italy, resulting in a slight increase compared to the figure published in the 2021 report.
- Total compensation ratio: the figure for 2021 has been calculated in accordance with the new GRI requirements to ensure comparability and determine the percentage change. The restated figure for 2021 has resulted in an increase in the total compensation ratio compared to the ratio published in the previous year's report.
- Indicators of activity and road safety: the figures for km travelled, ADT, traffic accidents with victims and fatalities in traffic accidents in Spain, Chile and Mexico, as well as the overall figure, have been restated, affecting the relative figures for ADT and the road safety indicators (accident rate and mortality rate).

External Assurance

The information included in the Directors' Report and the Sustainability Strategy Monitoring Appendix has been reviewed by an external auditor according to the requirements of the ISAE 3000 standard and the Guidelines published by the Spanish Institute of Certified Public Accountants (ICJC) on engagements to provide assurance on non-financial reports, with a limited level of assurance. The scope of the review was based on the requirements specified in the Spanish Non-Financial Reporting Act, as set out in the table 'Index of Disclosures Required by Spanish Law 11/2018', and the core requirements of the GRI Standards.

In addition, the information on Stakeholders and Materiality has been reviewed according to the AA1000AS Standard. The recommendations in this regard are set out in the assurance report available on the organisation's website.

The external assurance report is provided at the end of this document.

GRI Content Index

Abertis has prepared the Directors' Report on the consolidated annual accounts and the 2022 Sustainability Strategy Monitoring Appendix in accordance with the GRI Standards for the period from 1 January 2022 to 31 December 2022. The GRI 1 used is GRI 1:Foundation 2021 and as of the date of publication there are no applicable GRI Sector Standards.

The Directors' Report on the Consolidated Annual Accounts and the Sustainability Strategy Monitoring Appendix are prepared at annual intervals and the contact point for sustainability-related issues is by email at sostenibilidad@abertis.com or by post to the Corporation's address (Avenida Pedralbes, 17, 08034 Barcelona, Spain), for the attention of Sara Rodríguez.

The reference given in the GRI content index is the page number in the Sustainability Strategy Monitoring Appendix. Cross-references to other documents include the initials of the publication in question. The documents with cross-references are available at the following locations:

- DR: Directors' Report. It is available on the Abertis website, Annual Report tab.
- AC: Consolidated Annual Accounts. They are available on the Abertis website, Annual Report tab.
- CDP 2022: Carbon Disclosure Project questionnaire. It is available on the CDP website.

Foundation and General Disclosures

Standard	Content	Location	Omission	External assurance
GRI 1	GRI 1 used: GRI 1: Foundation 2021	80		√
GRI 2: General Disclosures 2021	2-1 Organisational Details	80; DR 9-11, 15		√
	2-2 Entities included in sustainability reporting	76-77; AC 242-257		√
	2-3 Reporting period, frequency and contact point	80		√
	2-4 Restatements of information	78-79		√
	2-5 External assurance	79		√
	2-6 Activities, value chain and other business relationships	7 ,92 Content note (a); DR 5-11		√
	2-7 Employees	40, 46-47, 50-52		√
	2-8 Workers who are not employees	40-41		√
	2-9 Governance structure and composition	DR 15-22		√
	2-10 Nomination and selection the highest governance body	DR 16-17, 19-20		√
	2-11 Chair of the highest governance body	DR 16		√
	2-12 Role of the highest governance body's in overseeing the management of impacts	9-11; DR 18-19		√
	2-13 Delegation of responsibility for managing impacts	9-11; DR 18-19		√
	2-14 Role of the highest governance body in sustainability reporting	76; DR 18-19		√
	2-15 Conflicts of interest	DR 16-17, 21-26, 84; AC 224		√
	2-16 Communication of critical concerns	13-15; DR 34-36, 84		√
	2-17 Collective knowledge of the highest governance body	DR 16-17; Corporate website (Board of Directors)		√

Standard	Content	Location	Omission	External assurance
	2-18 Evaluation of the performance of the highest governance body	16; DR 20		√
	2-19 Remuneration policies	92 Content note (b); DR 17		√
	2-20 Process to determine remuneration	92 Content note (b); DR 19-20		√
	2-21 Annual total compensation ratio	92 Content note (c)		√
	2-22 Statement on sustainable development strategy	8-11; DR 3-4, 12-14		√
	2-23 Policy commitments	8-12, 16-18, 36; DR 12-14		√
	2-24 Embedding policy commitments	8-12, 16-18, 36; DR 12-14, 18-19, 28-29		√
	2-25 Processes to remediate negative impacts	13-17, 19, 27, 29, 32-34; DR 12-14, 16, 18-19, 28-34, 66		√
	2-26 Mechanisms for seeking advice and raising concerns	13-15; DR 34-36		√
	2-27 Compliance with laws and regulations	92 Content note (f)		√
	2-28 Membership associations	59-61; DR 67-68		√
	2-29 Approach to stakeholder engagement	3-6		√
	2-30 Collective bargaining agreements	54		√

Material topics

Standard	Content	Location	Omission	External assurance
Material topics				
GRI 3: Material topics 2021	3-1 Process for determining material topics	5-6, 92 Content note (d)		√
	3-2 List of material topics	7		√
Employment				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 46		√
GRI 401 Employment 2016	401-1 New employee hires and employee turnover	52-54		√
	401-2 Benefits provided to full-time employees that are not provided to temporary or part-time employees	92 Content note (i)		√

Standard	Content	Location	Omission	External assurance
	401-3 Parental leave	47, 49-50		√
Professional development and talent retention				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 37, 46, 50; DR 71, 74-75		√
GRI 201 Economic Performance 2016	201-3 Defined benefit plan obligations and other retirement plans	92 Content note (e); AC 52-53, 192-198		√
GRI 202 Market Presence 2016	202-1 Ratios of standard entry level wage by gender compared to local minimum wage	49		√
GRI 404 Training and Education 2016	404-1 Average hours of training per year per employee	55-56		√
	404-2 Programmes for upgrading employee skills and transition assistance programs	DR 74-76		√
	404-3 Percentage of employees receiving regular performance and career development reviews	55		√
Occupational health and safety				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 40-42; DR 72-73		√
GRI 403 Occupational Health and Safety 2018	403-1 Occupational health and safety management system	40-41; DR 72		√
	403-2 Hazard identification, risk assessment and incident investigation	37-39, 41-44		√
	403-3 Occupational health services	41-42		√
	403-4 Worker participation, consultation and communication on occupational health and safety	42		√
	403-5 Worker training on occupational health and safety	41-42		√
	403-6 Promotion of worker health	42		√

