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The following English translation is provided by the Company for information purposes only and is based on the original official document in Spanish available on the Company's website (www.cafmobility.com).

In the event of any discrepancy between the English version and the original document in Spanish, the latter will prevail.

This publication, which is also published in Basque and Spanish, includes the legal documentation relating to CAF and Subsidiaries.

More information on CAF and its products, together with the information required by law for shareholders and investors, can be obtained on the website www.cafmobility.com

LETTER FROM THE CHAIRMAN AND THE EXECUTIVE DIRECTOR

Dear Shareholder,

The 2025 financial year was characterised by the high complexity of the economic and industrial environment on a global scale. The convergence of ongoing geopolitical tensions, a progressive transition towards a new macroeconomic balance and an unprecedented acceleration in technological and regulatory changes have created a scenario that requires industrial organisations to be extremely adaptable.

Against this backdrop, CAF has been able to keep moving forward with determination, backed by a solid and coherent industrial project, designed to sustainably generate value in the long term. The combination of our own technology, knowledge of the sector, financial discipline and a hands-on approach has enabled the Group to stay on track, strengthen its position as a competitor and grasp suitable opportunities in the main mobility markets.

Throughout 2025, the Group's efforts demonstrated a high degree of alignment with the objectives set out in the 2023–2026 Strategic Plan. The business activity carried out during the year, based on selectivity criteria, careful risk management and a focus on strategic projects, has resulted in an order intake totalling EUR 6,027 million, achieving a book-to-bill ratio of 1.3x. As a result, the backlog reached EUR 16,235 million – the highest reached by CAF at the end of the year to date and equivalent to 3.6 times the annual revenue figure.

This commercial evolution had a direct impact on activity during the year. Consolidated revenue rose to EUR 4,487 million, corresponding to a 7% increase on 2024. At the same time, the operating result reached EUR 246 million, which corresponds to a 5.5% EBIT margin and reflects a gradual improvement in the project mix, more efficient execution and the positive impacts of the initiatives aimed at strengthening operational competitiveness.

The profit after tax attributable to the Parent company reached EUR 146 million – a 42% increase on the previous year. This evolution confirms the Group's ability to transform growth into profitability while maintaining a balanced financial structure. At the end of the financial year, the net debt stood at EUR 188 million, with a net debt to EBITDA ratio of 0.5x, providing a solid basis for sustaining industrial project development and taking on new investment opportunities.

The consistency of the operating efforts and the high visibility of the backlog have had a significant effect in the capital market. In 2025, CAF's shares were revalued, showing an increase of 69%. This evolution highlights the investors' acknowledgement of the Group strategy, the quality of its assets and its growth perspectives in the medium and long term.

From the perspective of activities, the financial year confirms the strength of a diverse, balanced backlog. In the railway business, CAF has continued to consolidate its industrial and technological presence in strategic markets, driving both the manufacturing of rolling stock as well as the expansion of the service business, signalling and so on.

Specifically, the railway service division is continuing to gain relevance within the Group, providing repeat business, stability and a closer relationship with customers throughout the project life cycle.

In the national market, the Group has continued to consolidate its presence in key urban transport projects, including contract extensions that increase operational capacity on high-demand

commuter railway and metro lines. Our maintenance division has also renewed important contracts, consolidating CAF's position as a model partner in the comprehensive management of railway fleets.

On a European level, CAF has continued to strengthen its industrial and commercial rollout with new tenders in the tram and regional train sector, as well as fleet expansions in numerous regions. This has all been complemented by maintenance, overhaul and modernisation contracts, together with the gradual incorporation of digital solutions aimed at optimising asset management.

In Latin America, the service division has undergone substantial growth due to the signing of long-term comprehensive maintenance contracts, incorporating technological solutions that help to improve the efficiency of our activity and the availability of fleets for operators.

In other parts of the world, our activity has combined new supply contracts with ongoing expansion of the service division, including opportunities in markets with long-term railway investment schemes and agreements aimed at boosting customer loyalty and forging closer relationships.

In the bus division, Solaris has consolidated its position as a European reference in zero-emission urban mobility. Commercial dynamism, combined with increasingly robust industrial actions, has enabled the company to reach record levels of activity and build solid foundations for gradual, selective international expansion, particularly in North America, at all times in line with the Group's strategic priorities. In the same region, the first contracts have been signed both in Canada and the United States, opening up new opportunities for medium-term growth.

Operational excellence was one of the main levers of action throughout the year. In 2025, initiatives were developed with the aim of consolidating CAF's industrial legacy, optimising key production, engineering and supply chain processes, and furthering the digitisation of the organisation. These actions are decisive in assimilating the expansion of activities and ensuring rigorous execution of a backlog that has reached historical highs.

In this context, one of the most significant milestones of the year was the consolidation of the tram platform (Urbos), which has reached a high level of technological maturity and has undergone an extensive international rollout. This has accounted for more than 1,000 manufactured units and has incorporated advanced solutions that enable catenary-free operation using a range of alternative energy supply and storage solutions.

Innovation continues to be a core element of the Group's value proposition. Throughout the year, important advancements have been made in decarbonisation technologies, autonomous and automatic mobility and digital solutions based on the intensive use of data and artificial intelligence. In addition, cybersecurity has been boosted as a critical component in an increasingly digitised and interconnected operating environment.

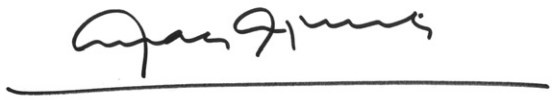
In the area of sustainability, CAF has increased the integration of environmental, social and governance criteria in its business management. The progress made in terms of the reduction of emissions, alignment with EU legislation and the rollout of the Sustainability Master Plan confirm our conviction that in the long term our competitive edge must be based on responsibility, coherence and shared value creation.

Looking forward to 2026, the Group maintains its aspiration of profitable growth as defined in the Strategic Plan. This objective revolves around five fundamental vectors: sustaining order intake figures that exceed revenue, with a focus on strategic opportunities; selectively advancing in new markets and segments; further improving profitability through transformation initiatives; rolling out the 2026 Innovation Management Plan to consolidate our competitive positioning; and assisting growth with a personnel strategy focusing on talent recruitment, training and retention.

The 2026 financial year will also be the last year in the current 2023–2026 strategic cycle. As it comes to an end, the Group will start the process of defining the new Strategic Plan with a deadline of 2030, which will set out the lines of action for the next stage and will consolidate CAF's ambition to become a global reference in sustainable mobility.

The results achieved in 2025 are a reflection of the commitment, professionalism and technical skill of the individuals that make up the CAF Group. Their everyday efforts are the main asset behind our industrial project. We wish to sincerely thank all of them, as well as our shareholders, customers and partners, for their ongoing trust and collaboration.

Kind regards,



Andrés Arizkorreta García
Chairman

Javier Martínez Ojinaga
Executive Director

THE CAF GROUP IS AN INTERNATIONAL BENCHMARK WHEN IT COMES TO SUPPLYING COMPREHENSIVE MOBILITY SYSTEMS, OFFERING END-TO-END PROJECT AND ENGINEERING MANAGEMENT, INCLUDING SYSTEM DESIGN, CIVIL WORKS, SIGNALLING, ELECTRIFICATION AND OTHER ELECTROMECHANICAL SYSTEMS, THE SUPPLY OF ROLLING STOCK, AS WELL AS SYSTEMS OPERATION AND MAINTENANCE.

BUSES

Solaris, a subsidiary of the CAF Group, is one of Europe's leading bus manufacturers. The company has delivered more than 27,000 vehicles over 35 countries. Over the course of 30 years of operations in the sector, Solaris has established itself as the European leader in terms of market share for electric buses. The company also offers a wide range of products that provide state-of-the-art zero-emission solutions for public transport.

RAILWAY PROJECTS

LOCAL AND REGIONAL TRAINS

- AB Transitio (Sweden)
- Auckland (New Zealand)
- Caminhos de Ferro Portugueses (Portugal)
- Companhia Brasileira de Trens Urbanos (Brazil)
- Companhia Paulista de Trenes Metropolitanos (Brazil)
- Department of Transportation (Philippines)
- Ethiad Rail (United Arab Emirates)
- Eusko Trenbideak-Ferrocarriles Vascos (ET/FV)
- Ferrocarriles Españoles de Vía Estrecha (FEVE)
- Ferrocarrils de la Generalitat de Catalunya (FGC)
- Finnish Railways (VR Ltd)
- Heathrow Airport Express (UK)
- Hong-Kong Airport Express
- Irish Rail (Ireland)
- Izban (Turkey)
- London North Eastern Railway (UK)
- Montenegro
- Myanmar Railways (Myanmar)
- Nederlandse Spoorwegen (Netherlands)
- Northern-Arriva (UK)
- Northern Ireland Railways (North Ireland)
- Northern Spirit (UK)
- Office National des Chemins de Fer (Morocco)
- Qbuzz (Netherlands)
- Red Nacional de Ferrocarriles Españoles (RENFE)
- Régie autonome des transports parisiens (France)
- Regione Autonoma Friuli Venezia Giulia (Italy)
- Secretaría de Comunicaciones y Transportes (Mexico)
- Serveis Ferroviaris de Mallorca (SFM)
- SJ AB (Sweden)
- Société Nationale de Chemins de Fer Français (France)
- TransPennine-First Group (UK)
- Transport for New South Wales (Australia)
- West Midlands - Abellio, JRE, Mitsui & Co (UK)
- Wales & Borders - KeolisAmey
- Zweckverband Nahverkehr Westfalen-Lippe (Germany)
- Zweckverband Schönbuchbahn (Germany)
- Zweckverband Verkehrsverbund Rhein-Ruhr (Germany)

CITY

TRAMS

- Alcalá de Guadaíra
- Amberes
- Amsterdam
- Antalya
- Belgrade
- Besançon
- Bilbao
- Birmingham
- Bonn
- Bolonia
- Boston
- Budapest
- Calgary
- Canberra
- Cádiz-Chiclana
- Cincinnati
- Cuiabá
- Debrecen
- Edinburgh
- Essen
- Stockholm
- Freiburg
- Granada
- Grenoble
- Hannover
- Houston
- Jerusalem
- Kaohsiung
- Lieja
- Lisbon
- Lund
- Luxembourg
- Manila
- Marsella
- Maryland
- Mauricio
- Montpellier
- Nantes
- New Taipei City
- Omaha
- Oslo
- Palermo
- Rome
- Seville
- Sidney
- St. Etienne
- Tallinn
- Tel Aviv
- Tours
- Utrecht
- Valencia
- Vélez-Málaga
- Vitoria
- Zaragoza

METRO

- Amsterdam
- Algiers
- Barcelona
- Bilbao
- Bucharest
- Brussels
- Caracas
- Istanbul
- Helsinki
- Hong Kong
- London
- Madrid
- Malaga
- Medellin
- Mexico
- Nápoles
- New Delhi
- Oslo
- Palma (Mallorca)
- Quito
- Rome
- Santiago de Chile
- São Paulo
- Seville
- Washington

ARTICULATED LIGHT RAILWAY

- Amsterdam
- Buenos Aires
- Monterrey
- Pittsburgh
- Sacramento
- Valencia

MAIN LINES

INTERCITY TRAINS

- Tilting trains S/598 (RENFE)
- Diesel trains S/599 (RENFE)
- Electric trains S/449 (RENFE)
- Diesel trains for Algeria
- Intercity Push-Pull Service Ireland
- Diesel trains - Corsica
- Diesel trains - Tunisia
- Diesel trains - France
- Trains for Saudi Arabia
- Sardinia diesel trains
- Northern Ireland trains
- US trains
- Caledonian Sleeper Escocia

HIGH SPEED TRAINS

- High Speed Trains and Variable Gauge Trains S-120 and S-121 (RENFE)
- High Speed Trains for the Madrid-Seville Line
- Shuttle Trains S-104 (RENFE)
- High Speed Trains for Turkey
- High Speed Trains for Norwa

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CAF GROUP BUSINESS MODEL AND OUTLOOK

At the end of the third year of the 2023–2026 Strategic Plan, the Group has made solid progress in all lines of action. Execution remains aligned with the objectives set, consolidating the pace necessary to meet the results committed to at the end of this strategic period.

The Group has strengthened its global presence thanks to a business model capable of covering the entire life cycle of projects: from feasibility studies and technological design to manufacturing, implementation, operation, maintenance and, where necessary, financing of transport systems.

At the end of the third year of the 2023–2026 Strategic Plan, the Group has made solid progress in all lines of action. Execution remains aligned with the objectives set, consolidating the pace necessary to meet the results committed to at the end of this strategic period.

With more than a century of experience, CAF is consolidating its position as a multinational group of reference in the development of comprehensive sustainable mobility solutions. The Group has strengthened its global presence thanks to a business model capable of covering the entire life cycle of projects: from feasibility studies and technological design to manufacturing, implementation, operation, maintenance and, where necessary, financing of transport systems. This global view has enabled the Group to compete successfully in multiple geographical areas and in highly demanding environments.

Leadership in rail solutions

In the railway sector, CAF continues to offer one of the most extensive and most flexible ranges in the sector. Its product range encompasses complete transport systems, rolling stock, signalling, components and infrastructures, as well as a growing offer of high added value services: predictive maintenance, modernisation, rehabilitation and financing models adapted to the customer.

The vehicle manufacturing activity continues to be a pillar that drives the rest of the business lines, generating technological and industrial synergies. In parallel, the contribution of rail services has been increasing significantly, becoming a recurrent driving force for profitability. Comprehensive and systems solutions will continue to make progress and increase their relative weight in the Group's results over the coming years.

A decisive push towards zero-emission urban bus mobility

In the bus sector, Solaris -fully integrated into the CAF Group- maintains a leading position in Europe in the development of low and zero emission buses and is making progress in its expansion into North America with the first contracts in the region. The company currently offers one of the most comprehensive ranges of electric and hydrogen technology on the market, backed by solid operating experience and independence from internal combustion engines. This approach accelerates the transition to electromobility in a decisive manner, placing the CAF Group at the forefront of an industry in full transformation.

Solaris' competitive positioning surpasses that of many of its main European competitors thanks to its extensive portfolio, technological capabilities and accumulated experience in implementing zero-emission systems in numerous urban environments.

A Group focused on customers and the mobility of the future

CAF serves a wide range of customers: municipal, regional and national administrations; private operators; railway manufacturers; and maintenance and operation entities. The Group also participates in consortium projects that require solid financial structures and advanced collaborative capabilities.

The strategic objective for the coming years is to consolidate its position as a global benchmark in sustainable urban mobility, combining metros, trams, LRVs and zero-emission buses with comprehensive services and digital solutions that respond to the new needs of cities. The complementarity between rail and bus activities, and the technological synergies between the two, will strengthen this position in a context where public transport will be an essential component of any future mobility scenario.

CAF distinguishes itself as a leading multinational group thanks to the following key attributes:

- **Technological leadership:** the Group maintains a leading position in innovation, with strategic investments focused on critical areas for the mobility of the future: decarbonisation, automation, digitalisation and industrial competitiveness. These initiatives enable progress towards a sustainable, interconnected, multi-modal and safe transport model.

- **Global reach and European leadership:** CAF operates in more than 60 countries, with a particularly strong position in Europe. In the railway sector, it has an integrated industrial infrastructure in Spain, France, the United Kingdom, the United States, Brazil and Mexico, as well as more than 150 maintenance and warranty centres around the world. The company has executed more than 230 projects worth approximately 37 billion euros, delivered more than 5,200 trains and refurbished more than 1,000 carriages. In buses, the Group has an industrial base in Poland and an established presence in more than 870 cities in 35 countries, with more than 27,000 vehicles sold. In recent years, it has strengthened its position in Europe by expanding its industrial capacity in France, setting up a production base in Newport (UK), integrating Solaris in Poland and managing maintenance workshops in the Nordic region through EuroMaint.

- **Highly qualified staff:** CAF has more than 17,500 professionals, trained and in line with the company's strategic vision. These include more than 7,000 university graduates, including more than 3,300 engineers dedicated to innovation, product design and project management.

- **Commitment to sustainability:** the Group maintains a leading position in sustainability, with results above the industry average. It has been awarded the A rating, the highest rating possible, by CDP, the "low risk" rating by Sustainalytics and the "Gold" medal by EcoVadis. It is also making steady progress in reducing Scope 1, 2 and 3 emissions, in line with the targets set out in its Strategic Plan.

- **Financial soundness:** CAF has a robust financial structure, reflected through a controlled Net Financial Debt/EBITDA ratio, which reinforces the Group's stability and projection capacity.

- **Customer confidence and recurrence:** high levels of satisfaction and repeat contracts are evidence of the Group's reliability. As a result, CAF has a backlog of more than 16,000 million euros, which provides high business visibility for the coming years.

A 2023-2026 Strategic Plan that aims to reach around 5 billion euros in sales

The Strategic Plan sets out the following main objectives for 2026:

- To grow ahead of the market and achieve sales of close to **4.8 billion euros**.

- To put the **Operating Result** at around **300 million euros.**

- To ensure a **dividend policy** in line with performance.

- To preserve **financial stability**, maintaining a balanced Net Financial Debt / EBITDA ratio.

- To reduce **scope 1 and 2 emissions by 30%** and **scope 3 emissions by 40%** compared to 2019, on the way to a net zero emissions target in 2045.

Developments in the context since the definition of the Strategic Plan

Since the definition of the 2026 Strategic Plan in the second half of 2022, the assumptions underpinning the plan have evolved significantly due to various external and internal factors. Amongst the most relevant are the following:

- Changes in the **geopolitical environment**, with conflicts such as those in Ukraine, the Middle East and the recent tension in Asia-Pacific.

CAF GROUP BUSINESS MODEL AND OUTLOOK

- An adverse **macroeconomic context**, characterised by high interest rates, persistent inflation and supply chain constraints. This negative impact is becoming more moderate, but stresses on batteries and semiconductors remain.

Result of the 2025 financial year with high performance

All targets set for the year 2025 have been achieved satisfactorily, reflecting solid execution consistent with the Group's strategy:

- **Book-to-Bill ratio** $\geq$ **1**, maintaining a selective contracting policy geared to the quality and profitability of projects.
- **Sales growth of around 7%** compared to 2024, continuing the positive business trend.
- **Considerable improvement in profitability** compared to the previous year, driven by efficient operations and a balanced project portfolio.
- **Dividend distribution** in line with the evolution of financial results.
- **Net financial debt below 200 million euros**, ensuring a solid financial structure (0.5x DFN/EBITDA).
- **Progress on most ESG indicators**, reinforcing the Group's commitment to sustainability and best practices in environmental, social and governance matters.

During 2025, the Group succeeded in securing the essential elements of its long-term strategy, despite a volatile economic and regulatory environment. Thus, the most relevant milestones achieved to date in the four strategic axes include the following:

1. COMMERCIAL FOCUS

In 2025, CAF strengthened its position as a global player in sustainable mobility by combining product milestones, supply contracts and a significant boost in service and maintenance activity. The year was marked by the delivery of the 1,000th Urbos tram, consolidating a benchmark platform for its technological evolution (catenary-free operation using different power supply and energy storage solutions) and its international deployment in dozens of cities.

In Spain, the contract with Metro de Madrid was extended to 48 trains to operate on Lines 6 and 8 in fully automatic mode, reinforcing capacity and frequency on the line with the highest demand in the network. In addition, the maintenance division renewed Renfe's trust with work on the suburban and medium distance fleets at maintenance bases in the Madrid region.

In Europe, CAF consolidated its industrial and commercial presence, especially in France, where important tramway and regional train projects are awarded: Tours selected 19 Urbos for its future Line 2 and current Line 1, with on-board power modules to run without a catenary in a section of the historic centre; Grenoble plans to add up to 47 Urbos for the progressive renewal of its fleet; and order additions and activity on regional platforms continue (including fleet expansion in Bourgogne-Franche-Comté and Nouvelle Aquitaine and new units destined for Région Sud). Within this European environment, also are noteworthy the overhaul and renewal contracts in Sweden and the continuity of the maintenance model in the United Kingdom with Northern Trains Limited/Eversholt Rail Limited, also incorporating digital solutions such as LeadMind.

In parallel, in the bus business, Solaris reinforced its leadership in zero-emission urban mobility with relevant contracts in Europe, especially in Sweden, where the company has been awarded several relevant contracts for more than 350 electric buses – including 283 units for Nobina Sverige AB and 95 units for VR Sverige AB. Solaris also secured new orders in markets such as Poland, with deliveries of 17 electric buses for MPK Poznan, 79 for Warsaw and 30 for Gdansk, consolidating its strong commercial traction in the electric bus segment.

In the Americas, the growth of comprehensive maintenance stands out: agreements in São Paulo (Line 5) and for a large commuter fleet with 107 trains incorporating LeadMind, in addition to the long-cycle maintenance contract in Medellín for 38 units. Additionally, Solaris achieved expansion milestones in North America with its first contract in Canada for 184 trolleybuses in Vancouver (TransLink), with extension options, and its entry into the United States through its first electric bus contract with King County Metro (Seattle).

And in the rest of the world, the year combined new deliveries with clear traction in the services business. In Africa, the selection of the company to supply up to 40 intercity trains in Morocco (financed via FIEM), as part of the railway plan for 2040, stands out. In Asia-Pacific, CAF is making progress in Taiwan with the supply of up to 23 Urbos trams for the Xizhi-Donghu line, in addition to technological modernisation references (ERTMS) in the Arabian Peninsula. In Oceania, a new service contract was signed with Auckland One Rail for support, training and spare parts for a fleet of 95 electric units.

2. OPERATING EFFICIENCY

Within the framework of the Strategic Plan, CAF's priority is to optimise efficiency in production, engineering and procurement, reinforcing its industrial and technological footprint to accompany growth in the focus geographical areas and seek cost efficiency. This ambition is underpinned by a model of comprehensive support throughout the product life cycle, based on industrial capability and an extensive maintenance network.

To ensure the execution of the portfolio on time, within cost and up to standard, a capacity and operational competitiveness plan has continued to be deployed, strengthening the governance of industrialisation and project execution. At the same time, initiatives to improve processes through operational and digital transformation continued to be promoted, in addition to specific measures in the bus business aimed at increasing productivity and reducing operational incidents.

In addition, during 2025, progress was made in strengthening industrial capacities in strategic markets, including the announcement of an investment plan at the Reichshoffen and Bagnères-de-Bigorre (France) plants for the next five years, aimed at increasing production capacity to respond to the growth in activity.

3. INNOVATION

In 2025, CAF maintained innovation as a key driving force to reinforce its competitiveness and strengthen its position in sustainable mobility. The activity is structured through the annual Innovation Management Plan, combining the evolution of products and services with the generation of proprietary technology and collaboration with the ecosystem.

In Zero Emissions, progress is being made in alternative propulsion to diesel, with a focus on solutions based on hydrogen batteries, improved energy storage and vehicle energy efficiency. Amongst the projects developed, the high autonomy BEMU stands out.

In Autonomous and Automated Mobility, progress was made in more automated operation capabilities to increase safety and efficiency in different segments (metro, tram, mainline and bus). The focus is on developing automation functionalities and evolving control and signalling systems in line with current and future regulatory requirements. The Alive and CBTC – Optio projects are worth highlighting.

In Digitalisation, the company is pushing forward the digital transformation of processes and the exploitation of data to optimise diagnostics, inspection and maintenance, including remote software updates. In parallel, cybersecurity capabilities are being strengthened and progress is being made in data governance and the application of artificial intelligence in prioritised use cases.

In Product Portfolio Extension, zero-emission, automation and digitalisation developments are integrated into a broader, more competitive offering. Focus market-oriented developments are being pushed forward, including the advancement of electric bus solutions for North America and in the intercity segment in Europe, as well as the evolution of rail platforms.

4. SUSTAINABILITY

Throughout 2025, CAF reaffirmed its commitment to responsible development, coherently integrating the economic, social and environmental dimensions into decision-making, maintaining the Strategic Plan, the Master Plan and the Sustainability Policy as a roadmap.

The Group has consolidated tangible progress in its key sustainability areas. As regards the environment, there have been significant reductions in emissions compared to the base year 2019 (scopes 1 and 2, and improvement in scope 3 associated with product use), accompanied by an outstanding performance in ESG assessments. In the social dimension, the commitment to people has been reinforced, with recognitions in talent management and working environments, and progress has continued to be made in ethics and human rights through due diligence and greater transparency. Also, in sustainable finance, a high level of alignment with the European Taxonomy has been maintained and funding linked to green and sustainable frameworks has been strengthened.

For additional information, please refer to the Consolidated Statement of Non-Financial Information and Sustainability Information in this report.

Looking ahead to 2026, the profitable growth ambition defined in the Strategic Plan, structured into five pillars, remains unchanged:

- **Sustain growth** by ensuring a book-to-bill ratio above one, with a focus on strategic bids and opportunities in priority geographic areas.
- **Drive profitability** by reinforcing the pipeline of transformation initiatives planned for 2026, aimed at meeting the targets set.
- **Continue to enter new markets** in specific segments and products, with the aim of consolidating and expanding global presence in key areas.
- **Deploy the 2026 Innovation Management Plan** through the different programmes, guaranteeing the competitive positioning of the offer in the medium term.
- **Accompany growth with a talent strategy** focused on attraction, development and retention, ensuring the sustainability of the organisation.

The full document of the 2023–2026 Strategic Plan is available on CAF's corporate website (www.cafmobility.com).

BUSINESS PERFORMANCE AND RESULTS

The results for the year confirm the continuation of the growth trend and the improvement in margins. The significant improvement in Operating Profit together with the good performance of the Financial Profit led to an increase in net attributable profit of 42%.

Group revenue was at its highest, up to 7% year-on-year growth and in line with the target for the year.

MAIN INDICATORS

Figures in millions of Euros (*)	2025	2024	Change (%)
Order intake			
Order intake in the year	6,027	4,707	28%
Order intake / Revenue ratio (book-to-bill)	1.3	1.1	
Backlog	16,235	14,695	10%
Backlog/Revenue ratio	3.6	3.5	
Profit/(loss) and Cash Flow			
Revenue	4,487	4,212	7%
Profit/(loss) from operation (EBIT)	246	216	14%
EBIT margin	5.5%	5.1%	0.4 p.p.
Consolidated profit/(loss) for the period attributable to the Parent	146	103	42%
Working capital	87	(11)	
CAPEX	106	96	
Cash Flow	88	72	
ROCE	16.1%	13.9%	
Capital management and Liquidity			
Net Financial Debt	188	226	
Net Financial Debt / EBITDA Ratio	0.5	0.7	
Available liquidity	1,240	1,165	
Equity attributable to the Parent	981	882	
Proposed dividend per share (**)	**1.52**	**1.34**	**13%**

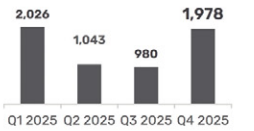
(*) Definitions of the indicators are included in the “Alternative Performance Measures” section.
(**) Proposed gross dividend per share for the 2025 financial year subject to approval by the 2026 General Shareholders’ Meeting.

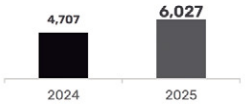
ORDER INTAKE

In 2025, CAF achieved an order intake level of EUR 6,027 million, 28% higher than the previous year and well above the target for the year. This has allowed the order book to rise to 16,235 million euros, a new all-time high. The Group's Book-to-Bill ratio is 1.3: 1.2 in the rail segment and 1.8 in the bus segment.

This high order intake is the result of the favourable evolution of order intake in the two segments, with the bus segment's performance being particularly noteworthy, as it was double the previous year's order intake. By geographical area, Europe continues to account for the bulk of order intake. The breakdown of order intake by line of business and geographical area is as follows:

TOTAL (€m)

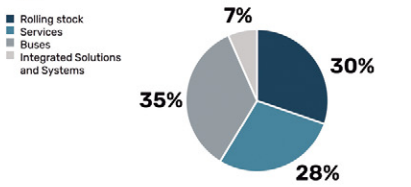




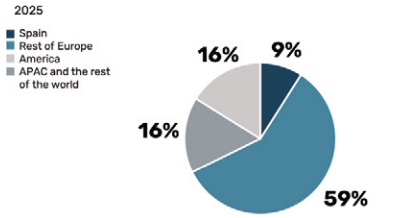
Railway	3,752	3,936
Buses	955	2,091

- In addition, **commercial opportunities in the pipeline remain at record-high levels.**

ORDER INTAKE DISTRIBUTION BY ACTIVITY LINE (%)



ORDER INTAKE DISTRIBUTION BY GEOGRAPHY (%)



/ **Acceleration of order intake in Q4 2025**. Order intake in the quarter included, among others:

- The supply of electric buses to the Netherlands and Poland
- The supply of Régiolis trains to SNCF Voyageurs (France)
- The provision of maintenance services in Brazil
- The supply of electric buses to San Francisco (USA)
- The supply of trolleybuses to Vancouver (Canada)

Btb=1.3 for the Group as a whole in 2025.
Btb=1.2 in the railway segment.
Btb=1.8 in the bus segment.

/ **Selective** order intake aligned with Group priorities.

/ The railway order intake profile in 2025 shows **high customer repeatability**:

- 60% of train orders come from customer-exercised contract extensions
- Maintenance services contracted for fleets previously supplied by CAF

/ The **bus order intake surpasses €2.0bn for the first time.**

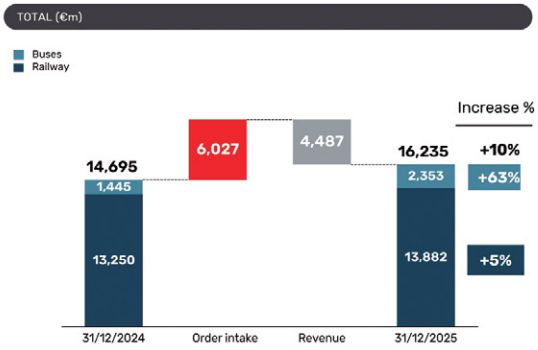
/ **Europe accounts for the bulk** of the orders, complemented by other regions offering strategic opportunities.

BACKLOG

The foregoing has enabled backlog to rise by 10% on the previous year, reaching a record level of EUR 16,235 million. This favourable performance continues the positive trend of recent years, confirming the robustness of the market and the Group's positioning. The volume and execution profile of the portfolio ensure the continuation of the Group's expansionary cycle.

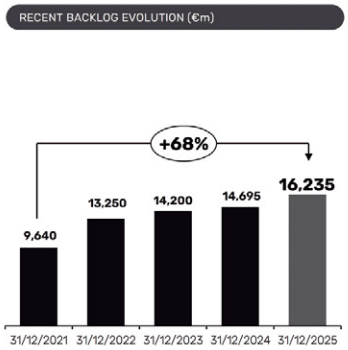
The order backlog at year-end represents 3.6 times revenue, providing high visibility on future sales. It is also characterised by its broad diversification in terms of geographical area and line of business.

TOTAL (€m)



Backlog/Revenue Ratio	**3.5x**	**3.6x**
Buses	1.6x	2.0x
Railway	4.0x	4.2x

RECENT BACKLOG EVOLUTION (€m)



/ Strong Q4 2025 order intake pushes the Group's backlog past €16.0bn for the first time, equivalent to **3.6x sales**.

/ **Significant contribution from the buses business,** with its share increasing by 63%.

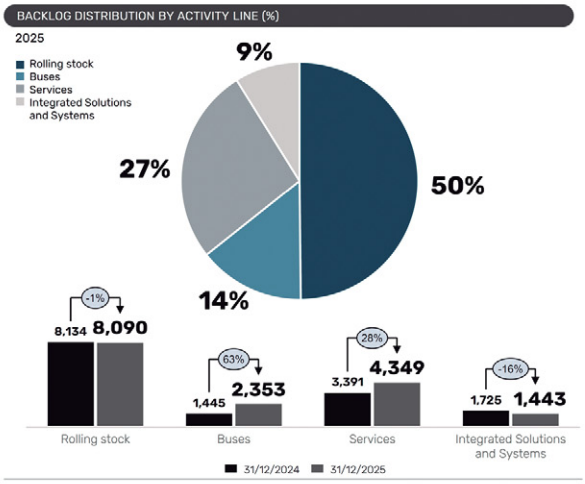
/ This backlog **excludes** the following announced awards, pending signature or signed in Q1 2026, with a **total value exceeding €2.3bn:**

- Refurbishment and Maintenance of the Cairo Metro (Egypt)
- The supply of AM30 trains to SNCB (Belgium)
- Automatic metro projects in Naples (Italy) and Helsinki (Finland)

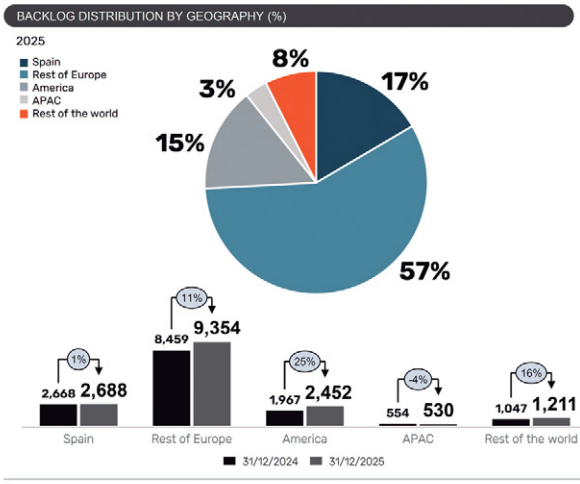
/ This backlog **also excludes the substantial future customer-exercisable options** associated with current contracts (**>€9.0bn**).

BUSINESS PERFORMANCE AND RESULTS

The weight of the Services and Bus business in the backlog has increased considerably.



Significant increase in the share of Rail Services and Bus Business in the order backlog.
Integrated Solutions and Systems backlog decreases as a result of progress in the execution of turnkey projects.



The backlog **remains well-diversified with no material changes**.
Europe continues to be the core market, representing 74% of the total backlog.

RESULTS

The results for the year confirm the continuation of the growth trend and the improvement in margins. The significant improvement in Operating Profit together with the good performance of the Financial Profit led to an increase in net attributable profit of 42%.

(EUR million)	2024(1)	2025(1)	Var. 2025/2024(1)
REVENUE	**4,212**	**4,487**	**+7%**
OPERATING RESULT - EBIT	**216**	**246**	**+14%**
% EBIT Margin	**5.1%**	**5.5%**	
Financial result	(52)	(37)	-30%
Finance income	25	21	-17%
Finance cost	(68)	(50)	-26%
Exchange rate differences	(9)	(7)	
Other financial Costs/Income	0	0	
Result of companies accounted for using the equity method	(3)	6	
PROFIT (LOSS) BEFORE TAX	**161**	**216**	**+34%**
Income tax	(53)	(64)	+21%
Net profit (loss) after tax	108	151	+41%
Non-controlling interests	4.4	5.1	+16%
PROFIT (LOSS) ATTRIBUTABLE TO THE PARENT COMPANY	**103**	**146**	**+42%**

/ **Sustained revenue growth** (+7%).

/ The **Operating profit increased by 14%,** supported by higher activity levels and profitability expansion (5.5% in 2025).

/ The financial result improved due to a **significant reduction in interest expenses,** reflecting lower Group debt and lower foreign exchange hedge costs.

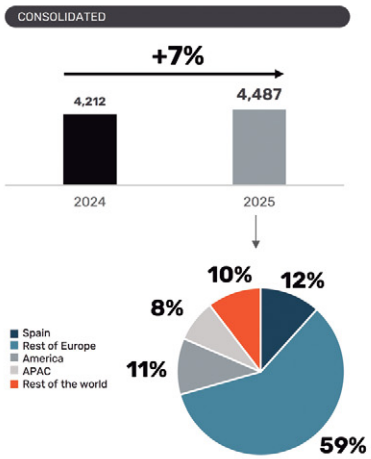
/ **Profit before tax rose 34%** to €216m, with geographic mix contributing to a more favourable effective tax rate, as anticipated.

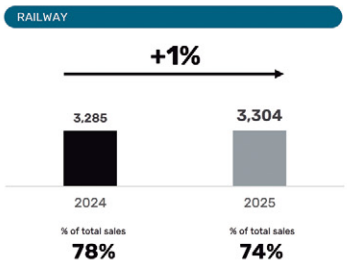
/ **Net attributable profit increased strongly by 42% to €146m**, strengthening the Company's equity and shareholder returns.

1. Absolute figures rounded to millions of euros. Year-on-year variation considering exact, unrounded absolute amounts.

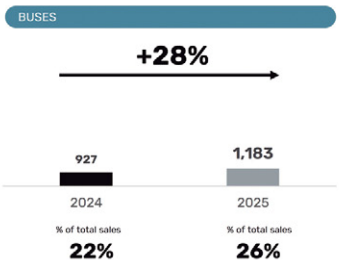
Revenue

Group revenue was at its highest, up to 7% year-on-year growth and in line with the target for the year. The bus segment contributes the bulk of growth in light of more moderate rail business in 2025, as planned.





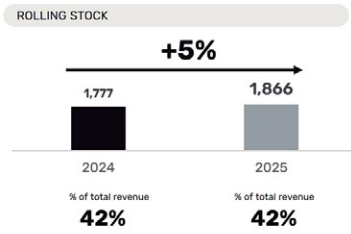
- **A transitional year** for railway business growth due to the anticipated decline in turnkey project sales. The rest of the activities experienced growth.



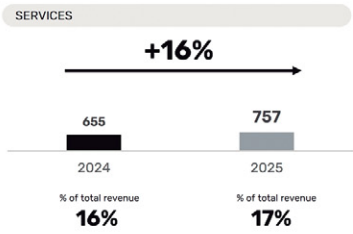
- **Sales accelerated in the final part of the year** despite a high comparable base.
- **Relevant growth in the year** driven by:
  - An increase in the number of buses delivered (+7%).
  - A higher share of the zero-emission range (79% vs. 65% one year earlier), and the higher unit price of these vehicles compared with the conventional range.

Rail Segment revenue

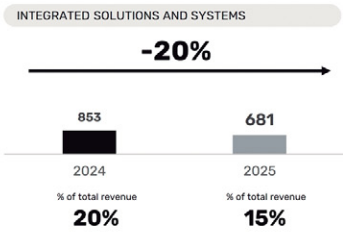
The Railway segment's growth is sustained by the train manufacturing activity, and especially by the provision of services. Sales of Integrated Solutions and Systems declined due to the lower contribution of comprehensive projects.



- The projects contributing most to sales during the period were: regional units for New South Wales (Australia) and for SNCF (France), trams for Tel Aviv (Israel), LRVs for Boston (USA), passenger trains for Etihad Rail (UAE) and commuter trains for RATP (France).
- As a whole, **they account for approximately 1/3 of revenue** for the period.



- Relevant growth supported by increased **maintenance and spare parts sales across all geographies, notably Spain and the United Kingdom.**

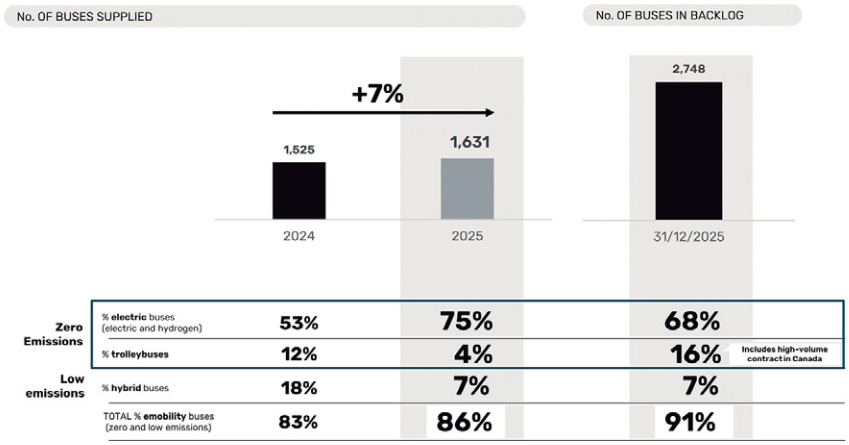


- The **increase in sales from signalling activities, fleet refurbishment, and component supply was not sufficient to offset the decline in turnkey project revenue** resulting from their execution progress.

BUSINESS PERFORMANCE AND RESULTS

Bus Segment revenue

The year-on-year growth of 28% is due, on the one hand, to a 7% increase in units sold and, on the other, to a more favourable sales mix: a higher proportion of zero emission buses delivered (79% vs 65%) and their higher unit price. The large backlog ensures the expansion of the business in the coming years.



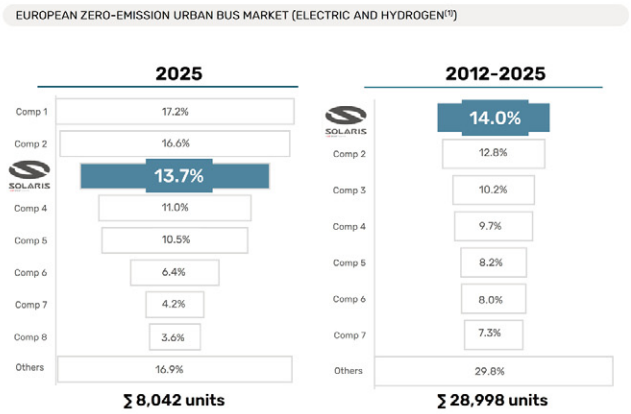
/ The number of buses delivered during the year amounted to **1,631 units** (+7% year-on-year), following a second half of the year with more deliveries than in the first half (866 vs. 765), in line with the execution plan.

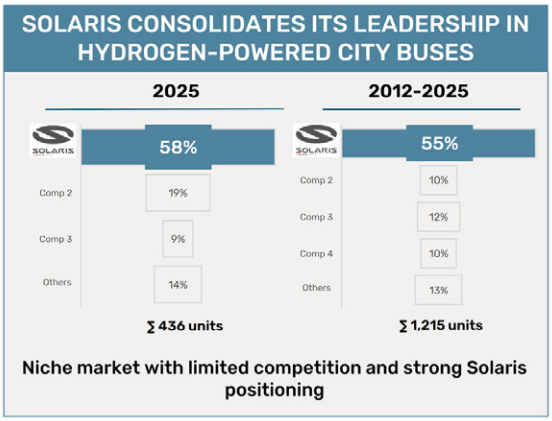
/ The **proportion of zero-emission buses delivered reached an all-time high,** representing 79% of total deliveries, comprising 1,294 buses.

Battery-electric and hydrogen buses continued to account for the majority of zero-emission range deliveries (75% or total deliveries, i.e. 1,222 buses).

/ The **order backlog reached a record** 2,748 units, the majority of which shall be delivered over the next two years in both the main market, Europe, and in recently expanded markets, North America.

Solaris maintains its historic leadership in zero-emission city buses in Europe (2012–2025), with a particularly strong market share in hydrogen buses. The penetration rate of zero emission city buses was 64% in 2025. By 2035, 100% of urban buses purchased must be zero emission.

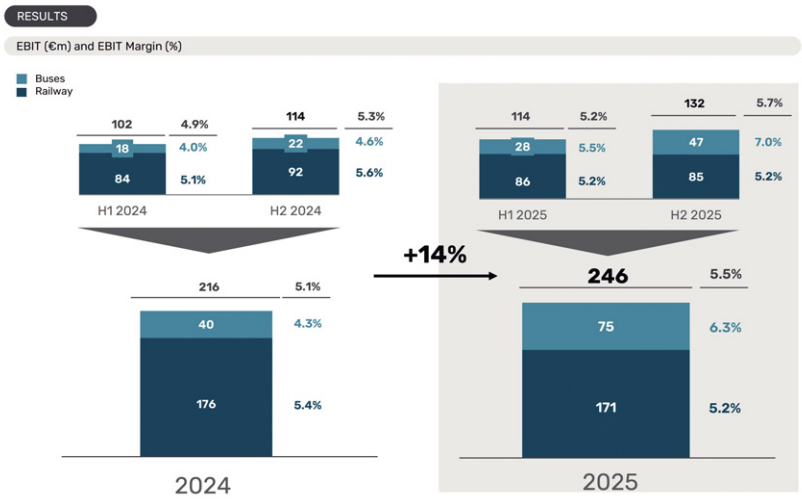




1. Source: DVV Media Group. 8,042 zero emission buses registered of a total of 13,192 registered buses. MMA > 8t. Includes EU27 (excluding UK and Ireland, where Solaris does not participate), Norway and Switzerland.

EBIT

The Group's EBIT amounted to EUR 246 million (5.5% of sales), 14% higher than the previous year, supported by increased activity and improved profitability. Of particular note is the expansion of the Bus segment's result: an increase of EUR 35 million compared to the previous year, going from an EBIT margin of 4.3% in 2024 to 6.3% in 2025.



/ **EBIT doubled the rate of sales growth (+14%)** and reached €246m on a consolidated basis.

/ The Group **increased its profitability**, which stood at 5.5% at the end of 2025, improving by 0.4 percentage points over the year.

Performance varied by segment:

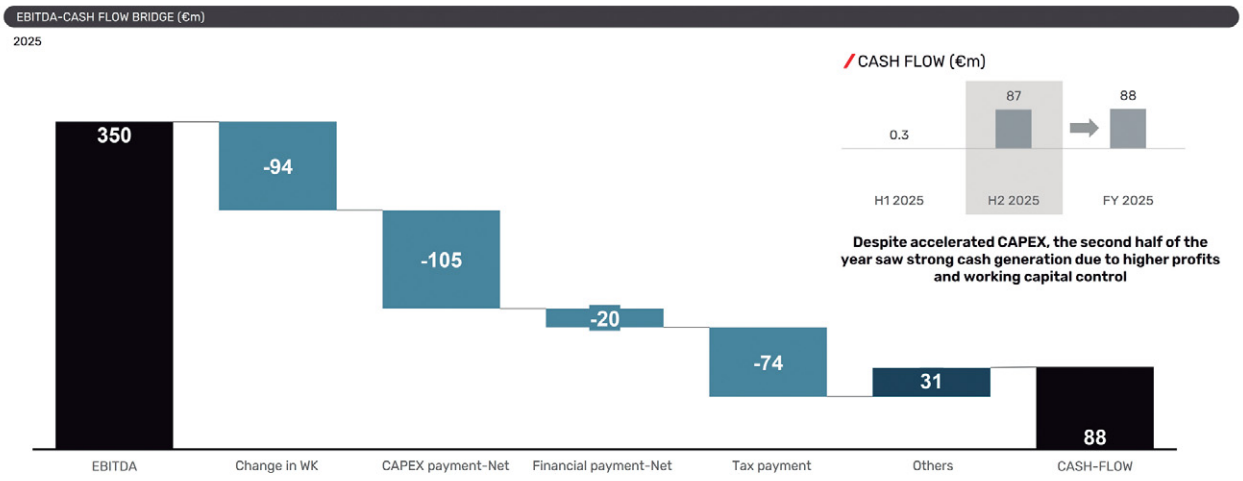
Railway
Profitability moderated during the year due to the project mix in execution and the impact of projects affected by inflation.

Buses
Strong profitability expansion supported by higher delivery volumes, execution mix, and the positive impact of efficiency and optimisation measures implemented.

Accelerated recovery of Solaris' profitability compared with forecasts, reaching its **highest annual level since its acquisition by CAF in 2018**.

CASH FLOW AND BALANCE SHEET

The level of EBITDA and the containment of investment in tangible fixed assets and R&D&I as well as working capital, despite the increase in activity during the year, have allowed the generation of a Cash Flow for the year of EUR 88 million, before dividend payments.



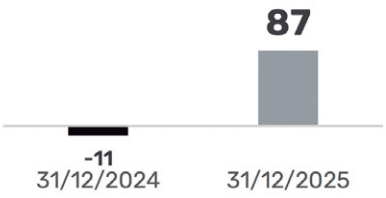
/ CASH FLOW (€m)

Despite accelerated CAPEX, the second half of the year saw strong cash generation due to higher profits and working capital control

As can be observed in the accompanying table, the control of working capital, despite the increased activity, was fundamental in the generation of cash flow for the year.

BUSINESS PERFORMANCE AND RESULTS

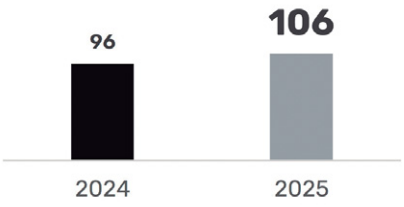
NET WORKING CAPITAL (€m)



- **Increased working capital associated with greater activity** in the bus segment, with a higher-value execution mix.

In addition, it should be noted that in 2025, the Investment Plan aimed at increasing capacity has been implemented in order to cover the Group's needs in the short and medium term.

CAPEX (TANGIBLE + INTANGIBLE) (€m)

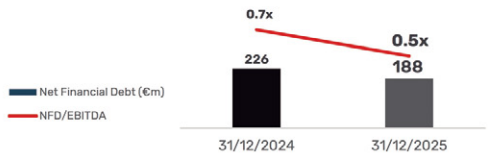


Intangible	47	32
Tangible	49	74

- **Slight increase in CAPEX** in line with forecasts.
- In the **railway segment,** investments focused on **expanding production capacity** in Spain, France, UK and Mexico.
- In the case of **buses,** investment was concentrated on **expanding capacity** at the current plants (Bolechowo and Sroda) and on adapting the new Kijewo plant, all in Poland. Also directed at the **development of solutions for new markets**: North America and the Intercity segment.

Hence, Net Financial Debt has been reduced by EUR 38 million in the year to reach EUR 188 million. The Net Financial Debt/EBITDA ratio is 0.5 times below the level prior to the acquisitions made by the Group in recent years (Solaris, EuroMaint, amongst others).

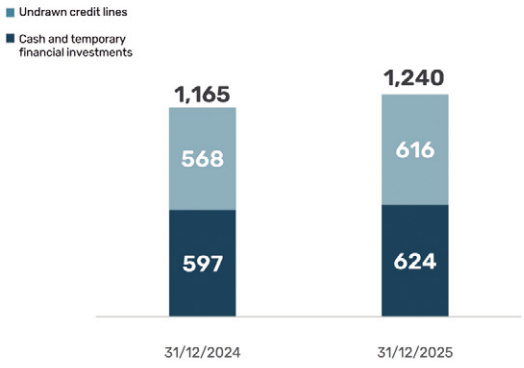
NET FINANCIAL DEBT (€m)



Gross Financial Debt	833	812
Treasury and Financial Investments	607	624
Net Financial Debt	**226**	**188**

- Cash generated in the year allowed a reduction in gross debt and strengthened the cash position.

LIQUIDITY (€m)



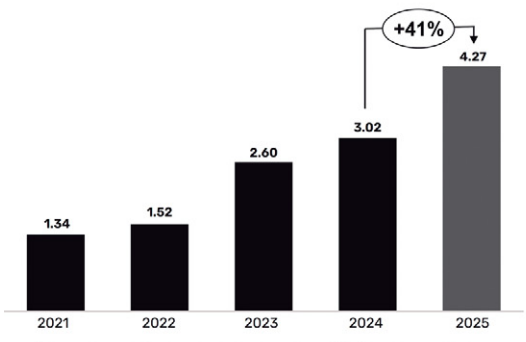
- Ample liquidity remains available.

All of this allows the balance sheet to remain strong in a context of increased activity:

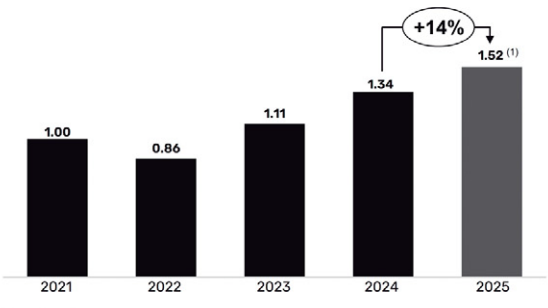
(EUR million)	31/12/2024	31/12/2025
Fixed Assets	1,268	1,211
Working capital	(11)	87
NET ASSETS	**1,257**	**1,298**
Equity	896	988
Net Financial Debt	226	188
Other assets and liabilities	135	122
EQUITY AND NET LIABILITIES	**1,257**	**1,298**

The financial strength of the Group allows it to maintain its commitments with shareholders. The proposed application of results consists of allocating EUR 52 million to the distribution of dividends, a figure that represents an amount of EUR 1.52 per share and a dividend yield of 3.3%.

EARNINGS PER SHARE - EPS (M€)



DIVIDEND PER SHARE - DPS (M€)



1. Proposed gross dividend per share to be charged to the 2025 financial year, subject to approval at the 2026 Annual General Shareholders´ Meeting.

RAILWAY SEGMENT

CAF reached an order intake value of EUR 3,936 million in the railway segment, 5% higher than the previous year, which has allowed the backlog to rise to EUR 13,882 million. In the Order Intake for the year, it is worth highlighting the significant successes achieved in the Services activity whose order intake increased by 155% compared to the previous year.

CAF obtained important contracts in France, reinforcing and giving continuity to its presence in this market, increasing its already high backlog in the country, and making this market one of the main ones for the company in the coming years supported by one of the most extensive product ranges in the French market.

COMMERCIAL ACTIVITY

In 2025 CAF reached an order intake value of EUR 3,936 million in the railway segment, 5% higher than the previous year, which has allowed the backlog to rise to EUR 13,882 million. The Book-to-Bill ratio is 1.2. The above order intake figure does not include awards of more than EUR 2.3 billion pending finalisation as of 31 December 2025. In the Order Intake for the year, it is worth highlighting the significant successes achieved in the Services activity: order intake in this area increased by 155% compared to the previous year (from EUR 671 million in 2024 to EUR 1,714 million in 2025).

Rail Vehicles

ONCF (Office National des Chemins de Fer), the national operator of the railway network in the Kingdom of Morocco, has selected CAF as the supplier of the contract to supply 30 modern intercity trains that will serve the Moroccan railway network. The contract also provides for the option to increase the scope of the contract in the future with the delivery of 10 additional units, and the possibility of establishing a technical assistance and spare parts supply service contract for ONCF. This is a very important milestone for CAF as it is the first project achieved by the company in Morocco. With a volume of close to EUR 600 million, not including the possible additional options ONCF may decide to include in the future, this contract will be financed through the FIEM funds (Fund for the Internationalisation of Business) of the Spanish Government. The units designed by CAF for this project are intercity trains with the highest performance and comfort levels, and designed to operate at a speed of 200km/h. In addition, they will have a large transport capacity with more than 500 seating places, including spaces for people with reduced mobility. ONCF plans to run the supplied trains on the Fez-Marrakech and Kenitra-Fez lines connecting Morocco's main cities. Morocco is currently immersed in an ambitious plan to modernise and improve its infrastructure, with a

particular focus on its rail network. In this respect, the choice of CAF to participate in this development, contributing its experience and technological capacity, is a clear recognition of the company's track record in recent years. In particular, this award is part of the plan to renovate its railway network in the context of the next football World Cup in 2030, which the Kingdom of Morocco is organising together with Spain and Portugal.

In 2025, CAF obtained important contracts in France, reinforcing and giving continuity to its presence in this market, increasing its already high backlog in the country, and making this market one of the main ones for the company in the coming years. The CAF Group currently has one of the most extensive product ranges in the French market, from intercity trains to zero-emission buses, including RER (Réseau Express Régional), trams and metros. It should be remembered that France is one of the countries in the world that invests the most in the renewal of railway rolling stock on a stable, recurrent basis. The main contracts won in France have been the following:

- CAF was awarded a contract worth approximately EUR 200 million, for the supply of 22 Régiolis regional trains to the French operator SNCF Voyageurs for **Région Sud (Provenza-Alpes-Costa Azul)**. SNCF Voyageurs, the company responsible for operating rail services in the region, has thus renewed its trust in the CAF-Alstom consortium with this new order for regional trains. The new rolling stock will complement the existing fleet of 17 trains previously acquired by Région Sud, and will replace the units currently operating on the Marseille-Aubagne-Toulon-Toulon-Hyères and Marseille-Toulon-Les Arcs Draguignan lines.

- The **Bourgogne-Franche-Comté** Region has demonstrated its confidence in the company by awarding the CAF-Alstom consortium a new order for 14 Coradia Polyvalent regional trains, a contract arising from the agreements in place between CAF and Alstom following CAF's acquisition of the Reichshoffen plant in 2022, whereby CAF is responsible for the design and manufacture of the units on this platform, while Alstom supplies part of the equipment. CAF's share of the contract amounts to EUR 107 million.

- CAF will supply 10 additional regional trains of the Régiolis platform to SNCF Voyageurs, which will operate in the **New Aquitaine** region in southwest France, for a total of approximately EUR 80 million. SNCF Voyageurs, the company responsible for operating rail services in the region, has once again renewed its trust in the CAF-Alstom consortium with this new order for regional trains. The agreement, similar to those signed previously, establishes that CAF will be responsible for the design and assembly of the trains at its Reichshoffen plant, while Alstom will be responsible for the manufacture of various systems and equipment for the trains.

- In Grenoble, the Syndicat Mixte des Mobilités de L'Aire **Grenobloise** -SMMAG- (Grenoble Area Mixed Mobility Syndicate) has awarded CAF the supply of 38 Urbos trams, with an option to extend the scope of the contract with up to 9 additional trams. The units will gradually replace the trams currently in operation from 2028 onwards, in line with SMMAG's overall strategy, the main objective of which is to provide an increasingly dynamic offer adapted to the needs of users.

- Finally, CAF has signed a contract with the Syndicat des Mobilités de Touraine (**Tours**), for the supply of the new fleet that will serve the future line 2 of the city's tramway, linking the municipalities of La Riche and Chambray-lès-Tours. The agreement includes the supply of 19 Urbos trams, as well as the corresponding fleet parts and special tools.

At the same time, in Taiwan, CAF has signed a framework agreement with the prestigious Malaysian construction company Gamuda Berhad for the supply of up to 23 Urbos trams which will be used on the Xidong and Keelung lines in

RAILWAY SEGMENT

New Taipei, operated by its transport organisation Rapid Transit Systems Department. The contract also includes the supply of spare parts, depot equipment, and a driving simulator. The amount of the framework contract including all options could reach a figure close to EUR 200 million. New Taipei City is the largest municipality in the country with nearly 4 million inhabitants, and the project is part of a major infrastructure initiative being undertaken in the New Taipei metropolitan area to meet the growing demand for rail transport in the area. The vehicles to be supplied by CAF will be Urbos platform units made up of 9 modules manufactured in aluminium and with a length of over 55 metres, they will have a maximum capacity per unit of up to 615 passengers and will be fully accessible to people with reduced mobility.

In the national market, Metro Madrid has exercised the extension option included in the contract, increasing the number of fully automatic trains that will run on the circular line -lines 6 and 8- to 48. It should be noted that this line of the Madrid underground is the busiest with more than 400,000 daily users and serves the university campus area and important transport interchanges such as Príncipe Pío, Legazpi, Méndez Álvaro, Avenida de América or Moncloa. The incorporation of these units implies 2-minute frequencies at times of peak demand, and gives Metro de Madrid the capacity to respond to the growth in demand that has been recorded since the pandemic.

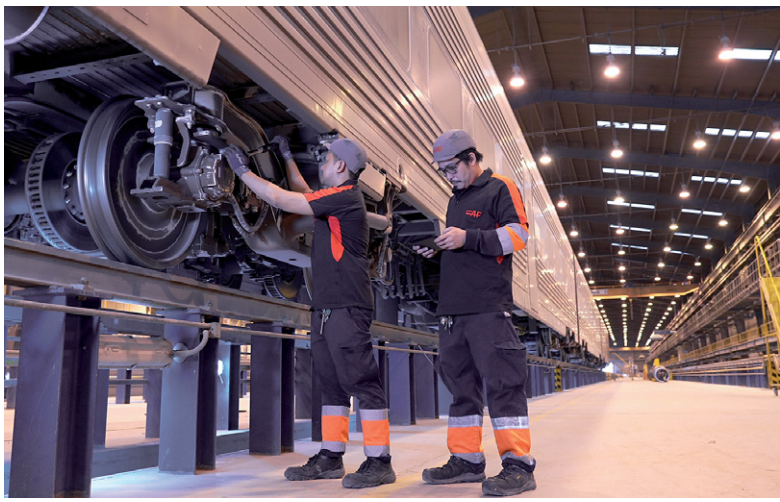
Services

During 2025, important successes have been achieved in the services area, consolidating the Company's firm commitment in this area, which currently manages more than 150 contracts in 20 countries, carrying out maintenance work on nearly 12,000 carriages, all supported by a workforce of more than 4,000 people. Amongst the significant contracts secured in 2025, we would highlight the following:

In Brazil, CAF has signed a contract with Trivia Trens S.A., a private company belonging to the Brazilian group Comporte, for the comprehensive maintenance of 107 electric trains operating on commuter lines 11-Coral, 12-Safira and 13-Jade of the São Paulo State railway network, starting from the start of assisted commercial operation, scheduled for July 2026. The agreement, with a duration of 24 years and a volume of approximately EUR 500 million, is one of the largest service contracts obtained to date by the company, consolidating CAF's position as a leader in rail services in Brazil. The scope of the contract includes the maintenance of a fleet of units consisting mainly of units manufactured by CAF. In addition, as part of the contract, the fleet will be equipped with CAF's digital platform called LeadMind, designed to maximise train performance. Lines 11-Coral, 12-Safira and 13-Jade total more than 100 kilometres of track, serving around 800,000 people a day in key cities such as São Paulo, Guarulhos, Mogi das Cruzes, Poá, Suzano, Ferraz de Vasconcelos and Itaquaquecetuba. The contract is a milestone for CAF in Brazil, as it reaffirms its position as the largest maintainer of passenger carriages in the country and guarantees its long-term continuity. CAF has been present in Brazil since 1998 and has executed train supply and maintenance projects for several Brazilian operators such as CPTM (Companhia Paulista de Trens Metropolitanos) in São Paulo, Metrô de São Paulo, CBTU in the cities of Recife and Belo Horizonte, and TRENSURB in the metropolitan region of Porto Alegre, for a combined value of close to EUR 3 billion.

Also in Sao Paulo, CAF has signed a contract with the Brazilian concessionaire belonging to the Motiva group (formerly known as CCR) which operates line 5 of the Sao Paulo Metro. The agreement includes the comprehensive maintenance for a period of 14 years of 26 units of 6 carriages, supplied by CAF under the contract awarded to the company by Metro de Sao Paulo in 2011. The work will be carried out in the workshops of Capão Redondo and Guido Caloi.

In the United Kingdom, Northern Trains Limited, Eversholt Rail Limited and CAF have renewed their partnership for the maintenance of the British operator's railway fleet. The new agreement signed provides for the provision of maintenance services for a period of 10 years, reaffirming Northern and Eversholt Rail's trust in CAF's experience and reliability. Northern is the second largest train operator in the UK. Its network of operations covers commuter and medium distance services in the north of the country, from east to west, reaching Newcastle in the north and Nottingham in the south. Northern currently plays a key role in the backbone of rail transport in the UK. The agreement provides for comprehensive technical support from CAF, including initial corrective maintenance, supply of spare parts and major overhauls of main equipment. This collaboration is the continuation of a highly successful working model, in which Northern provides the direct labour to carry out maintenance activities, while CAF provides management and technical assistance, as well as the supply of spare parts and services. Eversholt Rail will support both parties with its experienced, multidisciplinary team.The fleet of trains under the contract was supplied by CAF for Eversholt Rail between 2018 and 2020 and consists of 101 trains; 43 electric units and 58 diesel units, the operation of which since their commissioning has been key in the modernisation and efficiency of the region's rail service. In addition to maintenance, the implementation of Leadmind has been contracted for this fleet, with a specific scope that identifies



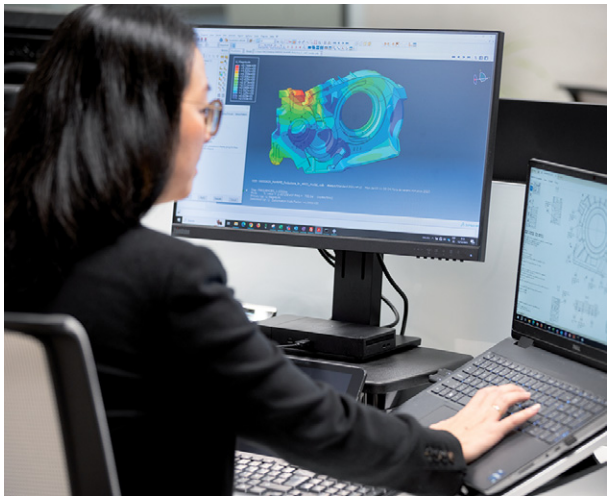
inefficiencies in the use of diesel units aimed at reducing operating costs and reducing atmospheric emissions.

In Sweden, the national railway operator SJ AB has contracted CAF Group company EuroMaint for the complete overhaul and renewal of the bogies and axles of the fleet of high-speed X2 trains and intercity passenger coaches. This is part of SJ AB's global initiative to modernise and extend the life cycle of its trains.

In the domestic market, Renfe has renewed its trust in CAF to carry out work on Civia and 446 commuter units, as well as on medium distance units of 449 series, all of them at the maintenance bases located in the Madrid region.

Finally, in New Zealand, CAF has signed a new service contract with Auckland One Rail Limited (AOR), a private company 50% owned by ComfortDelGro and UGL Rail Services, which is responsible for the operation and

RAILWAY SEGMENT



maintenance of the Auckland electric railway network, the largest in New Zealand, belonging to Auckland Transport. The system has four lines, with a total length of 94km and 42 stations, making it a key axis of urban mobility in the country. The scope of the contract covers the provision of engineering services, training and spare parts supply for the fleet of 95 electric units supplied by CAF to Auckland Transport through various contracts since 2011.

At the same time, the receipt of Signalling projects is also worth highlighting, especially in Spain. The project for the modernisation of the Helsinki metro signalling system worth around EUR 60 million should be highlighted for its qualitative significance. This project was awarded but was awaiting final formalisation at 31 December 2025.

The management of obsolescence is addressed jointly and actively with those clients who request it; anticipating risks, optimising resources and planning the long term actions and solutions to be implemented in the different means of transport. With the intention of advancing towards excellence in this field, we have joined the International Institute of Obsolescence Management (IIOM) through CAF Digital Design Solutions based in Linares.

INDUSTRIAL ACTIVITY

Throughout 2025, industrial activity stood out for the diversity of types of rolling stock manufactured. There have been metros, trams, medium distance trains, locomotives, etc., up to a total of 219 trains manufactured, making a total of 1,061 carriages, to which other railway components must be added, such as wheels, of which more than 68,000 units have been manufactured this year.

Unlike in previous years, this time it was the European market that accounted for most of the trains completed, although overall the projects were once again distributed throughout the world.

This is evidenced by the last 5 6-car trains manufactured as part of the order for 26 units for Myanmar, the 13 3-car trainsets that complete the order for 23 cars contracted by the New Zealand city of Auckland, the second LRV (Light Rail Vehicle) to complete the extension contracted by the US state of Maryland, the last 7 trams to complete the contract for 87 trams signed with the city of Oslo, the last of the 20 trams in the bidirectional mode of the order for the Belgian city of Antwerp, the 12 trains to complete the Nouvelle Aquitaine contract, the last of the 7 trains destined for Dakar and the 12 to complete the TFA project, all of them on the Coradia platform. At the State level, the last two trams of the 5-tram extension for the city of Seville and the three trams, also as an extension, for the city of Malaga have already been completed.

This year has also seen the continuity of projects begun in previous years, such as the 5 trains manufactured for the second batch of the Brussels metro, making 37 units that have now been delivered, the 9 DMU (Diesel Multiple Unit) 2-car trainsets for the UK operator Wales & Borders, the 2 3-car trainsets plus a 6-carriage unit for the Australian region of New South Wales, 2 additional trains, making a total of 4 for the French operator SNCF, 4 EMU (Electrical Multiple Unit) trainsets for the Swedish operator AKT, as well as 33 trams from the 114-train contract signed with the city of Jerusalem, 24 trams from the 51-unit order for the city of Budapest, 3 more trains, bringing the total number of trains built for the German city of Essen to 5, the 3 locomotives from the order of 12 for the French operator RATP and the 12 trains built for the 54-unit contract for the Docklands project.

On the other hand, some projects have already seen the start of the first manufacturing operations, such as the order for 4 units for the Metro of the city of Naples, with the completion of the first 2 trains, as well as the first 2 units of the 6 trains contracted for the operator Volturno of the same city, 8 of the 9 locomotive and trailer carriage compositions of the contract signed with the operator Etihad of Saudi Arabia, 5 of the 6 trams for the city of Alcalá de Guadaíra, a total of 7 trains of the Coradia platform, destined for the Sud and CdGX projects in France, as well as the first 12 of the 60 trams contracted by the city of Montpellier, the first 9 trams for the city of Marseilles and the 16 trams to kick off the manufacture of the 98 trains contracted by the city of Tel Aviv.

As for the rest of the industrial activity projects that are already under way and which will start to be delivered in the coming years, we would highlight the work carried out for the Ramya Lot 1 contracts of the state-owned operator Renfe, the project for the German operator VRR, the contract signed with the Canadian city of Calgary and the first manufacturing activities of the new metro units for the city of Madrid.

The most relevant products manufactured during the financial year 2025 have been the following:

	No. CARS
DMU Wales and Borders medium distance (2-car unit)	18
New South Wales medium distance (6-car unit)	6
New South Wales medium distance (3-car unit)	6
SNCF medium distance	20
AKT AB Transitio medium distance	16
Coradia medium distance for Nouvelle Aquitaine	48
Coradia medium distance for TFA	60
Coradia medium distance for Dakar	4
Coradia medium distance for SUD	8
Coradia medium distance for CdGX	20
Composition of trailers for Etihad	40
Locomotive for Etihad	16
Locomotive for RATP	3
Suburban trains for Myanmar	30
Suburban trains for Auckland	39
Brussels Metro	30
Docklands Metro	60
Tram for Essen	6
Naples Metro	12
Volturno Metro	12
LRV for Maryland	5
Tram for Antwerp (Bi-directional)	5
Tram for Oslo	35
Tram for Jerusalem	165
Trams for Seville	10
Tram for Alcalá de Guadaíra	25
Tram for Malaga	15
Tram for Budapest	120
Tram for Montpellier	84
Tram for Marseille	63
Tram for Tel-Aviv	80
TOTAL	**1,061**

BOGIES	
With mechanic-welded chassis	1,127

WHEEL SETS AND COMPONENT UNIT – MiiRA	
Wheel sets (power car + push-pull car)	3,790
Axles	12,833
Monoblock wheels	68,651
Resilient wheels	2,622
Gearboxes	3,054
Wheel tyres	2,545

BUS SEGMENT – SOLARIS

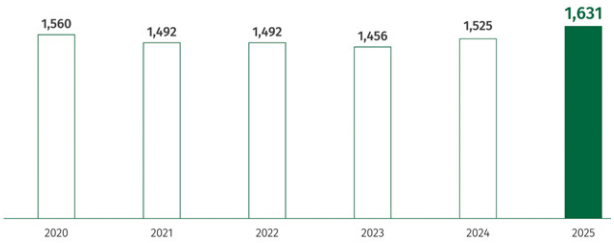
In 2025, electric buses, hydrogen buses, trolleybuses, and hybrid vehicles accounted for 86% of total sales, reflecting the strong dominance of low- and zero emission technologies in the company's sales portfolio.

In line with its strategic focus, in 2025 Solaris concentrated its sales and contract acquisition efforts on the premium segment of low- and zero-emission buses, ensuring both revenue growth and contract profitability. At the same time, the organization strengthened its production and operational capabilities to support its medium and long term growth objectives, enabling the effective execution of a substantial order backlog scheduled for delivery in 2026 and subsequent years.

- **Solaris sold a total of 1,631 vehicles in 2025, which represents a 7% increase compared to 2024.**
- **The company's revenues in 2025 stood at €1,183 million, representing a growth of 28% compared to 2024, representing a historic sales record.**
- **In 2025, electric buses, hydrogen buses, trolleybuses, and hybrid vehicles accounted for 86% of total sales, reflecting the strong dominance of low- and zero emission technologies in the company's sales portfolio.**
- **During the reporting period, the company generated order intake for 2,780 vehicles, complemented by service contracts, resulting in a total order value of approximately €2.1 billion. This reflects company's competitive position, as well as the favourable performance of the sector. The solid backlog position of €2,353 million as of December 31, 2025 provides visibility on revenues for the coming years.**

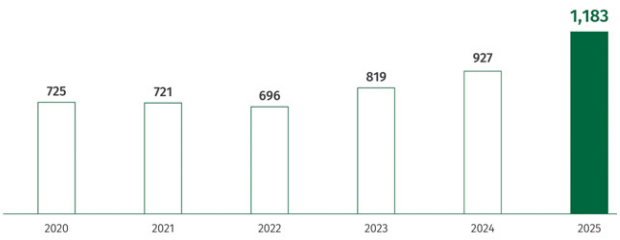
In 2025, Solaris delivered a total of 1,631 vehicles to its customers. This represents a 7% increase in units sold compared to 2024 (1,525 units in FY24). Revenues reached €1,183 million, marking an increase of 28% compared to last year (Revenues €927 million in FY24).

SALES OF SOLARIS VEHICLES
IN 2020-2025, IN UNITS



Consolidated sales of Solaris
Source: Solaris

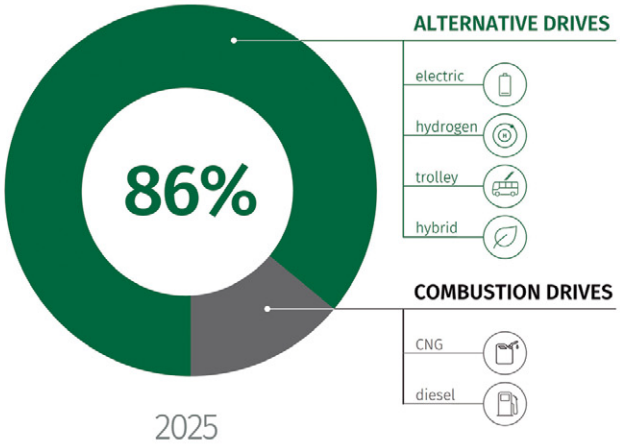
SOLARIS REVENUE
IN 2020-2025, IN MILLION EUR



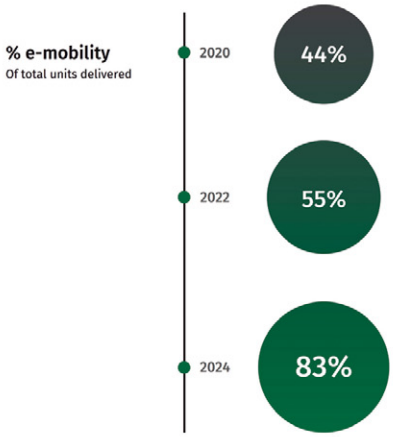
Source: Solaris

SHARE OF ALTERNATIVE DRIVES IN SOLARIS BUSES

IN 2020-2025, IN UNITS



GROWTH OF ALTERNATIVE DRIVE SHARE IN SOLARIS BUSES BETWEEN 2020-2024



Source: Solaris

In line with its strategic focus, in 2025 Solaris concentrated its sales and contract acquisition efforts on the premium segment of low- and zero-emission buses, ensuring both revenue growth and contract profitability. At the same time, the organization strengthened its production and operational capabilities to support its medium and long term growth objectives, enabling the effective execution of a substantial order backlog scheduled for delivery in 2026 and subsequent years.

It is worth emphasizing that the vast majority of contracts executed in 2025 were for the supply of vehicles with completely zero-emission or low-emission drives, taking into account the number of vehicles sold, reached the highest share in the company's history, accounting for 86% of total sales.

BUS SEGMENT – SOLARIS

In the reported period, Solaris delivered its products to customers in 15 countries. Major customers of Solaris vehicles included operators from Italy, Poland, Germany, Sweden, the Netherlands and Switzerland.

In 2025, sales performance was driven by high volumes of buses and trolleybuses, with deliveries comprising 916 battery electric vehicles and 306 hydrogen powered vehicles, underscoring the growing relevance of zero emission technologies in the sales mix. Additionally, within the low- and zero-emission vehicle segment, Solaris delivered 105 hybrid buses and 72 trolleybuses to its customers in 2025.

Among the largest contracts completed by Solaris in 2025, the following can be highlighted:

- Delivery of 118 electric buses to Nobina AG – operating in Karlstad, Malmö, Skåne, Gothenburg, and Stockholm (Sweden), in 15- and 18-meter configurations (100 and 18 buses accordingly).
- Delivery of 94 electric buses to Transdev Utrecht (Netherland), in lengths of 9, 15, 18, and 24 meters.
- Delivery of 187 Urbino buses to Atac S.p.A in Rome, Italy.
- Delivery of 88 hydrogen buses to TPER S.p.A. in Bologna, Italy.
- Delivery of 97 electric buses and 2 trolleybuses to Azienda Trasporti Milanesi S.p.A., Italy.
- Delivery of 49 electric buses to Berlin, BVG Berlin, Germany.
- Delivery of 60 electric buses (18 articulated 18-meter units and 42 twelve-meter units) to CTM Cagliari, Italy.
- Delivery of 44 electric buses, in lengths of 12 and 18 meters to PostAuto AG to several towns, including Spiez, Stutz, Laupen, and Arbon, Switzerland.

As of the end of 2025, Solaris' order backlog amounted to €2,353 million , corresponding to 2,748 vehicles and other services. This level of secured orders reflects sustained demand for Solaris vehicles across European markets and underpins the company's solid market position, particularly within the zero emission public transport segment.

As much as 91% of the vehicles included in the company's order backlog for 2026 and the following years are low- and zero-emission vehicles: battery-electric, hydrogen-powered, trolleybuses and hybrids.

In 2025, the company signed order intake for 2,780 vehicles, with a total contract value of €2,091 million, indicating sustained market demand for its product backlog. This performance further strengthened the company's position in the European market for low- and zero-emission vehicles and supported its expansion into new markets, including Canada and Bosnia and Herzegovina.

The geographical breakdown of orders for the largest markets by volume is as follows:

- Poland – 1,196 vehicles
- Sweden – 378 vehicles
- Germany – 359 vehicles
- Canada – 184 vehicles
- Switzerland – 178 vehicles
- Italy – 125 vehicles

Poland remained the dominant market, accounting for the largest share of orders, reflecting Solaris' strong position in its home market. Sweden and Germany continued to demonstrate robust demand for low- and zero-emission solutions, confirming the company's competitive edge in Northern and Central Europe. Notably, Canada emerged as a significant new market, underlining Solaris' successful international expansion strategy beyond Europe.

Equally important as the size and value of orders secured during the reporting period is their structure in terms of propulsion types. Low- and zero-emission vehicles dominated the order intake, accounting for as much as 88% of Solaris' total orders.

This reflects the growing market demand for sustainable transport solutions and confirms Solaris' strong position in this

segment. The breakdown is as follows: 1,790 battery-electric buses, 323 trolleybuses, 235 hybrid buses, and 87 hydrogen-powered buses. Among the most significant contracts acquired in 2025 were the following:

– In Germany, Berliner Verkehrsbetriebe (BVG) placed another order for 270 articulated electric buses under an existing framework agreement. This expands the order placed in December 2023, which included the first 50 articulated Solaris buses already delivered. The framework agreement provides for a flexible and demand-oriented maximum quantity of up to 700 electric articulated buses over a period of 8 years.

– Solaris achieved a significant milestone in the implementation of one of the key pillars of its 2023-2026 strategic development plan: entering the North American market with its product offering. In March 2025, Solaris signed its first contract for trolleybus deliveries in Canada, with TransLink in Vancouver. The agreement covers the delivery of 107 twelve-meter trolleybuses, with options for up to 201 additional twelve-meter units and up to 204 articulated eighteen-meter trolleybuses. At the end of 2025, the operator decided to exercise the option and expanded the order by an additional 77 vehicles (this time in the articulated version). As a result, the total number of vehicles ordered from this customer by year-end reached 184 units. The first deliveries under this contract are scheduled for 2026, with continued deliveries planned throughout 2027.

– Solaris secured significant contracts for the delivery of electric buses to Sweden. Firstly, VR Sverige AB, one of the key public transport operators in Sweden, has ordered in total 95 (81 low-entry Solaris Urbino 15 LE electric buses and 14 Solaris Urbino 18 electric). The new vehicles will start joining the fleet serving the Stockholm region in the second quarter of 2026. The Solaris Urbino 15 LE electric model has been designed for both urban and suburban transport. The buses for VR will be homologated in Class II, meaning they will primarily operate on intercity and metropolitan routes. Each vehicle will be equipped with high-capacity Solaris High Energy batteries, ensuring sufficient range. Secondly, private operator Nobina Sverige AB has selected Solaris to supply in total 283 electric buses. The order includes Solaris Urbino 12, 15, 18 and 24-bi-articulated electric models.

– The number of contracts secured by Solaris on the Polish market in 2025 deserves special attention. Over the course of the year, the company obtained orders for a total of 1,196 vehicles – an all-time record in the company's history and for this market, where no manufacturer has ever held such a backlog of awarded contracts before. The structure of these orders includes battery-electric buses (689 vehicles), hybrid buses (184 vehicles), hydrogen buses (49 vehicles), and trolleybuses (29 vehicles), with a significant share also represented by diesel-powered vehicles (245 buses). The execution of these contracts will enable Solaris to further strengthen its position as the market leader in Poland in the coming years. These orders include deliveries not only to the largest operators and cities such as Warsaw, Kraków, Łódź, Poznań, and Wrocław, but also to dozens of medium-sized and smaller municipalities across the country. This broad distribution underscores Solaris' ability to serve diverse customer needs and reinforces its leadership position in the Polish market.

To meet market expectations and address the needs of public transport bus operators, Solaris continues to invest in the development of its products and the technologies used in them.

In 2025, the company brought into series production the Solaris Urbino electric buses in 10.5-, 12- and 18-meter (articulated) configurations featuring the so called modular drive (MD). In practice, this solution increases passenger capacity, simplifies serviceability, and improves performance and energy efficiency. Vehicles from the "modular drive family" were already offered in 2025 and secured their first customers.

BUS SEGMENT – SOLARIS

The newest model in this family is the 10.5-metre bus, which had its official premiere at the industry's flagship event – the Busworld fair in Brussels in October of the past year.

In addition, the company's R&D teams continued work on the development and industrialisation of a new family of zero emission intercity buses. The project provides for the introduction of battery electric and hydrogen intercity models in 10.8-, 12- and 13-metre lengths, available in both standard-floor and low-entry versions.

Another key development area involved buses designed for the US and Canadian markets. The first deliveries are planned for 2026 and will be preceded by a series of tests and homologation activities.

In 2025, the company continued to advance initiatives aimed at responsible engagement with its social and environmental ecosystem and at ensuring adherence to the highest standards of corporate governance, in line with its strategic objectives and the 2024-2026 plan.

Key ESG projects delivered during the year included:

- Ongoing adaptation of the entire organisation to the requirements of the new EU Corporate Sustainability Reporting Directive (CSRD) under the European Green Deal, with particular attention to changes introduced via the EU Omnibus package. As a member of the CAF Group, Solaris is obliged to report sustainability disclosures starting from 2024.

- Continuous improvement of processes aligned with the indicators from ESRS standards (part of CSRD), identified as material for the CAF Group through a double materiality assessment and published in the CAF Sustainability Master Plan 2026. In 2025, Solaris progressed the new ESG operating model across three priority domains: Procurement & Logistics, R&D – Ecodesign, and Human Resources.

- Continued environmental life cycle assessments of products. In 2025, four vehicle types underwent LCA: Urbino 18 hydrogen, Urbino 18 electric, Urbino 12 electric, and Urbino 10.5 electric with a modular drive. The LCA resulted in the Environmental Product Declaration (EPD) label for the Urbino 18 Hydrogen and provided the analytical basis for EPD labels for the other three models. These efforts form part of a multi year plan to expand the share of EPD labelled vehicles in the Company's portfolio.

- Ensuring compliance with environmental protection laws across all current and future Solaris locations, in line with the Company's development plan.

In 2025, Solaris Bus & Coach sp. z o.o. ran an extensive promotional programme, leveraging a broad mix of channels: participation in trade fairs and industry events, media relations, social media, and owned communication platforms. The most important events during which Solaris presented its offering included:

- **Mobility Move 2025**, 1-3 April 2025, Berlin, Germany. An international trade fair bringing together public transport stakeholders. Solaris showcased the Urbino 12 electric with a modular drive.

- **UITP Global Public Transport Summit 2025**, 15-18 June 2025, Hamburg, Germany. One of the sector's flagship events, convening public transport organisations around innovation and the future of mobility. Solaris presented the Urbino 12 electric with a modular drive, while Company experts contributed to the congress agenda, actively engaging in expert debates on the development of urban mobility.

– **Busworld 2025**, 3-9 October 2025, Brussels, Belgium. A highlight of the year for Solaris and the bus industry. The Company presented three zero emission buses with a modular drive: Solaris Urbino 18 Hydrogen, Solaris Urbino 12 electric, and– for the first time – the Solaris Urbino 10.5 electric, which had its world premiere on 3 October 2025 during the manufacturer's press conference.