Standard	Content	Location	Omission	External assurance
	403-7 Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	40-43		√
	403-8 Workers covered by an occupational health and safety management system	40-41		√
	403-9 Work-related injuries	42-45		√
	403-10 Work-related ill health	43-45		√
Energy and water consumption				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 19, 29		√
GRI 302 Energy 2016	302-1 Energy consumption within the organisation	23-26		√
	302-2 Energy consumption outside of the organisation	23-26		√
	302-3 Energy intensity	24, 26		√
	302-4 Reduction of energy consumption	23-26, 77-79		√
	302-5 Reductions in energy requirements of products and services	19, 23-24, 26, 29, 34-35, 77-79		√
GRI 303 Water and Effluents 2018	303-1 Interactions with water as a shared resource	7, 27-28		√
	303-2 Management of water discharge-related impacts	31; Los estándares de calidad se corresponden con el marco legal vigente en cada país.		√
	303-3 Water withdrawal	27-28		√
	303-4 Water discharge	31		√
	303-5 Water consumption	27-28		√
Materials consumption				

Standard	Content	Location	Omission	External assurance
GRI 3: Material topics 2021	3-3 Topic management	8-11, 29		√
GRI 301 Materials 2016	301-1 Materials used by weight or volume	29-30		√
	301-2 Recycled input materials used	29		√
	301-3 Reclaimed products and their packaging materials		Not applicable. Abertis does not produce any products. This affects the entire indicator.	√
Local purchase				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 62; DR 70-71		√
GRI 204 Procurement Practices 2016	204-1 Proportion of spending on local suppliers	62; DR 5, 71		√
Diversity and equal opportunity				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 46; DR 73-74		√
GRI 405 Diversity and Equal Opportunity 2016	405-1 Diversity of governance bodies and employees	46-47, 51; DR 16, 20-21		√
	405-2 Ratio of basic salary and remuneration of women to men	48-49		√
Positive social and environmental criteria, Social responsibility in the value chain and Supplier assessment				
GRI 3: Material topics 2021	3-3 Topic management	8-11; DR 70-71		√
GRI 308 Supplier Environmental Assessment 2016	308-1 New suppliers that were screened using environmental criteria	DR 71		√
	308-2 Negative environmental impacts in the supply chain and actions taken	5-7; DR 63-67		√
	414-1 New suppliers that were screened using social criteria	DR 71		√

Standard	Content	Location	Omission	External assurance
GRI 414 Supplier Social Assessment 2016	414-2 Negative social impacts in the supply chain and actions taken	5-7; DR 43, 67, 72-74		√
Biodiversity and habitat restoration				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 19, 32		√
GRI 304 Biodiversity 2016	304-1 Operational sites owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas	32-33		√
	304-2 Significant impacts of activities, products, and services on biodiversity	32-33		√
	304-3 Habitats protected or restored	32-33		√
	304-4 IUCN Red List species and national conservation list species with habitats in areas affected by operations	92 Content note (g)		√
Noise				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 19, 33		√
	Number of kilometres of motorway that were subject to noise impact assessments	33		√
Climate change and emissions				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 19-20		√
GRI 305 Emissions 2016	305-1 Direct (Scope 1) GHG emissions	19-22, 77-79		√
	305-2 Energy indirect (Scope 2) GHG emissions	19-22, 77-79		√
	305-3 Other indirect (Scope 3) GHG emissions	19-22, 77-79		√
	305-4 GHG emissions intensity	22		√
	305-5 Reduction of GHG emissions	21-22		√

Standard	Content	Location	Omission	External assurance
	305-6 Emissions of ozone-depleting substances (ODS)	No significant impacts were identified in connection with these items.		√
	305-7 Nitrogen oxides (NO_x, sulphur oxides (SO_x), and other significant air emissions	34; In the case of NOx and SOx, direct emissions are also not significant.		√
GRI 201 Economic Performance 2016	201-2 Financial implications and other risks and opportunities due to climate change	DR 29-34, 64-65; CDP 2022 Chapter C2		√
Human Rights, Due Diligence and Grievance Mechanisms				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 16-17		√
GRI 410 Security Practices 2016	410-1 Security personnel trained in human rights policies or procedures	17		√
Waste and sewage				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 19, 29		√
GRI 306 Waste 2020	306-1 Waste generation and significant waste-related impacts	29-31		√
	306-2 Management of significant waste-related impacts	29-31		√
	306-3 Waste generated	30-31, 92 Content note (h)		√
	306-4 Waste diverted from disposal	29-31		√
	306-5 Waste directed to disposal	29-31		√
Road Safety				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 36-37; DR 40-44		√

Standard	Content	Location	Omission	External assurance
	Fatality rate	38-39		√
	Accident rate	38-39		√
Security and confidentiality				
GRI 3: Material topics 2021	3-3 Topic management	8-11; DR 14		√
GRI 418 Customer Privacy 2016	418-1 Substantiated complaints concerning breaches of customer privacy and losses of customer data	No complaints were received in this regard.		√
Local community				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 57; DR 66-68		√
GRI 413 Local Communities 2016	413-1 Operations with local community engagement, impact assessments and development programmes	57-59		√
	413-2 Operations with significant actual and potential negative impacts on local communities	5-7, 32-34; DR 66		√
GRI 201 Economic Performance 2016	201-1 Direct economic value generated and distributed	DR 76		√
	201-4 Financial assistance received from government	AC 87		√
GRI 202 Market Presence 2016	202-2 Proportion of senior management hired from the local community	DR 74		√
Sustainable consumption				
GRI 3: Material topics 2021	3-3 Topic management	8-11; DR 70-71		√
GRI 417 Marketing and Labelling 2016	417-1 Requirements for product and service information and labelling	DR 68-69		√
	417-2 Incidents of non-compliance concerning product and service information and labelling	No incidents of this type occurred.		√