The Company's intensive promotional and brand activities in 2025 were reflected in numerous awards and distinctions. The most important recognitions included:

– Sustainable Bus Award 2026 – Solaris Urbino 10.5 electric (Urban category). The premiere model won the top prize in the prestigious Sustainable Bus Award in the "Urban" category. The jury recognised its high level of innovation and its contribution to the development of sustainable public transport. The award was conferred on the day of the model's world premiere at Busworld 2025 in Brussels.

– Busplaner Innovation Award 2025 – Urbino 18 hydrogen. The articulated hydrogen bus received the busplaner Innovation Award 2025 in the Hydrogen Buses category. The jury highlighted the advanced fuel cell technology and the vehicle's role in accelerating zero emission urban mobility.

– "ESG Innovator" – Distinction (Compliance category). The project "Compliance Communication Strategy – Building a Culture of Compliance in the Solaris Group" received a distinction in the Compliance category during the awards gala on 11 December 2025. The jury commended Solaris for fostering a culture of responsibility, ethics, and compliance.

– "ESG Eagle" Award by Rzeczpospolita. Solaris received the ESG Eagle for its pioneering role in hydrogen technology. The jury recognised the Company's broad portfolio of low and zero emission vehicles and the significant impact of Solaris hydrogen buses on the transformation of sustainable public transport in Europe.

– Polish Project Excellence Award – Silver Finalist. Solaris was named a Silver Finalist in the Research & Development category for the project to industrialise series production of Solaris Urbino electric vehicles with a modular drive.

– "Dual Education Angel" Award. Solaris was honoured in the nationwide competition organised by the National Career Counselling Forum for its long standing cooperation with educational institutions, effective preparation of young people for professional work, and active promotion and development of the dual education system.

– "Bus of the Year 2025" – Solaris Urbino 18 hydrogen. Although the decision was announced in 2024, the Solaris Urbino 18 hydrogen remained the official Bus of the Year 2025. This is one of the most prestigious distinctions in the bus industry, awarded for the first time to a bus powered by hydrogen technology.

With 2,780 vehicles ordered during the year and more than 90% of pipeline comprising battery–electric, hydrogen, trolleybuses, and hybrids, Solaris enters 2026 with strong momentum and operational visibility. Priorities of the company remain clear: scale production predictably, elevate customer support and service, and continue investing in the technologies that matter – especially in low and zero emission platforms. Together with its business partners, Solaris helping cities deliver cleaner, quieter, and more efficient public transport.

R&D&i ACTIVITY

Over the past decades, innovation has been a key driving force of CAF's growth and has enabled it to deliver products at the cutting edge of technology. Thus, innovation is one of the Group's four strategic pillars in its 2026 Strategic Plan, together with commercial focus, operating efficiency and sustainability.

CAF's innovation activity is currently structured into four innovation programmes: Zero emissions, Autonomous and automated mobility, Digitalisation and Product portfolio extension.

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Thus, innovation is one of the Group's four strategic pillars in its 2026 Strategic Plan, together with commercial focus, operating efficiency and sustainability.

The CAF Group's innovation strategy materialises each year through the Innovation Management Plan. This plan integrates both activities to develop and evolve our products and services and activities for the generation of knowledge and in-house technology. These activities set the CAF Group apart from its competitors and enable it to offer high value products in the field of sustainable mobility.

CAF's innovation activity is currently structured into four innovation programmes:

1) Zero emissions: aims to develop alternative propulsion systems to diesel, reduce fuel consumption and minimise vehicle emissions.

Specifically, it covers the development of electric propulsion systems based on batteries and hydrogen, including the improvement of energy storage systems. It is also oriented towards the incorporation of technological solutions to reduce consumption through greater component efficiency and the optimisation of intelligent energy management and efficient driving systems. At the same time, initiatives are being promoted to reduce the drag and weight of vehicles, as well as to reduce vibrations, electromagnetic emissions and noise levels, both inside and outside.

2) Autonomous and automated mobility: focussing on the development of vehicles that operate in an automated manner, increasing safety and efficiency in transport systems.

In particular, this programme promotes the development of technological solutions for the automation of different types of vehicles, such as metros (CBTC-OPTIO), trams (ALIVE), mainline trains (ATO on ETCS) and buses, also seeking to establish a common technological base allowing synergies between the different segments of the CAF Group to be

exploited. These initiatives include the evolution of control and automated driving products and systems to meet both current and future market needs, incorporating advanced functionalities such as autonomous operation, remote operation, automated warehouse management and compliance with the levels of automation and regulations expected in the coming years.

3) Digitalisation: encompassing various activities that optimise internal processes through digitalisation, digital evolution for the exploitation of CAF's product data and the development of innovations in cybersecurity.

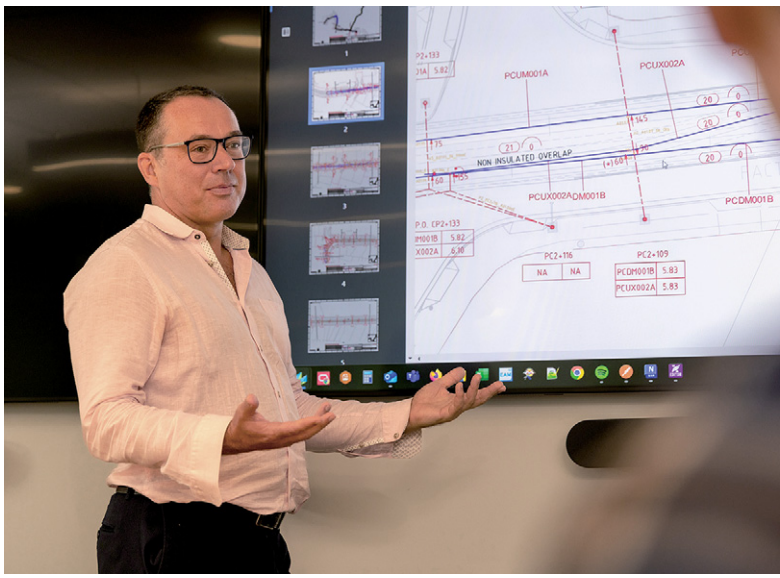
Specifically, the initiatives of this programme are aimed at advancing in the digitisation and automation of processes, from the design phase to validation, as well as in the exploitation of data from both products and internal operations. They also include improvements in vehicle monitoring and diagnostics, as well as the optimisation of vehicle maintenance plans. In addition, the company is strengthening cybersecurity in OT environments and expanding associated services, and also implementing data management and artificial intelligence (AI) policies and the development of AI applications for priority use cases.

4) Product portfolio extension: comprises activities aimed at developing more advanced and competitive products and services for both customers and passengers.

The initiatives are aimed at integrating advances in the Zero Emissions, Autonomous and Automated Mobility and Digitalisation programmes into CAF Group products, while developing new railway platforms and electric bus solutions adapted to strategic markets. This is complemented by the optimisation of the company's portfolio, prioritising higher value propositions for customers and users.

Aware that innovation is born of knowledge and the people who drive it, CAF prioritises the strengthening of internal skills to advance technological development. This desire manifests itself through the promotion of the CAF Group's Centres of Excellence (CoEs), which have addressed various challenges in 2025:

- Supporting the adaptation to mobility applications of new advanced communication technologies, in particular based on 5G. Adoption of the new European FRMCS system.
- Incorporation and adaptation of the technologies necessary to respond to present and future cybersecurity requirements in CAF products and services.
- Technological evolution of the CAF Group's digital platform, enabling the development of new data-based applications for innovative products and services and the optimisation of internal processes.
- Development and deployment of capabilities in artificial intelligence, both analytical and generative, to address the challenges associated with the implementation of these technologies.
- Evaluation of the latest battery technologies and analysis of their use in bus and rail applications, including the study and exploitation of synergies between the two.



To accelerate innovation, CAF also establishes various open innovation strategies, collaborating with a wide network of suppliers, business partners, technology companies, startups, technology centres and universities. In addition, European and national R&D funding programmes, such as EU-Rail, actively support and promote such collaborations.

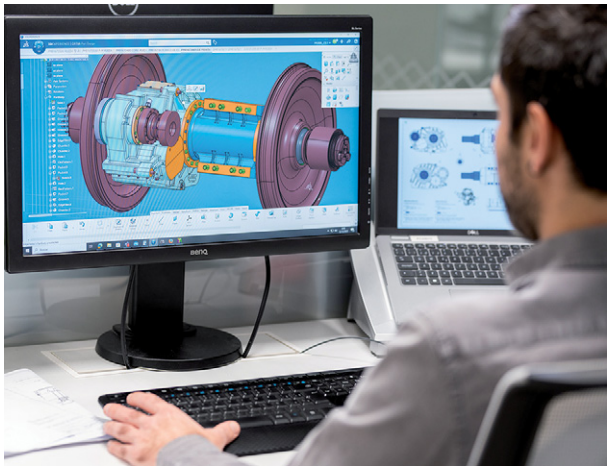
The CAF Group's collaboration with the startup ecosystem is channelled through the Venture Client unit, CAF Startup Station, created in 2020, which promotes collaboration with startups that provide innovative solutions to the challenges faced by the company in the railway and bus sectors.

NOTEWORTHY INNOVATION PROJECTS

Within the Innovation Management Plan, the following projects stand out for their relevance:

- **BEMU (Battery Electric Multiple Unit) with high autonomy**: CAF is developing a new generation of BEMU trains with significantly greater autonomy, thanks to the incorporation of high-efficiency solutions such as traction based on silicon carbide semiconductors (SiC) and latest-generation batteries. These improvements will make it possible to achieve much longer operating ranges, sufficient to replace a high percentage of the diesel trains currently in service and thus progress in the decarbonisation of rail transport.

  A key part of the project is the validation of the solution in the field, which will be carried out by means of a demonstrator train. This demonstrator is part of the Rail4Earth project, which is part of the EU-Rail initiative and funded mainly through the European Horizon Europe programme.



- **eIC**: this project is aimed at the development of electric and hydrogen buses for the Intercity (Class II) segment in Europe. It includes the design of vehicles in various lengths and with different floor heights to suit the operating needs of this market.

- **Alive**: this is CAF's major commitment to driving the autonomous mobility of the future. The initiative will run until 2030, including the progressive development of products that will be marketed over these years in order to respond to customers' needs. ALIVE's solutions cover key areas such as remote operation, autonomous depot, collision protection and scaling up to fully autonomous operation in the future.

- **CBTC - OPTIO**: CAF's CBTC project addresses the development of a communications-based train control system that enables fully automatic operation of trains, without a driver or on-board personnel (GoA4), especially geared towards metro systems. The CBTC solution developed by CAF integrates cutting-edge technologies, such as 5G communications and artificial vision, to offer a highly competitive, state-of-the-art system.

- **Rail Cybertrust**: the Rail Cybertrust Project is part of the corporate cybersecurity strategy and aims to develop capabilities to detect and protect railway systems against cyber-attacks, ensuring the security and resilience of these products. It has also made it possible to incorporate vulnerability management and incident management services into CAF's portfolio.

  This project, financed by the Spanish National Cybersecurity Institute (INCIBE), complies with international and sectoral regulations and standards such as IEC62443, TS50701, IEC63452 and CRA, and has enabled collaboration with entities such as Euskotren, Metro Málaga, Tranvía Zaragoza and RENFE as end users of the project.

- **Artificial Intelligence**: in this project, progress has been made in the creation of a corporate knowledge base and in the strengthening of Data Governance as pillars for evolving towards a data-driven organisation. In addition, cross-cutting components have been developed that can be reused in different AI use cases. On this basis, AI solutions are developed that enable natural information retrieval and generation, automate document tasks and enable digital assistants and agents to support business processes. These capabilities facilitate the execution of use cases with a tangible return, strengthen CAF's technological competitiveness and ensure responsible use in compliance with new European regulatory requirements.

Technology and product innovations in the Bus segment in 2025

During the reporting period, the company's Products and Technology Department (R&D) carried out research and development projects to both design and introduce new types of vehicles into series production and develop and implement innovative solutions in buses already in series production and on the market.

The main projects carried out by the engineering teams in 2025 include the following:

- Solaris Urbino 18 electric with modular drive architecture. The aim of the project was to design and industrialise an 18-metre electric city bus offering a higher passenger capacity than previous products. To do this, the solution places all the traction batteries on the roof and distributes the components of the new powertrain throughout the vehicle structure, thus improving the functionality of the passenger space. This product strengthens Solaris' competitive position by enabling operators to acquire a vehicle with superior performance parameters. After a series of tests and trials, approval for this type of vehicle was obtained last year. It was launched commercially and the first customers were acquired. In 2025, series production of vehicles with "modular drive" was successfully launched.

- Solaris Urbino 12 electric with modular drive architecture. This project mirrors the concept of the electric Urbino 18, which includes roof-mounted traction batteries, and differs mainly in the length of the vehicle, the absence of an articulated joint and a smaller number of roof-mounted battery packs (up to six). The objective was to design and implement a 12-metre electric city bus with a higher passenger capacity than previous product generations. In 2024, after extensive testing, approval for this type of vehicle was obtained and work continued on the cost optimisation of the structure. Energy efficiency optimisations continued to be made to reduce consumption and improve overall efficiency. The new model entered the marketing phase, leading to its acquisition by the first customers and the signing of the first supply contracts. In 2025, series production started successfully and the first series units of the electric Urbino 12 with modular powertrain were delivered to customers.

- Solaris Urbino 10.5 electric with modular drive architecture. This project closely resembles the concept of the electric Urbino 12 with roof-mounted batteries. The difference between the two lies mainly in the length of the vehicle (10.5 metres). The objective was to design and put into service a 10.5-metre electric city bus with a higher

passenger capacity than similar vehicles currently in production. Other aims were to maximise battery capacity and available range. One of the priorities has been to maintain a high degree of standardisation with respect to the electric Solaris Urbino 12 and to introduce a new roof battery layout to achieve even better passenger capacity results. In 2025, after the technical design was completed, three prototype vehicles were produced for extensive functional and verification testing. One of them was used to demonstrate their performance, and the première of the new vehicle type took place at the Busworld 2025 trade fair. After a series of tests and trials, the corresponding type approval was obtained. The model was tendered commercially, the first customers were obtained and the first supply agreements were signed.

- Zero emission city buses for the North American market (NAM). One of the company's strategic objectives is to enter the North American markets (Canada and the USA). To this end, the Product and Technology Department, with a dedicated North American product-line team, is developing a specific North American portfolio consisting exclusively of zero emission vehicles (battery electric, hydrogen and trolleybuses) in 40 and 60 foot lengths (corresponding to the most common European lengths of 12 and 18 metres). In 2025, 40-foot (12-metre) prototypes were designed and prepared for production. At the end of the year, production of the first steel body and chassis structures (frames) for the initial units began. In parallel, preparations began for the execution of the company's first contracts in Seattle and San Francisco (USA). In 2025, work also began on the design and industrialisation of 60-foot (18-metre) articulated buses.

- Zero emission intercity buses (electric Intercity). One of the company's strategic products is the development and marketing of zero-emission intercity buses. The main objective of the eIC (Electric Intercity) project is to develop a completely new range of electric intercity buses to meet the changing needs of the market. These vehicles are being developed from the ground up as electric vehicles, free from the limitations associated with previous conventional powertrains. When selecting new components, priority is given to energy consumption, operating costs, weight and functional integration. A defining feature of the e Intercity range is modularity:

  – Three lengths: 10.8 m/12.2 m/13 m

  – Two floor access heights: standard floor and low entrance height

  – Two energy storage systems: battery and hydrogen

  – Two battery chemistries: LFP and NMC, with capacities of 260 kWh to 620 kWh

The design of the new eIC13LE model, which will also serve as a platform for the subsequent e Intercity models, has already begun in 2025. Construction of the first pre-series units has already begun. The project will continue in 2026, with the aim of fully commercialising the entire intercity range.

INVESTMENTS

In the field of rail vehicle manufacturing, the CAF Group has continued to expand its production capacity this year in order to be able to deal with the considerable backlog of orders. It is worth highlighting the execution of the first phase of the construction of a second test hall at the Beasain plant to cope with the increase in projects in the portfolio.

In relation to the Group's plants abroad, we can highlight the investment been made in the plants located in France with the aim of increasing their production capacity as well as the works carried out to expand the Newport facilities in the United Kingdom, mainly in the testing area and those performed to adapt the manufacturing lines in Mexico.

The CAF Group's investment in property, plant and equipment during the 2025 financial year amounted to EUR 74 million. Of this investment volume, we can highlight the following:

In the MiiRA rolling stock activity, the most noteworthy investment has been the refurbishment of the 10Tn press to adapt it to optimal production levels. A new wheel turning and dressing machine has also been acquired in order to increase the production capacity of the machining area, as well as to address new niche markets for wheels with higher technical complexity in terms of tolerances and geometries. In addition, the latter part of the year saw the acquisition of ultrasonic control equipment for trepanning shafts, which will guarantee the legal and technical conformity of the product, and the adaptation of the gearbox workshop and its new equipment to obtain the best ergonomic and safety conditions in this area.

In the field of rail vehicle manufacturing, the CAF Group has continued to expand its production capacity this year in order to be able to deal with the considerable backlog of orders. The main investments notably include the new paint booth and oven for painting and primer drying operations, the change in the layout of the robotised bogie welding area, the renewal of the electronic control system for the robots in the warehouse, the acquisition of bending machinery for the pipe workshop and investments in the test area, which include the extension of the test bay in Zaragoza, increasing its length to be able to house longer units, the adaptation of the exit tracks to the national network in order to cater for the projects executed for the operator Renfe and the acquisition of a new watering gantry to carry out watertightness tests. Lastly, mention should be made of the execution of the first phase of the construction of a second test hall at the Beasain plant to cope with the increase in projects in the portfolio and to be able to accommodate the planning of future programmes thanks to the implementation of a new modern, versatile facility, thus providing the plant with a great response capacity in this area.

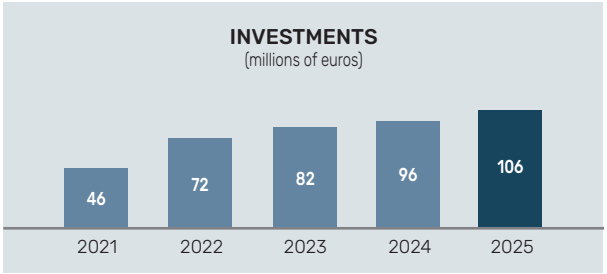
In the Services business, mention should be made of the investment made in the Tradinsa (Lérida) and Cofema (Madrid) plants aimed at improving production processes and compliance with current safety regulations, as well as the

adaptation and equipping of various workshops where Actren carries out its fleet maintenance activity, with the aim of modernising and improving operations.

In relation to the Group's plants abroad, we can highlight the investment been made in the plants located in France; on the one hand, the Reichshoffen facilities in Alsace are being adapted with the aim of increasing their production capacity, extending the length of the vehicle finishing halls and implementing more assembly lines for new projects. On the other hand, at the Bagnéres-de-Bigorre plant, the aim is to continue the process of industrial transformation of the plant that began last year, setting up new production areas and implementing modern facilities that will strengthen the factory's competitive position. In addition to this, work is being carried out to expand the Newport facilities in the United Kingdom, mainly in the testing area, while in the Mexico factory, work is being done to adapt manufacturing lines that will optimise the areas of structures, painting and finishes with the aim of achieving compliance with the demanding quality standards of the projects to be executed at the plant.

With regards to the bus business, the investments being made by Solaris in Poland notably include those related to the expansion of production capacity at the Bolechowo and Sroda plants, the former mainly involving investment in equipment and platforms for vehicle finishing, while the latter is aimed at equipping the plant with advanced resources such as greater robotisation of the welding area. At the same time, the start of investment in the new Kijewo plant, where the first study and design tasks in relation to the future installation with anti-corrosion electrolytic coating technology that will be applied both to the vehicles of the intercity bus platform and to the new generation buses, as well as the investment in the painting area also destined for the aforementioned new platforms, should also be highlighted.

The volume of investment in intangible assets in 2025 amounted to EUR 32 million. In the area of information technology, the most relevant was the last phase of implementation of the new ERP. Similarly, the deployment of the measures established in the corporate cybersecurity strategic plan continued with the implementation of the solutions set out therein. Finally, mention should be made of the initiative to develop the project management system by product lines and technical management, as well as investment in infrastructure maintenance and improvement, including that related to the extension of policies and technologies to the Group's various businesses.



MAIN RISKS AND UNCERTAINTIES

Due to its global risk scope, the Integrated Risk Control and Management System is constantly being updated to incorporate new risks that may affect the Group as a result of changes in the environment or revisions of objectives and strategies, as well as updates based on lessons learned from the monitoring and control of the system.

As in 2024, during 2025 there has been an improvement in both the net financial debt figure and the Net Financial Debt/EBITDA ratio, a noteworthy fact in an environment of growth in the CAF Group's activity.

The CAF Group is exposed to various risks inherent in the activities it carries out and the different countries and markets in which it operates, which may prevent it from achieving its objectives.

As part of its commitment to address this issue, the CAF Group's Board of Directors has established the basic mechanisms and principles for adequate risk control and management through the General Risk Control and Management Policy. With this policy, in line with its mission, vision and values, the Group is committed to providing greater certainty and security in:

- Achieving the strategic objectives determined by the CAF Group with controlled volatility;
- Providing the highest level of guarantees to shareholders;
- Protecting the CAF Group's performance and reputation;
- Defending the interests of its stakeholders; and
- Ensuring business stability and financial soundness on a sustained basis over time.

To this end, the General Risk Control and Management Policy is deployed through an Integrated Risk Control and Management System for the entire CAF Group. Such a system is a set of rules, processes, procedures, controls and information systems, whereby all risks are adequately managed through the following system steps and activities, which include:

1. Establishment of the risk management context for each activity, setting, inter alia, the level of risk that the Group considers acceptable.

2. Identification of the different types of risk, in line with the main ones detailed in the Policy, faced by the Group.

3. Analysis of the risks identified and their impact on the CAF Group as a whole.

   – Corporate Risks – risks affecting the Group as a whole.
   – Business Risks – risks that are specific to each business/project and vary according to the uniqueness of each business/project.

4. Risk assessment based on the level of risk that the Group considers acceptable (risk appetite).

5. The measures envisaged to address the risks identified.

6. Regular monitoring and control of current and potential risks through the use of internal control and information systems.

The Comprehensive Risk Management System adopted by the CAF Group detailed above is aligned with international standards regarding the use of an effective methodology for the analysis and integrated management of risk and the Three Lines Model, on the allocation of responsibilities in the area of risk control and management.

In this respect, the Board of Directors is ultimately responsible for the General Risk Control and Management Policy, approving the appropriate procedures for their identification, measurement, management and control. It is also responsible for establishing clear lines of authority and responsibility, requiring the existence of appropriate methodologies for measuring the different types of risk and effective internal

controls over their management. It is also the body responsible for establishing and monitoring the Integrated Risk Control and Management System implemented in the Group, and verifying that the relevant risks for the Group are consistent and within the defined risk tolerance level.

The Audit Committee is responsible for the supervision or independent assessment of the effectiveness of the Integrated Risk Management and Control System in place and the procedures designed to monitor it. This will be supported by the Risk Management Department and additionally by the Internal Audit Function.

The most significant risks faced by the Group fall into the following categories:

- Strategic Risk: risk arising from the uncertainty of macroeconomic and geopolitical conditions, as well as the characteristics of the sector and markets in which the Group operates and the strategic and technological planning decisions taken.
- Financial risks: arising from market fluctuations (financial and commodities), contractual relationships with third parties (customers, debtors) and counterparties related to the investment in financial assets and liabilities (financial institutions, investors). The subcategories of risks included are as follows:

  – Market risk, considering the following typologies:

  - Interest rate risk: the risk of changes in interest rates that may cause changes in the Group's results and in the value of its assets and liabilities.

  - Foreign exchange risk: the risk arising from changes in the exchange rates of one currency against another with the potential impact on future transactions and the valuation of assets and liabilities denominated in foreign currencies.

  - Commodity price risk: the risk arising from variations in prices and market variables in relation to raw materials required in the business supply chain.

MAIN RISKS AND UNCERTAINTIES

– Credit risk: this is the risk of insolvency, bankruptcy or insolvency proceedings or the possible non-payment of quantifiable monetary obligations by counterparties to which the Group has effectively extended net credit and which are pending settlement or collection.

– Liquidity and funding risk: in relation to liabilities, this is the risk linked to the impossibility of carrying out transactions or failing to meet obligations arising from operating or financial activities due to a lack of funds or access to financial markets, whether arising from a decline in the company's credit quality or other causes. In relation to assets, it is the risk of not being able to obtain purchasers of the asset at any given time for sale at market price, or the lack of a market price.

The Group's exposure to market risk and credit risk and the use of derivative financial instruments used to hedge the risks to which its activities are exposed are detailed in Note 16 "Financial instruments and financial risk management" in the notes to the consolidated financial statements. Liquidity risk is discussed in more detail in the next section.

- Legal Risks: these arise from the preparation and execution of contracts and obligations of different natures (commercial, administrative, intellectual and industrial property, etc.) and the possible contingencies arising from them. This also includes risks related to legal proceedings, administrative procedures and claims.

- Operating Risk: this is the risk inherent in all the Group's activities, products, systems and processes that cause economic and reputational impacts caused by human/technological errors, internal processes that are not sufficiently robust or the intervention of external agents.

- Corporate Governance Risk: this arises from potential non-compliance with the Group's Corporate Governance System, which regulates the design, integration and operation of the Governing Bodies and their relationship with the company's stakeholders; and which in turn are based on the commitment to ethical principles, good practices and transparency, articulated around the defence of social interest and the creation of sustainable value.

- Compliance and Regulatory Risk: this arises from the violation of national and international regulations and laws that are applicable regardless of the activity itself, and fall into the following major blocks: (i) Commercial and Competition (market abuse, corporate obligations and securities market regulations, antitrust and unfair competition), (ii) Criminal (crime prevention, including corruption-related crimes), (iii) Labour, (iv) Tax and (v) Administrative (including personal data protection regulations, environmental laws, etc.).

  The Consolidated Statement of Non-Financial Information and Sustainability Information for the year ended 2025 elaborates on the different types of risks listed above. In particular, the focus is on human rights, social, environmental, people, reputational, anti-corruption and anti-bribery risk.

Due to its global risk scope, the Integrated Risk Control and Management System is constantly being updated to incorporate new risks that may affect the Group as a result of changes in the environment or revisions of objectives and strategies, as well as updates based on lessons learned from the monitoring and control of the system.

The Israel–Palestine conflict poses a risk of uncertainty in the markets in which the Group operates.

The current situation is affecting the pace of project implementation, although operations on the Jerusalem City Light Railway line are continuing as normal. The Group maintains continuous communications with its clients, working collaboratively to address the problems arising from this situation.

Furthermore, in the current geopolitical context, the Group is subject to risks and uncertainties related to changes in international trade policies, including the imposition of tariffs and other trade restrictions. At the date of these consolidated financial statements, certain tariffs have been implemented or proposed by various governments, which could affect the cost of goods imported or exported by the Group. Due to the changing nature of these business policies, it is not possible to reasonably estimate the ultimate effect on consolidated operations, financial position and results. However, due to the Group's low exposure to

transactions that could be subject to this risk, and the protection mechanisms in place in the contracts, the Group's directors do not estimate significant impacts on the consolidated financial statements. Management continues to monitor trade policy developments and will adjust operations and sourcing strategies as necessary to mitigate potential impacts.

The contingencies managed in the area of Compliance form part of the overall risks supervised in the System and details of the material aspects corresponding to financial year 2025 can be found in Note 25 of the Consolidated Annual Report and in the Consolidated Statement of Non-Financial Information and Sustainability Information.

LIQUIDITY AND CAPITAL RESOURCES

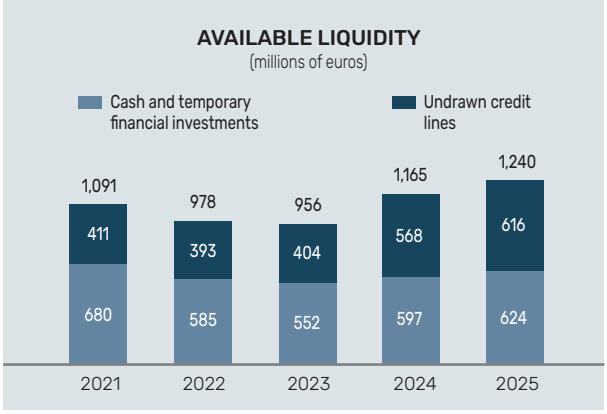
Availability of short-term liquidity

The CAF Group constantly assesses its available liquidity, including cash balances, short-term liquid investments, the availability of lines of credit, access to short-term capital market instruments and the generation of cash flows from operating activities, in order to meet the Group's liquidity needs at all times.

In assessing the CAF Group's short-term liquidity needs, the historical volatility of the CAF Group's liquidity needs, their seasonality, debt maturity profile, needs arising from investment plans, the expected level of customer advances and the evolution of working capital are taken into account, among other factors. To define target levels of available liquidity worse-than-base-case scenarios are taken into consideration.

In December 2017, Construcciones y Auxiliar de Ferrocarriles, S.A. registered a short-term promissory note issuance programme with the Irish Stock Exchange, renewed for annual periods in December 2018 and December 2019. In December 2020, the programme registered on the Irish Stock Exchange was replaced, as this was not renewed at maturity, by a programme for the issue of promissory notes with similar characteristics, incorporated on 21 December 2020 in the Mercado Alternativo de Renta Fija ("MARF"), for a maximum volume of EUR 250 million, subsequently renewed for annual periods from December 2021, having been renewed most recently in December 2025. Since 2018, placements have been made under these programmes which the Group has used as an alternative source of funding to existing credit facilities, diversifying the source of funding and adding an additional source of liquidity.

Short-term sources of available liquidity include liquid assets, short-term financial investments and undrawn credit lines. The evolution of the Group's available liquidity in recent years has been as follows:



MAIN RISKS AND UNCERTAINTIES

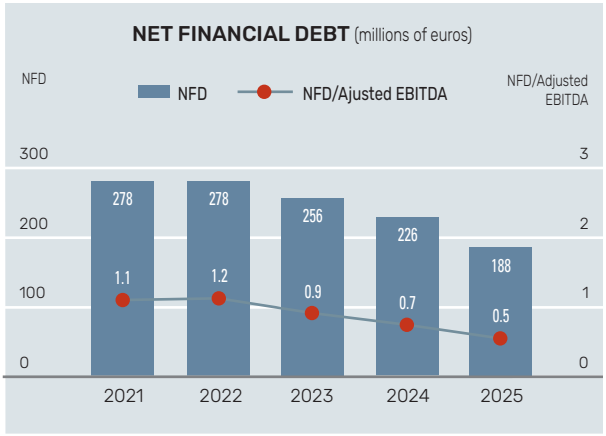
Capital structure

The Group's capital management is aimed at achieving a financial structure that optimises the cost of capital, ensuring a sound financial position. This policy makes it possible to make the creation of value for shareholders compatible with access to financial markets at a competitive cost in order to meet both debt refinancing needs and the investment plan financing requirements not covered by funds generated by the business activities carried on.

The Group's objective is to maintain leverage and credit quality levels that are appropriate for the profile of its businesses.

The CAF Group regularly assesses the appropriateness of its liability structure, and takes into consideration the projected cash flows, the maturity profile of its debt, the foreseeable evolution of its working capital and other future liquidity needs.

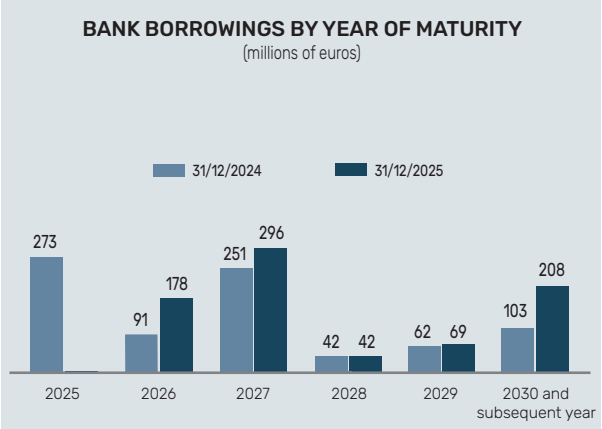
The evolution of the main figures of the group's liability structure has been as follows in recent years:



As in 2024, during 2025 there has been an improvement in both the net financial debt figure and the Net Financial Debt/EBITDA ratio, a noteworthy fact in an environment of growth in the CAF Group's activity.

The CAF Group is in a continuous process of renegotiating its financial liabilities structure, with the aim of minimising the cost of its financing and adapting the maturities to its needs, within the possibilities offered by the debt markets.

The maturity profile of the Group's debt at 31 December 2025, compared to that at the end of 2024, is as follows:

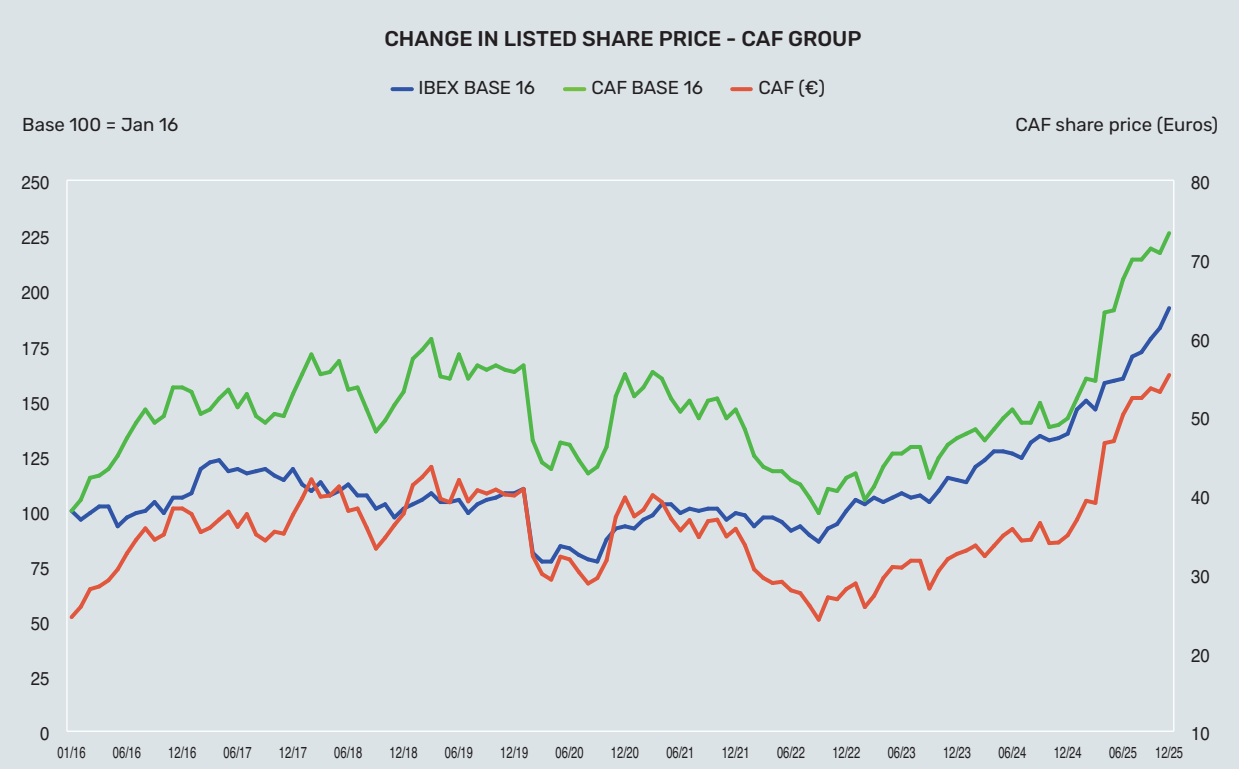


During the year 2025, the Parent has signed a loan with the European Investment Bank (EIB) to invest in innovation and sustainability in the mobility sector amounting to EUR 80 million and maturing in 2034, which at 31 December 2025 was drawn down in the amount of EUR 40 million and subject to compliance with a financial covenant relating to a liquidity ratio, a condition which had been met at that date.

Millions of Euros	2021	2022	2023	2024	2025
Gross debt Concessions	113	80	50	25	-
Gross debt Solaris	171	197	117	138	181
Gross debt Corporative	682	597	653	670	631
Total	**967**	**874**	**820**	**833**	**812**

STOCK MARKET INFORMATION

	2025	2024	2023	2022	2021
Share price					
Market capitalisation at year-end (millions of euros)	2,019	1,198	1,118	908	1,255
Last price (euros)	58.90	34.95	32.60	26.50	36.60
Minimum Price (euros)	33.30	31.10	24.05	22.30	33.05
Maximum Price (euros)	59.50	37.75	33.50	38.00	42.10
Data per Share (euros)					
Earnings per share (EPS)	4.27	3.02	2.60	1.52	2.51
Dividend per share	1.52	1.34	1.11	0.86	1.00
Stock Market Ratios					
PER (average market price/EPS)	10.88	11.24	11.28	18.56	14.88
Market average price / EBITDA adjusted	4.55	3.58	3.52	4.18	5.02
PBV (average market price/BV)	1.62	1.32	1.18	1.25	1.76
Dividend yield	3.3%	3.9%	3.8%	3.0%	2.7%
Pay-out ratio (Dividend/EPS)	36%	44%	43%	56%	40%
Liquidity Ratios					
Free-float rotation	62%	40%	62%	83%	51%
Traded volume (million of shares)	10.6	6.9	10.2	13.4	8.6



OTHER INFORMATION

EVENTS AFTER THE REPORTING PERIOD

At 31 December 2025, the Group had a firm backlog of approximately EUR 16,235 million (EUR 14,695 million at 31 December 2024) (Note 11).

On 19 December 2025, SNCB (Société Nationale des Chemins de fer Belges) announced the award to CAF of the contract for the design, manufacture and supply of the new fleet of AM30 trains that will renew the fleet of units currently operated by the Belgian company. This is a framework agreement with a base scope of 180 trains (capacity for 54,000 seats) with possible future supply extensions of up to 380 additional units (capacity for 170,000 seats).

Also in the 2025 financial year, CAF concluded three agreements with the National Tunnels Authority (NAT), the state company in charge of developing the metro network in Egypt, to carry out the comprehensive modernisation of 39 units on Line 2 and the maintenance of units on Lines 1 and 2 of the Cairo Metro. At the same time, the consortium (RTI), led by CAF together with the companies AET S.r.l., Francesco Ventura Costruzioni Ferroviarie S.r.l., Mer Mec STE S.r.l. and Leonardo S.p.A., has been awarded the contract by E.A.V. S.r.l. (Ente Autonomo Volturno S.r.l.), the transport operator of the Italian region of Campania, for the execution of the comprehensive project of batch 2 for the new Line 10 of the Naples Metro, covering the design and implementation of the automatic metro system.

Finally, in January 2026, Metropolitan Area Transport Ltd, Helsinki City Transport and Länsimetro Ltd, the owner entities that manage and operate the Helsinki metro, have confirmed the award to CAF of the contract for the modernisation of the signalling of the entire infrastructure with the CBTC (Communications-Based Train Control) system developed by CAF, called OPTIO. As a result of the above, the agreement also includes the supply of the command post and the modernisation of the fleet of M300 units previously supplied by CAF, to equip it with on-board signalling equipment compatible with this train control system.

The volume of the CAF Group's scope of work for these recent awards (not included in the backlog) exceeds EUR 2.3 billion.

ACQUISITION AND DISPOSAL OF TREASURY SHARES

During the year 2025, several treasury share transactions were carried out on the continuous market. The breakdown of treasury shares held by Construcciones y Auxiliar de Ferrocarriles, S.A. is as follows:

	NO. OF SHARES	NOMINAL VALUE (thousands of euros)	AVERAGE PURCHASE PRICE (euros)	TOTAL COST (thousands of euros)
Treasury shares at 31 December 2025	30,373	9	46.31	1,407

Additional information on treasury share transactions in the year 2025 is set out in Note 13.b to the consolidated financial statements.

PAYMENT TO SUPPLIERS

In relation to the information on the average payment period to suppliers, the information required by the second final provision of Law 31/2014, of 3 December (amended by the Third Additional Provision of Law 18/2022, of 28 September), prepared in accordance with the ICAC Resolution of 29 January 2016, is detailed below:

	2025	2024
	Days	Days
Average period of payment to suppliers	77.18	77.54
Ratio of transactions settled	74.62	76.01
Ratio of transactions not yet settled	87.90	83.02
	Thousands of Euros	Thousands of Euros
Total payments made	1,475,206	1,376,120
Total payments outstanding	351,682	344,136

Year 2025

INVOICES PAID TO SUPPLIERS IN A PERIOD SHORTER THAN THE LEGAL MAXIMUM PERIOD			
Thousands of Euros	Number of invoices	% to total payments	% to the total number of invoices
559,852	178,313	38%	42%

Year 2024

INVOICES PAID TO SUPPLIERS IN A PERIOD SHORTER THAN THE LEGAL MAXIMUM PERIOD			
Thousands of Euros	Number of invoices	% to total payments	% to the total number of invoices
442,535	126,969	32%	34%

In order to reduce this period, bringing it into line with the maximum established by Law 11/2013, the Group is making an effort to adapt the events that give rise to payments to the collection events, so as to reduce the payment time without losing the necessary liquidity.

ALTERNATIVE PERFORMANCE MEASURES

The CAF Group's financial information contains figures and measures prepared in accordance with applicable accounting standards, as well as other measures referred to as Alternative Performance Measures (APMs). The APMs are considered to be adjusted from those presented in accordance with International Financial Reporting Standards, as adopted by the European Union (EU-IFRS), and should therefore be considered by the reader as supplementary to, but not a substitute for, those standards.

The APMs are important to users of financial information because they are the measures used by the CAF Group's management to assess its financial performance, cash flows or financial position in making financial, operational or strategic decisions for the Group.

The APMs contained in the CAF Group's financial information are as follows:

Order intake: includes orders considered firm during the year as well as modifications that may have been made to orders from previous years.

Millions of Euros	31/12/25	31/12/24
+ Backlog at the end of the period	16,235	14,695
- Backlog at start of period	(14,695)	(14,200)
+ Revenue	4,487	4,212
Order intake	**6,027**	**4,707**

Order in take/Revenue ratio (Book-to-bill): ratio resulting from dividing "Order Intake" for the year by "Revenue" in the consolidated income statement for the period. The evolution of this ratio gives an indication of the volume of "net turnover" in the future.

OTHER INFORMATION

Millions of Euros	31/12/25	31/12/24
Order intake for the period	6,027	4,707
Revenue	4,487	4,212
Book to Bill	**1.3**	**1.1**

Order backlog: represents the volume of firm orders that will be recognised in the consolidated income statement under "Revenue". An order is considered firm only when it generates obligations between the CAF Group and the customer, which, in the case of sales of trains, buses and services, is considered to occur when the contract between the parties is signed, considering the contractual options already executed by the customer and reduced by the estimate of contractual penalties.

Order backlog/revenue ratio: ratio resulting from dividing the order backlog for the current period by the "Revenue" in the consolidated income statement for the year. The evolution of this ratio gives an indication of the volume of "net turnover" in the future.

Millions of Euros	31/12/25	31/12/24
Backlog current period	16,235	14,695
Revenue for the period	4,487	4,212
Backlog/revenue ratio	**3.6**	**3.5**

Adjusted EBITDA (Earnings Before Interest, Taxes, Depreciation and Amortisation): the EBITDA indicator is calculated by eliminating the amounts recorded under the headings "Depretiation and amortisation charge" and "Impairment and gains or losses on disposal of non-current assets" from the "Operating result". EBITDA is adjusted for items reflecting significant one-off items or events that are not expected to occur in the coming years, such as litigation arising outside normal business operations, restructurings, acquisition costs, etc.

Millions of Euros	31/12/25	31/12/24
Operating profit/(loss) (EBIT)	246	216
Depreciation and amortisation charge	108	110
Impairment and gains or losses on disposals of non-current assets	(4)	(1)
EBITDA	**350**	**325**
Other adjustments	-	-
Adjusted EBITDA	**350**	**325**

EBIT margin: is the ratio of "Operating profit/loss" to "Revenue" in the consolidated statements of profit or loss for the period.

Millions of Euros	31/12/25	31/12/24
Operating profit/(loss) (EBIT)	246	216
Revenue	4,487	4,212
EBIT margin	**5.5%**	**5.1%**

Net margin: is the ratio of "Consolidated profit for the year attributable to the Parent" to "Revenue" in the consolidated income statement for the period.

Millions of Euros	31/12/25	31/12/24
Consolidated profit for the year attributable to the Parent	146	103
Revenue	4,487	4,212
Net margin	**3.3%**	**2.5%**

Investment in working capital: is calculated as the difference between current assets and current liabilities. Current assets and liabilities exclude all items that are classified as Net Financial Debt, Fixed Assets and Other Assets and Liabilities. This measure is used by CAF Group management in the management and decision making related to the cash conversion cycle of the business, as effective working capital management leads to an optimal level of investment in working capital that does not jeopardise the company's solvency to meet its short-term payment obligations. The breakdown is as follows:

Millions of Euros	31/12/25	31/12/24
+ Other non-current assets	4	4
+ Inventories	700	636
+ Trade receivables for sales and services	2,488	2,264
+ Other receivables	229	209
- Other receivables - Concessions (current assets) (Notes 8.b.2 and 11)	(112)	(118)
+ Other current assets	20	28
- Other non-current liabilities	(38)	(72)
- Current provisions	(416)	(386)
- Suppliers and other payables	(2,782)	(2,569)
- Other current liabilities	(6)	(7)
Investment in working capital	**87**	**(11)**

Fixed assets: this is calculated by subtracting the following from total non-current assets: the fixed asset items that form part of the calculation of the "Net Financial Debt" indicator, non-current hedging derivatives on assets, deferred tax assets, non-current right of return assets and right of use assets, and current liabilities to suppliers of fixed assets. In addition, other receivables related to concessions and financial assets at amortised cost are added to current assets.

Millions of Euros	31/12/25	31/12/24
+ Intangible assets	467	475
+ Property, plant and equipment (Note 7)	435	408
+ Investment accounted for using the equity method (Note 8.a)	32	36
+ Non-current financial assets	171	255
- Financial investments - Non-current assets (Notes 8.b.2 and 13)	-	(10)
+ Other receivables - Concessions (current assets) (Notes 8.b.2 and 11)	112	118
+ Other current financial assets at amortised cost (Note 12)	3	1
- Payable to non-current asset suppliers (Note 14)	(9)	(15)
Fixed assets	**1,211**	**1,268**

Other assets and liabilities: this is derived from consideration of the non-current assets and liabilities and current assets and liabilities listed below:

Millions of Euros	31/12/25	31/12/24
+ Rights-of-use assets (Note 7)	91	90
+ Non-current hedging derivatives - Non-current assets	21	1
+ Deferred tax assets	177	171
+ Current hedging derivatives - Current assets	52	23
+ Current tax assets	10	13
+ Dividends receivable	-	-
- Non-current provisions	(158)	(146)
+ Investments accounted for using the equity method recorded as liabilities (Note 8.a)	8	5
- Non-current financial liabilities - Other financial liabilities	(95)	(87)
+ Non-current interest-bearing refundable advances (Notes 13 and 14)	19	9
- Deferred tax liabilities	(127)	(147)
- Non-current hedging derivatives - Non-current liabilities	(20)	(2)
- Current financial liabilities - Other financial liabilities	(46)	(49)
+ Current interest-bearing refundable advances (Notes 13 and 14)	1	1
+ Payable to non-current asset suppliers (Note 14)	9	15
- Current tax liabilities	(29)	(17)
- Current hedging derivatives - Current liabilities	(35)	(15)
Total Other assets and liabilities	**(122)**	**(135)**

OTHER INFORMATION

CAPEX: this is obtained as the sum of the additions for the year in "Other intangible assets" and "Property, plant and equipment" excluding rights of use, which are detailed in Notes 6.b and 7.a to the consolidated financial statements.

Millions of Euros	31/12/25	31/12/24
Additions to Other intangible assets	32	47
Additions to property, plant and equipment	74	49
CAPEX	**106**	**96**

Cash Flow: this is calculated as the change in Net Financial Debt between the previous and the current period, excluding the effect of dividend payments to shareholders.

Millions of Euros	31/12/25	31/12/24
+ Net Financial Debt at beginning of period	226	256
- Net Financial Debt at end of period	(188)	(226)
+ Dividends paid to shareholders in the period	50	42
Cash-Flow	**88**	**72**

ROCE (Return On the Capital Employed): the ratio resulting from dividing the Operating result (EBIT) after tax by the average Capital Employed for the year. The evolution of this ratio indicates the operating profitability of the capital employed in the Group's activity.

Millions of Euros	31/12/25	31/12/24
Operating profit/(loss) (EBIT) after tax	173	145
Average capital employed	1,074	1,043
ROCE	**16.1%**	**13.9%**

EBIT after tax: this is calculated by subtracting the theoretical tax effect corresponding to the EBIT from the EBIT.

Millions of Euros	31/12/25	31/12/24
+ Operating result (EBIT)	246	216
- Theoretical tax effect	(73)	(71)
Operating result (EBIT) after tax	**173**	**145**

Theoretical Tax Effect: this is calculated by multiplying the Operating result (EBIT) by the tax rate for the year. The tax rate is the result of dividing the "Income tax" by the "Profit before tax".

Millions of Euros	31/12/25	31/12/24
Operating result (EBIT)	246	216
Tax rate	29.8%	33.0%
Theoretical tax effect	**73**	**71**

Average Capital Employed: this is calculated as the arithmetic mean of the Operating Capital employed at the end of the previous financial year and at the end of the current financial year.

Millones de Euros	31/12/25	31/12/24	Average	31/12/24	31/12/23	Average
+ Fixed assets	1,211	1,268	1,240	1,268	1,371	1,320
+ Investment in working capital	87	(11)	38	(11)	(74)	(43)
+ Other assets and liabilities	(122)	(135)	(128)	(135)	(173)	(154)
- Investments accounted for using the equity method (Note 8.a)	(32)	(36)	(34)	(36)	(45)	(41)
- Long-term receivables from associates (Note 9.a)	(44)	(40)	(42)	(40)	(38)	(39)
Capital Employed	**1,100**	**1,046**	**1,074**	**1,046**	**1,041**	**1,043**

Net Financial Debt: this is derived from the consideration of the non-current assets and liabilities and current assets and liabilities detailed below:

Millions of Euros	31/12/25	31/12/24
+ Interest-bearing refundable advances (Note 14)	20	11
+ Bank borrowings - Non-current liabilities (Note 15)	614	549
+ Bank borrowings and debt instruments - Current liabilities (Note 15)	178	273
- Financial investments - Non-current assets (Note 8.b.2)	-	(10)
- Short-term financial investments (Note 12)	(26)	(24)
- Cash and cash equivalents	(598)	(573)
Net Financial Debt	**188**	**226**

Net Financial Debt/Adjusted EBITDA Ratio: the ratio resulting from dividing "Net Financial Debt" by Adjusted EBITDA. The evolution of this ratio gives an indication of the Group's ability to meet its Net Financial Debt with the cash flows generated by its ordinary activity.

Millions of Euros	31/12/25	31/12/24
Net Financial Debt	188	226
Adjusted EBITDA	350	325
Net financial debt/Adjusted EBITDA	**0.5**	**0.7**

Gross Financial Debt: this is obtained from the consideration of the liability items that make up the "Net Financial Debt" calculation.

Millions of Euros	31/12/25	31/12/24
+ Interest-bearing refundable advances (Note 14)	20	11
+ Bank borrowings - Non-current liabilities (Note 15)	614	549
+ Bank borrowings and debt instruments - Current liabilities (Note 15)	178	273
Gross Financial Debt	**812**	**833**

Available liquidity: this represents the amount of available Cash and Cash Equivalents and the volume of undrawn credit facilities, showing the Group's ability to meet its ordinary business obligations. The breakdown is as follows:

Millions of Euros	31/12/25	31/12/24
Current financial assets - Short-term financial investments (Note 12)	26	24
Cash and Cash Equivalents	598	573
Credit lines and other undrawn credit facilities (Note 15)	616	568
Available Liquidity	**1,240**	**1,165**

Stock market capitalisation: this means the total value of the Parent's shares issued on the stock exchange at the end of the period, calculated as the product of the number of shares issued and the quoted price of those shares at that date.

	31/12/25	31/12/24
Number of issued shares (in millions of shares)	34.28	34.28
Quoted price at close	58.90	34.95
Market capitalisation (millions of euros)	**2,019**	**1,198**

Dividend per share: this is the ratio of the amount of proposed dividends to be distributed during the year divided by the number of shares of the Parent issued on the stock exchange at the end of the period.

	31/12/25	31/12/24
Proposed dividend distribution (in millions of euros)	52.11	45.94
Number of issued shares (in millions of shares)	34.28	34.28
Dividend per share (in euros)	**1.52**	**1.34**

OTHER INFORMATION

Per Ratio: the ratio resulting from dividing the current period average share price by the "Net Earnings per share".

	31/12/25	31/12/24
Average price for the year (in euros)	46.45	33.94
Net earnings per share (in euros)	4.27	3.02
PER	**10.88**	**11.24**

Average share price/Adjusted EBITDA ratio: the ratio resulting from dividing the product of the number of shares issued by the average share price for the current period by the adjusted EBITDA for the period.

	31.12.25	31.12.24
Number of issued shares (in millions of shares)	34.28	34.28
Average price for the year (in euros)	46.45	33.94
Average capitalisation (millions of euros)	**1,592.31**	**1,163.46**
Adjusted EBITDA (in millions of euros)	350	325
Market average price/adjusted EBITDA	**4.55**	**3.58**

PBV Ratio: the ratio resulting from dividing the current period average share price by the book value of the shares, whereby the book value is obtained by dividing the "Equity attributable to the Parent" by the number of shares issued.

	31.12.25	31.12.24
Average price for the year (in euros)	46.45	33.94
Equity attributable to the Parent (in millions of euros)	981	882
Number of issued shares (in millions of shares)	34.28	34.28
Book value per share (in euros)	28.62	25.73
PBV ratio	**1.62**	**1.32**

Dividend yield: this is obtained by dividing the Dividend per share by the current period's average share price on the Stock Exchange.

	31.12.25	31.12.24
Dividend per share (in euros)	1.52	1.34
Average price for the year (in euros)	46.45	33.94
Dividend yield (%)	**3.3%**	**3.9%**

Pay-out: this is obtained by dividing the Dividend per share by the Net earnings per share.

	31.12.25	31.12.24
Dividend per share (in euros)	1.52	1.34
Net earnings per share (in euros)	4.27	3.02
Pay-out (%)	**36%**	**44%**

Free-float ratio: this ratio compares the volume of shares traded to the estimated free-float, which does not include shares held by significant shareholders, members of the board of directors or treasury shares. The estimated % of free float is disclosed in the annual corporate governance report (section A.11).

	31.12.25	31.12.24
Volume of securities traded (in millions of titles)	10.57	6.86
Number of issued shares (in millions of shares)	34.28	34.28
Free-float (%)	50.00%	49.80%
Estimated number of floating shares (in millions of shares)	17.14	17.07
Free-float rotation (%)	**62%**	**40%**

ANNUAL CORPORATE GOVERNANCE REPORT

The Annual Corporate Governance Report for 2025 forms part of the Directors' Report and is published on CAF's website (www.cafmobility.com), following notification to the Spanish National Securities Market Commision.

ANNUAL REPORT ON DIRECTORS' REMUNERATION

The Annual Report on Directors' Remuneration for 2025 forms part of the Directors' Report and is published on CAF's website (www.cafmobility.com), following notification to the Spanish National Securities Market Commision.

TRUST IN MOTION

CONSOLIDATED NON-FINANCIAL STATEMENT **AND SUSTAINABILITY INFORMATION 2025**

cafmobility.com

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The following English translation is provided by the Company for information purposes only and is based on the original official document in Spanish available on the Company's website (www.cafmobility.com). In the event of any discrepancy between the English version and the original document in Spanish, the latter will prevail.

LETTER FROM THE **CHAIRMAN**

/ "At **CAF**, we have reaffirmed our commitment to a responsible, balanced and sustainable development model, coherently integrating the economic, social and environmental dimensions in all our decisions."

The year 2025 has been marked by profound **geopolitical, macroeconomic and climate instability**. The intensification of various conflicts, the new paradigm of international security, the growing technological and commercial rivalry between China and the United States, as well as the greater recurrence of extreme climate phenomena, have occupied the global agenda and conditioned the activity of governments and companies. In this scenario, sustainability is not only an obligation, but, above all, an opportunity to build a more resilient, competitive and just future.

Europe, our main market and where most of the Group's activity and focus is concentrated, has taken decisive steps in this direction with the implementation of the **Clean Industrial Deal**, the presentation of the new Multiannual Financial Framework 2028–2034, which focuses on climate, digitalisation and security as strategic priorities, and the approval of the **Omnibus** regulatory simplification package.

Despite the complexity of the global context, the outlook for our sector remains positive. The railway market is forecast to grow by 3% annually until 2029, driven by urbanisation, the rise of public transport and electrification. In parallel, the **circular economy**, **digitalisation** and **artificial intelligence** open up new ways to innovate, improve the efficiency of our operations and strengthen the resilience of our businesses.

At **CAF**, we have reaffirmed our **commitment to a responsible, balanced and sustainable development model,** coherently integrating the economic, social and environmental dimensions in all our decisions. Our **Strategic Plan, Master Plan** and **Sustainability Policy** continue to be the roadmap that guides our growth and directs our contributions to the well-being of individuals and the health of the planet.

The 2025 financial year has been particularly relevant for **CAF**. We have strengthened our order book, increased revenue and improved profitability, while maintaining a solid financial position. Particularly noteworthy is the award of the **largest contract in our history** with SNCB, worth 1.7 billion euros, as well as the agreement for our first automated guided vehicle project for the Naples metro.

In **environmental** terms, we have managed to reduce our absolute emissions (tCO_{2e}) from scope 1 and 2 by 30% (60% in intensity), in addition to a 43% reduction in scope 3 emissions associated with product use (gCO_{2e}/passenger*kilometre), all compared to the base year 2019. These reductions, together with robust governance and strong sustainability performance, have enabled us to achieve **the highest CDP score of A**, placing us in line with or above our peers in the main ESG ratings, such as EcoVadis, MSCI, Sustainalytics and S&P.

In the **social dimension,** the relevance of our **commitment to people** has also been recognised with the certification as **Regional Top Employer in Europe** (Spain, France, United Kingdom, Germany and Poland), a milestone that reflects our best practices in talent management and the creation of safe, motivating and quality work environments.

Furthermore, our **strong commitment to business ethics and respect for Human Rights** in all our operations is materialised by systematically applying case-by-case due diligence, in full alignment with the UN Guiding Principles, the OECD Guidelines and the Ten Principles of the Global Compact. Our determination to operate in an ethical and transparent manner has resulted, inter alia, in the publication of specific Relevant Information in relation to the Jerusalem project and the due diligence applied to it.

Finally, in the area of **sustainable finance**, 86% of our turnover at year-end 2025 is aligned with the European Taxonomy of Sustainable Activities, reaching our target and reinforcing our position as a sustainable value. In addition, we exceeded **one billion euros in products**

linked to our Green and Sustainable Finance Framework and signed a loan of **80 million euros** with the **European Investment Bank** to drive innovation and sustainability in our operations.

These results, together with the transparency and rigour that characterise us, have contributed to the **revaluation of CAF's market value** in 2025, with growth of **69%**. This progress shows that our strategy is sound and that we are fully prepared to meet the challenges of the future.

Looking ahead, **2026** will be a **key year for consolidating** the planned actions and achieving the objectives set out in our **Strategic Plan and Sustainability Master Plan**, as well as for defining the new goals for the next strategic cycle.

I would like to express my sincere thanks to all the **people** who are part of **CAF** for their dedication, professionalism and daily commitment. To our **shareholders**, thank you for your trust and continued support. To our **customers**, for choosing us as strategic partners. And to our **suppliers**, for accompanying us with responsibility and excellence in each project. Together we are building a more robust, more competitive and more sustainable **CAF** .

We are convinced that our efforts have a **positive and lasting impact on people's lives and on the care of the planet**. This is the path we have set out and will continue to follow with determination.

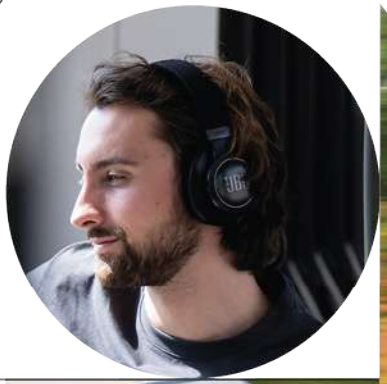
Thank you for your continued trust in us.

We are CAF. We are sustainable.

Sincerely,

Andrés Arizkorreta

Chairman of the Board of Directors



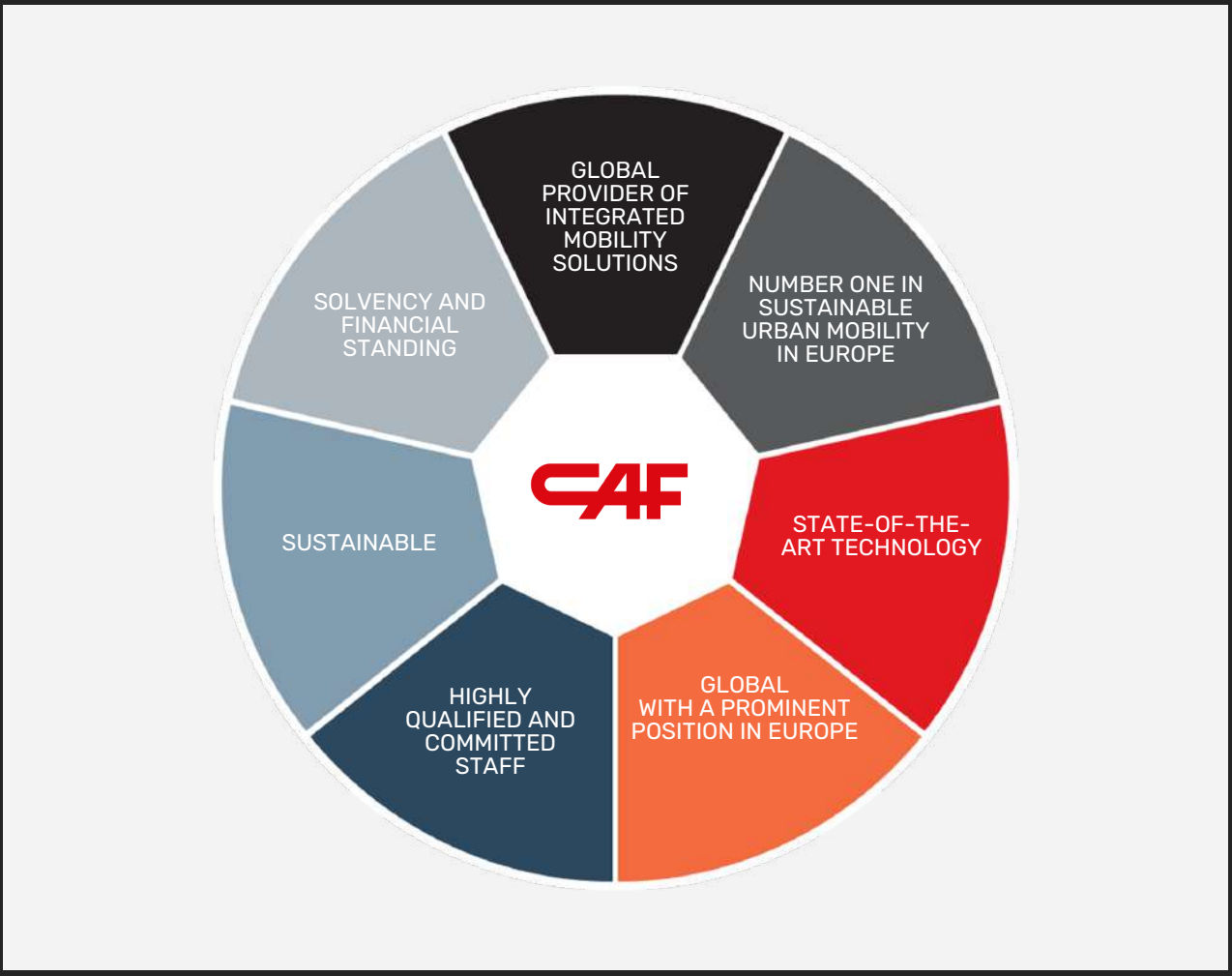
Moving for Lives

WE ARE CAF

"We are **CAF**, an international leader in the design and supply of integrated transport systems and a benchmark in the sustainable mobility sector."

We have been committed to environmentally friendly mobility for more than 100 years. With every project, we are not only moving people, but also pushing the future towards a greener and more efficient horizon.

Our range of products and services includes trains, buses, components, signalling systems and services and complete turnkey mobility solutions. We are present in more than 60 countries around the world and have production facilities in Europe in Spain, France, the UK and Poland, as well as in the USA, Mexico and Brazil. In addition, we have numerous maintenance and warranty centres on all five continents.



MAIN FIGURES

CAF integrates economic, environmental, social and governance criteria in its decision-making and operations, contributing to the reduction of the environmental impact of transport and to the progress of a more sustainable, inclusive and efficient mobility.

ECONOMIC
Generate revenues, control costs and maintain liquidity and profitability, ensuring sustainability and value creation.

SOCIAL
Promote human rights, diversity, labour welfare and ethical relations with communities.

SUBCONTRACTORS
Minimise ecological impact, manage resources efficiently and reduce emissions.

GOVERNANCE
Ensure transparency, corporate ethics and management that protects shareholders and other stakeholders.

Moving forward, taking care of the environment.

Moving forward, taking care of people.

Moving forward, doing things right.

Moving for Lives.

The following are some of the main figures for the financial year 2025

ECONOMIC **DIMENSION**

PORTFOLIO
€16,235 M

SALES
€4,487 M

EBIT
€246 M

DFN/EBITDA
0.5x

SOCIAL **DIMENSION**

EMPLOYEES 31/12/2025
17,788

FREQUENCY RATE
13.8

EMPLOYEE SATISFACTION
6.8/10

CUSTOMER SATISFACTION
8.1/10

ENVIRONMENTAL **DIMENSION**

30%
Absolute emissions reduction 1&2 (tCO_{2e})

43%
Emissions reduction 3 (product use, gCO_{2e}/ passenger*km)

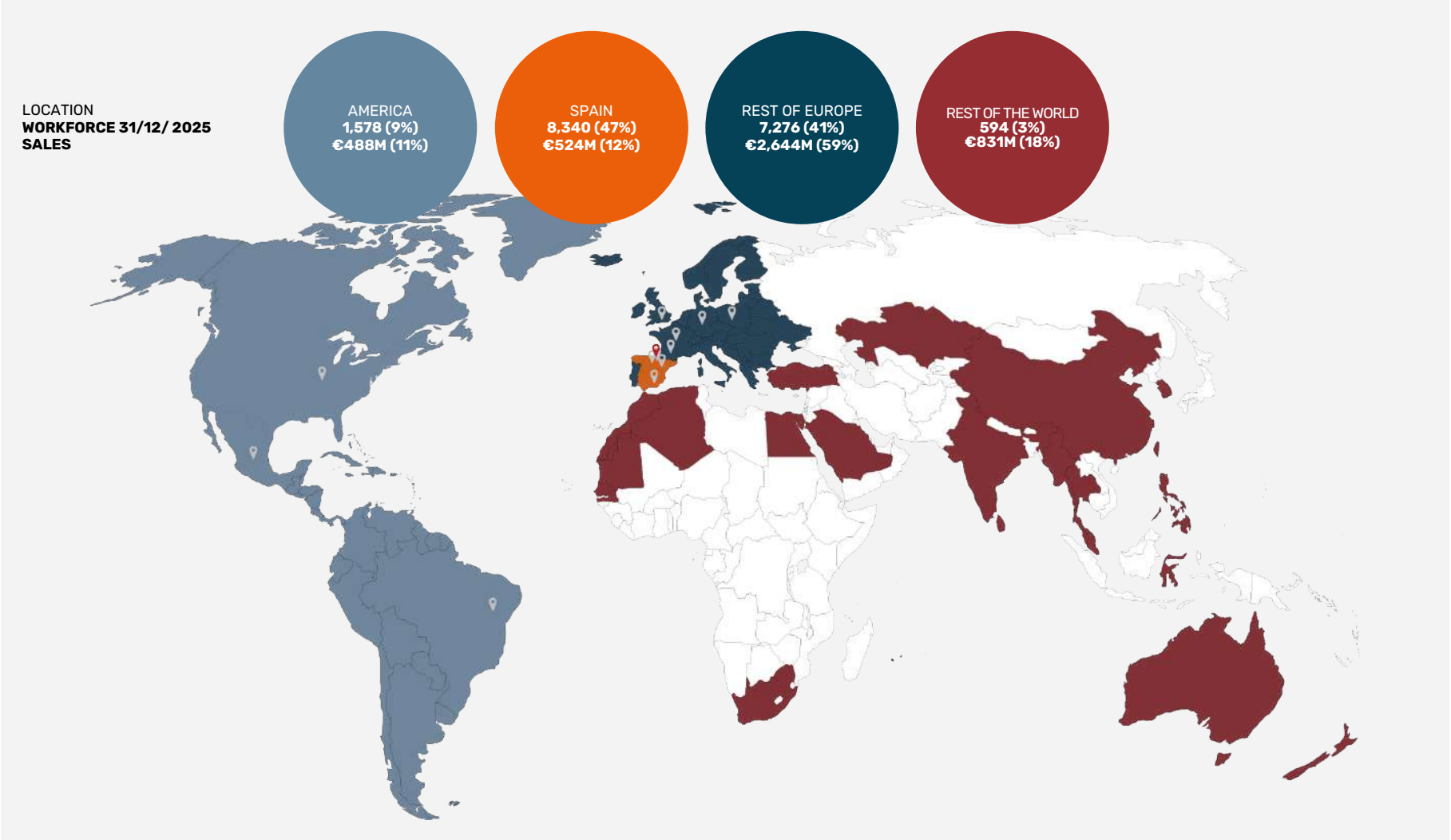
86%
Alignment of sustainable activities with the European Taxonomy (turnover)

A **CDP** ASSESSMENT

INTERNATIONAL PRESENCE

HEADQUARTERS

PRODUCTION PLANTS



A YEAR OF ACTIVITY AT A GLANCE

January - February - March

MILESTONES

- Solaris wins its first contract in Canada.

- Approval by the Board of Directors and publication of the Group's **Artificial Intelligence and Data Policy** .

April - May - June

MILESTONES

- Start-up of a new wheel-forging heat treatment line.
- Inclusion for the second year in the **Merco Top 100** (Corporate Reputation Business Monitor).

- Collaboration agreement with **Workiva** as a data and reporting tool for Sustainability Reporting.
- Collaboration agreement with **Greemko** for the calculation of greenhouse gas emissions and the reporting of data related to the Group's environmental aspects.

- Implementation of **SAP GRC Process Control** for the management of controls associated with the Internal Control System over Sustainability Reporting (ICSSR) and Cybersecurity.

RECOGNITIONS

- Recognition at the **Randstad Awards** as the most attractive industrial company to work for in Spain.

July - August - September

MILESTONES

- The electric Urbino 10.5 bus wins the **Sustainable Bus Award 2026**.

- **CAF** remits to the Spanish Securities and Exchange Commission (CNMV) **Relevant Information** on the Jerusalem light rail project.

- The **European Investment Bank (EIB)** and **CAF** sign a 80 million euro loan to invest in innovation and sustainability in the mobility sector.

October - November - December

MILESTONES

- **CAF** is awarded the **macro-contract** for the supply of the new train fleet to the Belgian operator **SNCB**.
- **CAF** is awarded its **first automatic metro driving** project in Naples.
- Solaris launches the **rehabilitation service for zero emission buses.**

- Certification as a **Regional Top Employer** in Europe (Spain, France, UK, Germany and Poland).
- Extension of the **ISO 45001 Certification** to five more sites.
- **CAF** is included in the **CDP** (*Carbon Disclosure Project*) climate change rating '**A List**'.

RECOGNITIONS

- **Innovative Company Award - *Mutua de los Ingenieros* Award** for the firm commitment to technological innovation and sustainable engineering.
- **CAF** is included in the S&P Global Sustainability Yearbook in February 2026 (based on CSA 2025 scores).

- **CAF** is recognised by Time and Statista as one of the **World's Best Companies Sustainable Growth 2026.**

1/GENERAL INFORMATION ESRS 2

1.1 Basis for the preparation of the Report [BP-1][BP-2]
1.2 Sustainability Governance ESRS 2 [GOV-1][GOV-2][GOV-3][GOV-4]
1.3 Strategy ESRS 2 [SBM-1][SBM-2]
1.4 Double Materiality Assessment [IRO-1][SBM-3][IRO-2].

1/GENERAL INFORMATION ESRS 2

1.1 BASIS FOR PREPARATION OF THE REPORT [BP-1][BP-2]

1.1.1. GENERAL BASIS FOR PREPARATION OF THE SUSTAINABILITY STATEMENTS [BP-1]

At **CAF**[1], the preparation of the Consolidated Non-Financial Statement and Sustainability Information (hereinafter Sustainability Report or NFIS) reflects our commitment to transparency and regulatory compliance, in line with the Corporate Sustainability Reporting Directive (CSRD), the European Sustainability Reporting Standards (ESRS) and the Non-Financial Reporting and Diversity Act 11/2018. This document integrates our main actions, results and commitments in the area of sustainability, following a rigorous methodological approach that guarantees the homogeneity and comparability of the information reported.

/ The **CAF** Sustainability Report ensures regulatory compliance and, at the same time, reinforces our commitment to sound sustainability management and continuous improvement.

Basis for preparing the Report

CAF's Sustainability Report is one of the main communication tools in this area and in our relationship with our stakeholders. Thus, it is a clear and rigorous compilation of the relevant information related to the most significant positive and negative impacts generated on our various stakeholders in terms of sustainability during the current financial year, as well as the main risks and opportunities identified. Likewise, throughout the document, the Group's strategic priorities and the actions carried out to continue advancing towards sustainable and responsible mobility are detailed.

[2-3][2-1] This report, which refers to the period from 1 January to 31 December 2025, covers the activities carried out by the Group, the controlling entity of which is Construcciones y Auxiliar de Ferrocarriles, S.A.

[BP-1_01] The Report has been prepared on a consolidated basis, ensuring that the information presented is consistent with the Group's consolidated financial statements. This approach guarantees that financial and sustainability data share a single consolidation framework, facilitating a comprehensive and consistent view of the Group's activities.

[1] Throughout the Report the CAF Group is referred to as **CAF**, Group, Company or Organisation interchangeably.

[BP-1_02] In this regard, we confirm that the scope of consolidation of the Sustainability Report coincides with that used in the Consolidated Financial Statement. This alignment allows reporting on the activities of all companies included in the financial perimeter, whenever possible, in accordance with the criteria established in our Internal Control System over Sustainability Reporting (ICSSR). This system also defines the parameters for periodically reviewing said perimeter, ensuring its updating and adaptation to changes in the structure of the Group.

[BP-1_02][2-2] The list of entities included in the Report corresponds to the information included in the Notes to the Consolidated Financial Statements the financial year 2025, (Note 2.f contains details on the perimeter). Sustainability information is included for those investee companies over which it controls more than 50%. As a general rule, environmental indicators consider those companies and facilities over which there is effective operational control. For companies with a stake of less than 50%, **CAF** encourages the application of its policies according to the business relationship, always in a reasonable manner and proportionate to the risk. In this regard, if significant sustainability risks are identified in these entities, their reporting in this Report would be encouraged.

[BP-1_03] As well as including consolidated information from all the Group's entities, this Report includes sustainability information on our subsidiary Solaris (Solaris Bus & Coach and its subsidiaries) which is exempt from reporting individual or consolidated sustainability information, in accordance with Articles 19a(9) and 29a(8) of Directive 2013/34/EU.

[BP-1_05][BP-1_06] In preparing this Report, **CAF** has not, as a general rule, made any omissions for reasons of future developments or ongoing negotiations, or for reasons of intellectual property, know-how or innovation results. If any omissions are made in future financial years, the reasons for them and the data affected will be indicated in "Appendix 3.1" of this Report.

Value chain coverage

[BP-1_04] The scope of this Report covers both upstream and downstream activities in our value chain, allowing us to evaluate the impacts generated throughout the life cycle of our products and services. This comprehensive approach allows us to identify and manage risks and opportunities associated with our operations, from the supply of raw materials to the final phase of use and disposal. Accordingly, the Report reflects our commitment to a holistic approach to sustainability, covering both upstream suppliers and the impact on customers and end-users. Further information on our value chain can be found in section "1.3.2. Value Chain" of this Report.

1.1.2. SPECIFIC CIRCUMSTANCES [BP-2]

Exclusions and use of estimates

The Internal Control System over Sustainability Reporting (ICSSR) also establishes clear criteria for the inclusion and exclusion of companies in the Report. Exclusions, whether temporary or permanent, require a thorough review and authorisation by the sustainability area under specific assumptions, such as lack of significant activity, inability to obtain reliable data, or non-applicability of certain indicators, e.g. due to lack of staff.

In cases where specific data is not available, we use estimates based on recognised methodologies, such as sector averages or indirect approximations. These estimates are applied ensuring the highest possible precision and are complemented by strategies aimed at improving the quality of the information reported in future years.

Throughout this Report, mainly in chapters "2. Environment" and "3.1. Own Workforce", the sum of the breakdowns of the absolute and relative values represented in tables may not exactly match the total values reflected, due to rounding of decimals. In any case, the differences are not significant.

Definition of time horizons

[BP-2_01][BP-2_02]For the purposes of reporting sustainability information and performing the Double Materiality Assessment, we have applied the time horizons defined in the European Sustainability Reporting Standards.

Thus, time horizons are structured into three levels:

- **Short term (1 year):** this horizon represents the current year on which this Report is based (2025).
- **Medium term (1-5 years):** this horizon comprises a period of four years, between the reporting year and the following five years. For the purposes of the objectives presented in the Report, we take the reference year 2026, in line with our 2026 Strategic Plan and the 2025–2026 Sustainability Master Plan.
- **Long term (5+ years): CAF's** most ambitious objectives are formulated in this time horizon, demonstrating its commitment to sustainability and long-term impact in order to lead the transition towards a sustainable and responsible mobility model for the planet. The goal of achieving net zero carbon emissions is thus set for 2045.

Metrics, estimates and sources of uncertainty

[BP-2_03][BP-2_04][BP-2_05][BP-2_06]

Throughout this Report, data on upstream or downstream stages of the value chain are explicitly identified based on estimated data from indirect sources, such as sectoral averages or benchmark values. It also describes the basis used to prepare these estimates, the level of accuracy achieved and the actions taken to improve their accuracy in future periods.

[BP-2_08][BP-2_09] Along with the background information, the main sources of uncertainty are explained, as well as the assumptions, judgements and approximations used in the measurement of these metrics. These details enable our stakeholders to better understand the limitations and strengths of the data presented, highlighting the measures planned to reduce uncertainty and ensure greater robustness in future reports.

[BP-2_09] It should be noted, as noted in the corresponding section, that in the calculations of the indicators related to the European Taxonomy of Sustainable Activities, the assumption is made that the activities and the degree of eligibility and alignment on sales for a company is applicable to the CapEx and OpEx of the same company.

[BP-2_07] Although this Report contains data obtained from estimation sources with measurement uncertainty, we have not identified any data that carries a high level of uncertainty.

Information update

[BP-2_10][BP-2_11][BP-2_12] Throughout the document, changes, if any, in the preparation or presentation of the information from prior periods are explained in detail, including the reasons for such changes and how they contribute to a better understanding of our performance. In these cases**, CAF** will disclose revised comparative figures, unless it is impossible to do so. If comparative adjustments were not possible due to practical limitations, this situation will be explicitly indicated. In such cases, the difference between the figure reported in the prior period and the revised comparative figure shall also be disclosed.

[BP-2_13][BP-2_14][BP-2_15] Likewise, if applicable, a description of the material errors[2] identified in previous periods and the corrective actions implemented will be included. In this way, we seek to reinforce transparency and confidence in the consistency of the information disclosed.

References to regulations and standards

[BP-2_16] This Report has been designed to meet the requirements of the European Sustainability Reporting Standards (ESRS) and the Spanish Law 11/2018 on Non-Financial Information and Diversity, which set out the main sustainability reporting requirements. In addition, and fundamentally in those cases where there are no other applicable regulations, indicators from the Global Reporting Initiative (GRI) Standards are used, providing a widely accepted international reference framework. In addition, in compliance with article 8 of Regulation (EU) 2020/852 on the Taxonomy of Sustainable Activities, we respond to the disclosure requirements on the degree of eligibility and alignment of our activities with those included in the Delegated Acts on Climate Change and Environment, in relation to total turnover, capital expenditure (CapEx) and operating expenses (OpEx) – see section "2.1.1. European Union Taxonomy for sustainable activities" and "Appendix 5" of this Report.

In addition, this Sustainability Report describes the **CAF's** annual progress in implementing the Ten Principles of the United Nations Global Compact in the areas of human and labour rights, environment and anti-corruption.

In addition, section "2.2. Climate Change", we respond to the carbon footprint and greenhouse gas (GHG) emissions reduction plan disclosure requirements set out in Royal Decree 214/2025.

The areas where these regulatory frameworks are partially or fully applied are detailed, clearly identifying the requirements and data points integrated by reference. This includes an exhaustive list of the reported data points, aligned with the ESRS and Spanish Law 11/2018, which ensures that each specific requirement related to environmental, social and governance aspects has been adequately addressed.

[2] An error is considered as material when the difference between the reported data and the corrected data exceeds 5%.

[BP-2_17][BP-2_20] "Appendix 2", "Appendix 3.1." and "Appendix 3.2." provide details on how the mentioned regulations and standards have been applied, specifying their usage and location within the document. Similarly, in the event that a data point is reported by reference, its location will be included in this same section.

This precise reference allows readers to identify how regulatory and normative standards are met, providing a clear basis for future verifications or audits. This ensures regulatory compliance and consistency while reinforcing our alignment with international best practices. This approach not only promotes transparency in our performance, but also ensures that the information provided is clear, structured and relevant to our stakeholders.

Results and outlook

The Group reiterates its commitment to transparency and regulatory compliance, guaranteeing the quality and relevance of the information disclosed in this Sustainability Report. This document reflects a collective effort aimed at promoting sustainable development and meeting the expectations of our stakeholders, thereby consolidating our role as an agent of positive change in the global environment. Our commitment to continuous improvement drives us to continue advancing in the integration of sustainability into every aspect of our operations and strategic decisions.

Contact information

[2-3] For any clarification, query or suggestion related to the Report or the subjects included in it, please contact: esg@caf.net.

1.2. SUSTAINABILITY GOVERNANCE

[GOV-1][GOV-2][GOV-3][GOV-4]

At **CAF**, we carry out our activity bearing in mind the importance of appropriate and transparent management as an essential factor for generating value, improving economic efficiency and strengthening the confidence of our shareholders and investors. This is implemented through our Corporate Governance model, which is based on the commitment to legality, ethical principles, best practices and transparency and is articulated around the defence of social interest and the creation of sustainable value for our stakeholders.

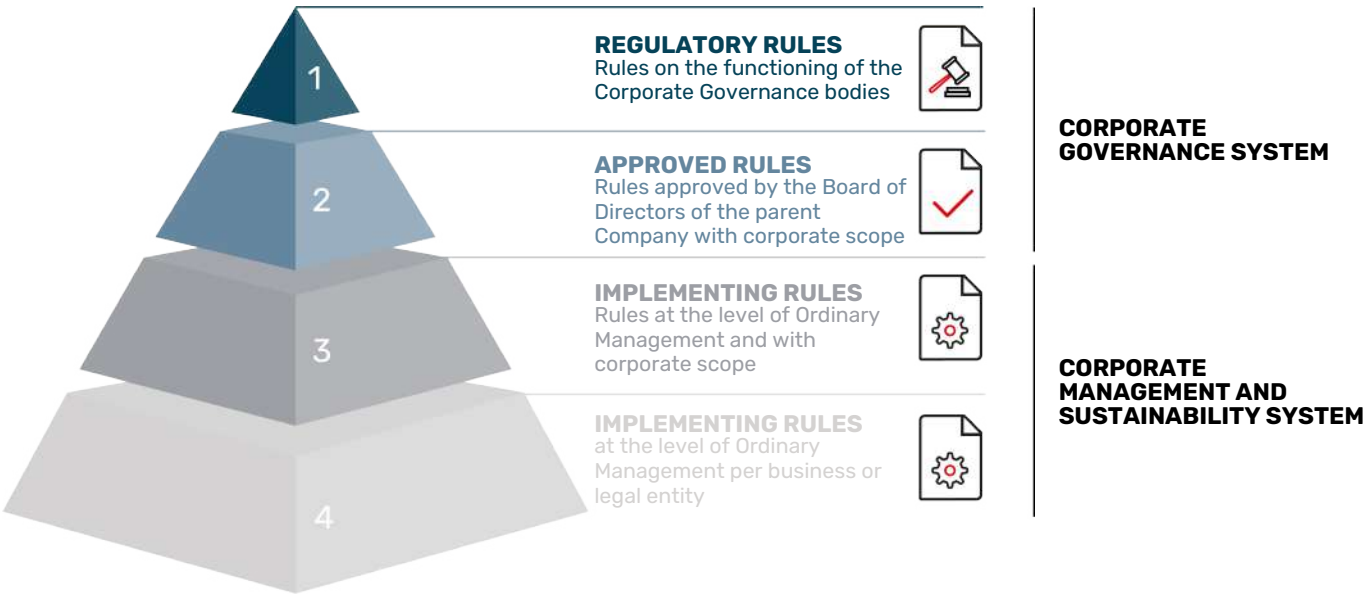
An example of this commitment to the best and most recognised corporate governance practices is **CAF's** high level of compliance, as a listed parent company, with the applicable recommendations of the Good Governance Code for Listed Companies (GGC) of the Spanish National Securities Market Commission (CNMV), as detailed in section G of the Annual Corporate Governance Report (ACGR), available on both the corporate website and the CNMV website.