Standard	Content	Location	Omission	External assurance
	417-3 Incidents of non-compliance concerning marketing communications	No incidents of this type occurred.		√
Service satisfaction and safety				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 36; DR 68-69		√
GRI 416 Customer Health and Safety 2016	416-1 Assessment of the health and safety impacts of product and service categories	37-39; DR 40-48		√
	416-2 Incidents of non-compliance concerning the health and safety impacts of products and services	No incidents of this type occurred.		√
Discrimination and vulnerable groups				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 13		√
GRI 406 Non-discrimination 2016	406-1 Incidents of discrimination and corrective actions taken	14		√
Fundamental principles and rights at work				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 36; DR 71-73		√
GRI 407 Freedom of Association and Collective Bargaining 2016	407-1 Operations and suppliers in which the right to freedom of association and collective bargaining may be at risk	None were identified.		√
GRI 409 Forced or Compulsory Labour 2016	409-1 Operations and suppliers at significant risk for incidents of forced or compulsory labour	None were identified.		√
GRI 402 Labour/Management Relations 2016	402-1 Minimum notice periods regarding operational changes	92 Content note (j)		√
Access to essential services				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 36, 57		√
GRI 203 Indirect Economic Impacts 2016	203-1 Infrastructure investment and services supported	57-59; DR 53-54		√
	203-2 Significant indirect economic impacts	57-59; DR 53-54		√
Civil and political rights				

Standard	Content	Location	Omission	External assurance
GRI 3: Material topics 2021	3-3 Topic management	8-13		√
GRI 415 Public Policy 2016	GRI 415-1 Political contributions	92 Content note (k)		√
Anti-corruption				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 13, 15; DR 14, 36-38		√
GRI 205 Anti-corruption 2016	205-1 Operations assessed for risks related to corruption	15; DR 29-32, 37-38	Not applicable. The quantitative data on the number and percentage of centres assessed is not applicable because although the risk analysis is corporate and covers 100% of the activities, the activities are not carried out at specific centres.	√
	205-2 Communication and training about anti-corruption policies and procedures	15; DR 37-38		√
	205-3 Confirmed incidents of corruption and actions taken	14-15, 66	92 Content note (l)	√
Code of ethics and regulations by country				
GRI 3: Material topics 2021	3-3 Topic management	8-11, 13, 16; DR 34-36		√
Transparency and accountability				
GRI 3: Material topics 2021	3-3 Topic management	8-13; DR 12-14		√
GRI 207 Tax 2019	207-1 Approach to tax	DR 61-63		√
	207-2 Tax governance, control and risk management	DR 27-34, 61-63		√
	207-3 Stakeholder engagement and management of concerns related to tax	DR 61-63, 80-82		√
	207-4 Country-by-count reporting	DR 63		√
Unfair competition practices				

Standard	Content	Location	Omission	External assurance
GRI 3: Material topics 2021	3-3 Topic management	8-11; DR 39		√
GRI 206 Anti-competitive Behaviour 2016	206-1 Legal actions for anti-competitive behaviour, anti-trust and monopoly practices	No legal actions were made in this regard		√

Content notes

a) The 2015 CSR Report contains details of the organisation's value chain that add to the content presented in 2022, as those details remain valid, taking into account the changes that have occurred and that are described in the Appendix. [G2-6]

b) For more information, see the Appointments and Remuneration Committee report on the proposed amendment to the Remuneration Policy in the 2018 Extraordinary General Meeting documentation. [G2-19 and G2-20]

c) The ratio of the CEO's remuneration to average remuneration in Spain was 73.3 in 2022 and 85.4 in 2021. To calculate the remuneration ratio, a weighted average was taken of the remuneration earned in the year in the Group companies included within the scope of sustainability reporting, and their headcount at 31 December. The remuneration of the highest-paid individual was calculated taking into account the total cash remuneration received each year, not including life insurance premiums, contributions to pension funds or other long-term saving schemes. The ratio of the change in the CEO's remuneration vs 2021 to the change in average remuneration in the Group vs 2021 was 0. The changes relate to total remuneration earned, without taking into account life insurance contributions, contributions to pension funds or other long-term saving schemes. The Abertis Group remunerates all its employees in accordance with market remuneration practice in all the countries in which it operates. The total annual compensation ratio is affected by the difference between salary levels in Spain and in certain other countries in which the Group operates, where the proportion of lower-paid operating jobs is higher, as is the case in Brazil, Mexico and India. [G2-21]

d) The 2015 CSR Report contains details of the materiality analysis performed that add to the information presented in 2022, as those details remain valid. [G3-3, GRI 413-2]

e) The Toll roads activities in Spain, France, Italy and Puerto Rico, the Mobility Services activities in France and the United Kingdom and the Corporation contribute to their employees' pension plans, whose funds are managed by the relevant committee in each country. [GRI 201-3]

f) During 2022 there were no significant breaches of applicable laws and regulations in the jurisdictions in which the Abertis Group operates. For the company, a significant breach is one that (i) may have a significant economic impact for the Abertis Group (in excess of EUR 10,000,000); (ii) may have a significant impact on the Abertis Group's reputation; or (iii) may result in criminal liability for Abertis Group companies and their shareholders and directors. [G2-27]

g) The toll roads in Brazil operate in areas containing the following species included on the IUICN Red List, by level of extinction risk. 5 endangered species: black-fronted piping-guan, yellow-nosed albatross, vinaceous-breasted amazon, marsh antwren, buffy-tufted marmoset. 21 vulnerable species: small red brocket, white-lipped peccary, South American tapir, oncilla, buffy-tufted marmoset, sooty shearwater, spectacled petrel, channel-billed toucan, helmeted woodpecker, brown-backed parrotlet, Salvadori's antwren, white-bearded antshrike, Atlantic royal flycatcher, neotropical bellbird, black-headed berryeater, russet-winged spadebill, restinga tyrannulet, black-backed tanager, buffy-fronted seedeater, Temminck's seedeater, giant anteater. The toll roads in Spain operate in areas containing 10 animal species included on the IUICN Red List. The toll roads in Mexico operate in areas containing 6 animal species included on the IUICN Red List. ocelot, pygmy skunk, monarch butterfly, jaguar, oncilla and green iguana. [GRI 304-4]