During financial year 2025, the Company fully complied with all applicable recommendations, except for Recommendation 61 (on the payment of variable remuneration in shares or share-linked instruments) and Recommendation 17 (which requires at least one third of board members to be independent directors in non-large-cap companies). The reasons why these two recommendations were not complied with are specified in section G of the ACGR corresponding to the reported financial year.

Effectiveness and application of the Corporate Governance System [2-23]

At **CAF** we are highly committed to maintaining a Corporate Governance System that is fully updated and aligned with the legitimate expectations of the different stakeholders.

The general regulatory framework for Corporate Governance is composed of the Internal Regulatory System, which is structured into four hierarchical levels of rules, as follows:



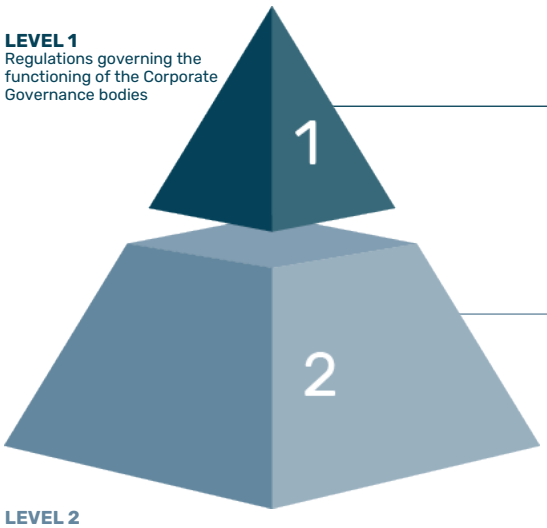
Specifically, the Corporate Governance System is the set of rules with the highest hierarchy within the Internal Regulatory System (the latter comprising all standing Group regulations). These regulations primarily aim to ensure the correct functioning of the Corporate Governance Bodies and define the strategic policies of the Company. They are based on a commitment not only to ethics, best practices and transparency, but also to the defence of the corporate interests (Levels 1 and 2).

Internal regulations are reviewed regularly in order to improve or update their content. To this end, during the 2025 financial year, the Board of Directors, at its February meeting, approved the Artificial Intelligence and Data Policy, which establishes the basic principles, metrics and objectives of the Group, and its value chain, in these matters, and lays the foundations for internal governance in this area. This Policy was drawn up in line with EU legislative developments and their projection in Spain, in addition to the recommendations, practices and standards established by supervisory bodies and renowned authorities.

For its part, the Compliance Function approved during this financial year an update of the Crime Prevention Manual in development of the Crime Prevention and Anti-Corruption and Anti-Fraud Policy, which was approved by the Board of Directors in 2024. The Manual sets out basic internal standards and effective measures for managing risks related to the commission of crimes, including corruption, as well as other ethically reprehensible behaviour.

Beyond the foregoing, it has not been deemed necessary to amend any regulations, policies or internal rules of the Company's Corporate Governance System during the year 2025, as it is considered that they are in accordance with legal and good governance requirements and serve the Company's corporate purpose.

The Group's Corporate Governance System is depicted below, with an indication of the main milestones for the 2025 financial year:



- Articles of Association..
- Regulations of the General Meeting of Shareholders.
- Regulations of the Board of Directors.
- Regulations of the Board Committees.

2025 Update

- Diversity and Board Member Selection Policy.
- Directors' Remuneration Policy*.
- General Policy regarding Communication of Economic and Financial, Non-Financial and Corporate Information, and Contacts with Shareholders, Institutional Investors and Proxy Advisors
- Sustainability Policy.
- General Risk Management and Control Policy.
- Fiscal Policy.
- Liquidity and Financing Policy.
- Market Risk Policy.
- Investment Policy.
- Code of Conduct.
- Internal Regulations of Conduct in the Securities Markets.
- Competition Law Compliance Manual.
- Related Transactions Manual.
- Corporate Policy and Procedure for the Management of the Internal Reporting System.
- Human Rights Due Diligence Policy.
- Cybersecurity Policy.
- Crime Prevention, Anti-Corruption and Fraud Policy.
- Artificial Intelligence and Data Policy.

* In the case of the Directors' Remuneration Policy, its approval corresponds to the General Meeting, at the proposal of the Board of Directors.

The updated versions of the Rules Governing Corporate Governance Bodies (i.e. the Articles of Association, Regulations of the General Meeting, the Board of Directors and its Committees), and the Policies and other Corporate Governance, Ethics and Compliance rules are available to the general public on the corporate website in accordance with applicable regulations.

It should be noted that the Appointments and Remuneration Committee, in the exercise of the duties entrusted to it, issued for submission to the Board, at its meeting in December 2025, its report on supervision of compliance with the Company's corporate governance rules and on evaluation and periodic review of its Corporate Governance System, confirming effective compliance with such rules during the year reported, as well as the adequacy of the System to the corporate interest and to the legitimate interests of the remaining stakeholders, in accordance with the strategic lines established.

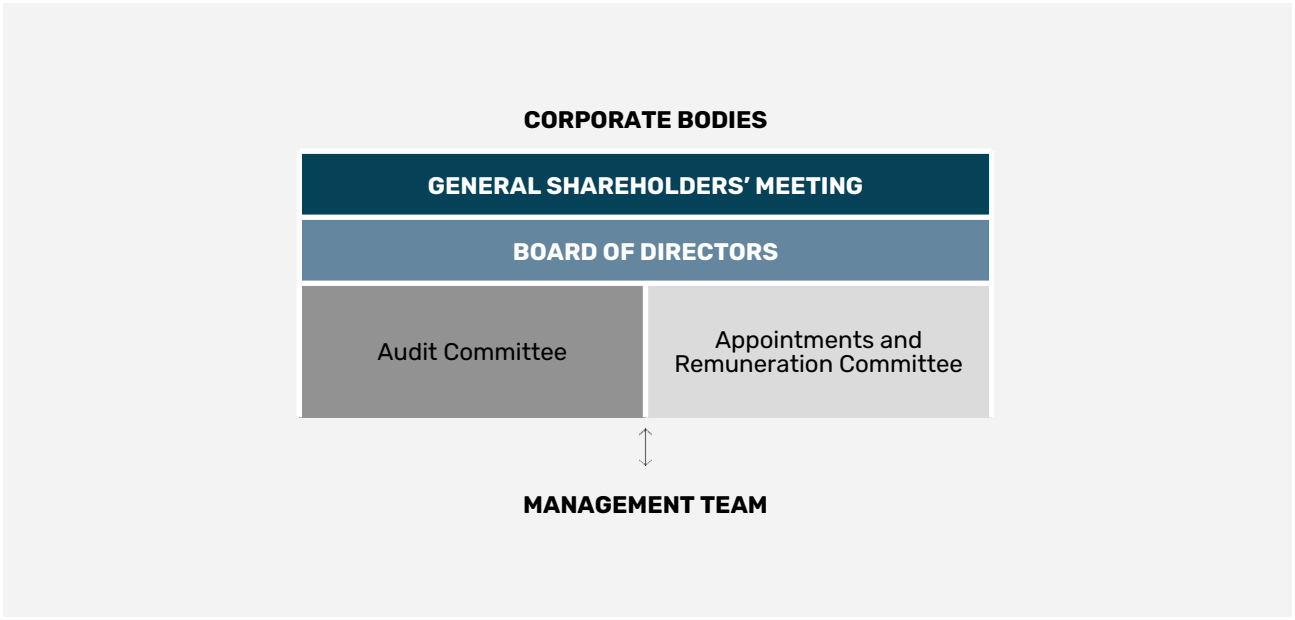
In any case, the Board of Directors maintains its process of continuous improvement to progress in the design of its Corporate Governance System, through different action plans to be developed in 2026.

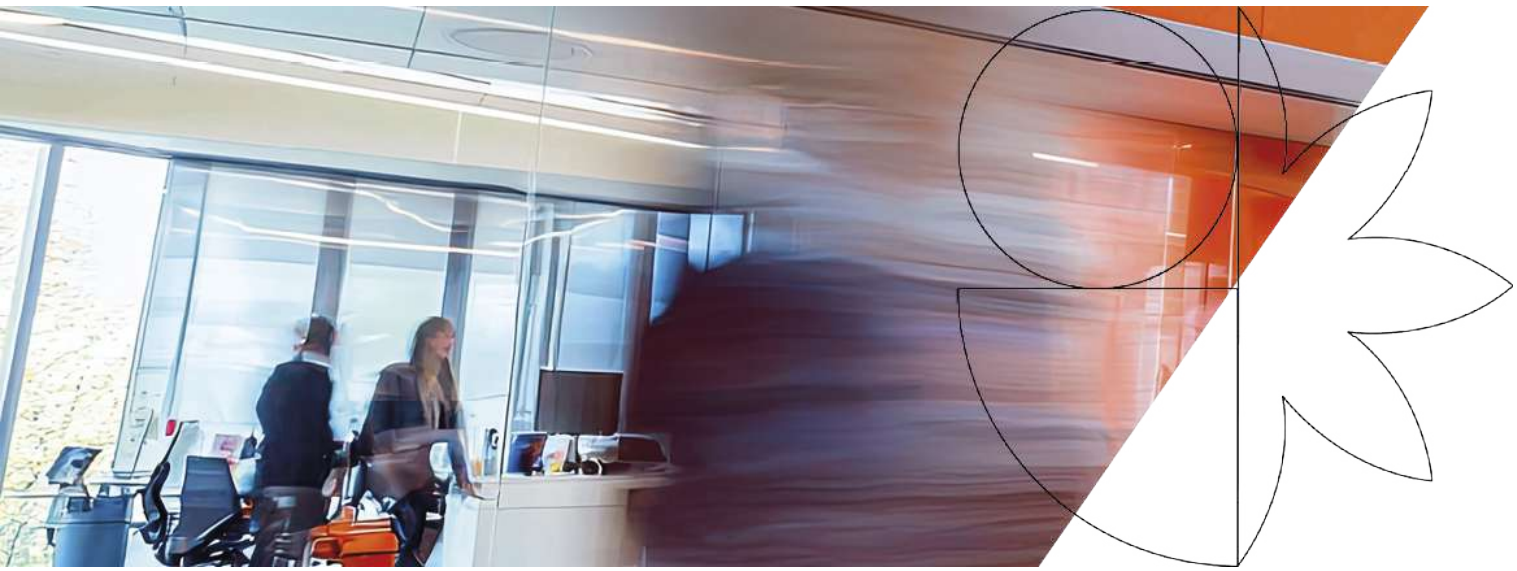
1.2.1. THE ROLE OF GOVERNING BODIES [GOV-1]

The governance and administration of the Group and the parent Company are entrusted to the General Shareholders' Meeting and to the Board of Directors.

CAF also has two Committees of the Board of Directors: the Audit Committee and the Appointments and Remuneration Committee.

The Management Team is responsible for the day-to-day management and direction of the Company.

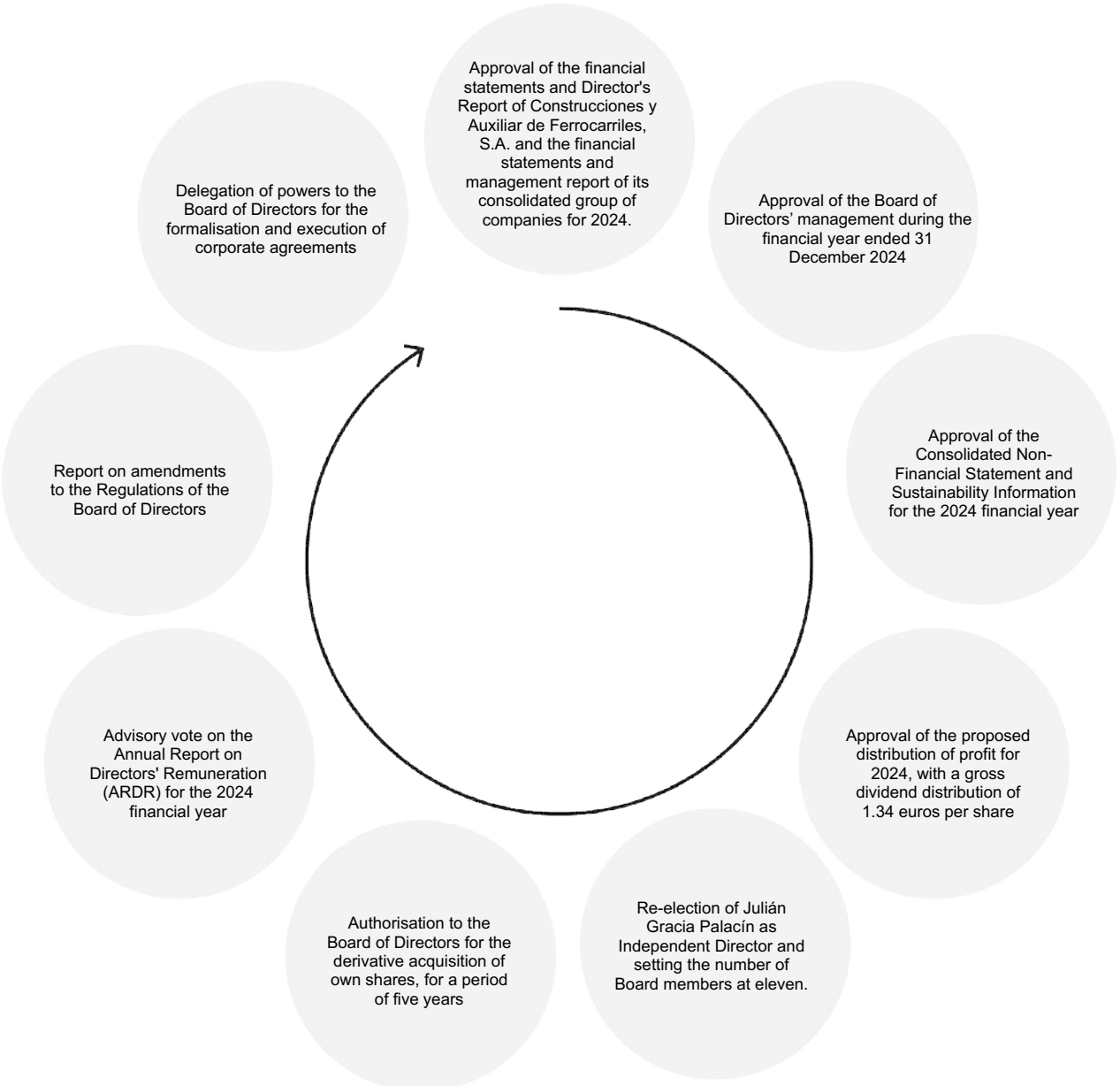




1.2.1.1. General Shareholders' Meeting

The General Shareholders' Meeting represents all **CAF's** shareholders and is the Company's highest decision-making body for the matters that fall within its scope.

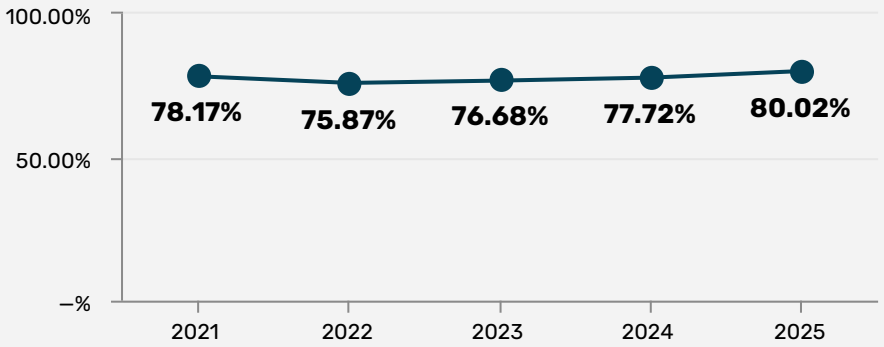
On 14 June 2025, the Company held its Ordinary General Shareholders' Meeting, enabling both physical and remote attendance. The following topics were discussed:



All resolutions proposed by the Board of Directors were approved by sufficient majorities, with an average of more than 98% voting in favour. The Consolidated Non-Financial Statement and Sustainability Information was approved by the General Meeting as a separate agenda item with 99.97% voting in favour.

SOME NOTEWORTHY INDICATORS FROM THE 2025 GENERAL SHAREHOLDERS' MEETING

ATTENDANCE QUORUM



APPROVAL OF THE NFIS - SUSTAINABILITY REPORT

APPROVAL OF THE MANAGEMENT OF THE BOARD OF DIRECTORS

1.2.1.2. The Board of Directors: Composition and Diversity

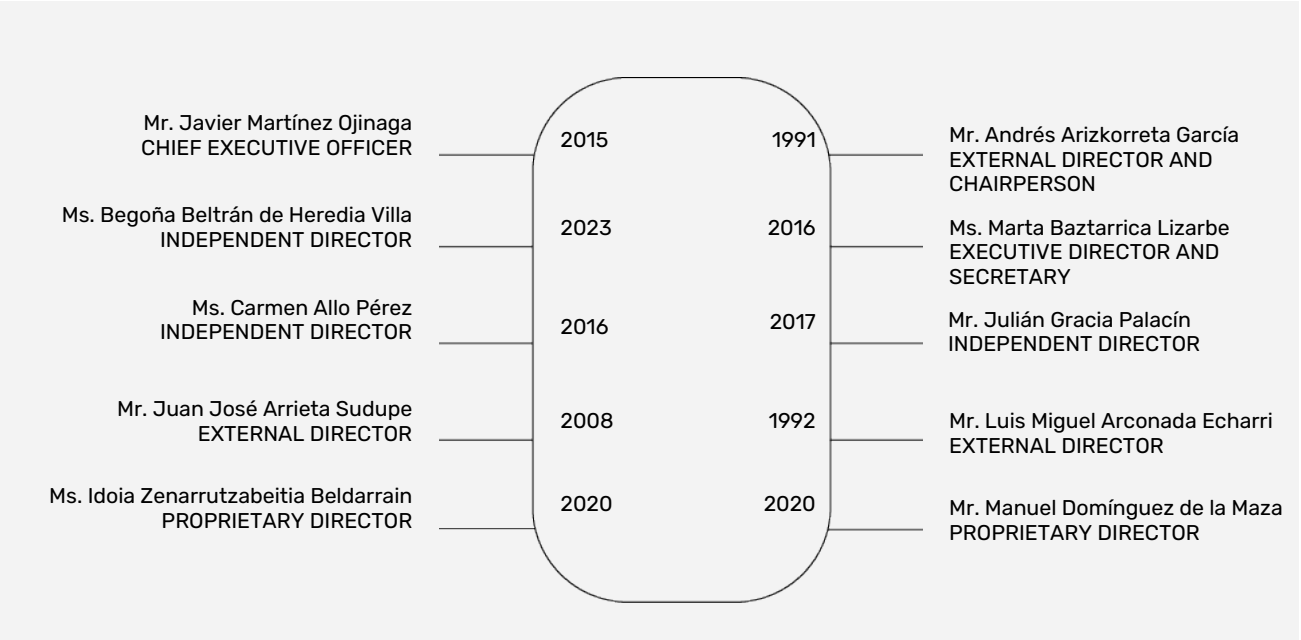
[2-9][2-12][2-13][2-16][2-26]

The Board of Directors is the body competent to adopt resolutions on all matters within the corporate purpose, except on matters reserved to the competence of the General Meeting. The Board acts as the decision-making centre at a strategic level and therefore focuses its activity on providing general guidance and supervision, establishing general strategies and controlling the ordinary management delegated to the Senior Management, notwithstanding the powers attributed to it by Law which cannot be delegated.

The Board is **CAF's** highest-responsibility body in matters of sustainability and corporate governance. Its assigned functions include the approval of the relevant policies and the ultimate supervision of their effective compliance, the preventive management of risks and, in general, the analysis and assessment of other aspects linked to sustainability.

The CEO of the Company has been granted all the powers that correspond to the Board, according to the Law and the corporate Articles of Association, with the sole exception of those that cannot be delegated in accordance with the Law.

The composition of **CAF's** Board of Directors at the end of 2025 was as follows:



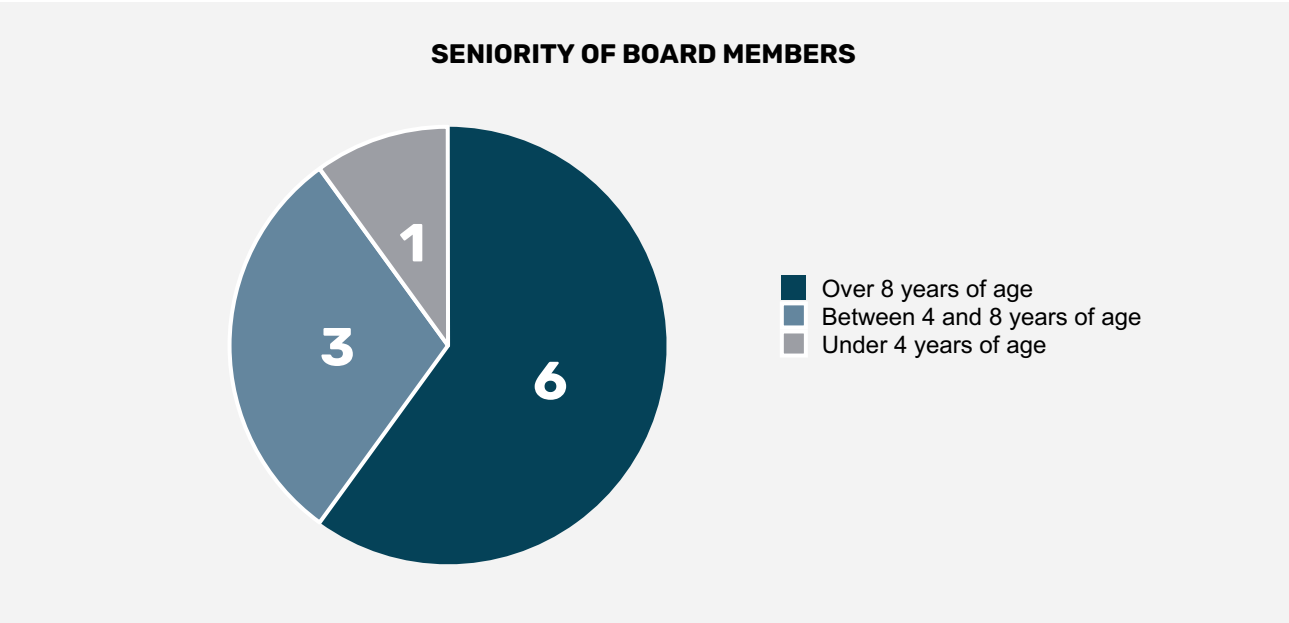
During the year under review, the composition of the Board of Directors remained stable. The General Meeting of Shareholders held on 14 June 2025 resolved to re-elect Julián Gracia Palacín as director, with the category of independent director, for the statutory period of four years, and to maintain the number of directors at 11. As a result, a vacancy was created on the Board which remains unfilled at the date of this Report. In the report on the determination of the number of directors, submitted to the General Meeting of Shareholders, the Board stated its intention to fill the vacancy created in order to have the most appropriate composition of the Board in accordance with the principles and best practices of good corporate governance, in particular with regard to the recommended percentage of women and independent directors.

The Board complies with Recommendations 15 and 16 of the GGC, showing a balanced composition, with a large majority of non-executive directors, an appropriate proportion between proprietary and independent directors, and between shareholdings and their representation on the Board. In addition, female directors represent 40% of the total number of members of the Board of Directors. Currently, the proportion of independent directors is 30%, slightly below the percentage recommended by GGC Recommendation 17. Further information relating to compliance with the GGC can be found in the Annual Corporate Governance Report, available on our corporate website and the CNMV website.

[GOV-1_03] **CAF** is not directly represented on the Board of Directors by employees or other workers of the Company, in accordance with the regulations applicable to capital companies. In addition, in accordance with best practices in corporate governance, the positions of CEO and Chairman of the Board of Directors are separated.

[GOV-1_01][GOV-1_02][GOV-1_07] The following tables show, as at the date of issue of this Report, the classification of the members of the Board of Directors according to the category to which they belong and their seniority on the Board:

BOARD MEMBERS	NUMBER	PERCENTAGE (%)
EXECUTIVES	**2**	**20%**
NON-EXECUTIVES	**8**	**80%**
Independent	3	30%
Proprietary	2	20%
Other External	3	30%
Total	**10**	**100%**

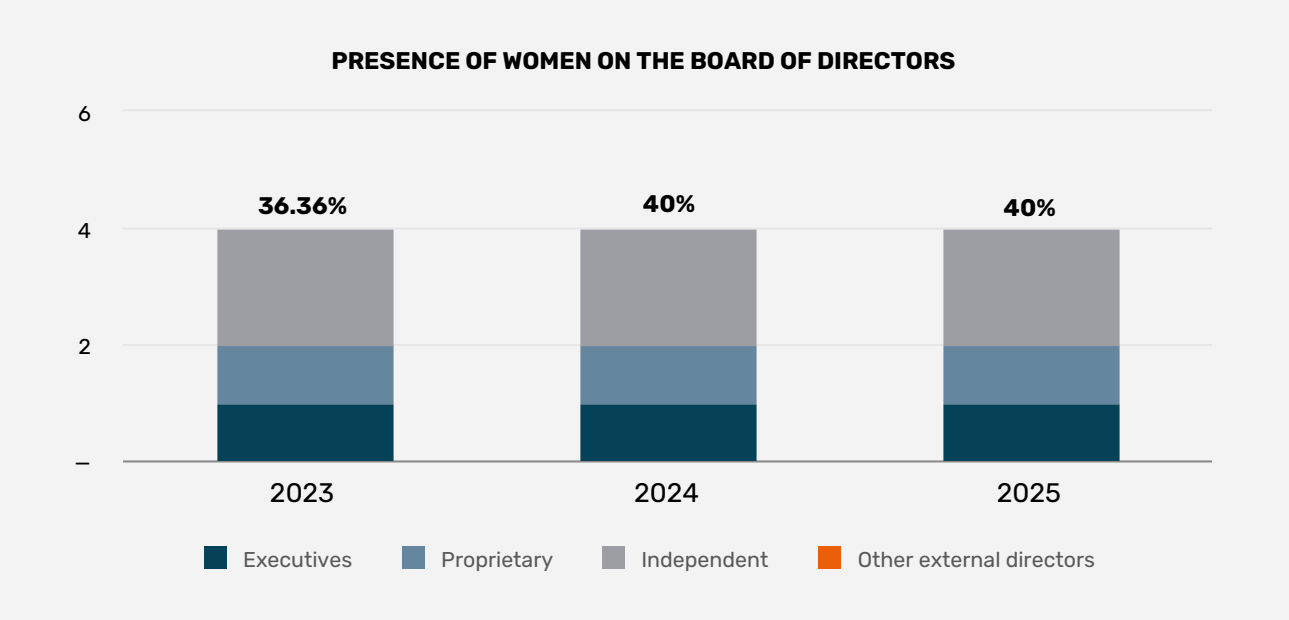


[GOV-1_05] **CAF** has a specific and verifiable Diversity and Board Member Selection Policy, the purpose of which is to ensure that any proposals for the appointment and re-election of directors are based on a prior needs assessment of the Board of Directors, as well as to promote equality and diversity in its composition, applying criteria that ensure the absence of implicit biases that could lead to discrimination on the grounds of age, sex, sexual orientation and identity, gender expression, disability, or any other personal condition. Specifically, the Appointments and Remuneration Committee verifies compliance with this Policy annually through a specific report that is presented to the Board and which we also report on in the Annual Corporate Governance Report, as provided for in Recommendation 14 of the GGC.

In line with this Policy and applicable regulations, the composition of the Board and the Committees is proportionate and diverse in terms of category, gender, expertise and experience, and contributes positively to the quality of the decision-making process and their ability to fulfil their assigned functions.

At **CAF** , we have been directly committed to gender diversity on the Board for years, which has manifested itself in the fact that, at the end of the year reported, female directors represent 40% of the total number of Board members, thus complying with Recommendation 15 of the GGC and article 529 bis of the Capital Companies Act (applicable to **CAF** as of 30 June 2027).

[GOV-1_06] The following chart shows the evolution of the presence of women on **CAF's** Board of Directors in recent years:



[GOV-1_04] Directors have a varied background, including Business and Economics, Industrial Engineering, Exact Sciences and Law, among other degrees, as well as postgraduate training. Our Directors also have, as a whole, professional experience related to the Company's sectors, products and geographic locations, enriched with skills and competencies, which are relevant to the future strategy of **CAF**, as well as to the appropriate management and oversight of material Impacts, Risks and Opportunities of the Company in line with the objectives of diversity of education and professional experience set out in the Diversity and Board Member Selection Policy. In addition, the two Executive Directors of the Company are members of **CAF's** Strategic Sustainability Committee (SSC).

CAF publishes permanently on its corporate website updated information on the personal and professional profile of the members of the Board of Directors, including other activities and positions on other boards of directors, the category of directors to which they belong, and the other information provided for in Recommendation 18 of the GGC. It is also reported on in the ACGR.

[GOV-1_15][GOV-1_16][GOV-1_17]

The measures adopted to ensure Directors' access to information relevant to the performance of their duties during the 2025 financial year include, among others:

· The documentation necessary for the preparation of topics is circulated to the Directors in advance.

· Directors may obtain advice, including external advice, if necessary, in accordance with article 21 of the Rules of the Board of Directors of the Company.

· At the regular meetings, time is set aside for updates on business developments.

· Senior executives are frequently invited to meetings of the Board and, on occasion, its Committees, to report on their respective areas.

· The Directors, within the framework of the training programme, attend training sessions on various subjects of relevance to the Company. In this regard, during the 2025 financial year, the Directors received training on Artificial Intelligence and Cybersecurity, Crime Prevention and Anti-Corruption and Sustainability, with a special focus on environmental and social issues.

1.2.1.3. Committees of the Board of Directors [2-9][2-12][2-13]

To work more effectively, the Board has two committees: the Audit Committee and the Appointments and Remuneration Committee.

Both are made up of three members, two of whom are independent.

The Activity Reports of the Committees provide details, among other aspects, of the tasks carried out by each Committee during the year in the exercise of their powers, the agenda of the meetings held during that period and the attendees at those meetings. In compliance with Recommendation 6 of the GGC, both reports are published on the corporate website sufficiently in advance of the yearly General Shareholders' Meeting.

AREAS SUPERVISED BY THE BOARD COMMITTEES ON INTERNAL CONTROL, CORPORATE GOVERNANCE AND SUSTAINABILITY

BOARD OF DIRECTORS							
AUDIT COMMITTEE						APPOINTMENTS AND REMUNERATION COMMITTEE	
Economic-Financial and Strategy Management (CFSO) (Financial Reporting and Non-Financial Reporting)	Tax	Risks	Compliance	Cybersecurity	Artificial Intelligence	Corporate Governance	Sustainability

A) Audit Committee

BREAKDOWN

POSITION	NAME	TYPE OF DIRECTOR
CHAIRPERSON	Ms. Begoña Beltrán de Heredia Villa	Independent
MEMBERS	Ms. Carmen Allo Pérez	Independent
	Mr. Juan José Arrieta Sudupe	Other External

The Secretary of this Committee is the Secretary of the Board of Directors.

RULES OF OPERATION AND COMPOSITION

The Audit Committee is governed by basic regulations in article 37 bis of **CAF's** Articles of Association. This regulation is implemented in the Rules of the Board of Directors and, especially, in the Regulations for the Audit Committee of the Board of Directors of the Company, which specify the most relevant aspects, including, yet not restricted to: its nature, composition, functions and scope, operating rules, powers and relations with third parties.

In particular, in relation to the internal control systems, the Committee is responsible for, among others, the supervision and assessment of the financial and non-financial risk control and management systems relating to the Company and, if applicable, the Group, including operational, technological, including cybersecurity and artificial intelligence, legal, sustainability, political, reputational and corruption-related risks, as well as the supervision of the internal risk control and management function of the Company, in general.

As provided for in article 2 of its Regulations, the Committee is composed of three non-executive directors, two of whom have the status of independent directors, including its Chairwoman. Its size favours the efficient functioning of the body, the participation of all its members and agility in decision-making. As a whole, the members of the Committee have knowledge and experience in accounting, auditing and financial and non-financial risk management, including sustainability, as well as relevant technical knowledge in relation to the Company's sector of activity.

The composition of the Committee is diverse in terms of age, gender, professional experience, personal skills and industry knowledge.

FUNCTION MONITORING

The Audit Committee met on six occasions during the reported year. It has covered all the functions attributed to it in auditing, internal audit, financial and non-financial reporting, internal control and risk management systems, supervision of internal codes of conduct and the Internal Reporting System, corporate transactions and related-party transactions.

In the exercise of these powers, the Head of Internal Audit has periodically reported to the Committee during financial year 2025 on the degree of compliance and adequacy of the Group's internal control, the review of published information, the tracking of the main financial and tax risks, and the conclusions of the audit work according to its annual plan of activities.

In turn, the Compliance Function has reported to the Committee on compliance with internal codes of conduct and the Internal Reporting System (whistleblowing channels), as well as the associated internal control systems.

With regard to Risk Management, the Committee receives a half-yearly report from the Risk Function on the main risks (financial and non-financial) of the Company in order to supervise its control and management systems. An account of said supervision has been submitted to the Board of Directors, which is ultimately responsible for the General Risk Control and Management Policy.

The Head of the Tax Function has reported to the Audit Committee on tax-related activities in the year under review. In addition, the Head of the Sustainability Function attended the meeting held jointly by the members of the Appointments and Remuneration Committee and the Audit Committee to report on the Consolidated Non-Financial Statement and Sustainability Information for the financial year 2024.

The Committee has also been informed regarding the application of the General Policy regarding Communication of Economic and Financial, Non-Financial and Corporate Information, and Contacts with Shareholders, Institutional Investors and Proxy Advisors. In addition, the Head of Cybersecurity Function reported on the activities carried out by such Cybersecurity Function in 2025.

The main actions carried out by the Committee in financial year 2025 are detailed in section C.2.1 of the ACGR.

B) Appointments and Remuneration Committee

BREAKDOWN

POSITION	NAME	TYPE OF DIRECTOR
CHAIRPERSON	Mr. Julián Gracia Palacín	Independent
MEMBERS	Mr. Luis Miguel Arconada Echarri	Other External
	Ms. Carmen Allo Pérez	Independent

The Secretary of this Committee is the Secretary of the Board of Directors.

During the year under review, the reappointment of Julián Gracia Palacín as Chairman of the Appointments and Remuneration Committee was approved.

RULES OF OPERATION AND COMPOSITION

As in the case of the Audit Committee, the legal regime of the Appointments and Remuneration Committee is set out in the Articles of Association, in the Company's Rules of the Board of Directors and in the Company's Regulations for the Appointments and Remuneration Committee of the Board of Directors of the Company. Specifically, Article 37 ter of the Articles of Association refers to the composition and functions of the Committee. The Regulations of the Board also lay down certain rules on its composition and functioning. Finally, the Committee's Regulations regulate in greater detail critical aspects of this Committee, such as its powers, operating rules and relations with other bodies of the Company.

As provided for in article 4 of its Regulations, the Committee is composed of three non-executive directors. Its size favours the efficient functioning of the body, the participation of all its members and agility in decision-making. Two of its members have the status of independent directors, including its Chairperson.

/ The composition of the Committee is diverse in terms of age, gender, professional experience, personal skills and industry knowledge.

FUNCTION MONITORING

The Appointments and Remuneration Committee met 6 times in 2025, and when deemed appropriate, it has requested the presence of the CEO and Senior Management personnel. The main issues dealt with and analysed by the Committee during the year, and which have made up its main areas of supervision, have been those of Corporate Governance, in particular those affecting the composition of the Board and its evaluation, the Sustainability Policy and practices, and the remuneration of Directors and members of Senior Management.

With regard to Sustainability matters, the Head of the Sustainability Function attended the session held jointly by the members of the Appointments and Remuneration Committee and the Audit Committee to report on the Consolidated Non-Financial Statement and Sustainability Information for the financial year 2024. In addition, the Head of the Sustainability Function also reported on the main activities carried out in this area in 2025, as well as on the Sustainability Master Plan. After its analysis, the Committee concluded that both the activities and the results obtained in the assessed financial year show positive levels of progress and achievement and confirm that the Sustainability Policy is being properly implemented. With regard to the supervision and evaluation of **CAF's** Corporate Governance System and rules, the corresponding report has been issued in which the Committee has positively assessed the adaptation of the Corporate Governance System to the corporate interest and to the satisfaction of the legitimate interests of the stakeholders, without prejudice to which the Committee will continue to monitor the new regulatory guidelines and good governance recommendations, and will promote the necessary adaptations to the Corporate Governance System.

In addition, the Committee has verified compliance with the Diversity and Board Member Selection Policy in 2025, issuing the corresponding supervision report, which confirms the proper application of the Policy in the director re-election process, agreed by the Ordinary General Shareholders' Meeting on 14 June 2025, concluding that the provisions had been satisfactorily complied with both in relation to the selection process and in terms of the conditions that candidates must meet in terms of integrity, solvency, competence, experience, training, qualifications, dedication and commitment to the role of Director.

The main actions carried out by the Committee in financial year 2025 are detailed in section C.2.1 of the ACGR.

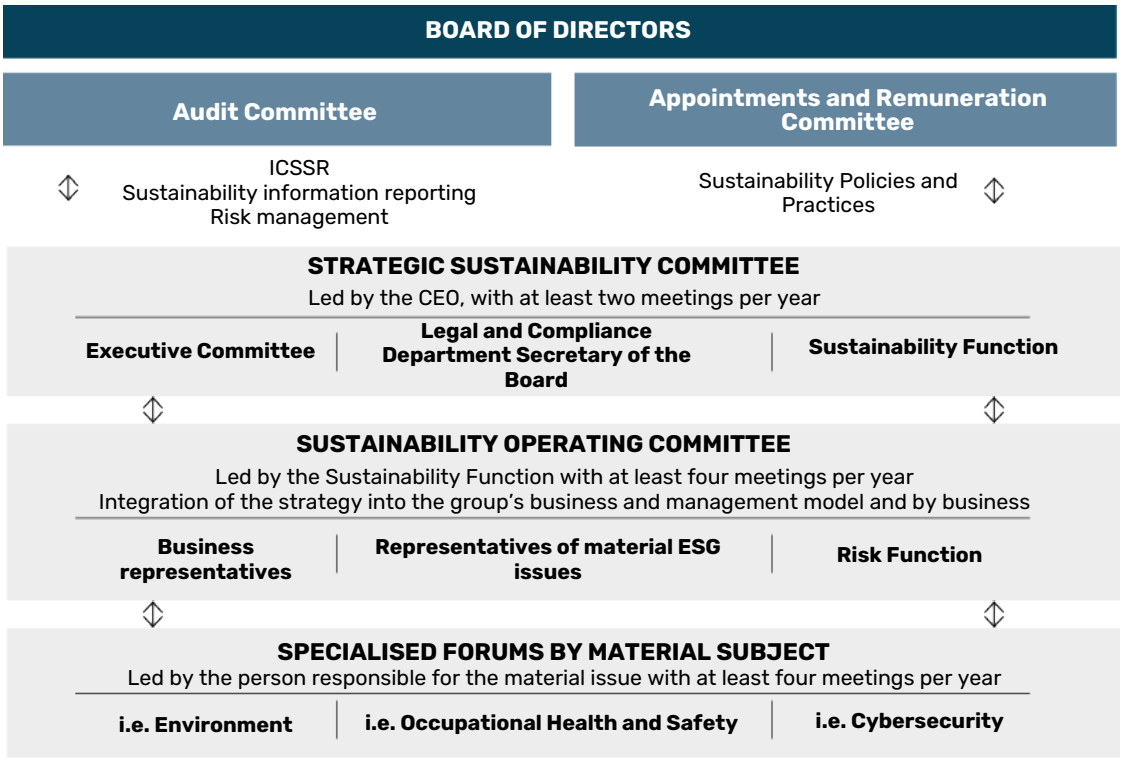
1.2.1.4. Sustainability oversight by the Board of Directors

According to the Sustainability Policy, our main objective is to reconcile the development of our Mission with the balanced satisfaction of the needs and expectations of our stakeholders in order to create value in a sustainable and long-term manner.

This has been formalised through public agreements and adherence to external initiatives, gradually leading to better results and increasing transparency.

> **/ CAF** integrates sustainability throughout its activity and governance structure, ensuring a coordinated and effective response to identified impacts, risks and opportunities.

[GOV-1_12] **CAF's** sustainability governance is structured through the following levels:



BOARD OF DIRECTORS AND COMMITTEES

The Board of Directors is the highest governing body with responsibilities in the area of Sustainability. It sets the foundations for the Group's internal governance and defines the strategic objectives in this area. As indicated above, the Board of Directors is assisted by various bodies in the identification, monitoring and management of sustainability impacts, risks and opportunities.

In 2022, the Board of Directors of the Company approved the 2026 Strategic Plan of the Group, which include Sustainability among its four strategic pillars. Subsequently, in 2024, the Appointments and Remuneration Committee was informed of the approval of the Sustainability Master Plan. This Plan develops the Sustainability axis of the 2026 Strategic Plan and is based on the results of the Dual Materiality Analysis carried out in 2024, thus integrating the most relevant impacts, risks and opportunities for the Group in the strategic initiatives proposed, articulated in three pillars (environmental, social and governance).

In coherence with this Plan and in response to the needs posed by the new regulatory requirements in this area, in December 2024 the Board of Directors approved **CAF's** new Sustainability Policy. It details the Group's commitments and establishes that the Board of Directors will be informed periodically of the activities in the area of Sustainability (including social, environmental and governance aspects) and Stakeholder relations in application of the provisions of the aforementioned policy.

Section "1.2.2.Information provided to the company's administrative, management and supervisory bodies and Sustainability issues addressed by them", of this Report, explains in greater detail this report to the Board and its Committees, which includes the analysis and development of the impacts, risks and opportunities identified for the Group. The detailed list of these impacts, risks and opportunities is presented in section "1.4.2. Material impacts, risks and opportunities and their interaction with the strategy and business model" and "Appendix 6" of this Report.

The main functions of each body in the area of sustainability are as follows:

BOARD OF DIRECTORS
• Approval, review and monitoring of the Sustainability Policy. • Approval of the Sustainability Report. • Attribution of specific powers of direct supervision in the area of sustainability to the Commissions.

APPOINTMENTS AND REMUNERATION COMMITTEE
• Evaluating and periodically reviewing the Policy in order to ensure that it fulfils its mission of promoting the social interest. • Overseeing that the Company's environmental and social practices are in line with the strategy and policy set. • Supervising and evaluating the engagement processes with the different stakeholders.

AUDIT COMMITTEE
• Overseeing the process of preparation, presentation and integrity of non-financial information, including Sustainability information. • Ensuring the correct functioning of the Internal Control System over Sustainability Reporting, which includes Sustainability information. • Supervising the control and risk management systems associated with Sustainability.

STRATEGIC SUSTAINABILITY COMMITTEE

[GOV-1_08][GOV-1_09] Under the supervision of the Board of Directors, assisted by its Committees, the Strategic Sustainability Committee, led by the CEO, ensures compliance with, deployment and monitoring of Sustainability principles and objectives, as well as the approval of decisions in this area, in line with the Strategic Plan and the Sustainability Policy. Among other functions, the Strategic Sustainability Committee is responsible for: (i) updating the sustainability governance model, establishing its scope and hierarchical and functional dependencies; (ii) approving the materiality matrix for each strategic cycle, the Annual Sustainability Management Plan and the Sustainability Master Plan; and (iii) approving relevant decisions not included in the management plan that have an impact on results or business strategy.

[GOV-1_14] The Sustainability Strategic Committee ensures that the defined Sustainability objectives address, among others, material impacts, risks and opportunities, as well as other strategic Sustainability priorities. As a fundamental tool for the development of the strategic Sustainability axis of the 2026 Strategic Plan, in 2024 the Strategic Sustainability Committee approved the Sustainability Master Plan, which responds to the main impacts, risks and opportunities identified in the Double Materiality Assessment conducted that same year and develops the commitments set out in **CAF's** Strategic Plan.

SUSTAINABILITY OPERATING COMMITTEE AND SPECIALISED FORUMS

[GOV-1_10] The Sustainability Operating Committee, led by the Sustainability Function, is responsible for integrating sustainability strategy into the Group's business and management model and its activities.

The Sustainability Function is responsible for the development, implementation and application of the strategic guidelines established by the Board of Directors and its Committees in relation to Sustainability. The main competencies of the Sustainability Function include ensuring that decisions are implemented correctly, being a reviewer of decisions, and managing the Internal Control System over Sustainability Reporting (ICSSR).

Finally, the management of relevant material issues at Group and business levels is resolved in the relevant specialised forums, which are responsible for implementing the Group's strategy across all functions and areas.
Since 2023, **CAF** has had a Sustainability Delegation of Authority model. This model describes the functions, roles and responsibilities of all the bodies and departments involved in ESG-related management. This document will be updated during the 2026 financial year, coinciding with the review of the 2030 Strategic Plan, in order to incorporate new regulatory requirements and to reflect more accurately the current management of sustainability-related aspects.

INTERRELATIONSHIP OF CORPORATE GOVERNANCE, RISK, COMPLIANCE AND SUSTAINABILITY CORPORATE SYSTEMS

[GOV-1_13] Together with the aforementioned governance structure, CAF has a structured set of coordinated and complementary systems that enable the orderly management of Corporate Governance, Risk Management, Compliance and Sustainability and the interaction between them.

To this end, each of the systems has different managers who, in addition to managing their own areas, interact with the rest:

- Corporate Governance System.
- Corporate Internal Risk Control and Management System.
- Corporate Compliance System.
- Internal Control System over Sustainability Reporting (ICSSR).

The internal control systems are deployed at the ordinary management level through the Corporate Management and Sustainability System, where specific policies, initiatives and objectives are established for each of the stakeholders, which are adjusted and reviewed in accordance with the requirements of each of the systems described.

MANAGEMENT AND MONITORING OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES

/ CAF structures the identification and management of impacts, risks and opportunities through the double materiality exercise, a fundamental pillar for the definition of the Group's priorities, objectives and plans.

[GOV-1_11] **CAF's** Sustainability Function is responsible for overseeing the Double Materiality process, which captures the Sustainability issues relevant to its stakeholders and the identification, monitoring and tracking of material Impacts, Risks and Opportunities (IROs) as a result of the process.

The results obtained are submitted for validation and approval to the Strategic Sustainability Committee (SSC). For its part, the Sustainability Function reports to the Appointments and Remuneration Committee on the results of the Double Materiality Assessment, as well as the main initiatives and objectives defined to respond to the material IROs identified and set out in the Sustainability Master Plan.

In addition, the Sustainability Function submits to the Committees the Consolidated Non-Financial Statement and Sustainability Information, which includes as an appendix the list of IROs together with the content indices in accordance with the ESRS, NFIS and GRI standards, among others. In turn, the matters dealt with in the Committees are reported to the following meeting of the Board of Directors for its timely knowledge and, where appropriate, for it to adopt the relevant resolutions within the scope of its competencies. For further details, see section "1.4. Double Materiality Assessment" of this Report.

In addition, **CAF** has a comprehensive risk control and management system covering all risks, regardless of their nature, including those of a non-financial nature. This system establishes, among other things, a comprehensive approach to the identification, monitoring and treatment of risks, which aligns the systematic approach to the management of material IROs in the area of sustainability.

Through this risk management system, the Board of Directors is assisted in its functions of supervision and evaluation of Risks and Opportunities by the Audit Committee, which, in accordance with the provisions of its Regulations, is the body responsible for supervising and evaluating the control and management systems for financial and non-financial risks, including sustainability risks, relating to the Company and, where appropriate, the Group. For more information on the risk management system, see section 3 of the **CAF** Director's Report.

/ CAF promotes effective measures to mitigate the impacts, risks, and significant opportunities, reports transparently to regulators and external agents, and updates its Corporate Governance standards to ensure legal compliance.

1.2.2. INFORMATION PROVIDED TO THE ADMINISTRATIVE, MANAGEMENT AND SUPERVISORY BODIES OF THE COMPANY AND SUSTAINABILITY ISSUES ADDRESSED BY THEM [GOV-2]

[GOV-2_01] As indicated above, sustainability is a cornerstone in the evolution of our business and is integrated into all activities and hierarchical levels of the organisation. Accordingly, the governing bodies listed in section "1.2.1. The role of the governing bodies" of this Report are regularly informed on this matter. Information regarding the management and oversight of material impacts, risks and opportunities by the governing bodies is also detailed in the previous section.

[GOV-2_02][GOV-2_03] The Board of Directors is the highest governance body with responsibility for sustainability, laying the foundations for the Group's internal governance and defining the strategic objectives in this area. Among other issues, the Board is responsible for monitoring the Sustainability Policy, with the support of its Committees.

The supervisory exercise by the Board of Directors is articulated through the reports presented by the Heads of the different Functions, either directly or through one of its Committees, within the framework of their respective powers.

In 2025, the Strategic Sustainability Committee met three times and the Sustainability Operating Committee met five times.

In relation to the Audit Committee, during the 2025 financial year, the Chief Financial and Strategy Officer, the Head of the Sustainability Function and the Sustainability Reporting Verifier attended to report, among other matters, on sustainability reporting.

For his part, the Head of the Sustainability Function attended the session held in February jointly by the members of the Appointments and Remuneration Committee and the Audit Committee to report on the Consolidated Non-Financial Statement and Sustainability Information for the financial year 2024. This session allowed the sharing of criteria, alignment of approaches and strengthening of joint oversight on key aspects of sustainability, in line with corporate governance best practices. At the meeting of the Appointments and Remuneration Committee held in December 2025, it was discussed the report prepared for the supervision of the Sustainability Policy and environmental and social practices. Through this report, the members of the Committee were informed of the results of the application of the different practices carried out and initiatives established to guarantee the correct deployment of the Sustainability Policy and the evolution of the Sustainability key performance indicators, aligned with the Strategic Plan. In this session, **CAF's** performance was monitored with respect to the indicators and objectives established in the Sustainability Plan, as well as the definition of the objectives for the following year.

In December, the members of the Board of Directors received specific training on sustainability, in particular on environmental and social issues.

Finally, various members of senior management are regularly invited to meetings of the Board of Directors and its Committees to report on developments and other relevant information, including sustainability, in their respective corporate areas or business lines, as appropriate. In this regard, for example, at the Board of Directors' meeting held in February 2025 it was discussed, among other issues, the organisational health index (Employee Satisfaction Survey), talent management and diversity in the organisation, as well as on environmental issues with a social impact.

1.2.3. INTEGRATION OF SUSTAINABILITY-RELATED PERFORMANCE IN INCENTIVE SCHEMES [GOV-3]

DIRECTORS' REMUNERATION [2-19][2-20]

[GOV-3_01] The remuneration system for Directors is based on the fundamental principle of attracting and retaining the best professionals, rewarding them based on their level of responsibility and their professional career, based on internal equity and external competitiveness. Likewise, **CAF** conceives the compensation scheme of its directors and managers as a fundamental factor in contributing to the business strategy and to the interests, sustainability and creation of **CAF's** long-term value.

The Directors' Remuneration Policy, applicable to financial years 2024, 2025 and 2026, was approved by the General Shareholders' Meeting on 15 June 2024 and is available on the corporate website. Said Policy establishes a remuneration system for directors (i) for their status as such and (ii) for executive functions.

The members of the Board of Directors are remunerated in their capacity as such in one or more of the following ways:

In addition to the items contemplated in the preceding paragraph, executive directors may receive remuneration consisting of one or more of the following items:

[GOV-3_06] The Board of Directors is responsible for the individual determination of the remuneration of each director, within the framework of the Directors' Remuneration Policy, based on the corresponding proposal of the Appointments and Remuneration Committee.

In addition, the Appointments and Remuneration Committee has important functions in the design of the Company's remuneration policies assigned to it in its Regulations for the Appointments and Remuneration Committee, which can be consulted on the corporate website. Thus, in accordance with sections 14 and 15 of article 3 of the Regulations of the Committee, the Committee is responsible for proposing to the Board the remuneration policy for directors and general managers or those who perform senior management duties under the direct supervision of the Board, for managing directors, and for the individual remuneration and other contractual conditions of executive directors, ensuring compliance with them. The Committee is also responsible for periodically reviewing the remuneration policy applied to Directors and senior management and for ensuring that their individual remuneration is proportionate to that paid to other Directors and senior management of the Company.

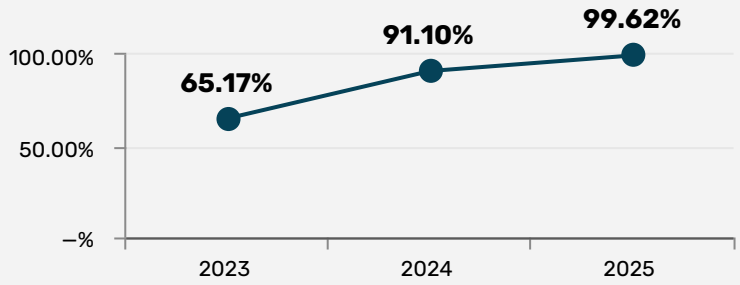
In preparing its proposals, the Appointments and Remuneration Committee engages in a process of direct dialogue with major shareholders and institutional investors and the main providers of voting advisory services, in order to obtain prior opinions and align the proposals with the points of interest expressed, prior to their approval.

In the performance of its functions, the Committee is advised by external consultants who are specialists in technical or particularly relevant matters (article 15, section 2 of its Regulations). The Committee is responsible for ensuring that the independence of external advice provided to the Committee is not affected by conflicts of interest (Committee Regulations, Article 3, paragraph 18).

Shareholders at the General Meeting are responsible for approving the Directors' Remuneration Policy. In addition, the Annual Directors' Remuneration Report (ADRR) is submitted annually to the consultative vote of the General Meeting, and forms part of the Director's Report that the Company prepares each year.

The Directors' Remuneration Policy, submitted for approval to the General Shareholders' Meeting held on 15 June 2024, was approved with more than 97% of the votes in favour.

For its part, the degree of approval of the ADRR, submitted to an advisory vote of the Shareholders' General Meeting, is shown below.



The Directors' Remuneration Policy came into force upon its approval by the aforementioned Meeting and is applicable until financial year 2026 (inclusive), except for any modifications, adaptations or updates that may be approved at all times by the Company's General Shareholders' Meeting.

CAF's 2025 Annual Directors' Remuneration Report breaks down all the information on the application of the Directors' Remuneration Policy during the reported financial year, as well as on the defined metrics and weightings, the accrual of incentives, and other relevant information on the Company in terms of remuneration. A new Directors' Remuneration Policy is expected to be submitted for approval at the General Meeting to be held in 2026.

Due to its greater link with sustainability aspects, a summary of the variable remuneration of executive directors is set out below.

[GOV-3_02] The annual variable remuneration is linked to the achievement of specific, ambitious but realistic economic-financial objectives and non-financial objectives that faithfully reflect the expectations of the Company. It should be noted that although the vesting period of the annual variable remuneration is one financial year, it contributes to the achievement of the Company's results and sustainable performance, both in the short and long term, given that (i) the achievement of the targets on which it is based is likely to have an impact on the Group's performance both in the short term (as is the case with parameters such as the level of cash flow or sales) and in the long term (as is the case with parameters such as the level of order intake and sustainability indicators), and (ii) due to the nature of **CAF's** business, given that reaching the target in relation to several of the metrics, such as level of order intake or customer satisfaction, is a consequence of the prior dedication of resources and efforts over a significantly longer period of time.

The economic-financial objectives of the short-term variable remuneration will have a weight of at least 80% of the total incentive and must be specific, quantifiable and aligned with the social interest and with the strategic objectives of the Company. Some examples of economic-financial parameters that could be included are the achievement of a certain level of contracts, sales, gross operating profit or cash flow. Furthermore, subject to the approval of the General Meeting, parameters referenced to the value of the shares may be included.

[GOV-3_03][GOV-3_04][GOV-3_05] Non-financial objectives will have a maximum weight of 20% of the total short-term incentive and will promote sustainability and the creation of long-term value for the Company. Some examples of non-financial parameters that could be included are the level of customer satisfaction, the Organisational Health Index (Employee Satisfaction Survey), the result of the EcoVadis sustainability assessment, the reduction of CO_2 emissions or other ESG parameters and indicators that promote sustainability. Further information on the organisational health index can be found in section "3.1.3. Processes for engaging with own workforce and workers' representatives about impacts" of this Report.

Likewise, minimum targets will be set for each of the parameters that are determined, below which the short-term variable remuneration associated with such parameter will not be accrued.

At the beginning of each financial year, the Board of Directors, at the proposal of the Appointments and Remuneration Committee, will determine the maximum amount that the annual variable remuneration may amount to, the parameters on which it is based, its weighting, the inclusion, where appropriate, of key parameters and the objectives to be achieved in relation to each parameter. Once the financial year has ended, it is the responsibility of the Board of Directors, following a proposal from the Appointments and Remuneration Committee, to assess the degree of compliance with the aforementioned objectives and determine the annual variable remuneration accrued.

The weighting of each parameter, the targets set in relation to the non-financial parameters, as well as the degree of achievement of each target and the amount of annual variable remuneration accrued in relation to each of them can be found in the ADRR for the financial year 2025.

In addition, at **CAF** we have approved a Long-Term Incentive Plan for the period from 1 January 2023 to 31 December 2026, covering the entire cycle of the Strategic Plan and the duration of the Remuneration Policy.

The achievement of the Long-Term Incentive Plan will be measured on the basis of an economic-financial metric (aggregate EBIT Operating Result for the period 2023–2026) and a non-financial metric (CO_2 Emission Reduction (Scope 3) at the end of 2026), with a weighting of 85% and 15%, respectively, of the total incentive.

For the aggregate EBIT Operating Profit metric, a target has been set that is in line with the aspirations of the Strategic Plan, and which is demanding and challenging for the management team.

The CO_2 Emission Reduction metric (Scope 3-Product Use) was introduced into the current Policy in response to suggestions received from key proxy advisors to incorporate non-financial parameters into the Long Term Incentive Plan. Of the possible non-financial metrics, the one chosen is considered to be especially relevant as it constitutes one of the main sustainability objectives established in the Strategic Plan and responds to the important decarbonisation commitments assumed by the Company towards its stakeholders.

The degree of compliance with the targets set in the Long-Term Incentive Plan will be verified by the Board of Directors during the financial year 2027 once the final data obtained are known.

In the ADRR for 2025, published both on the corporate website and on the CNMV website, we provide additional information on the metrics, weightings defined for each year, objectives to be met, the incentive accrued based on the degree of achievement of the objectives and other considerations on the variable remuneration of the Directors, both in the short and long term.

It is planned that the payment of the variable components will be deferred over time to allow the Board of Directors to adequately measure the degree of achievement of the objectives and assess whether any circumstances arise that make it advisable to reduce (malus) the variable remuneration to be received by executive directors, such as serious breaches of their obligations, the introduction of qualifications in the auditor's report or the need to reformulate the Company's financial statements. The Company may also claim clawback of any variable remuneration paid on the basis of inaccurate data. Therefore, we consider that exposure to excessive risk is reduced and that the remuneration mix shows a balance between fixed and variable components and serves the Company's long-term objectives, values and interests.

EVALUATION OF THE PERFORMANCE OF THE BOARD OF DIRECTORS AND ITS COMMITTEES [2-18]

The Board of Directors, based on the reports prepared by its Committees, carries out an annual evaluation of the quality and efficiency of the operation of the Board itself and its Committees.

The evaluation process allows for the annual assessment of compliance with legal requirements, guidelines and best practices in Corporate Governance, as well as the Internal Regulatory System relating to the operation of the bodies examined and for monitoring the action plans established for each year. The results of these assessments lead to the definition of new improvement initiatives to help the Board and its Committees design and comply with the Corporate Governance System. The assessment process for financial year 2025 has been completed with satisfactory results. Information on this process is included in section C.1.17 of the ACGR. The Board has set new specific action plans, both for the Board and its Committees, aimed at continuing, in 2026, the drive for continuous improvement in the area of Good Corporate Governance.

COMMUNICATION OF CRITICAL CONCERNS

The Internal Audit, Compliance, Risk, Sustainability, Cybersecurity and Corporate Governance functions are competent to communicate critical concerns to the Board of Directors or its Committees within the framework of their individual reports. In the respective report for each of the Functions, the most relevant aspects of their respective areas and competences have been prioritised, and no critical concerns have been communicated.

On the other hand, **CAF** has a computerised Internal Reporting System open to all its stakeholders and to any third party, allowing at all times employees and other persons related to the Company, such as members of the board of directors, shareholders, financial investors, customers, suppliers, contractors or subcontractors, to report any potentially significant irregularities, including financial and accounting irregularities, or of any other nature, related to **CAF** that they become aware of within any of the Group's companies.

1.2.4. CAF'S DUE DILIGENCE STATEMENT [GOV-4]

[GOV-4_01] **CAF** assumes a due diligence approach in accordance with applicable regulations, which determines a set of obligations and responsibilities in terms of identifying, measuring and controlling the impact of activities in relation to the prevention of actual or potential adverse effects. In this regard, we take a proactive approach to due diligence throughout our global value chain on an ongoing basis, which is why we articulate the appropriate frameworks, procedures and processes to monitor and mitigate potential negative compliance impacts.[2-23]

1.2.4.1. Human Rights commitments

[S3-1_02][S3-1_06][S2-1_08] Through the Human Rights Due Diligence Policy (publicly available on the corporate website), **CAF's** Board of Directors remains committed to fostering a culture of ethics and compliance at the highest level, assuming in greater detail our responsibility to respect Human Rights in the scope of our operations and value chain, and specifying the means available to effectively carry out management focused on Due Diligence and accountability for the effectiveness of this process. All of this in accordance with the General Principles of the Code of Conduct and based at least on the following instruments and their corresponding present and future developments: [2-23]

- International Bill of Human Rights (comprising the Universal Declaration of Human Rights, the International Covenant on Civil and Political Rights and the International Covenant on Economic, Social and Cultural Rights),
- Guiding Principles on Business and Human Rights published by the United Nations,
- OECD Guidelines for Multinational Enterprises on Responsible Business Conduct (OECD 2023),
- Declaration of the International Labour Organisation (ILO) on Fundamental Principles and Rights at Work and the Monitoring thereof, and
- the United Nations Global Compact on Human Rights, labour rights, the environment and anti-corruption, to which **CAF** is a signatory.

[S3-1_03][S2-1_01][S2-1_02] On the basis of the above, and in view of the need to adapt due diligence to specific commitments linked to our activity, some general and specific Human Rights commitments included in this Policy are listed below:

GENERAL COMMITMENTS REGARDING HUMAN RIGHTS

1- Child protection
2- Non-discrimination principle
3- Respect for labour rights
4- Respect for the rights of people with disabilities
5- Respect for the rights of minorities and indigenous
6- Respect for gender equality
7- Principle of racial non-discrimination
8- Prohibition of torture and inhuman treatment
9- Prohibition of human trafficking
10- Environmental responsibility
11- Compliance with regional Human Rights standards
12- Compliance with applicable regulations in each jurisdiction
13- Privacy management compliance and the management of new technologies and artificial intelligence with respect for human rights

COMMITMENTS IN THE GROUP'S RECURRING BUSINESS AND ACROSS THE VALUE CHAIN

1- Rejection of forced or compulsory labour and child labour
2- Respect for diversity and principle of non-discrimination
3- Promotion of gender equality
4- Freedom of association and collective bargaining
5- Health, safety and well-being
6- Fair and favourable working conditions
7- Rejection of corrupt practices
8- Responsible taxation
9- Privacy and personal data protection
10- New Technologies and Artificial Intelligence
11- Extension of Human Rights commitments to Business Partners

ADDITIONAL COMMITMENTS TO COMMUNITIES AND SOCIETY AND IN MATTERS OF THE ENVIRONMENT

1- Respect for the rights of communities
2- Respect for the rights of minorities and indigenous peoples
3- Prohibition of racial discrimination
4- Prohibition of torture and genocide
5- Prohibition of human trafficking
6- Respect for the Human Right to a clean, healthy and sustainable environment
7- Respect for regional standards and local norms on respect for Human Rights

[S2-1_03] The commitments of the Group's recurring activity in relation to its own workers and those of the value chain are developed taking into account the application of their particular rights in terms of equality and working conditions with the approach of the Human Rights Due Diligence Policy, maintaining a dual dialogue and collaboration within labour relations and contractual negotiation with suppliers. [407-1]

[S4-1_02][S4-1_03][S4-1_04] The Policy's commitments are also adapted to the relationship with the different stakeholders in the value chain, which benefits the end customer. In particular, at **CAF** we are committed to ensuring that our systems, equipment, mobility solutions, products and services guarantee respect for human rights.

[S3-1_04] We are aware that our activities may have a direct or indirect influence on the communities and geographies in which we operate. We are therefore committed to respecting the rights of these local communities, contributing to their economic and social growth. There is a strong connection between personal conditions, economic and social development, and the general well-being of the community. In this regard, we undertake to carry out actions both through the provision of services itself and through new business activities or, in certain cases, through the promotion of economic, social or cultural development through non-business channels in the communities where we operate, in order to advance social inclusion.

In connection with the above, at **CAF** we respect the rights of minority and indigenous groups in accordance with the Declaration on the Rights of Persons Belonging to National or Ethnic, Religious and Linguistic Minorities and the UN Declaration on the Rights of Indigenous Peoples beyond what is required by local laws, thus complying with international standards. Similarly, the Group protects cultural, historical and religious heritage sites, avoiding participating in their damage or destruction and in interference with free access to them by local or indigenous groups. The access of local and indigenous communities to their livelihoods is also taken into consideration. In the Group, we are committed to involving all relevant stakeholders as much as possible, including indigenous and tribal communities, in order to promote active community participation during the projects.

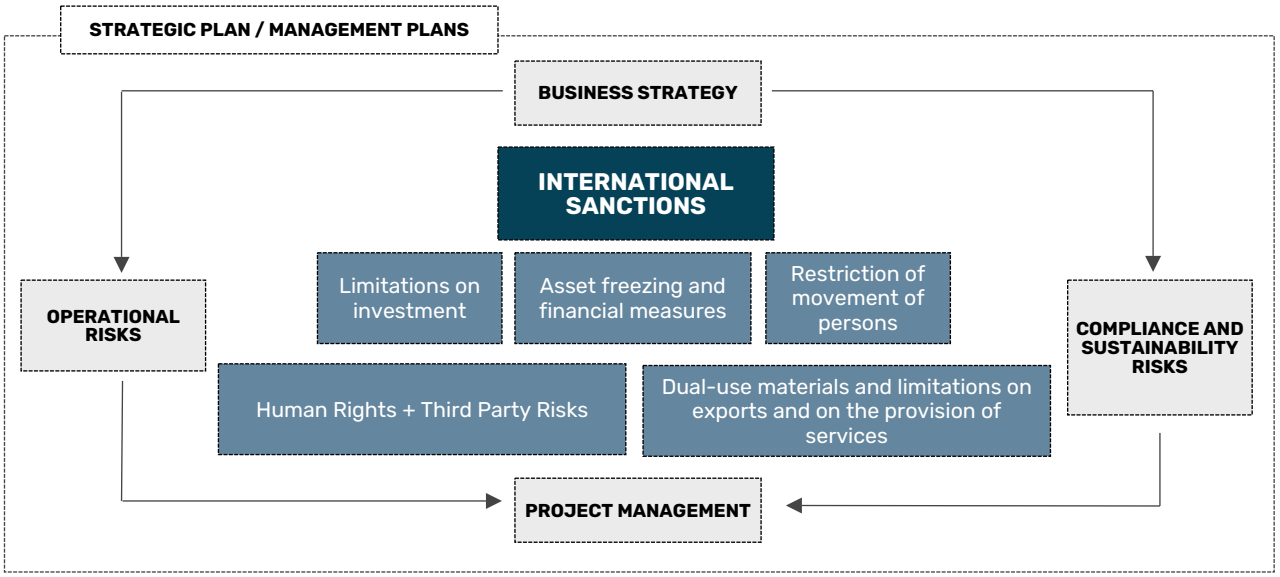
These commitments serve as a basis for the identification of risks and the configuration of the necessary procedures and controls in the area of Human Rights.

Accordingly, for many years we have had a specific Human Rights Due Diligence Procedure in place, in line with the requirements of the United Nations Guiding Principles on Business and Human Rights and the OECD Guidelines for Multinational Enterprises, approved and developed by the Compliance Function, as detailed below. [412-1]

1.2.4.2. Limitations derived from International Sanctions

At **CAF** we are committed to conducting our activities and relationships with Business Partners and, in general, other stakeholders, respecting, in any case, the limits imposed by sanctions and/or restrictions imposed by the European Union and other international and reference bodies in relation to different products, markets, jurisdictions, groups, companies, public administrations or individuals. The conduct of the Group's activities must thus be consistent with the non-violation of any international or EU limits, sanctions or restrictions that may be applicable. [2-25]

In this respect, the Compliance Function is responsible for keeping the International Sanctions Due Diligence Manual updated, which develops the General Principles of Conduct in order to identify the basic areas of due diligence to be managed in the different activities carried out by the Group and to establish a basic minimum procedure to ensure strict compliance with the limitations imposed on certain activities through international sanctions, especially when it comes to compliance with Human Rights or limitations on international exports, without prejudice to the other areas specified in said Manual and other applicable regulations:



1.2.4.3. Due Diligence and general risk management in matters of Human Rights and International Sanctions in operations

The Group's Human Rights and International Sanctions Due Diligence procedure is an example of our priorities and ethical approach in the way we do business. [2-23]

As part of our due diligence efforts, at **CAF** we identify and evaluate Human Rights-related risks right from the start of a business opportunity, before any initial proposals, in accordance with the commitments outlined in our Human Rights Due Diligence Policy, including the potential for non-compliance with current International Sanctions. The joint application of both analyses ensures greater efficiency and proper management of the different risks.

A key element of the risk assessment approach in this area is that the interests of the affected parties are prioritised, namely the Human Rights holders, instead of focusing exclusively on the company's interests, in accordance with the requirements of Directive 2024/1760 on corporate due diligence (CSDDD) with regard to the detection, assessment and management of actual and potential adverse effects.

For their part, the risks of International Sanctions may sometimes be linked to Human Rights, but sometimes not, in accordance with the scheme of the previous section, and the analysis must be adapted to the specific circumstances of the case.

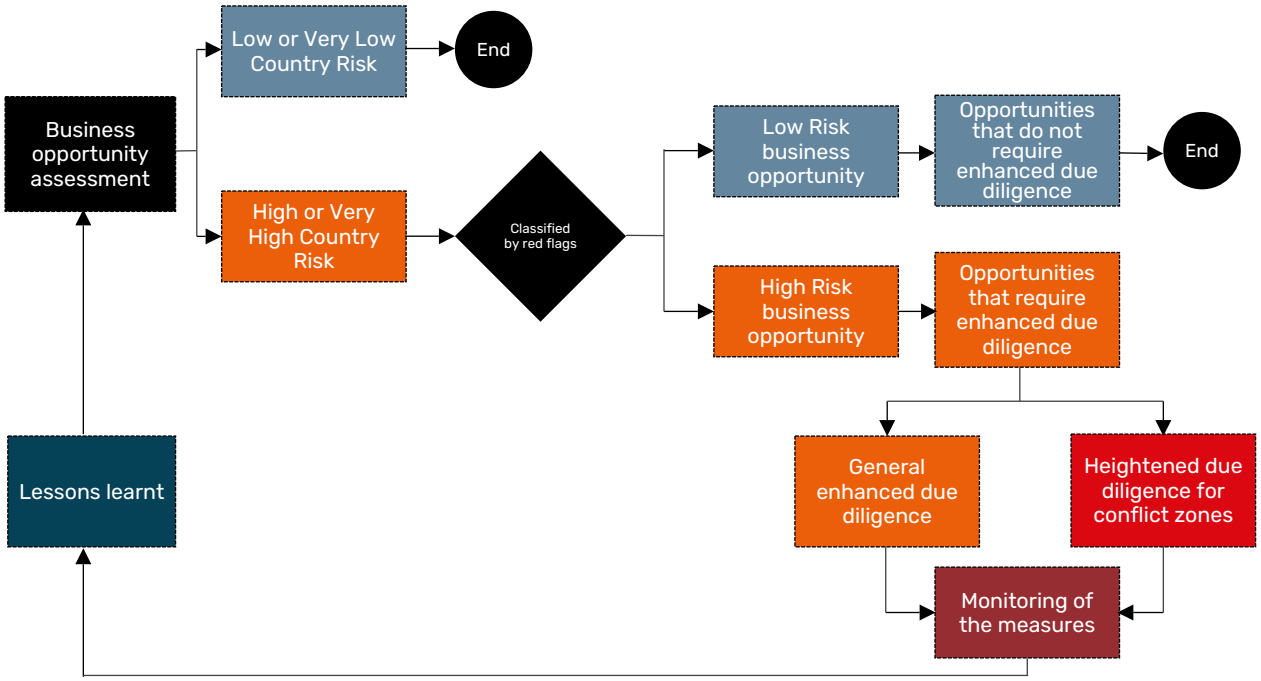
To this end, it is essential the country risk list be updated for the purposes of Compliance, considering human rights assessment factors and other relevant factors such as the existence of conflict in the country, the number of fundamental ILO conventions ratified or the corruption perception index, among others.

The impacts derived from said risks could result in sanctions related to the violation of Human Rights and/or International Sanctions in addition to specific sector regulations and reputational impact. Regulatory breaches are reflected in the short term, but the reputational impact has an impact in the medium term due to its more progressive materialisation. The risks and controls of **CAF's** internal Human Rights Due Diligence procedure are linked to the categories extracted from the main international instruments on Human Rights and Fundamental Freedoms and other complementary regulations on best practices, [412-1] such as the Guide to Enhanced Human Rights Due Diligence for Companies in Conflict-Affected and High-Risk Contexts published by the United Nations Development Programme (UNDP). This system already takes into account the prevalence of severity over likelihood as indicated in paragraph 45 of the Commission Delegated Regulation (EU) 2023/2772 of 31 July 2023 (implementing the CSRD), as the impact assessment remains by default very high, regardless of the likelihood.

At the same time, the adaptation of the study of the specific circumstances of each project has continued, taking into account the particularities of certain Group businesses. This adjustment results in an instructional resource that has been made accessible to these businesses, aiming to clarify the relevant activities according to each business's classification and to implement stricter Due Diligence in response to any raised red flags.

In accordance with the risk management system in force, business opportunities are prioritised based on the level of potential risk and those that require the application of enhanced due diligence are subject to a comprehensive questionnaire of 39 key questions that allows for the analysis of each of the relevant areas to be considered: i. Military use, ii. Execution Risk, iii. Geopolitical context, iv. Conflict minerals, v. Expropriations and land use, vi. Local content and suppliers, vii. Local procurement, viii. Discrimination against minorities, ix. Free movement of persons, x. Indigenous communities, xi. Environment, xii. Potential international sanctions and xiii. Type of conflict.

As a result of the foregoing, this analysis is run in all our operations, prioritising according to country risk level and considering factors such as, yet not limited to, geographical location, specific project circumstances and business activities to be carried out by the Group and its Business Partners, following the scheme described below:



Thus, in an initial phase, it is analysed whether the country, region or city in which the potential project is located, or its characteristics, have a level of risk that a priori requires the adoption of special measures regarding potential associated impacts.

In a second phase, a classification is carried out based on the characteristics of the activity and the specific business opportunity to determine whether enhanced due diligence is appropriate.

And in a third phase, a study is carried out tailored to the specific circumstances of the case to evaluate the potential risks and impacts and, if applicable, the preventive management measures to be adopted if the project were classified as admissible. There are certain standardised actions depending on the identified risk. In other cases, the appropriate course of action is considered on a case-by-case basis depending on the specific circumstances of the project. Specialised enhanced due diligence for areas of armed conflict or similar situations is also applied where appropriate.

Due to the sector of our activity, projects involving the construction of infrastructure and civil works are particularly relevant as there is a higher risk of impacting the groups affected by **CAF's** direct operations or through its value chain in high-risk countries. If it is a conflict zone, the analysis is adjusted to the particular context.

Related to the above, the Double Materiality Assessment identified as a material impact the negative consequences on the economic, social and cultural rights of the affected communities in relation to the business activities carried out in the area. More information in section "1.4. Double Materiality Assessment".

In this sense, enhanced due diligence seeks to identify the potential impacts of our activities on the aforementioned groups, which in the case of **CAF** are those who live or work in **CAF's** operating sites, factories, facilities or other physical operations, with special focus on the following aspects:

- Whether expropriations of private property are or have been necessary prior to the execution of the project.
- If any modification of land use is foreseeable before or during the project.
- If there are indigenous communities that could be directly or indirectly affected by the execution of the project.
- Whether the project could potentially influence the unrestricted movement of people or pose challenges for a specific group, whether directly or indirectly. In this regard, the following categories are taken into consideration:

  – **Affordability:** the price factor could indirectly exclude some groups, as could the available payment methods.

  – **Accessibility:** for people with disabilities, minors, according to language or nationality among others.

  – **Adequacy and adaptation:** if it does not cover the needs of any group of the population; if it does not reach a specific area with a social problem, if it is not suitable in other terms (cultural, etc.).

- If during the execution of the project alterations and/or modifications to the normal functioning of a specific area may be caused, such as building works, noise, waste, as well as traffic diversions or access difficulties and even the need to displace the population.
- If it is foreseeable that a significant volume of waste will be generated on-site that is potentially hazardous or requires specialised attention.
- If it may be necessary to build a well or water pipeline.
- If, as a result of the execution of the project, any environmental modification could occur in the affected area (felling of trees, modification of a watercourse, etc.).

In the case of a conflict zone, the consequences of **CAF's** business activities are analysed, assessing:

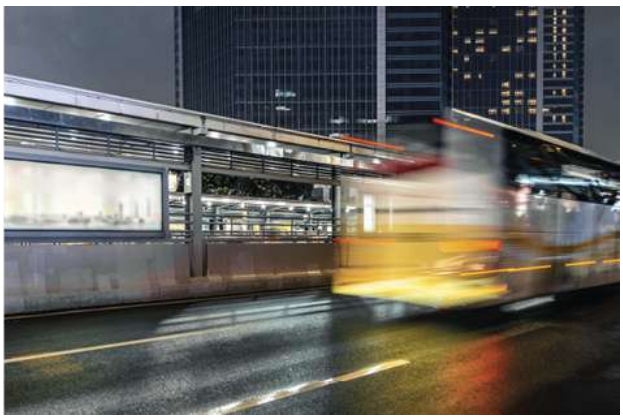
- If there is a real or potential negative impact on human rights or the conflict related to the activities (actions or omissions), products or services of the company in any of the States involved in the conflict.
- If so, whether the company's activities in any of the States involved in the conflict increase the risk of that impact.
- Whether the activities of the company in any of the States involved in the conflict would be sufficient in themselves to generate that impact.

In any case, this analysis places priority on respect for the rules of International Humanitarian Law and internationally agreed Human Rights, and considers both the potential widespread impacts linked to the nature of the activity, as well as hypothetical individual or specific impacts.

Finally, positive impacts on specific relevant projects are taken into account.

Due diligence analyses are taken into consideration by the different internal bodies that make business decisions in each of the corresponding areas, and the Compliance Function establishes the system for tracking measures in those projects that finally materialise for the supervision of those considered relevant.

The number of operations subject to enhanced Human Rights Due Diligence assessments in 2025 has risen to 30.



1.2.4.4. Monitoring of relevant projects

During 2025, ongoing projects awarded in previous years which were subject to general enhanced or heightened due diligence were monitored.

For the purposes of this Report, the Jerusalem Light Rail project is considered relevant because it is a comprehensive project that is partially located in territories subject to political controversy, which is also subject to heightened due diligence for areas of armed conflict or similar situations and for which the impact of possible international sanctions and human rights risk management are taken into account, as described in the previous subsection.

CAF is fully aware of the complex legal and ethical implications associated with the Jerusalem project, particularly in relation to international humanitarian law and corporate responsibility, and the importance of carefully balancing the protection of human rights with the need to provide essential infrastructure for all communities without discrimination.

Therefore, throughout the implementation of the project, **CAF** has applied specific due diligence measures with three levels of intensity (standard, general enhanced and enhanced for conflict zones), in accordance with Heightened Human Rights Due Diligence for Business in Conflict-Affected Contexts: A Guide, published by the United Nations in 2022, in order to identify, prevent and mitigate, where appropriate, any adverse impact on human rights.

With regard to the regulatory context surrounding the conflict, **CAF** has obtained independent external legality reports from experts of renown prior to the award of the project and during its implementation. All the experts consulted independently agree that **CAF** has not failed to comply with applicable international law by participating in the project.

In particular, the Group has closely followed the most recent resolutions and pronouncements of the International Court of Justice, the International Criminal Court and the UN General Assembly concerning, inter alia, Israel's policies and practices in relation to settlements and associated infrastructure construction. After the corresponding comparison with widely recognised experts in international law, human rights and the United Nations, the last of them in November 2025, their updated conclusions confirm those previously issued.

In this regard, the aforementioned experts maintain that: (i) the resolutions do not alter the previous status by not transforming the contractual legal reality or the qualification as in accordance with international law of the actions of **CAF** in relation to the contract signed; (ii) the implementation of the project does not violate legal obligations with respect to the Palestinian population; (iii) private companies are not bound by the mandates of the international texts addressed to states; (iv) there is no prohibition preventing **CAF** from acting as a company in relation to the project; and (v) **CAF** acts in accordance with international law and recognised standards of due diligence, which provides legal certainty and confidence to business partners, investors and governing bodies.

In addition, **CAF** has analysed, and checked with external advisors, the national export regulations specifically affecting Israel and adapted the internal processes applicable to projects in that country, adding customs and export due diligence procedures, without finding any limitations or impediments to the development.

In September 2025, the United Nations High Commissioner for Human Rights (OHCHR) included **CAF** in the database of companies involved in the activities listed in the report A/HRC/60/19. Although **CAF** rejects the applicability of the database to its activities, it was aware of the impact that such inclusion could have. In this context, **CAF** published a specific Relevant Information in relation to the Jerusalem project and the due diligence applied therein, and addressed an extensive response to the OHCHR Office which has been published on its website https://www.ohchr.org/en/business/bhr-database.

It should be noted that OHCHR itself has expressly stated in its report A/HRC/60/19 and previous reports that inclusion in the database is a factual finding of participation in a (non-exhaustive) list of activities and does not entail any legal qualification.

Inclusion in the database does not imply any presumption of illegality, malpractice or non-compliance, nor does it give rise to any legal consequence whatsoever. According to the same OHCHR report, the only consequence of a company's inclusion in the database is the obligation to take due diligence measures to address any potential human rights impacts, an obligation that **CAF** already fulfils, since:

(i) **CAF** has a Compliance System that includes a specific Human Rights Due Diligence Policy adopted at the highest level.

(ii) Since the award of the project and throughout its execution, **CAF** has been adopting specific due diligence measures, in accordance with the main international standards, analysing the risks associated with the project and establishing the necessary controls in the successive periodic reassessments.

(iii) **CAF** is prepared to implement remedial actions; however, so far it has not been necessary to do so, as no adverse impacts on human rights have materialised.

In any case, **CAF** maintains – and will continue to maintain – a constructive and ongoing dialogue with the United Nations and will continue to apply the UN Guiding Principles on Business and Human Rights, the OECD Guidelines and the Ten Principles of the UN Global Compact, which are also integrated into **CAF's** internal rules and regulations.