h) Accidental discharge. All the discharges were handled in accordance with the emergency plan protocols in each country, preventing the corresponding soil and water contamination and managing the discharges of fuels as hazardous waste using the corresponding waste management companies. Specifically, there was a spill of 22 m^3 of dibutyl phthalate in France due to a truck accident. This product is not cleanable, so the asphalt was removed and a new surface was laid. In Brazil, there were 27 spills, totalling 35,730 m^3, in accidents involving release of dangerous substances, caused by road users. The waste was managed through waste managers, in accordance with State regulations. In Mexico, there was 3 spills of 111m^3 of vegetable oil, jet fuel and diesel oil, which were managed directly and through the carrier's insurer. In the United States there were 3 spills, with the release of 0.46 m^3. [GRI 306-3]

i) The employee benefits offered make no distinction between types of working hours and contracts. [GRI SRS 401-2]

j) The minimum notice period is 30 days in all countries except France, where it is 60 days, in Italy, where it is one day, in India and in Emovis, where it is 90 days, in Puerto Rico, where it is 7 days, and in the Corporation and in Mexico, where it is 15 days. [GRI 402-1]

k) No contributions of this kind are made. Abertis is registered in the European Union Transparency Register. [GRI 415-1]

l) The data on the Code of Ethics indicate the breaches that occurred in relation to these issues. This report sets out the main grounds for the reports received, which include mainly breach of internal policies (23.2%), harassment (20.9%), inappropriate behaviour (12.4%) and conflict of interest (8.2%). It also indicates the way in which the reports were resolved: 65.8% were rejected, 9.9% were resolved with warnings, 8% led to dismissal of the persons involved, and 16.3% resulted in the application of other disciplinary measures. We are unable to provide further disclosures, as the information is confidential. [GRI 205-3]

Linkage with the Global Compact Ten Principles (2000)

The following tables present the linkage between the GRI methodological framework applicable prior to the current one (G4) and the Global Compact Principles, the OECD Guidelines for Multinational Enterprises and the Guiding Principles on Business and Human Rights. Given that there is as yet no formal equivalence between these benchmarks and the current GRI standards (SRS), the equivalence with G4 has been maintained in order to generate a guide for identifying the linkage between the different working frameworks.

Global Compact Principles	Linkage with the GRI G4 Content Index
Human Rights	
Principle 1 – Businesses should support and respect the protection of internationally proclaimed human rights.	Sub-category - Human Rights: all aspects. Sub-category - Society: local communities.
Principle 2 – Businesses should make sure they are not complicit in human rights abuses.	Sub-category - Human Rights: all aspects.
Labour standards	
Principle 3 – Businesses should uphold the freedom of association and the effective recognition of the right to collective bargaining.	G4-11 Sub-category - Labour practices and decent work: Labour/management relations. Sub-category - Human Rights: Freedom of association and collective bargaining.
Principle 4 – Businesses should uphold the elimination of all forms of forced or compulsory labour.	Sub-category - Human Rights: Forced and compulsory labour.
Principle 5 – Businesses should uphold the effective abolition of child labour	Sub-category - Human Rights: Child labour.
Principle 6 – Businesses should uphold the elimination of discrimination in respect of employment and occupation.	G4-10 Sub-category - Labour practices and decent work: all aspects. Sub-category - Human Rights: Non-discrimination.
Environment	
Principle 7 – Businesses should support a precautionary approach to environmental challenges.	Category - Environment: all aspects.
Principle 8 – Businesses should undertake initiatives to promote greater environmental responsibility.	Category - Environment: all aspects.
Principle 9 – Businesses should encourage the development and diffusion of environmentally friendly technologies.	Category - Environment: all aspects.
Anti-corruption	
Principle 10 – Businesses should work against corruption in all its forms, including extortion and bribery.	Sub-category - Society: anti-corruption and Public policy.

Linkage with OECD Guidelines for Multinational Enterprises (2011)

OECD Guidelines	Linkage with the GRI G4 Content Index
IV. Human Rights	Sub-category - Human Rights: all aspects. Sub-category - Society: Local communities, Supplier assessment for impacts on society and Grievance mechanisms for impacts on society.
V. Employment and industrial relations	G4-11 Category Economy: economic performance. Sub-category - Labour practices and decent work: all aspects. Sub-category - Human Rights: Non-discrimination, freedom of association and collective bargaining, Child labour and Forced and compulsory labour Sub-category - Society: local communities.
VI. Environment	Category - Environment: all aspects. Sub-category - Labour practices and decent work: Occupational health and safety, and Training and education. Sub-category - Society: Local communities, Supplier assessment for impacts on society and Grievance mechanisms for impacts on society. Sub-category - Product responsibility: Customer health and safety.
VII. Combating bribery, bribe solicitation and extortion	Sub-category - Labour practices and decent work: Labour practices grievance mechanisms. Sub-category - Society: Anti-corruption, Public policy, Supplier assessment for impacts on society and Grievance mechanisms for impacts on society.
VIII. Consumer interests	Sub-category - Product responsibility: all aspects.
IX. Science and technology	None.
X. Competition	Sub-category - Society: Anti-competitive behaviour, Compliance, Supplier assessment for impacts on society and Grievance mechanisms for impacts on society.
XI. Taxation	Category Economy: economic performance. Sub-category - Society: Anti-competitive behaviour and Compliance.

Linkage with the Guiding Principles on Business and Human Rights (2011)

Linkage with the GRI G4 Content Index
General Standard Disclosures
Strategy and analysis: G4-1.
Governance: G4-45, G4-46 and G4-47.
Specific Standard Disclosures
Disclosures on management approach: G4-DMA.
Category - Environment: Supplier environmental assessment (G4-EN32, G4-EN33, aspect-specific DMA guidance) and Environmental grievance mechanisms (G4-EN34, aspect-specific DMA guidance).
Category - Social. Sub-category - Labour practices and decent work: Supplier assessment for labour practices (G4- LA14, G4-LA15, aspect-specific DMA guidance) and Labour practices grievance mechanisms (G4-LA16, aspect-specific DMA guidance).
Category - Social. Sub-category - Human rights: all aspects.
Category - Social. Sub-category - Society: – Supplier assessment for impacts on society (G4-SO9, G4-SO10, aspect-specific DMA guidance) and Grievance mechanisms for impacts on society (G4-SO11, aspect-specific DMA guidance).

Linkage with the Sustainable Development Goals (2021)

Based on the document prepared by the GRI and updated in 2021 linking the GRI reporting standards to the SDGs, the following linkage was prepared in relation to the SDG identified as relevant for the organisation.

Sustainable Development Goals	Sustainable Development Goals	Linkage with the GRI (SRS) Content Index
3. Health and Well-being	3.2	401-2-a
	3.3	403-6-b, 403-10
	3.4	403-10
	3.5	403-6-b
	3.6	403-9-a, 403-9-b, 403-9-c
	3.7	403-6-a, 403-6-b
	3.8	203-2, 403-6-a
	3.9	305-1, 305-2, 305-3, 305-6-a, 305-7, 306-1, 306-2-a, 306-2-b, 306-2-c, 306-3-a, 306-3-b, 306-3-c, 306-4-a, 306-4-b, 306-4-c, 306-4-d, 306-5-a, 306-5-b, 306-5-c, 306-5-d, 403-9-b, 403-9-c, 403-10
5. Achieve gender equality and empower all women and girls.	5.1	202-1, 401-1, 404-1-a, 401-3, 404-3-a, 405-1, 405-2-a, 406-1
	5.2	408-1-a, 409-1-a, 414-1-a, 414-2
	5.4	203-1, 401-2, 401-3
	5.5	2-9, 2-10, 405-1
8. Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all	8.1	201-1
	8.2	201-1, 203-2, 404-1-a, 404-2
	8.3	203-2, 204-1-a
	8.4	301-1-a, 301-2-a, 301-3, 302-1, 302-2-a, 302-3-a, 302-4-a, 302-5-a, 306-2-a
	8.5	2-7, 2-8, 202-1, 202-2-a, 203-2, 401-1, 401-2-a, 401-3, 404-1-a, 404-2, 404-3-a, 405-1, 405-2-b
	8.6	401-1
	8.7	408-1, 409-1, 409-1-b
	8.8	2-30, 402-1, 403-1-a, 403-1-b, 403-2-a, 403-2-b, 403-2-c, 403-2-d, 403-3-a, 403-4-a, 403-4-b, 403-5-a, 403-7-a, 403-8, 403-9, 403-10, 406-1, 407-1, 414-1-a, 414-2
9. Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation.	9.1	201-1, 203-1
	9.4	201-1, 203-1
	9.5	201-1
10. Reduce inequality within and among countries.	10.3	2-7, 401-1, 404-1-a, 404-3-a, 405-2-a
	10.4	207-1, 207-2, 207-3, 207-4
11. Make cities inclusive, safe, resilient and sustainable.	11.2	203-1
	11.6	306-1, 306-2-a, 306-2-b, 306-2-c, 306-3-a, 306-4-a, 306-4-b, 306-4-c, 306-4-d, 306-5-a, 306-5-b, 306-5-c, 306-5-d
12. Ensure sustainable consumption and production patterns.	12.2	301-1-a, 301-2-a, 301-3-a, 302-1, 302-2-a, 302-3-a, 302-4-a, 302-5-a
	12.4	303-1-a, 303-1-c, 305-1, 305-2, 305-3, 305-6-a, 305-7, 306-1, 306-2-a, 306-2-b, 306-2-c, 306-3-a, 306-3-b, 306-3-c, 306-4-a, 306-4-b, 306-4-c, 306-4-d, 306-5-a, 306-5-b, 306-5-c, 306-5-d
	12.5	301-2-a, 301-3-a, 306-1, 306-2-a, 306-2-a, 306-2-b, 306-2-c, 306-3-a, 306-4-a, 306-4-b, 306-4-c, 306-4-d, 306-5-a, 306-5-b, 306-5-c, 306-5-d
	12.8	417-1

Sustainable Development Goals	Sustainable Development Goals	Linkage with the GRI (SRS) Content Index
13. Take urgent action to combat climate change and its impacts.	13.1	201-2-a, 302-1, 302-2-a, 302-3-a, 302-4-a, 302-5-a, 305-1, 305-2, 305-3, 305-4-a, 305-5-a
16. Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels.	16.1	403-9-a, 403-9-b, 403-9-c, 403-10, 410-1, 414-1-a, 414-2
	16.2	408-1
	16.3	2-23, 2-26, 206-1, 307-1-a, 416-2, 417-2, 417-3, 418-1, 419-1-a
	16.5	205-1, 205-2, 205-3, 415-1-a
	16.6	2-11, 2-15
	16.7	2-10, 2-11, 2-12, 2-15, 2-20, 403-4-a, 403-4-b
	16.10	418-1
17. Strengthen the means of implementation and revitalise the global partnership for sustainable development.	17.1	207-1, 207-2, 207-3, 207-4
	17.3	207-1, 207-2, 207-3, 207-4

Index of Disclosures Required by Spanish Law 11/2018

Following the guidelines prepared by the GRI in the document 'Linking the GRI Standards and the European Directive on non-financial and diversity disclosure' and the linkage tables it contains, and the methodological requirements defined by the external assurance team, the following table gives a summary of the main relationships between the requirements of Law 11/2018 on Non-Financial Reporting information and the content of the latest GRI Sustainability Reporting Standards.