The Group's Reputational Risk Committee, which is responsible for analysing, on an ongoing basis, the different impacts that may arise from the different aspects, in particular, those of Communication, Risk or Compliance, has been tracking the reputational risk arising from the Project. Requests for information and expressions of concern have been received from stakeholders regarding the project in the context of the escalating conflict in Gaza – even though it is not the project site – including letters from suppliers, shareholders and investors, activists against the project and UN agencies, which have been addressed and taken into consideration as appropriate. However, no complaints or grievances have been received from affected communities or other stakeholders. Nor have any sanctions, embargoes, project cancellation or regulatory restrictions been imposed, nor has **CAF** been excluded from any tender, nor lost any other commercial opportunities as a result of participation in the project. On the contrary, the year 2025 has seen a significant increase in order intake and order backlog. Consequently, no significant economic impacts or opportunities have been identified, concluding that reputational risk is not material. In any event, this risk is continuously monitored, prioritising early detection and mitigation mechanisms.

Regarding the management of Human Rights risks, **CAF** has carried out several re-evaluations for this project, the most recent being in 2025. The stakeholders considered in the risk analysis are mainly the workers and the local civilian population, taking into account various aspects of the population and groups of transport users.

The most noteworthy risks, potential impacts and adoption of control measures of the project, both generalised by the nature of the activity and specific to the project are as follows:

i **Geopolitical context and evolution of the conflict:** these risks have become more relevant in light of the worsening of the conflict and have required the establishment of specific action plans, with more frequent monitoring than usual. **CAF** has analysed in detail the consequences of its business activities in this context, with no adverse impacts linked to these, in application of the Due Diligence for Business in Conflict-Affected Contexts guide.

ii **Discrimination against minorities:** it has been verified that the necessary measures continue to be implemented to avoid any direct or indirect discrimination against the population concerned. To this end, the existence of elements to prevent discrimination on ethnic, nationality, religious or other grounds has been confirmed, verifying that the transport system is accessible to any person, that signs and signals are kept multilingual (including Arabic and Hebrew), that the passenger service office continues to function correctly (with representation of multiple cultural groups among its employees), as well as other similar verifications.

iii **Free movement of persons:** this risk is closely linked to the proper functioning of the transport service in the absence of discrimination, considering the factors of affordability, accessibility and suitability and adaptation for

users, as indicated in the previous point. After analysis, it has been concluded that the project guarantees compliance with the free movement of persons as a Human Right.

For its part, the company in charge of the operation and maintenance of the system follows a strict policy of inclusive and non-discriminatory hiring – by the end of the 2025 financial year around 34% of the employees are Palestinian. It also adopts specific measures to avoid any discrimination and to ensure that the transport system is accessible to everyone.

In accordance with the above, and following the continuous monitoring of the project's due diligence measures and their verification by independent external expert reports, no deficiencies in the design and/or operational effectiveness of the control activities implemented have been identified to date. These reports also highlight the high level of compliance by **CAF** with the main international standards on corporate social responsibility and sustainability and compliance with Human Rights Due Diligence in accordance with United Nations Guiding Principles and the OECD Guidelines. In particular in 2025, the risk analysis carried out by **CAF** and the control measures adopted in the project have been specifically validated.

Among other aspects, the Human Rights and UN experts consulted in 2025 underline that **CAF's** Human Rights due diligence system is based on a robust regulatory structure, supported by internal documentation and external control mechanisms, and that the company applies a risk-based approach, modulating the intensity of the analysis according to the context, with qualitative and quantitative indicators and continuous updates and reviews. In the case of Jerusalem, in particular, the proactive risk assessment measures deployed, including pre-award, and the approach taken to the most intensive level, in line with the Due Diligence in Business in Conflict-Affected Contexts guide, show that the monitoring and follow-up carried out by the Company are not mere formalities, but a structured practice integrated into high-level decision-making that can be considered a benchmark for compliance in complex contexts.

Similarly, the reports of the external experts, updated in 2025, confirm that the positive impacts of the project reported in previous years remain unchanged, despite the circumstances, among other reasons because the normal operation of the means of transport has been maintained, without access limitations, and the safeguards that prevent any discrimination, guaranteeing at all times the use of the tramway for the entire population, without distinction between groups of users and with a special benefit for the most vulnerable populations.

In this regard, the social impact analysis reports commissioned by **CAF** from an independent external expert in 2023 and 2025, prepared after an on-site visit and interviews with users and representatives of the different communities, highlight the social utility of the Jerusalem tramway, which constitutes an essential public service infrastructure and is a catalyst for the fulfilment of Human Rights such as freedom of movement and access to employment, health care, education and places of worship for the entire population. Therefore, the reports conclude that the project has a positive impact, in a non-discriminatory manner, providing access to basic social services and providing a sustainable and environmentally friendly infrastructure.

After the application of the established internal procedures, throughout financial year 2025, no violation of Human Rights derived from the CAF Group's participation in any project has been detected.

1.2.4.5. Management of the interests of affected groups

STAKEHOLDER CONSULTATIONS

[S1-3_01] [S3-2_01][S3-2_03][S3-2_04] At **CAF** we identify at all times the stakeholders to be considered in specific activities that may generate Human Rights impacts, seeking to understand the concerns of potentially affected stakeholders. To this end, we take into account affected groups in general, indigenous communities in particular and, where appropriate, particularly vulnerable groups, through direct consultation processes or through reasonable alternatives in accordance with the provisions of the Human Rights Due Diligence Policy.

Within this framework, the Compliance Function, through the implementation of the Policy and the application of the Human Rights Due Diligence Procedure, ensures that consultations with relevant stakeholders are carried out in relation to the operations linked to business opportunities where appropriate. In addition, the stakeholder relations strategy, in general, is part of the Master Plan driven by the Sustainability Function.

This collaboration is carried out, as appropriate, in the design, implementation and monitoring phases of projects, through regular stakeholder consultation and dialogue processes. [2-23]

In cases where it is not possible to carry out this type of consultation, Group companies consider reasonable alternatives, such as consulting independent experts, including Human Rights defenders and other people from civil society.

[S3-2_02] In the framework of stakeholder relations, concerns and queries have been received from various groups of a different nature which have been addressed and taken into consideration as appropriate, such as shareholders, investors, customers, NGOs and associations, public administrative bodies and authorities. In particular, in financial year 2025, **CAF** has actively collaborated with the Office of the United Nations High Commissioner for Human Rights (OHCHR).

[S3-2_06] To date, we have maintained contact with communities affected by specific projects with a greater degree of impact on the civilian population due to their nature, taking into account the result of the interactions. We are also considering the adoption of a formal procedure, within the current strategic cycle, to systematise the process, identify internal governance and allow for the assessment of effectiveness and the setting of targets for engagement with stakeholders.

[S3-2_05] In this context, we have regularly assessed the effectiveness of our collaboration with affected groups through independent external experts.

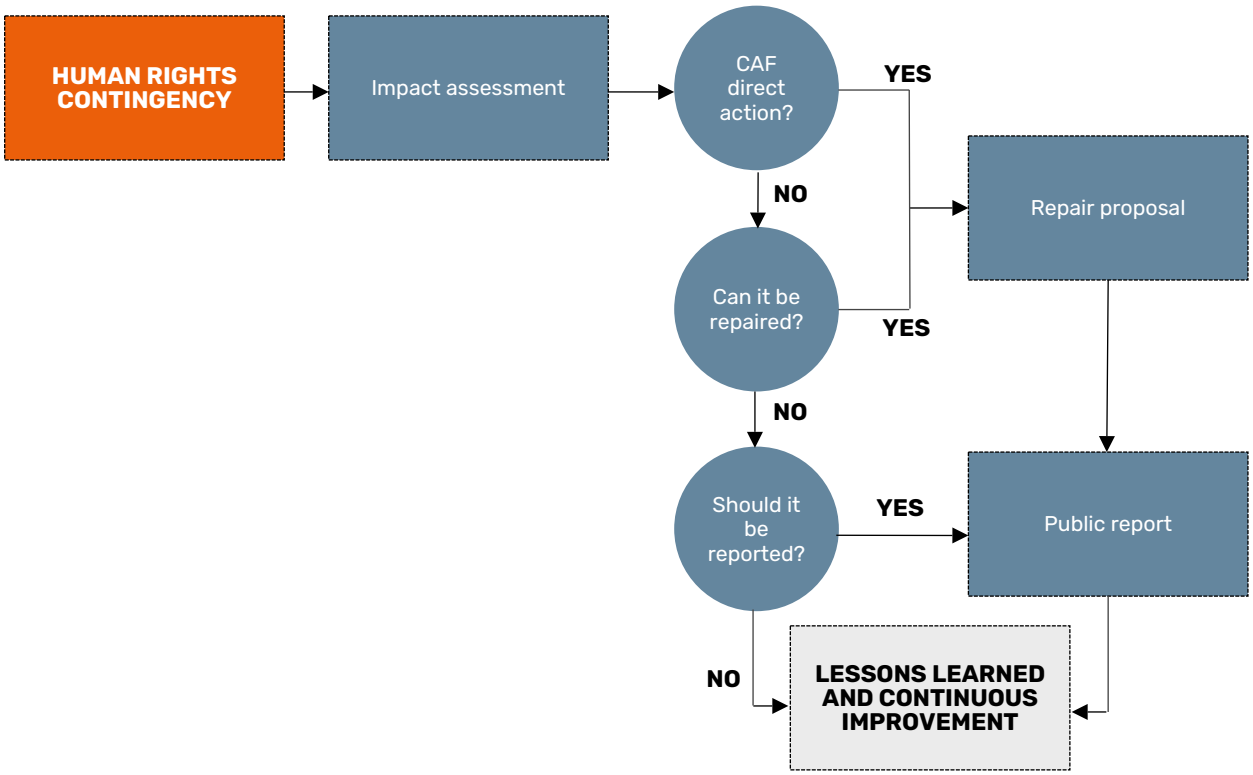
[S3-2_07] In 2025, we have taken the potential existence of indigenous communities into account in the analysis of risks and impacts, but no project has materialised that has required the adoption of specific safeguard measures, in accordance with the Guidelines on Indigenous Peoples' Issues of the United Nations Development Group, with special relevance to their lands and territories, natural resources and the environment.

Nevertheless, we constantly disseminate and make available to potential stakeholders the information necessary to raise awareness of our Human Rights Due Diligence subsystem, as well as the different principles, guarantees and obligations that govern its application.

REMEDIAL MEASURES FOR POTENTIAL IMPACTS

[S3-1_05][S3-3_10][S2-1_04] At **CAF** we assume the provisions of the United Nations Guiding Principles and the OECD Guidelines for multinational companies regarding measures to repair potential impacts on Human Rights expressly in the Human Rights Due Diligence Policy and Procedure. Therefore, if at any point in a project a human rights impact materialises, appropriate actions will be analysed and taken to remedy the negative consequences on human rights that have been caused or contributed to by the direct actions of the Group. Depending on the circumstances, it may be possible for CAF Group to play a role in the remediation process even if it has not caused or contributed to the negative consequences of our activity.

[S3-4_05] The management of potential contingencies would be carried out in accordance with the following scheme:



[S3-1_07][S3-4_02] In accordance with the above, in 2025 no human rights impacts have materialised as a result of the CAF Group's participation in any project. Therefore, there has been no need to take remedial measures.

1.2.4.6. Human Rights Complaint Handling

[S3-3_11][S3-3_12][2-25] The Internal Reporting System described in section "4.1.9. Internal Reporting System (whistleblowing channels)" of this Report already complies with the future requirements of the European Directive 2024/1760 on Corporate Due Diligence (also referred to as CS3D or CSDDD) in terms of having a publicly accessible reporting mechanism through **CAF's** corporate website to make complaints in the event of becoming aware of a possible violation of Human Rights with respect to the operations of any CAF Group entity or its Business Partners with regard to compliance with the General Principles of the Code of Conduct.

[S1-17_03][S1-17_04] During the 2025 financial year, no human rights complaints have been received through the Internal Reporting System, nor have any complaints been reported to the OECD National Contact Points for Multinational Enterprises related to **CAF**, nor have any internal investigations been processed for this reason.

[S3-4_11][S2-1_09][S2-4_11] The following table summarises the tracking and evolution of the complaints received and cases identified of human rights violations throughout the value chain and, in particular, violations of the rights of indigenous peoples within the Group during the last few years:

	2025	2024	2023	OBJECTIVE
No. of complaints received and internal investigations into human rights in the Internal Reporting System	0	0	0	0
No. of complaints submitted to an OECD National Contact Point	0	0	0	0
No. of cases of human rights violations	0	0	0	0
No. of incidents of violations involving rights of indigenous peoples	0	0	0	0

1.2.4.7. Compliance with other applicable regulations regarding Human Rights Due Diligence

COMPLIANCE WITH THE MODERN SLAVERY ACT 2015 (UK) AND MODERN SLAVERY ACT 2018 (AUSTRALIA)

For the purposes of the Modern Slavery Act 2015 (UK), **CAF** complies with the obligation to publish on the corporate website a report describing in detail the Slavery and Human Trafficking Policy, Slavery and Human Trafficking Due Diligence Processes in Business and Supply Chains and Slavery and Human Trafficking Training available to staff, together with the other content suggested by the Act and the Secretary of State's guidance.

In relation to the provisions of the Modern Slavery Act 2018 (Australia), the aforementioned declaration is used by **CAF** in its capacity as the parent company of the Group that operates in Australia, although it covers all activities carried out by the different companies that make up the Group in Australia and, consequently, has the nature of a Joint Declaration. And the latter, regardless of whether it is an entity that must report or does so voluntarily.

COMPLIANCE WITH TRANSPARENCY ACT (NORWAY)

For the purposes of the provisions of Section 5 of the Transparency Act (Norway), the content of the information to be reported on human rights and decent working conditions is detailed in this section, as well as in section 2 of this Report.

Human Rights due diligence procedures apply to all Group entities without exception. However, the entities referred to in *Section 2* of the Transparency Act will indicate this in their respective individual annual accounts.

1.2.5. RISK MANAGEMENT AND INTERNAL CONTROLS FOR SUSTAINABILITY REPORTING [GOV-5]

Over the last few years, at **CAF** we have made progress in sustainability, which has led us to design and reinforce our internal control systems, with the aim of strengthening the reliability and integrity of sustainability information, governed by reporting principles (precision, relevance, balance, accuracy, clarity, comparability, completeness, timeliness and verifiability) that reinforce the reliability and transparency of the sustainability data we present.

Responding to one of the strategic objectives defined in our Sustainability Master Plan: "To strengthen the integrity of sustainability reporting and compliance management by digitising the associated internal control systems", during 2025, we implemented the SAP GRC Process Control tool to manage our Internal Control System over **Sustainability Reporting** (hereinafter ICSSR).

This software is intended to merge multiple reporting management systems into a unified tool and enables the digitisation of information process assurance. The Sustainability Function is responsible for ensuring the integrity of the Sustainability reporting control system at **CAF**, promoting the development and updating of its control processes.

Scope and main characteristics of the ICSSR [GOV-5_01]

Based on global best practices and standards, the ICSSR uses the COSO[3] report as its primary reference point, especially in the 2023 interpretative report of reference on how the ICIF-2013 can be applied to sustainable business activities and sustainability reporting to establish or improve internal controls over sustainability reporting and regulatory compliance.

The ICSSR covers all processes for capturing, consolidating and reporting sustainability information, mainly that reflected in our Sustainability Report and in the indicators of the Responsible Management Scorecard, leaving aside financial information subject to the Internal Control System over Financial Reporting (ICSFR).

[3] Committee of Sponsoring Organizations of the Tradeway Commission.

The main characteristics of the ICSSR can be summarised in four pillars:

1 **Identification and assessment of specific risks** within each Sustainability Information reporting process.
2 **Design of controls** to mitigate risks across the preparation, consolidation and reporting stages.
3 **Progressive implementation of controls within digital tools**.
4 **Continuous adaptation to new regulatory requirements.**

Risk assessment and prioritisation methodology [GOV-5_02]

At year-end 2025:

- We have revised the mapping of ICSSR processes by including in their scope the ESRS data points (CSRD) and maintaining as a grouping principle the communality in the calculation, consolidation and reporting of information.
- Based on this map, and based on the criticality of each process (potential impact vs relevance to the sustainability strategy), we have further developed our ICSSR processes.
- We have configured the SAP GRC Process Control tool and started to implement processes in it.

Main identified risks and mitigation strategies [GOV-5_03]

The ICSSR incorporates a risk management framework designed to ensure completeness, consistency and compliance in the preparation of the Sustainability Report. This system is based on a standard risk catalogue applicable to all processes of collecting, consolidating and reporting sustainability information.

These identified risks, grouped into categories, are developed in risk models throughout the ICSSR processes and applied in our organisations:

- **Data quality and accuracy:** Risks associated with errors in data collection, use of unreliable sources, or incorrect calculations.
- **Coverage and materiality:** Risks arising from the omission of issues relevant to stakeholders or required by regulation.
- **Third-party dependency:** Risks linked to the inaccuracy of data provided by other third parties to the information construction process.
- **Consolidation and perimeter:** Risks related to incorrect inclusion/exclusion of Group companies and inconsistent data aggregation.
- **Regulatory compliance:** Risks due to incomplete disclosure or lack of data points required by standards.

In order to mitigate risks, we have developed a set of controls that are applied locally in each **CAF** organisation. This ensures homogeneous management and alignment with regulatory requirements, reinforcing the reliability of the report.

Integration into CAF's internal functions and processes [GOV-5_04]

The strength of the ICSSR lies not only in the definition of risks and controls, but also in its integration into **CAF's** daily operations and its alignment with other management systems.

- **CAF's functions, companies and businesses** actively collaborate to ensure that the controls established are feasible and aligned with the actual operation of the reporting and consolidation processes, as well as guaranteeing their execution.
- The reporting tool and the risks and controls of the ICSSR are periodically reviewed to ensure **coherence** with the requirements of ESRS.
- As we progress in the **implementation** of the new tools, **the interconnection between the reporting systems** and SAP GRC Process Control is being enhanced, seeking synergies and the automation of controls.
- Findings from the execution of ICSSR controls are integrated into processes through effective management of weaknesses and remediation plans, which are recorded in SAP GRC Process Control. These plans are the basis for improving the reporting processes and consolidation of Sustainability Information.

Communication and reporting to governing bodies [GOV-5_05]

Aware of the importance of effective oversight, we have structured a clear communication and reporting flow aligned with our highest governing bodies to ensure that the Sustainability Report is reliable and complete:

- **CAF's Board of Directors** is responsible for the existence and maintenance of an adequate and effective Internal Control System over Sustainability Reporting (ICSSR).
- **The Audit Committee**, assuming the powers delegated to it by the Board of Directors, is the body responsible for supervising, among other things, the preparation and presentation and the integrity of **CAF's** sustainability information, as well as the effectiveness of internal control systems, in particular the ICSSR, risk management systems, and the systems and mechanisms linked to **CAF's** internal codes of conduct. The Committee is also responsible for discussing with the sustainability information verifiers any material weaknesses in the internal control system detected during the course of their review, without compromising its independence.
  These functions are reflected in the Regulations for the Audit Committee of the Board of Directors of the Company.
- **The Appointments and Remuneration Committee**, in addition to the functions indicated in sections "1.2.1.3. Committees of the Board of Directors" and "1.2.1.4. Sustainability Oversight by the Board of Directors", coordinates as necessary with the Audit Committee to ensure the correct alignment between the Sustainability information reported and the supervision of the Company's practices in environmental and social matters, so that they are in line with the strategy and policy set, in accordance with the powers delegated by the Board of Directors for this purpose.
- **The Sustainability Function** is responsible for the design, implementation and maintenance over time of an adequate and effective ICSSR.

1.3 ESRS STRATEGY 2 [SBM-1][SBM-2]

/ We develop key transport solutions for the transition to a more sustainable planet. Thanks to our committed team, we offer innovative alternatives in the field of rail and bus mobility.

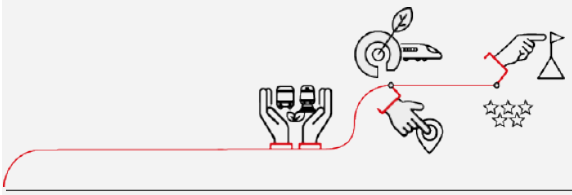
Sustainability is embedded in **CAF's** Purpose, Mission, Vision and Values, and as we will see in the following section, it is an axis of the 2026 Strategic Plan.

VISION

To be a leader in sustainable mobility, committed to a sustainable mobility culture of excellence and reliability, which receives the highest degree of satisfaction of its customers, while contributing to the progress of society.

MISSION

We are a world benchmark when it comes to key transport solutions in transit to a more sustainable planet, and offer, with our dedicated team, innovative rail and bus mobility options.



VALUES

EXCELLENCE
We are committed to a job well done, constant innovation and the achievement of results.

TRUST
We work with honesty, integrity and as a team to provide the best outcome for our customer groups.

SUSTAINABILITY
We take long-term responsibility for people's health and the environment.

PURPOSE

We develop sustainable transport solutions that improve people's lives.

1.3.1. BUSINESS MODEL [SBM-1]

> We transform the mobility of entire cities and regions, serving municipalities, public and private administrations, rail manufacturers, operators and financial consortia.

At **CAF**, we lead projects from start to finish: from feasibility studies, system design and engineering, to construction, installation, operation, maintenance and financing, spanning multiple geographies. We transform the mobility of entire cities and regions, serving municipalities, public and private administrations, rail manufacturers, operators and financial consortia.

[SBM-1_01]:[4] Our portfolio of comprehensive mobility solutions is available on the corporate website. In summary, we can highlight the following:

RAILWAY	BUS
Our solutions go beyond vehicles, including signalling, components and services that complement end-to-end solutions. All these activities are expected to make an increasing contribution to the development of our Group.	With Solaris, we lead the industry with the most comprehensive range of low and zero emission solutions. We are a benchmark in electromobility thanks to our expertise in electric and hydrogen hybrid buses, strongly promoting the transition to a future without internal combustion engines. This puts us at the forefront in Europe, outperforming our competitors in terms of capabilities, experience and market share.

[4] [SBM-1_01] Except where otherwise mentioned in this section, there is no record of any material changes in the offer of products and services during the current financial year.

We distinguish ourselves as a leading multinational group thanks to the following aspects (more information on corporate website):

• State-of-the-art technology:

CAF is at the forefront of innovation, with strategic investments in key areas for mobility, such as decarbonisation, automation, digitalisation and competitiveness, with the aim of building a sustainable, interconnected, multimodal and safe transport model.

[SBM-1_06][SBM-1_07][SBM-1_24] Our main area of operation is the Manufacturing - Automobiles & Other Transport Vehicles sector, as derived from the ESRS. After reconciling our financial statements, we have concluded that our income in this financial year in this sector has been €4,487 million, corresponding to the figures indicated for railway activity (€3,305 million, including inter-segment) and buses (€1,183 million) under IFRS 8 Operating Segments (more information in Note 5 of the Consolidated Financial Statements).

[SBM-1_08][SBM-1_09][SBM-1_10][SBM-1_11][SBM-1_12][SBM-1_13][SBM-1_14][SBM-1_15][SBM-1_16][SBM-1_17] [SBM-1_18][SBM-1_19][SBM-1_20]

It is crucial to highlight that **CAF** does not significantly engage in other sectors covered by ESRS, especially those related to fossil fuels (such as coal, oil, and gas), chemical manufacturing, arms manufacturing, or tobacco production.

• Global reach and European leadership:

[SBM-1_02] We operate in more than 60 markets, with a particularly strong position in Europe. In the railway segment, we have a solid industrial infrastructure in Spain, France, the United Kingdom, the United States, Brazil and Mexico, as well as more than 150 maintenance and warranty centres worldwide. We have executed more than 230 projects valued at approximately 37 billion euros, delivered more than 5,200 trains and rehabilitated more than 1,000 carriages.

In the bus sector, we have an industrial plant in Poland and an established presence in more than 870 cities in 35 countries, with more than 27,000 buses sold.

[SBM-1_05] As an international Company, our product and service offering is global and must comply with the current legislation of each market. We therefore ensure the utmost respect for compliance with local regulations and refrain from offering products and/or services that are prohibited in the markets where we conduct business. In any case, we are not aware of any jurisdictions in which our portfolio has any type of restriction or veto.

• Qualified staff:

We have more than 17,500 employees, highly trained and aligned with the company's vision. Among them, we can highlight more than 7,000 university graduates, of whom more than 3,300 are engineers engaged in innovation, product design and project management activities. [SBM-1_03][SBM-1_04]

More information on our team in section "3.1. Own Workforce" of this Report.

• Commitment to sustainability:

We outperform the industry average, backed by awards such as a top A rating from CDP, a "low risk" rating from Sustainalytics and a "Gold" medal from EcoVadis. In addition, we made significant progress in reducing Scope 1, 2 and 3 emissions, aligning with the targets set out in our 2026 Strategic Plan. We confirm our strong commitment to business ethics and respect for Human Rights in all our operations and the relevance of our commitment to people with the certification as Regional Top Employer in Europe.

• Financial soundness:

We maintain a solid and proven financial capacity, reflected in a controlled Net Financial Debt/EBITDA ratio, which reinforces our stability and projection.

• Confidence and recurrence of our customers:

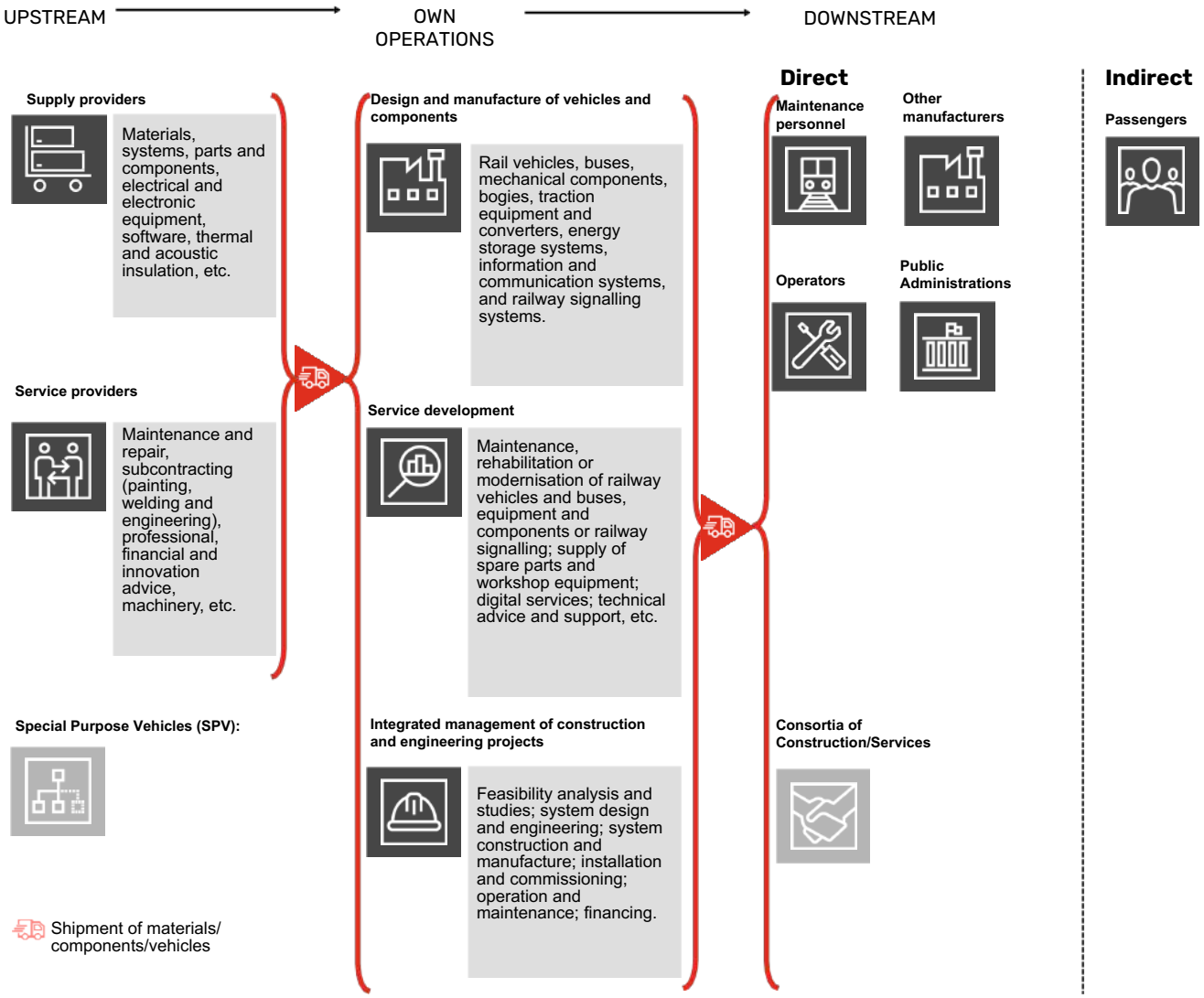
The high and increasing level of customer satisfaction and repeat business is evidence of the reliability of **CAF**. This translates into an order backlog in excess of 16 billion euros, giving **CAF** a high business visibility for the coming years.

1.3.2. VALUE CHAIN [SBM-1]

/ With this comprehensive view of the value chain, we reaffirm our commitment to leading the way towards sustainable mobility, providing innovative solutions that improve quality of life and reduce environmental impact.

At **CAF**, sustainability is a cross-cutting principle that brings together each step of our value chain, from the selection of suppliers to the delivery and operation of our sustainable mobility solutions. This commitment not only aligns with the targets defined in the 2026 Strategic Plan and the goal of reaching net zero emissions by 2045, but also reinforces our proactive contribution in the transition towards a more sustainable future.

[SBM-1_25] Our value chain is structured in three main blocks: “upstream”, “own operations” and “downstream”. This model seeks to integrate sustainability into each phase of the life cycle of our products and services, maximising the positive impact on the communities where we operate and our stakeholders, while minimising our environmental impact.



Upstream

[SBM-1_28] In this block we list all suppliers and partners who provide essential materials, components and services for the manufacture of rail, bus and related systems solutions. Sustainability in this area is materialised through the Responsible Purchasing Programme and the Supplier Code of Conduct, which promote traceability and compliance with environmental, social and governance (ESG) criteria from the origin of the chain. In addition, we work closely with our strategic partners to identify opportunities for continuous improvement, prioritising innovative and sustainable solutions that ensure a positive impact throughout the supply chain.

[SBM-1_26] To strengthen the positive impact in this block, we have developed training programmes for suppliers, with a focus on sustainable innovation and resource efficiency. We also encourage collaboration in circular economy initiatives and certifications that guarantee the sustainability of the materials used. Through regular audits and digital assessment tools, we ensure that each supplier complies with established sustainability standards.

KEY AREAS:

- **Supply providers:** they supply resources such as steel, electrical and electronic systems, specialised software and thermal insulation, all of which are essential to ensuring the quality and sustainability of our products.
- **Service providers:** they provide maintenance, engineering, consultancy and financial services linked to innovation, ensuring that our operations have the best specialised support.
- **Special Purpose Vehicles (SPV)[5]:** they develop specific, large-scale projects, which enables them to address highly complex initiatives with an efficient structure aligned with sustainability standards.

Own operations

Our core activities are firmly rooted in the design and production of vehicles and components for the rail and bus markets, service development, and comprehensive construction and engineering project management. They all serve to reinforce our commitment to transforming mobility towards a more sustainable, efficient and interconnected model. Our manufacturing facilities in Europe and the United States emphasise a strategy that focuses on sustainable design, energy conservation and minimising waste. Furthermore, our facilities are designed to operate under strict sustainability standards, integrating cutting-edge technologies that minimise resource consumption and optimise productivity.

The digitalisation of processes also plays a key role in this block, enabling greater real-time monitoring of operations and a significant reduction in waste generated. We have implemented intelligent management systems that optimise energy efficiency and improve security at our facilities. Collaboration between different departments and the establishment of common objectives allow for a comprehensive approach to addressing sustainability challenges.

KEY AREAS

[SBM-1_27][SBM-1_28]

- **Design and manufacture of vehicles and components**: rail vehicles, low and zero emission buses, traction systems, batteries and signalling technology. Our commitment to eco-design ensures that each product is developed taking into account its entire life cycle, minimising its environmental footprint and enhancing efficiency at all stages.
- **Development of services:** predictive maintenance and rehabilitation of vehicles to extend their useful life, which not only benefits our customers, but also significantly reduces environmental impact. We add value through the introduction of digital solutions that optimise maintenance planning and management.
- **Comprehensive management of construction and engineering projects:** this includes everything from feasibility studies to operation and maintenance in turnkey projects. This ensures that each solution is fully tailored to the specific needs of the clients and communities in which we operate, promoting balanced socio-economic development.

[5] SPV: Special Purpose Vehicle.

Downstream

[SBM-1_27][SBM-1_28] The impact of our sustainable mobility solutions extends to operators and end-users, promoting connected and low-carbon cities. We actively collaborate with public administrations, manufacturers and operators to optimise performance and sustainability. This collaborative approach not only improves operational efficiency but also fosters a positive impact on local communities. End-user feedback is also a key component in this block. We implement digital systems that collect data on the use of our solutions, allowing us to introduce continuous improvements and ensure an optimal user experience. We are also committed to fostering the use of technologies that promote accessibility so that our solutions are inclusive and beneficial for everyone.

KEY AREAS

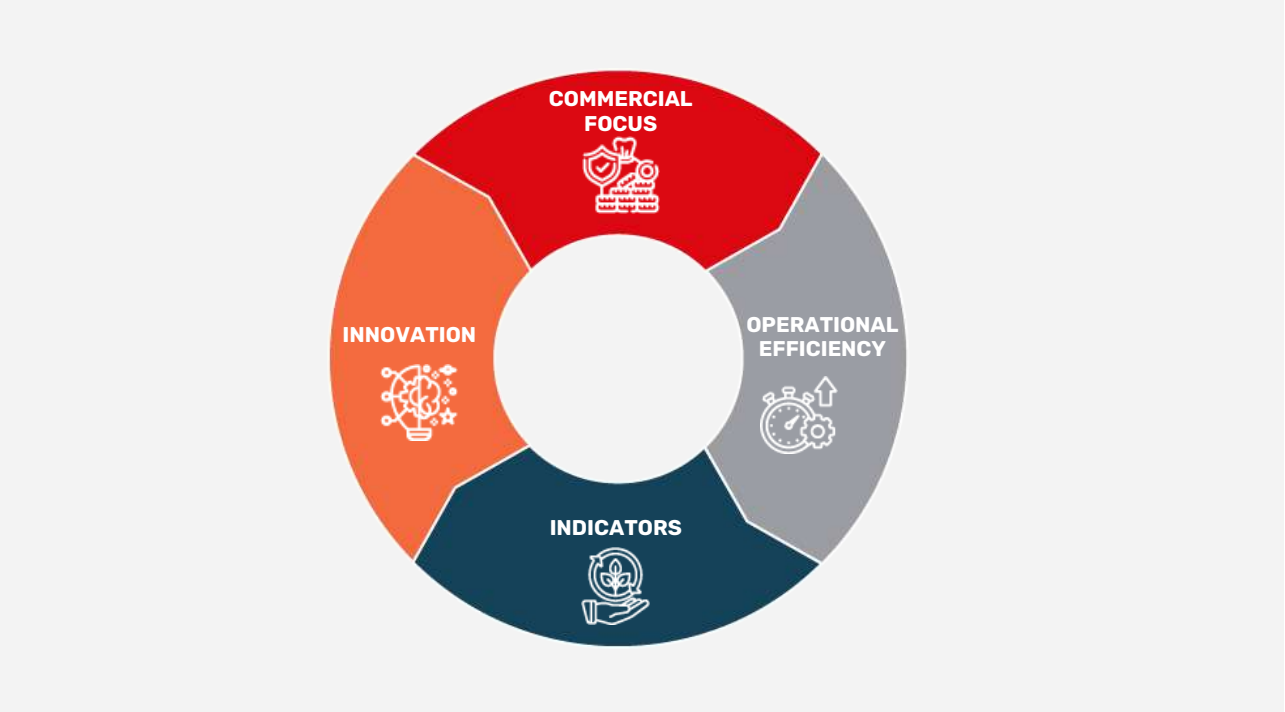
[SBM-1_28]

- **Operators and maintenance personnel:** they implement and maintain our systems and vehicles, ensuring they are operated to the highest standards of efficiency and safety. We provide specialised training and advanced digital tools that optimise operation and maintenance.
- **Passengers:** end users of our transport solutions, benefiting from greater accessibility and reduced emissions. We actively promote education and awareness on sustainable mobility to strengthen users' commitment to the environment. Our systems also aim to improve the travel experience, ensuring passenger comfort and safety.

As we move forward, we continue to work to strengthen our capabilities, expand our partnerships and ensure that every link in our value chain contributes to a more sustainable and resilient future for generations.

1.3.3. STRATEGY AND BUSINESS MODEL RESILIENCE [SBM-1][SBM-3]

[SBM-1_21][SBM-1_22] Although at **CAF** sustainability has always been a key and intrinsic element of our activity, the deployment of the 2026 Strategic Plan[6], elaborated in 2022, underscored the role of sustainability as a strategic driver, as it is one of the four strategic pillars and is inherently intertwined with the other pillars. The four main axes are the following:



- **Commercial focus**: at **CAF** we focus our business activities in Europe, North America and Asia Pacific with recurrence and scale. In the Bus segment, we aim to maintain our European leadership in zero-emission mobility and expand into other markets. Sustainability is therefore an essential pillar that will help us achieve a sales turnover of roughly €4.8 billion by 2026, with a strategic target degree of alignment with the European Taxonomy of Sustainable Activities of 84%.
- **Operational efficiency***:* the Group will improve its efficiency in production, engineering and purchasing, and will complement its current footprint with new industrial capacities that accompany the business focus, while capturing cost efficiencies. In addition, we will implement efficiency programmes in all activities to strengthen its competitiveness, with an expected annual recurring impact of €35–50M. By being more efficient, we will minimise our negative impacts on the environment while improving costs.
- **Innovation:** the Organisation will advance its decarbonisation proposal by expanding the range of trains and buses with alternative propulsion (electric and hydrogen), the automation of urban transport systems (metros, trams and buses) and the digitalisation of our processes (virtual homologation and approval environments, cybersecurity, etc.). Chapter "5. Innovation" of this Report provides more information on these four schemes (zero emissions, autonomous and automated mobility, digitalisation and product portfolio extension).
- **Sustainability**: the Group is committed to environmentally friendly sustainable growth, leading the transition of mobility solutions towards the goal of achieving net zero emissions by 2045.

[6] Document accessible through the corporate web page.

[SBM-1_21] To comply with the Plan, we estimate an investment level of roughly €550–650 million for the accumulative period from 2023 to 2026, considering that the volume of CapEx and OpEx associated with sustainability-related investments will be aligned with the EU Taxonomy of Sustainable Activities, that is, close to 84%. For further information, see section "2.1.1. European Union Taxonomy for Sustainable Activities" of this report.

Thus, as part of the strategy, we defined top-level targets for 2026, considering sustainability goals as business objectives [SBM-1_21]:

- Grow above the market and reach total sales close to 4.8 billion euros.
- Place the Operating Result in 2026 at around 300 million euros.
- Distribute dividends in ascending progression in line with performance.
- To have a net financial debt to EBITDA ratio of around 2.2x after the corporate operations considered in the base case of the Plan.
- **Reduce Scope 1 and 2 emissions by up to 30%, and up to 40% in Scope 3 (referring to product use, in terms of emissions per passenger and km), compared to 2019, with the ultimate goal of becoming a net zero emissions company by 2045.**

In 2022, the Strategic Plan was developed based on an internal and external context analysis, considering key inputs such as the 2021 materiality analysis and a SWOT analysis of sustainability.

[SBM-1_22][SBM-1_23] In 2024, we developed our first Double Materiality Assessment (more details in section "1.4 Double Materiality Assessment" and we established the Sustainability Master Plan (SMP)[7] based on these results, which in turn develops the Sustainability axis of the 2026 Strategic Plan, in alignment with the Sustainability Policy. The main actions carried out and the results obtained are described in this report.

In 2025, we have conducted a new SWOT analysis on **CAF's** sustainability performance, and adjusted the 2024 Double Materiality Assessment. These steps led to a review of our responsible management scorecard and our[8] short-, medium- and long-term sustainability goals (for further details, see section "1.3.5. Responsible Management Scorecard" of this Report. We have set targets to monitor key metrics; and we have incorporated actions designed to address the main issues identified, thus helping us to prevent, mitigate and remedy the potential effects of our impacts and risks, and to maximise the value of our opportunities.

Through a structure organised into three pillars, ten key initiatives and eleven strategic goals, the Sustainability Master Plan integrates sustainability as the backbone of all **CAF** activities, ensuring compliance with the Sustainability Policy and commitment to our stakeholders. The Plan's governance ensures that each action is supported by a robust, transparent and effective monitoring model, which guarantees the correct implementation, evaluation and communication of results.

Thus, we have been able to validate that our strategy includes the most relevant sustainability issues, helping us to strengthen the resilience of our business model and increasing our capacity to address the challenges arising from our activity.

In short, and after all the analysis carried out, at **CAF** we believe that the opportunities in sustainability exceed the risks in this area.

[7] Document accessible through the corporate web page.
[8] As our objectives are global, they apply to all geographies where we operate and all our product and service lines, and are independent of the target customer (SBM-1_22).

1.3.4. STAKEHOLDER PERSPECTIVES AND OPINIONS [SBM-2]

1.3.4.1. Stakeholder engagement

[SBM-2_01][SBM-2_02] Stakeholders are at the heart of **CAF's** strategy, and the Sustainability Policy confirms their validity and defines the general commitments acquired with each of them: shareholders, customers, people, suppliers and society.

In addition, **CAF's** Communication Policy, initially approved by the Board of Directors of **CAF** at its meeting held on 28 October 2015 as the General Policy regarding Communication of Economic and Financial, Non-Financial and Corporate Information, and Contacts with Shareholders, Institutional Investors and Proxy Advisors (hereinafter Communication Policy), and last amended on 17 December 2020, develops **CAF's** commitment to Stakeholder engagement and dialogue and specifies the responsible communication practices that constitute a principle set out in the Sustainability Policy.

The interests and opinions of our stakeholders are taken into account in the definition, development and evolution of our strategy and business model. We articulate this via our due diligence processes, our Communication Policy, the Double Materiality Assessment and the deployment of the Sustainability Master Plan, which integrates the results of these processes into initiatives and objectives aligned with our Strategic Plan.

[SBM-2_03] Thus, we maintain structured interactions with stakeholders in order to understand their interests, expectations or concerns and use this information as input for **CAF's** decision-making, in particular on sustainability, impacts, risks and opportunities.

To ensure a continuous dialogue, we have different channels of communication with our stakeholders to ensure that their priorities are incorporated into **CAF's** strategy. In addition to helping maximise the dissemination and quality of the information available to the market and our stakeholders, these channels are central to ascertaining the latter's concerns and interests in relation to Sustainability, and are key to defining **CAF's** strategy and action in this area.