Law 11/2018 on Non-Financial Reporting		Materiality	Page of the Report	Selected GRI SRS
General information				
Brief description of the Group's business model, including its business environment, organisation and structure		Material	7; DR 5-11	2-6
Markets in which it operates		Material	DR 9-11	2-1, 2-6
Organisation's goals and strategy		Material	8-11; DR 12-14	2-1, 2-22
Main factors and trends that can affect its future performance		Material	7-8; DR 3-8, 29-34, 40, 77-79	3-3, 2-22
Reporting framework used		Material	75-80; DR 93-94	1
Materiality principle		Material	3-7	3-1, 3-2
Environmental reporting				
Management approach	Description and results of the policies on these matters and the main risks associated with them in relation to the Group's activity	Material	8-11, 18-35; DR 27-34	3-3 in relation to policies or commitments regarding the material topic
Detailed general information	Detailed information on the current and foreseeable future effects of the undertaking's activities on the environment and, where applicable, on health and safety	Material	8-11; 18-20	3-3
	Environmental certification or assessment procedures	Material	8-11, 19; DR 64, 71	3-3
	Resources used to prevent environmental risks	Material	DR 63-64; AC 57, 213	3-3
	Application of the precautionary principle	Material	7-11, 19-20; DR 9-10, 12-14, 64, 71	2-23
	Amount of provisions and guarantees for environmental risks	Material	DR 64; AC 57	3-3
Pollution	Measures to prevent, reduce or remedy emissions that seriously affect the environment, taking all forms of atmospheric pollution specific to an activity, including noise and light pollution, into account	Material	7-11, 19-34; DR 13, 31-34, 44-46, 66	3-3, 305-7
Circular economy and waste prevention	Measures for the prevention, recycling, reuse and other recovery or disposal of waste	Material	29-31; DR 44-45, 65-66	306-1, 306-2, 306-3, 306-4, 306-5
	Actions to combat food waste	Not Material	NA	

Law 11/2018 on Non-Financial Reporting		Materiality	Page of the Report	Selected GRI SRS
and management				
Sustainable use of resources	Water consumption and supply in accordance with local limitations	Material	27-28, 31	303-1 a 303-5
	Consumption of raw materials and measures taken to improve the efficiency of their use	Material	29-30	301-1, 301-2, 301-3
	Direct and indirect energy consumption	Material	19, 23-26, 34-35	302-1 a 302-5
	Measures adopted to improve energy efficiency	Material	7-11, 22-26; DR 44	3-3, 201-2
	Use of renewable energies	Material	23-25	302-1
Climate change	Greenhouse gas emissions generated as a result of the undertaking's activities, including the use of the goods and services the undertaking produces	Material	19-22, 77-79; DR 44, 64-65	305-1, 305-2, 305-3, 305-4
	Measures taken to adapt to the consequences of climate change	Material	8-11, 18-35; DR 12-13, 29-34, 64-65	3-3, 201-2
	Voluntary medium and long-term greenhouse gas emission reduction targets set and the measures adopted to achieve those targets	Material	8-11, 18-20; DR 12-13, 44	3-3, 305-5
Protection of biodiversity	Measures taken to conserve or restore biodiversity	Material	7-11, 32-34; DR 66	3-3, 304-3
	Impacts caused by activities or operations in protected areas.	Material	7-11, 32-34; DR 66	304-1, 304-2
Information on employment and employee-related matters				
Management approach	Description and results of the policies on these matters and the main risks associated with them in relation to the Group's activity	Material	8-13, 36; DR 29-32, 71-75	3-3
Employment	Total number of employees and breakdown by gender, age, country and job category	Material	40, 46-47; DR 71-72	2-7, 405-1
	Total number and distribution of employment contracts by type, and annual average number of permanent, temporary and part-time contracts by gender, age and professional qualifications;	Material	50-51	2-7, 405-1
	Number of dismissals by gender, age and job category	Material	53	3-3, 401-1 b
	Average remuneration and remuneration trends by gender, age and job category or equal value	Material	48-49	3-3
	Gender pay gap; remuneration for identical work, or average remuneration at the company	Material	48-49	3-3, 405-2
	Average remuneration of directors and executives, including variable pay, per diems, termination benefits, contributions to long-term savings schemes and any other benefits, broken down by gender	Material	48-49; AC 234-235	3-3
	Disconnection policies	Material	50; DR 73-744	3-3
	Number of employees with a disability	Material	47	3-3

Law 11/2018 on Non-Financial Reporting		Materiality	Page of the Report	Selected GRI SRS
Organisation of work	Organisation of working hours	Material	8-11, 54; DR 74-75	3-3
	Number of hours of absenteeism	Material	52	3-3
	Measures to facilitate work-life balance and sharing of parental responsibilities	Material	8-11, 46-50, 52; DR 74	3-3
Health and safety	Healthy and safe working conditions	Material	36-45; DR 72-73	3-3, 403-1 a 403-8
	Occupational accidents (frequency and severity), broken down by gender	Material	43-45; DR 72-73	403-9, 403-10
Labour relations	Organisation of employer-employee dialogue, including procedures for informing, consulting and negotiating with employees	Material	8-12, 42, 54; DR 72	3-3
	Percentage of employees covered by collective agreements by country	Material	54	2-30
	Assessment of collective agreements, particularly in the occupational health and safety area	Material	42, 54	3-3
Training	Training policies implemented	Material	8-11, 55; DR 74-76	404-2
	Total number of training hours by job category	Material	56	3-3, 404-1, 404-3
Universal accessibility	Universal accessibility for people with disabilities	Material	47; DR 74	3-3
Equality	Measures adopted to promote equal treatment and equal opportunities between women and men	Material	8-11, 46-49; DR 71, 73-74	3-3
	Equality plans, employment promotion measures, anti-sexual and gender-based harassment protocols.	Material	8-11, 46-49; DR 71, 73-74	3-3
	Anti-discrimination policy and, where appropriate, diversity management policy	Material	8-12, 46-49; DR 35, 73-74	3-3
Information on respect for human rights.				
Management approach	Description and results of the policies on these matters and the main risks associated with them in relation to the Group's activity	Material	8-12, 16-17; DR 12-13, 31-32, 35-36, 70, 75	3-3
Application of due diligence procedures	Application of human rights due diligence procedures and human rights risk prevention, and where applicable, measures to mitigate, manage and redress any abuses committed	Material	13-17; DR 12-13, 35, 70	2-23, 2-26, 412-2
	Complaints of human rights violations	Material	16-17; DR 36	3-3, 406-1
	Measures implemented to promote and comply with the fundamental provisions of the ILO conventions relating to respect for freedom of association and the right to collective bargaining; elimination of discrimination at work and in employment; elimination of forced or compulsory labour; and effective abolition of child labour	Material	8-12, 13-17, 46-48; DR 12-13, 35-36, 70, 75	3-3, 407-1, 409-1
Information on anti-corruption and bribery				

Law 11/2018 on Non-Financial Reporting		Materiality	Page of the Report	Selected GRI SRS
Management approach	Description and results of the policies on these matters and the main risks associated with them in relation to the Group's activity	Material	7-12, 15; DR 15, 29-32, 36-38	3-3
Measures adopted to prevent corruption and bribery		Material	12-15; DR 37-38	3-3, 2-23, 2-26, 205-1 a 205-3
Anti-money laundering measures		Material	12-15; DR 37-38	3-3, 2-23, 2-26, 205-1, 205-3
Contributions to foundations and non-profit entities		Material	57	2-28, 415-1
Information on the Group				
Management approach	Description and results of the policies on these matters and the main risks associated with them in relation to the Group's activity	Material	8-11, 57-59; DR 66-68	3-3
The undertaking's commitments to sustainable development	Impact of the company's activity on employment and local development	Material	8-11, 46, 57, 62; DR 66-67, 71	3-3
	Impact of the company's activity on local populations and the region	Material	57-62	203-2
	Relations with local community actors and types of dialogue with these actors	Material	4-6, 60-62	204-1
	Association and sponsorship actions	Material	57-59	3-3
Subcontracts and suppliers	Inclusion of social, gender equality and environmental issues in the procurement policy	Material	8-11; DR 70-71	3-3
	Consideration of social and environmental responsibilities in supplier and subcontractor relationships	Material	8-11; DR 8, 12-13, 70-71	2-6, 308-1, 414-1
	Supervisory systems, audits and audit findings	Material	8-11; DR 8, 12-13, 70-71	2-6, 308-1
Consumers	Consumer health and safety measures	Material	8-11, 37-39; DR 40-44, 68-69	3-3, 416-1, 416-2
	Grievance mechanisms, complaints received and their resolution	Material	13, 33; DR 69	416-1
Tax information	Profit/loss by country	Material	DR 63	3-3
	Income tax paid	Material	DR 63	3-3, 207-4
	Government grants received	Material	AC 87	3-3, 201-4
Regulation (EU) 2020/852 – Taxonomy	Requirements of the Regulation	Material	63-74	Does not apply – KPIs are prepared using the methodology described in the Directors' Report

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we have a plan

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Independent Verification on the Sustainability Strategy Monitoring Appendix of Abertis Infraestructuras, S.A. and subsidiaries for 2022

(Translation from the original in Spanish. In case of discrepancy, the Spanish language version prevails.)

To the Shareholders of Abertis Infraestructuras, S.A.:

Pursuant to article 49 of the Spanish Code of Commerce, we have performed a limited assurance review of the Sustainability Strategy Monitoring Appendix (hereinafter the Report) of Abertis Infraestructuras, S.A. (hereinafter the Parent) and subsidiaries (hereinafter the Group) for the year ended 31 December 2022, prepared in accordance with the Sustainability Reporting Standards of the Global Reporting Initiative (GRI Standards), in accordance with Requirement 8 set out in section 3 of GRI 1 (hereinafter the Report).

In addition, pursuant to article 49 of the Spanish Code of Commerce, we have performed a limited assurance review to evaluate whether the Consolidated Non-Financial Information Statement (hereinafter NFIS) of the Group at 31 December 2022, included in the Report, which forms part of the Group's consolidated Directors' Report for 2022, has been prepared in accordance with prevailing legislation and GRI Standards, based on each subject area in the "Index of Disclosures Required by Spanish Law 11/2018" table of the Report.

The Report includes additional information to that required by GRI Standards and prevailing mercantile legislation concerning non-financial information, which has not been the subject of our assurance work. In this respect, our work was limited exclusively to providing assurance on the information contained in the "Index of Disclosures Required by Spanish Law 11/2018" and the "GRI Content Index" tables of the accompanying Report.

In addition, we have performed a Moderate Assurance review of the application of the principles of inclusivity, materiality, responsiveness and impact on the information included in section 1, "Stakeholders and Materiality", of the Report, prepared in accordance with the AA1000AP AccountAbility Principles (2018).

Responsibility of the Parent's Directors and Management

Management of the Parent is responsible for the preparation and presentation of the Report in accordance with the GRI Standards, in accordance with Requirement 8 set out in section 3 of GRI 1, as mentioned for each subject area in the "GRI Content Index" table of the Report.

The Directors of the Parent are responsible for applying the principles of inclusivity, materiality, responsiveness and impact on the information included in section "1. Stakeholders and materiality" of the Report, prepared in accordance with the principles established in the AA1000 AP (2018) AccountAbility Principles.

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Furthermore, the Directors of the Parent are responsible for the content and authorisation for issue of the NFIS included in the Report. The NFIS has been prepared in accordance with prevailing mercantile legislation and selected GRI Standards based on each subject area in the "Index of Disclosures Required by Spanish Law 11/2018" table of the Report.

This responsibility also encompasses the design, implementation and maintenance of internal control deemed necessary to ensure that the Report is free from material misstatement, whether due to fraud or error.

The Directors of the Parent are also responsible for defining, implementing, adapting and maintaining the management systems from which the information required to prepare the Report was obtained.

Our Independence and Quality Management

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

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

The engagement team was comprised of professionals specialised in reviews of non-financial information and, specifically, in information on economic, social and environmental performance. It also included specialists in the AA1000AP AccountAbility Principles (2018) on stakeholder engagement and on social, environmental and financial performance.

Our Responsibility

Our responsibility is to express our conclusions in an independent limited assurance report based on the work performed. We conducted our review engagement in accordance with the requirements of the Revised International Standard on Assurance Engagements 3000, "Assurance Engagements other than Audits or Reviews of Historical Financial Information" (ISAE 3000 (Revised), issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC), and with the guidelines for assurance engagements on the Non-Financial Information Statement issued by the Spanish Institute of Registered Auditors (ICJCE). Furthermore, in relation to information included in section "Stakeholders and Materiality", of the Report, we conducted our engagement in accordance with AccountAbility's Type 2 Sustainability Assurance Standard AA1000AS v3 (2020).

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

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Our work consisted of making inquiries of management, as well as of the different units and areas of the Group that participated in the preparation of the Report, reviewing the processes for compiling and validating the information presented in the Report and applying certain analytical procedures and sample review tests, which are described below:

– Meetings with the Group's personnel to gain an understanding of the business model, policies and management approaches applied and the principal risks related to these matters, and to obtain the information necessary for the external review.

– Analysis of the scope, relevance and completeness of the content of the Report based on the materiality analysis performed by the Group and described in the "Materiality" section, considering the content required by prevailing mercantile legislation.

– Analysis of the processes for compiling and validating the data presented in the Report for 2022.

– Review of the information relative to the risks, policies and management approaches applied in relation to the material aspects presented in the Report for 2022.

– Review, through meetings with the Group personnel responsible for implementing the stakeholder relations model and reviewing the internal documentation on the deployment of the model, and the nature and scope of the processes defined in order to comply with the AA1000AP AccountAbility Principles (2018), and evaluating the reliability of the information on performance indicated in the aforementioned scope.

– Corroboration, through sample testing, of the information relative to the content of the Report for 2022 and whether it has been adequately compiled based on data provided by the information sources.

– Procurement of a representation letter from the Directors and management.

Conclusion

Based on the assurance procedures performed and the evidence obtained, nothing has come to our attention that causes us to believe that:

a) The Sustainability Strategy Monitoring Appendix of Abertis Infraestructuras, S.A. and subsidiaries for the year ended 31 December 2022 has not been prepared, in all material respects, in accordance with the GRI Standards, in accordance with Requirement 8 set out in section 3 of GRI 1, as described in the "GRI Content Index" of the Report.

b) The NFIS of Abertis Infraestructuras, S.A. and subsidiaries for the year ended 31 December 2022 included in the Report has not been prepared, in all material respects, in accordance with prevailing mercantile legislation and selected GRI Standards based on each subject area in the "Index of Disclosures Required by Spanish Law 11/2018" table of the Report.

c) The information included in section "Stakeholders and Materiality", of the Report on the principles of inclusivity, materiality, responsiveness and impact, has not been prepared, in all material respects, in accordance with the AA1000AP AccountAbility Principles (2018).

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Emphasis of Matter

Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 on the establishment of a framework to facilitate sustainable investment stipulates the obligation to disclose information on how and to what extent the undertaking's activities are associated with economic activities aligned to the objectives of climate change mitigation and climate change adaptation. This obligation applies for the first time for the 2022 fiscal year, in addition to the information related to eligible activities required in 2021. Consequently, the attached NFIS does not contain comparative information on alignment. Furthermore, as much as the information on eligible activities in 2021 was not required to be as detailed as in 2022, the disclosures on eligibility included in the attached NFIS are not strictly comparable. The directors of Abertis Infraestructuras, S.A. have included information on the criteria that, in their opinion, best allow them to comply with the aforementioned obligations, which are defined in section "EU Environmental Taxonomy" of the attached Report. Our conclusion is not modified in respect of this matter.

Recommendations

Notwithstanding the above conclusions, our main observations on the application of the principles of inclusivity, materiality, responsiveness and impact defined in the AA1000AP AccountAbility Principles (2018) are set out below:

In relation to the principle of INCLUSIVITY

No changes were made to the Group's stakeholder map in 2022, but there are plans to conduct a detailed review of the stakeholder maps and how they will be integrated into the Group's day-to-day operations in 2023. Stakeholder maps enable the Parent to gather information from the Group regarding the expectations of the different stakeholders.

When performing materiality analyses in future years, we recommend periodically reviewing and updating the stakeholder maps and including the stakeholders' expectations at every level and in every region.

In relation to the principle of MATERIALITY

In 2022, the Group updated its materiality analysis, identifying and prioritising the impacts of its activity in order to address the requirements set out in the new GRI 3. We recommend that the Group periodically evaluate both the actual and the potential impacts, and work on the financial materiality of material topics, which will enable the Group to prepare to carry out strategic risk management.

In relation to the principle of RESPONSIVENESS

The Group's 2022-2030 Sustainability Strategy and 2022-2024 ESG Plan are aimed at addressing the main sustainability challenges and linking them with the programmes for performance improvement.

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To make further progress in this principle of Responsiveness, we recommend that the Group continue to work on the management approach for each topic, identifying the impacts and risks related to each material topic, their KPIs and the systems and processes for managing them. We also recommend that the Group continue to work on monitoring and reviewing the actions undertaken in response to material topics in order to assess the results of these actions defined in the framework of the Sustainability Strategy 2022-2030 and the ESG Plan 2022-2024.

In relation to the principle of IMPACT

The 2018 update of the AA1000AP introduced this new principle, which states that organisations should monitor, measure and be accountable for the impacts of all their actions at all levels. This year's materiality update already incorporates this vision and evaluates the impacts for the first time.

In its Report, the Group includes indicators which enable it to measure its contribution to sustainable development. In this regard, we recommend that the Group continue to work on measuring its contribution and its direct and indirect impact through the indicators disclosed in the Report, and include measurable, assessable contribution and impact targets throughout its value chain.

Use and Distribution

In accordance with the terms of our engagement letter, this Report has been prepared for Abertis Infraestructuras, S.A. in relation to its Sustainability Strategy Monitoring Appendix and for no other purpose or in any other context.

In relation to the Consolidated NFIS, this report has been prepared in response to the requirement established in prevailing mercantile legislation in Spain, and thus may not be suitable for other purposes and jurisdictions.

KPMG Asesores, S.L.

(Signed on original in Spanish)

Patricia Reverter Guillot

28 February 2023

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