STAKEHOLDER	COMMUNICATION CHANNELS	RELATED STANDARD
SHAREHOLDERS[9]	• Shareholders and Investors Services Office. • Spanish National Securities Market Commission (CNMV) communications • General Shareholders' Meeting. • Regular briefing meetings. • Corporate website. • Internal Reporting System (whistleblowing channels). • Survey of shareholders and investors, and financial analysts. • Non-Financial Statement - Sustainability Information.	Annual Corporate Governance Report
CUSTOMERS	• Meetings with potential clients. • Customer meetings on projects. • Client Audits. • Audits of the Quality and Safety Management System. • Corporate website. • Internal Reporting System (whistleblowing channels). • Customer Satisfaction Surveys. • Online platforms. • Industry trade fairs.	S4
PEOPLE	• **CAF** Portal. • Internal communication channels. • Direct communication. • Trade union representation. • Corporate magazine. • Internal Reporting System (whistleblowing channels). • Corporate website. • Organisational Health Survey.	S1
SUPPLIERS	• Supplier portal. • Corporate website. • Specific supplier relationship platforms. • Supplier audits. • Internal Reporting System (whistleblowing channels). • Supplier satisfaction survey.	S2, G1
SOCIETY	• Corporate website. • Direct relationship with public administrations. • Participation in forums and associations. • Internal Reporting System (whistleblowing channels). • Society communication assessment survey.	S3, E1, E2, E5

[SBM-2_04] Collaboration and interaction with our stakeholders is organised in a structured and integrated way, according to the communication channels described above.

Specifically, in the Double Materiality Assessment and in the preparation of the Sustainability Master Plan, key individuals from **CAF** (corporate functions and business lines) participated internally, as well as external entities representing our shareholders, suppliers, customers and society. Through interviews and workshops, the double materiality criterion has been applied to assess the relevance of each topic. The issues prioritised were those that significantly impacted both **CAF's** performance and the expectations of stakeholders. In this way, and as the Double Materiality Assessment is the basis for the definition of the Sustainability Master Plan, both the Master Plan and the actions and initiatives defined therein are devised to respond to the interests and concerns of our stakeholders. Finally, the Strategic Sustainability Committee oversees this process and ensures its consistency with **CAF's** strategy.

[9] The information related to Shareholders is included in **CAF's** Annual Corporate Governance Report, available on the corporate website. Communication channel for both the institutional investor and the minority shareholder.

[SBM-2_05] Through all of this, we seek to understand the interests, expectations and concerns of our stakeholders in relation to our sustainability impacts, risks and opportunities, and to integrate this understanding into the identification of material issues, the definition of strategic priorities and the design of sustainability initiatives and objectives aligned with our business model.

More information on the Double Materiality Assessment and the results of this process is available in section "1.4. Double Materiality Assessment" of this Report.

1.3.4.2. Understanding stakeholder interests

[SBM-2_06] The results of the collaboration with stakeholders are taken into account in the Double Materiality Assessment and in the Sustainability Master Plan. These results enable the identification and prioritisation of material impacts, risks and opportunities, as well as the definition of the strategic initiatives and objectives that guide our sustainability strategy and their progressive integration into the business model.

[SBM-2_07] From the Double Materiality Assessment and due diligence processes, we have developed an understanding of the interests and views of our key stakeholders in relation to our strategy and business model.

During this review, we understand that there is a growing expectation from our shareholders to promote accountability, integrity, transparency and alignment with best practices in Good Corporate Governance.

In addition, our employees consider job stability, occupational health and safety, career development and equal opportunities to be priorities.

The analysis shows that our customers and end-users particularly value the product quality and safety, cybersecurity, innovation and sustainability of our mobility solutions, as well as their contribution to climate change mitigation and adaptation.

Similarly, we identified growing expectations from suppliers and workers in the value chain regarding responsible practices and respect for human rights, as well as concerns from affected communities and groups regarding environmental and social impacts along the value chain.

This understanding has been used as the basis for the identification and assessment of material impacts, risks and opportunities, in accordance with the IRO-1 requirement.

[SBM-2_08][SMB-2_09][SMB-2_10][SMB-2_11]

The results of the Double Materiality Assessment have reinforced the orientation of our strategy and business model towards priority areas such as decarbonisation, sustainable innovation, people's health and safety, responsible management of the value chain and strengthening governance. These adjustments are reflected in the Sustainability Master Plan, which develops the commitments of **CAF's** Strategic Plan.

We plan to continue to deploy the strategic initiatives and objectives defined in the Sustainability Master Plan throughout its term, in accordance with the established timetables, resources and monitoring mechanisms, and in coherence with the evolution of the regulatory context, the market and stakeholder expectations.

We believe that these planned adjustments and steps can contribute to strengthening our relationship with stakeholders by responding in a more structured and transparent way to their interests and expectations, although the extent and pace of these effects will depend on external factors, the evolving environment and the effective implementation of the defined initiatives.

[SBM-2_12] **CAF's** management and supervisory bodies are informed about stakeholder interests and opinions regarding our Sustainability impacts through a dedicated governance structure. In particular, the Sustainability Operating Committee is the operational body responsible for carrying out the Double Materiality Assessment, preparing the Sustainability Master Plan and regularly monitoring the initiatives and objectives defined in this plan. In performing these functions, the Operating Committee analyses the interests, expectations and concerns of stakeholders identified during the due diligence and materiality processes, as well as their relationship to the Group's impacts, risks and opportunities.

The Sustainability Operating Committee reports regularly to the Strategic Sustainability Committee, which is the body in charge of approving the Sustainability Master Plan, supervising its correct execution and ensuring that the priorities and commitments defined are developed in accordance with the Group's strategic objectives. Through this reporting scheme, the Strategic Sustainability Committee receives relevant information on stakeholder interests and opinions and takes them into account in monitoring the sustainability strategy and its integration into the business model.

1.3.4.3. How our stakeholders rate us

During 2025 we have continued to measure the satisfaction of our stakeholders and also the satisfaction with the communication we have with all our stakeholders.

SATISFACTION OF OUR STAKEHOLDERS

			2025			2024	
STAKEHOLDER	MEASURE	OUTLOOK	OBJECTIVE (0–10)	RESULTS (0–10)	SCOPE (0–100%)	RESULTS (0–10)	SCOPE (0–100%)
SHAREHOLDERS	% votes in favour in the Approval of the Annual Accounts and Directors' Report (General Shareholders' Meeting)	Stability in results and scope	≥ 9.5	9,961	≥ 80% of the subscribed capital with voting rights	9.99	≥ 77% of the subscribed capital with voting rights
CUSTOMERS	Annual survey	Stability in results and scope	7.9	8,11	≥ 99% sales	8.0	≥ 99% sales
PEOPLE	Annual survey	Stability in results and scope	6.8	6.8	≥ 94% of the workforce	6.7	≥ 96% of the workforce
SUPPLIERS	Annual survey	Stability in results and scope	≥ 8.0	8.4	≥ 95% of purchases	8.3	≥ 83% of purchases
SOCIETY[10]	Biennial survey	Stability in results and scope	≥ 8.0	8,7	≥85% workforce	8.5	≥ 84% of the workforce

The overall assessment of stakeholder satisfaction in the 2025 financial year was positive, and we have met the objectives set for 2025 in all of them.

[10] The Society Stakeholder for **CAF** is identified with the communities in which it operates with industrial and service activities, as well as the geographies where it delivers its products and services, considering both the economic and environmental impact. In addition, **CAF** promotes a positive impact with activities in collaboration with agents that contribute to economic development (public administrations, business associations, clusters, groups of companies, etc.), knowledge generation (innovation-oriented associations, knowledge centres, research and/or technological centres, etc.), promotion of education (educational entities or entities for the promotion of employment) and social and cultural promotion (public and/or private entities supporting social and/or cultural projects), in the regions in which it operates.

ASSESSMENT OF COMMUNICATION TO STAKEHOLDERS

In terms of satisfaction with stakeholder communication, and in line with the guidelines of our Communication Policy, the overall assessment is also positive, with improvements in all groups.

			2025		2024	
STAKEHOLDER	**MEASURE**	**OUTLOOK**	**RESULTS (0–10)**	**SCOPE (0–100%)**	**RESULTS (0–10)**	**SCOPE (0–100%)**
SHAREHOLDERS	Annual and biennial survey	Stability in results and scope	8.2	≥ 84% (≥ 100% of financial analysts with coverage (year 2025)) (≥ 74% of shareholders and investors (year 2024))	7.8 1st consolidated measurement	≥ 77% (≥ 85% of financial analysts with coverage (year 2023)) (≥ 74% of shareholders and investors (year 2024))
CUSTOMERS	Annual survey	Stability in results and scope	8,5	≥ 99% sales	8.4	≥ 99% sales
PEOPLE	Annual survey	Stability in results and scope	6,9	≥ 94% of the workforce	6.6	≥ 96% of the workforce
SUPPLIERS	Annual survey	Stability in results and scope	8.24	≥ 95% of purchases	7.9	≥ 83% of purchases
SOCIETY[11]	Biennial survey	Stability in results and scope	8,7	≥85% of the workforce	7.4	≥ 84% of the workforce

1.3.4.4. Value creation at CAF

Our Strategic Framework is based on two pillars: business strategy and management strategy. The combination of both strategies results in creating value, in the form of results. Thus, for us, creating value means satisfying the needs and expectations of its stakeholders.

	2025	2024	2023	OUTLOOK
EARNINGS PER SHARE (€)	4.27	3.02	2.60	Upward progression
DIVIDEND PER SHARE (€)	1.52	1.34	1.11	Upward progression in line with results
DIVIDEND YIELD	3.3%	3.9%	3.8%	-
PAY-OUT RATIO (DIVIDEND/EPS)	36%	44%	43%	-
RETURN ON CAPITAL EMPLOYED (RoCE)	16.1%	13.9%	11.5%	-

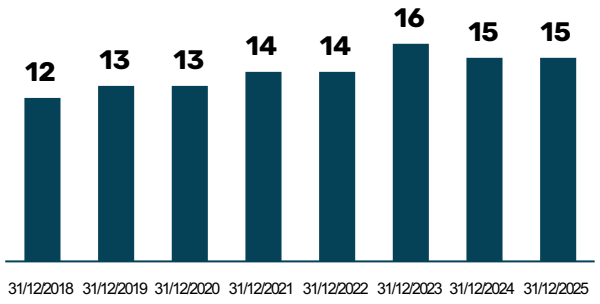
Earnings per share rose throughout 2025, supported by the growth and gradual margin recovery of the business units, as well as a lower financial and tax impact. Accordingly, earnings per share of 4.27 euros were recorded in financial year 2025, and the dividend per share that the Board of Directors is proposing to the General Shareholders' Meeting is 1.52 euros per share (36 % payout), boosting shareholder remuneration.

[11] The criterion for measuring the scope in the Group's society stakeholders is the headcount of the Group's legal entity that has a relationship with the surveyed entity. Biennial survey. In 2025, we sent the survey to 268 entities, compared to 200 in 2023. The Group's legal entities that have a relationship with these 268 entities represent 85% of the CAF Group's total workforce.

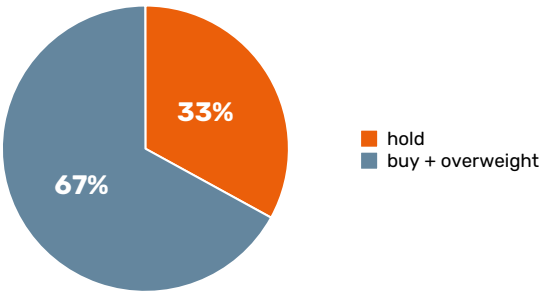
We maintain fluid and continuous communication with the market through numerous channels, and make available to shareholders general information regarding share and dividend performance, communications of relevant events for the business (contract awards, corporate operations, strategic milestones), economic-financial information, documentation related to the Shareholders' Meeting, as well as diverse documentation on Corporate Governance.

At year-end 2025, 15 brokers maintained active coverage on **CAF**, although two of them (Intermoney and Bernstein) are temporarily interrupted due to a change of analyst. Financial analysts issue independent reports on the value of **CAF** on a recurring basis, based on close monitoring of business performance and published results. At the end of 2025, 67% of analysts recommended buying/overweighting **CAF** shares[12].

NO. OF ANALYSTS WITH STABLE CAF COVERAGE



ANALYSTS' RECOMMENDATION AT 31/12/2025



ANALYSTS WITH STABLE CAF COVERAGE AT 31 DECEMBER 2025

renta4 · ALANTRA · B·S · bankinter · BPI · EXANE BNP PARIBAS · BESTINVER · GVC Gaesco · JBCapitalMarkets · Kepler Cheuvreux · NOR BOLSA · Santander · ODDO BHF · intermoney valores sv · BERNSTEIN

[12] Source: Facset

1.3.5. RESPONSIBLE MANAGEMENT SCORECARD

Responsible management requires tracking tools that enable performance assessment, guarantee transparency and enable evidence-based decision-making. In this regard, at **CAF** we have established a scorecard with key ESG (Environmental, Social and Governance) indicators, which facilitates the monitoring of priority objectives, ultimately supervised by the Board of Directors.

This dashboard offers a clear and concise overview of progress in the most relevant areas, promoting continuous improvement, adaptation to new regulatory requirements and the alignment of actions with corporate strategy and stakeholder expectations.

At the end of 2025, we observed a favourable progression in all the indicators of the responsible management scorecard.

INDICATORS[1]	CONSOLIDATED							
	REAL				OBJECTIVE			
	FY25		FY24	FY23	FY25E	FY26E [3]	FY30E [3]	FY45E [3]
Reduction of CO_2 emissions in Scope 1&2 (%) (base year 2019, SBTi)	**30.3%**	●	29.3%	33%	**25.2%**	30.0% [2]	55.0% [2]	Net Zero [2]
CO_2 emission reduction Scope 3 (%) (product use) (base year 2019, *SBTi*)	**43.4%**	●	33.1%	46.8%	**35.3%**	40.0% [2]	55.0% [2]	Net Zero [2]
EU taxonomy alignment (Turnover) (%)	**86.5%**	●	82.1%	80.2%	**84.0%**	84.0%	-	-
Frequency rate	**13.8**	●	13.8	14.1	**13.8**	13.5	-	-
Customer satisfaction rating (1/10)	**8.1**	●	8.0	7.9	**7.9**	8.0	-	-
Organisational Health Index (Employee Satisfaction Survey) (1/10)	**6.8**	●	6.7	6.6	**6.8**	6.8	-	-
CDP rating	**A**	●	B	B	**A-**	A-	-	-
Sustainalytics assessment	**Low**	●	Low	Low	**Low**	Low	-	-
MSCI rating	**A**	●	AA	A	**A**	A	-	-
S&P Global ESG Score Assessment	**66**	●	60	63	**68**	70	-	-
EcoVadis rating	**80**	●	79	83	**75**	75	-	-

[1] The configuration of the Responsible Management Scorecard responds to the material issues identified in the Double Materiality Assessment conducted in 2024 and updated in 2025. **CAF** reports quarterly the evolution of these indicators in the Sustainability section of the corporate website. Independently of this selection of indicators, **CAF** will report the quantitative data points identified as material in its Sustainability Report.
[2] Net-Zero Path validated by SBTi (Science Based Targets initiative).
[3] Objectives of the 2026 Strategic Plan. The emissions reduction target for scope 1&2 of the Strategic Plan amounted to 50.0% by FY30. The SBTi validation required an adjustment to 55.0%.

● Exceeding target ● Worse than target, but better or the same as last year ● Worse than the target

1.4 DOUBLE MATERIALITY ASSESSMENT [IRO-1][SBM-3][IRO-2]

1.4.1. DESCRIPTION OF THE PROCESSES FOR DETERMINING AND ASSESSING IMPACTS, RISKS AND OPPORTUNITIES [IRO-1]

[IRO-1_01] Over the first six months of 2024, **CAF** conducted an extensive Double Materiality Assessment, following the guidelines of the Corporate Sustainability Reporting Directive (CSRD) and the guide published by the European Financial Reporting Advisory Group (EFRAG). This study has focused on identifying in greater detail which Environmental, Social and Governance (ESG) factors are most critical for our strategy and for our stakeholders. [IRO-1_15] In 2025 we have revisited this process through a SWOT on our Sustainability performance, updating the 2024 analysis to the current context and with a closer fit to **CAF's** current reality.

The principle of materiality with a dual perspective, financial (outside-in) and impact (inside-out), provides us with a comprehensive view of the challenges and opportunities facing **CAF**. On the one hand, the outside-in view examines how external elements – such as current or developing regulations, technological advances, evolution of demand or changes in financial markets – can impact our competitiveness, resilience and strategic decision-making. On the other hand, the inside-out vision delves into the positive and negative impacts that our activities can have on the environment, people and society in general, whether in terms of reducing emissions, job quality in the value chain or waste management.

To ensure the highest quality and reliability of the results, the methodology followed for the Double Materiality Assessment was organised into four consecutive phases:

1. **Understanding**: in this initial stage, we reviewed the regulatory framework and carried out an in-depth study of sector trends and the expectations of key stakeholders (investors, customers, regulators, employees, etc.). The scope and assessment criteria were defined based on our 2026 Strategic Plan and corporate policies, thus guaranteeing consistency with **CAF's** long-term vision. In total, more than 50 documents were examined, including Corporate Governance and Sustainability Reports, as well as previous risk analyses on environmental and climate risks, among others.[IRO-1_14]

2. **Identification**: we then drew up a preliminary list of Impacts, Risks and Opportunities (IROs), based on internal information (policies, procedures, indicators) and external sources (market studies, sectoral references, international standards). This identification looked at the entire life cycle of our business, i.e. our value chain and the stakeholder relationships with which we interact, from supplier relationships to the delivery of the final product to customers and end-users in all the geographies and activities in which we operate. [IRO-1_04]

   Likewise, the process of identifying impacts took into account the results of the due diligence processes described in section "1.2.4 CAF's Due Diligence Statement" of this Report, especially in those projects considered relevant. [IRO-1_02][IRO-1_03]

   Similarly, the identification of risks and opportunities was informed by **CAF's** Risk Catalogue, ensuring that, from the start of the work, the exercise was aligned with that described in the Integrated Risk Management and Control System. [IRO-1_12]

More information on the Comprehensive Risk Control and Management System can be found in section 3 of **CAF** Director's Report.

3. **Evaluation**: through interviews and workshops with key areas of the organisation, complemented by consultations with stakeholders, the double materiality criterion was applied to prioritise the most relevant issues. The topics that were ultimately considered priorities were those with the greatest potential to impact **CAF's** performance, the environment or people, as well as those that aroused the greatest interest among stakeholders. [IRO-1_05]

   [IRO-1_06][IRO-1_07][IRO-1_08][IRO-1_09][IRO-1_10]

   The criteria and methodology used for the evaluation of impacts, risks and opportunities described below were defined jointly by the Risk Function and the Sustainability Function, leaving the system completely aligned with that described in the Integrated Risk Management and Control System.[IRO-1_12].

   - **Impact materiality**

   The impacts identified in the previous phase were assessed based on the following parameters:

   - **Severity:** the severity of an impact is measured by averaging the following attributes (logarithmic scale 1–16):
     - **Magnitude:** how severe or beneficial the impact is or could be. It is defined on a scale ranging from isolated impact to catastrophic or profoundly beneficial.
     - **Scope**: how extensive the impact is. It is defined on a scale from the local or lower level to the global level.
     - **Irremediability** (for negative impacts): how difficult it is to counteract or remedy the resulting damage if the impact materialises. It is defined on a scale ranging from easily remediable to impossible to remedy.
   - **Probability:** to measure this attribute, different levels were defined based on the methodology used in the Integrated Risk Control System, which analyses the probability of occurrence based on the frequency of occurrence in different time horizons.
     - The scale used in this case is logarithmic from 1 to 16, except for HR-related impacts where a linear scale is used, thus prioritising the severity of the impact over its probability of occurrence.

   A materiality threshold of 32/256 was used for impact materiality.

   - **Financial materiality**

   For the assessment of risks and opportunities, a methodology aligned with that described in the Integrated Risk Management System was again used. Thus, the following parameters were considered on a logarithmic scale from 1 to 16:

   - **Magnitude:** potential magnitude of financial effects (positive or negative).
   - **Probability:** the likelihood that the risk or opportunity will materialise.

   A materiality threshold of 16/256 was used for impact materiality, in order to capture emerging risks and opportunities.

4. **Definition and Validation**: The process concluded with the Strategic Sustainability Committee's review and validation of the identified material IROs, verifying their alignment with **CAF** policies and corporate objectives. In this way, the Double Materiality Assessment is consolidated as a strategic tool for decision-making, providing rigour and transparency. [IRO-1_11][IRO-1_13]

More information on the involvement of Senior Management and the Administrative bodies in the management of IROs is available in "Management and Oversight Of Material Impacts, Risks and Opportunities" of section "1.2.1 The role of the governing bodies" of this Report.

This participatory and open approach has made it possible to incorporate the view of various stakeholders. Moreover, to ensure the traceability of the conclusions reached, the information gathered during the financial year has been meticulously recorded.

[IRO-1_11][IRO-1_13] Material issues have been prioritised in the design and approval of our Sustainability Master Plan, which in turn reinforces the lines of action set out in the 2026 Strategic Plan. This planning informs the evolution of **CAF** corporate practices, promoting responsible growth, risk anticipation and the leveraging of opportunities on the path of ESG transformation.

Furthermore, we will continue to regularly review the relevance of these impacts and the effectiveness of our responses, in order to align **CAF's** strategy with an increasingly dynamic and demanding context in terms of sustainability. At the same time, we will promote open and transparent dialogue with all stakeholders involved, driving continuous improvement, sustainable growth and respect for the environment and the people who form part of our value chain.

1.4.2. MATERIAL IMPACTS, RISKS AND OPPORTUNITIES AND THEIR INTERACTION WITH THE STRATEGY AND BUSINESS MODEL [SBM-3]

[SMB-3_01][SMB-3_02] Based on this approach, we have identified the impacts, risks and opportunities that arise from this assessment, indicating in which segments of the value chain (own operations, upstream or downstream) they are concentrated and how they connect with the business.

[SBM-3_03] At the same time, we have determined how these risks and opportunities currently and in advance impact the business model, the value chain, our strategy and decision-making, describing the actions that **CAF** has already implemented – or plans to implement – to manage them. This may involve adjustments to strategy or the business model, for example, adopting new clean technologies or reviewing internal practices related to occupational health and safety.

The issues identified in the Double Materiality Assessment are structured around three dimensions: Environmental, Social and Governance (ESG). Each one integrates different priority IROs, which, in turn, translate into action plans and definition of indicators for monitoring.

[SMB-3_01][SMB-3_02]

Topic	Sub-topic	Impact -	Impact +	Risk	Opportunity
E1: Climate Change	Climate change adaptation		●	●	●
	Climate change mitigation	●	●	●	●
	Energy	●			●
E2: Pollution	Air pollution	●	●	●	
	Substances of concern	●			
	Substances of very high concern	●		●	
E5: Resource Use and Circular Economy	Resource inflows, including resource use	●		●	
	Resource outputs related to products and services		●		●
	Waste	●			
S1: Own workforce	Working conditions of own workforce	●	●	●	●
	Equal treatment and opportunities for all our own workforce	●	●		●
	Other labour rights of own workforce			●	
S2: Workers in the value chain	Working conditions of workers in the value chain	●			
	Other labour rights of workers in the value chain	●			
S3: Affected Groups	Economic, social and cultural rights of communities	●			
S4: Consumers and End Users	Personal safety of consumers or end users		●	●	
	Social inclusion of consumers and end users		●	●	●
G1: Business Conduct	Corporate culture		●	●	●
	Protection for whistleblowers		●		
	Political engagement and lobbying activities		●		
	Management of relationships with suppliers including payment practices	●	●		
	Corruption and bribery	●	●		
NI: Innovation	Innovation		●	●	●

● Priority material ● Material

These issues reflect the main areas of focus for **CAF** and, in turn, encompass specific IROs – such as the reduction of Greenhouse Gas (GHG) emissions, raw material scarcity, workforce diversity or the prevention of corrupt practices – that require adjustments to our management model to effectively address the challenges identified.

The full list of the 66 identified IROs – with further details on their current and potential financial impacts, estimated time horizons and anticipated funding sources – is available in "Appendix 6" of this Report.

Prioritising these issues does not mean neglecting other relevant issues identified in the process: our vision is comprehensive and seeks to encompass all dimensions that influence **CAF's** overall performance.

During the process, we carefully examined how these impacts (positive, negative or potential) relate to our strategy, over what time horizons (short, medium or long term) they are expected to manifest themselves and where they originate (in our own operations or in our relationship with suppliers, partners or customers). In addition, the nature of each impact was characterised and it was specified whether it derives directly from **CAF's** activity or arises from the practices of third parties in the value chain.

[SBM-3_04][SBM-3_05][SBM-3_06][SBM-3_07]

Thus, thanks to this assessment, we have confirmed the need to continue promoting decarbonisation and energy efficiency initiatives and schemes to protect people's well-being (both in our own operations and in the value chain). Furthermore, the results of the study validate the work already started to strengthen corporate culture and compliance policies, in order to avoid reputational or economic risks.

[SBM-3_08] From a financial perspective, we have analysed the current and anticipated effects of the most significant risks and opportunities, considering different scenarios of regulatory and social requirements and covering the short, medium and long term. This includes the possibility of investing increasingly in innovation and clean technology – essential for anticipating market changes – as well as evaluating the impact that the introduction of environmental taxes or fees would have on our cost structure. At **CAF** we manage these findings by studying different sources of financing and strengthening its financial position to maintain competitiveness in the face of possible scenarios of greater pressure

[SBM-3_10] For more information on the resilience of **CAF's** strategy and business model see section "1.3.3. Strategy and Business Model Resilience" of this Report.

[SBM-3_11] In 2025, minor modifications have been made to the Dual Materiality Assessment, as a result of its partial update through the elaboration of a SWOT analysis of our Sustainability performance. As a result of this update, "Innovation" has been included as an entity-specific topic, which is explained in chapter "5. Innovation" of this Report. Likewise, the wording of 10 IROs, related to standards S1, S2, S3, S4 and G1, has been modified, with the corresponding adjustment in three of them (S2, S3, G1) to ensure a better assessment of them.

[SBM-3_12] All the IROs described here are framed within the European Sustainability Reporting Standards (ESRS), but **CAF** also discloses additional issues which, although not mandatory, are considered essential for stakeholders and the achievement of our corporate goals.

1.4.3. MANAGEMENT OF IMPACTS, RISKS AND OPPORTUNITIES
[IRO-2]

[IRO-2_01][IRO-2_02] As explained in previous sections within this section, our Double Materiality Assessment, conducted in 2024 and updated in 2025, has enabled us to identify impacts, risks and opportunities to report on in this Report.

Thus, the table of contents located in "Appendix 3.1." lists the CSRD disclosure requirements that have been included in this Report and the section in which they are presented. For its part, "Appendix 2" reflects the content related to the Non-Financial Statement Law (Law 11/2018) and "Appendix 3.2." presents the information derived from other EU legislation that is material to **CAF** and its location in this Report.

2/ENVIRONMENT

2.1 Sustainable Finance
2.2 Climate change [E1]
2.3 Pollution [E2]
2.4 Resource use and circular economy [E5]

2/ENVIRONMENT

2.1 SUSTAINABLE FINANCE

Sustainable finance is essential to carry out the ecological transition towards a climate-neutral economy, directing capital towards assets that not only generate economic value, but at the same time are useful for society and not harmful to the environment. In fact, the achievement of the Sustainable Development Goals (SDGs) and climate agreements make it necessary to mobilise enormous financial flows, many of which must come from the private sector.

2.1.1. EUROPEAN UNION TAXONOMY FOR SUSTAINABLE ACTIVITIES

In March 2018, the European Commission announced its “Action Plan: Financing Sustainable Growth”, marking the start of an ambitious global strategy with the aim of aligning finance with the achievement of the commitments of the Paris Agreement and the European Union (EU) 2030 Agenda for Sustainable Development. This plan promoted the adoption of a regulatory framework whose main axis is Regulation (EU) 2020/852 on the Taxonomy of Sustainable Activities, aimed at establishing a classification system that, based on objective criteria, determines which economic activities can be considered sustainable.

Since its entry into force, the Taxonomy has been developed through specific delegated acts, most notably the Climate Delegated Act (2021) and its subsequent amendments (including the 2023 amendment), as well as the Environmental Delegated Act, which addresses the remaining four environmental objectives. This set of rules provides a clear roadmap for identifying and assessing the contribution of economic activities to EU environmental objectives, thereby encouraging the redirection of capital flows towards sustainable investments.

In accordance with the provisions of article 8 of the Taxonomy Regulation, **CAF**, as a non-financial entity of public interest with more than 500 employees, has been complying with its disclosure obligations since its 2022 Sustainability Report for the 2021 financial year. These requirements include regular reporting of the degree of alignment and eligibility according to the Taxonomy, in relation to total turnover, investments in fixed assets (CapEx) and operational expenditure (OpEx), as provided for in Article 10.2 of the delegated act supplementing Article 8 of the Regulation.

An eligible activity is understood as one that is included in the Delegated Acts that develop the Taxonomy and therefore contributes to one of the environmental objectives considered. Similarly, for the calculation of the degree of alignment, an aligned activity is defined as an activity that:

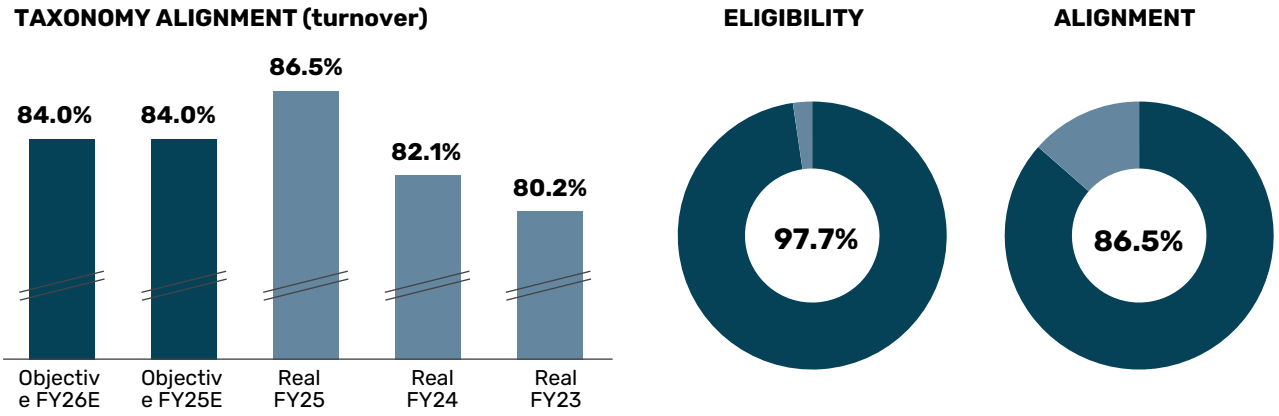
- It is included among the activities recognised by delegated acts and is therefore eligible;
- meets the criteria for substantial contribution to applicable climate goals;
- does not cause significant harm to other environmental targets;
- meets the minimum social guarantees required.

The calculation and the information disclosed in this report have evolved in parallel with the development of the Climate Change and Environment Delegated Acts and their amendments. Thus, since 2023, from **CAF** we publish the degree of eligibility and alignment of our activities considering the activities included in the Climate Change Delegated Act and its amendment published in 2023, as well as in the Environment Delegated Act. However, the Group does not currently carry out activities under the latter regulation, with almost all of its activities falling under the Climate Change Mitigation objective.

During the 2025 financial year, no methodological changes have been implemented with respect to previous years and the activities contemplated and included in the analysis correspond to those of the last financial year. However, it should be noted that during this year, the Delegated Regulation (EU) 2026/73 has been approved, which promotes a simplification of the Taxonomy Regulation in the framework of the roll-out of the Omnibus I regulatory package. In this first optional year, **CAF** has decided to maintain its usual reporting model and apply the regulations in force as at 31 December 2025 to ensure comparability with the information disclosed.

As in previous years, the analysis carried out to determine the eligible activities in accordance with the criteria established by the European Commission in the Taxonomy, as well as their subsequent alignment with it, covers all the companies that make up the Group's consolidation perimeter. Eligible and aligned activities include the manufacture and maintenance of rail vehicles, low-emission buses, the construction and modernisation of railway infrastructure, the development of EPC projects for photovoltaic plants and the implementation of digital solutions that optimise operational efficiency and promote sustainable mobility.

As a result of this analysis, the results obtained are presented below regarding the contribution of **CAF's** activities to the objective of "Climate Change Mitigation", under which almost all of the Group's activities are framed: The graph shows the evolution of the degree of eligibility and alignment on the Net Turnover and the table shows the indicators related to the European Taxonomy of Sustainable Activities:



INDICATORS [13]	2025	2024	2023
% ELIGIBILITY TURNOVER	97.7%	97.1%	96.8%
% TURNOVER ALIGNMENT	86.5%	82.1%	80.2%
% CAPEX ELIGIBILITY	86.3%	95.5%	96.6%
% CAPEX ALIGNMENT	73.9%	81.1%	73.9%
% OPEX ELIGIBILITY	96.2%	98.1%	98.2%
% OPEX ALIGNMENT	83.3%	81.8%	75.2%

As in previous years, these results demonstrated a notable alignment and qualification with the Taxonomy, placing **CAF** in a pivotal role in the transition to a low-carbon economy.

[13] To calculate the indicators related to the European Taxonomy of Sustainable Activities, the following parameters have been considered: Turnover corresponds to the net turnover in the 2025 Consolidated Financial Statements; CapEx corresponds to the total additions in cost in 2025 of property, plant and equipment and intangible assets, as reflected in the movement in property, plant and equipment in the Consolidated Financial Statements; and finally, OpEx corresponds to the 2025 consolidated operating expense accounts associated with R&D expenses, short-term leases, and maintenance and repairs.

Description of activities

The analysis carried out established that according to the Delegated Regulation (EU) 2020/852, the eligible activities within the Group are the following:

ACTIVITY GROUP	TAXONOMIC ACTIVITY: CLIMATE CHANGE MITIGATION
Manufacture, installation, technical consultancy, refurbishment, modernisation, repair, maintenance and conversion of products, equipment, systems and software related to rail components.	3.19 Manufacturing of rail rolling stock constituents[1]
Manufacture, repair, maintenance, refurbishment, conversion and modernisation of vehicles (railway and buses)	3.3 Manufacturing of low-carbon technologies for transport
Construction and modernisation of rail transport infrastructure, as well as engineering and associated services (signalling, testing, etc.)	6.14 Infrastructure for rail transport
Engineering, Procurement and Construction (EPC) of photovoltaic plants	4.1 Generation of electricity through solar photovoltaic technology
Data-driven digital solutions to make performance more efficient and promote sustainable mobility	8.2 Data-driven solutions for GHG emission reductions

[1] New activity included after the publication in June 2023 of the Delegated Regulation that amends the Delegated Act on Climate Change.

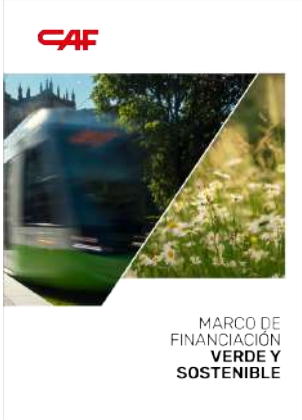
Detailed information on the results of the current year is presented in "Appendix 5" of this report, following the standardised format required by regulation. In addition, a methodological note will be provided explaining the process of calculating the eligibility and alignment indicators for Business Volume, CapEx and OpEx, thus ensuring clarity, comparability and transparency of the information reported.

2.1.2. GREEN AND SUSTAINABLE FINANCING FRAMEWORK

At **CAF** we are aware of the key role that sustainable finance plays in the transition towards a fairer, more inclusive and low-carbon economy. As proof of this, during the first half of 2024, we consolidated our commitment with the publication of our first "Green and Sustainable Financing Framework". This milestone, endorsed by a Second Party Opinion (SPO) issued by a renowned independent verification body, has allowed **CAF** to align its financial instruments with international best practices in sustainable finance.

Following the publication of the Framework, we began structuring and executing financial operations under its umbrella, reaching a value of over one billion euros in guarantees and loans by 2025, demonstrating our ability to direct capital towards projects, assets and objectives aligned with our sustainability strategy.

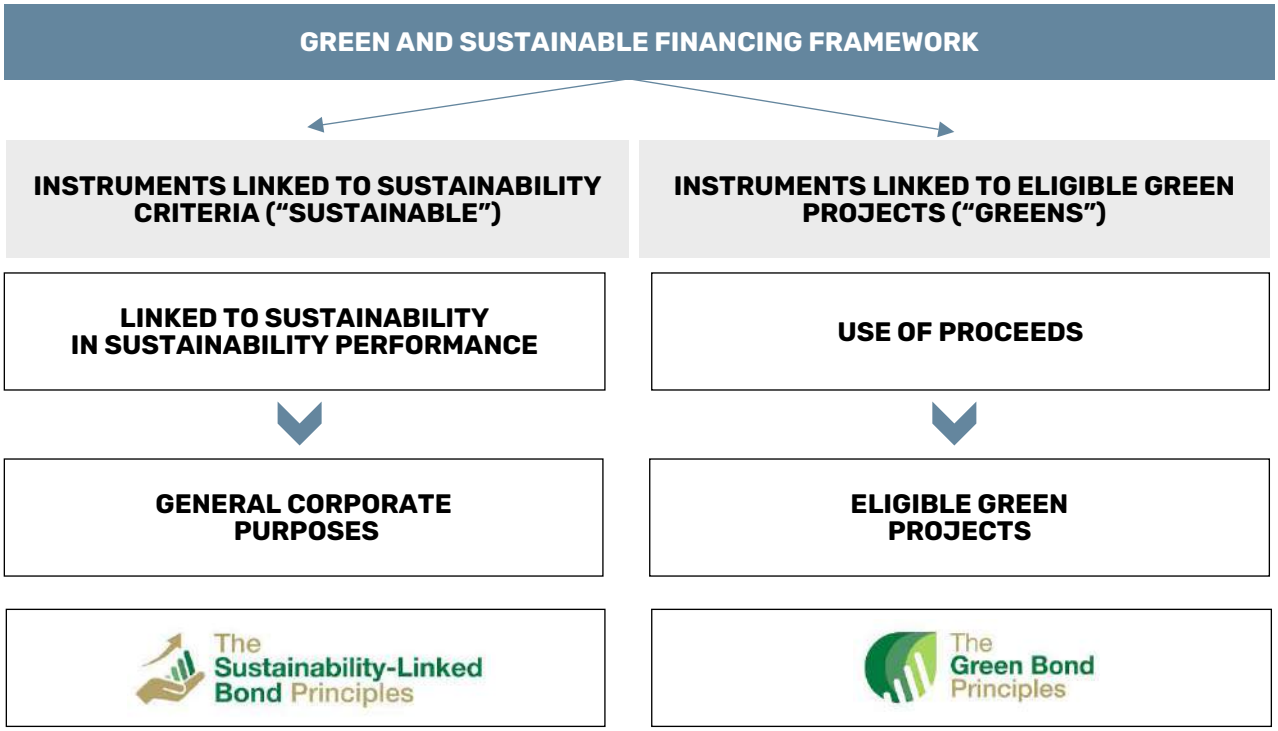
This approach not only reinforces **CAF's** commitment to integrating ESG (Environmental, Social and Governance) criteria into our business model, but also demonstrates our contribution to the transition towards sustainable mobility, the mitigation of climate change and the protection of the environment.



CAF's Green and Sustainable Financing Framework contemplates the issuance of two types of financial instruments:

Financial instruments linked to sustainability criteria ("sustainable"):
Based on the Sustainability-Linked Bond Principles (SLBP, June 2023) of the International Capital Market Association (ICMA) and to the Sustainability Linked Lending Principles (SLLP, June 2023), published by the Loan Market Association (LMA). These instruments are linked to the performance of **CAF** against specific ESG targets, driving continuous improvement and corporate responsibility.

Financial instruments linked to eligible green projects ("green"):
Based on the ICMA Green Bond Principles (GBP, June 2021) and the Green Loan Principles (GLP, 2023) developed by the Loan Market Association (LMA). These instruments are intended to finance projects with clear environmental benefits, such as emissions reduction, energy efficiency, the circular economy or sustainable mobility.



Every financial operation issued under this Framework must satisfy the guidelines and criteria under the aforementioned international guides, thus ensuring the integrity, transparency and credibility of the issues. The explicit link between **CAF's** business strategy, our sustainability objectives and the financing raised in the capital markets underlines **CAF's** commitment to creating long-term value for all our stakeholders.

In short, the Green and Sustainable Finance Framework, already operational and backed by ongoing operations, places **CAF** at the forefront of sustainable finance, reinforcing our position as a benchmark in the sector and consolidating our role in the transformation towards a greener, more resilient economic model that is respectful of people and the environment.

The following results concern the four indicators included in the Green and Sustainable Financing Framework, and demonstrate that at 2025 year-end **CAF** satisfactorily met the four proposed Sustainability Performance Targets (SPT).

A) KPI/SPT TRACKING - SUMMARY

KPI/SPT		CAF (2025)			RAILWAY	BUSES
		SPT	Results	Compliance	RESULT (2025)	
KPI 1. Reduction of CO_2 emissions in Scope 1&2 (%)	↑better	30.0%	30.3%	Yes	14.0%	70.0%
KPI 2. Reduction of CO_2 emissions in Scope 3 (product use) (%)	↑better	35.3%	43.4%	Yes	40.1%	61.3%
KPI 3. EU taxonomy alignment (Turnover) (%)	↑better	84.0%	86.5%	Yes	82.4%	98.1%
KPI 4. Frequency rate	↓better	13.8	13.8	Yes	14.5	11.2 [1] | 11.6 [2]

[1] Bus segment [2] Solaris Bus & Coach Sp. (parent company)

B) KPI/SPT MONITORING - DETAILS ON INDICATOR EVOLUTION

KPI 1. REDUCTION OF CO_2 EMISSIONS IN SCOPE 1&2 (%)	CAF			
	Base year 2019 [1]	2024	2025	2026
SPT (↑better)	54,343	30.0% 38,040	30.0% 38,040	30.0% 38,040
Results (tCO2e)	-	29.3% 38,443	30.3% 37,869	-
Compliance	-	Yes	Yes	-

[1]The 2019 base year figure before recalculation was 50,272 tCO2e

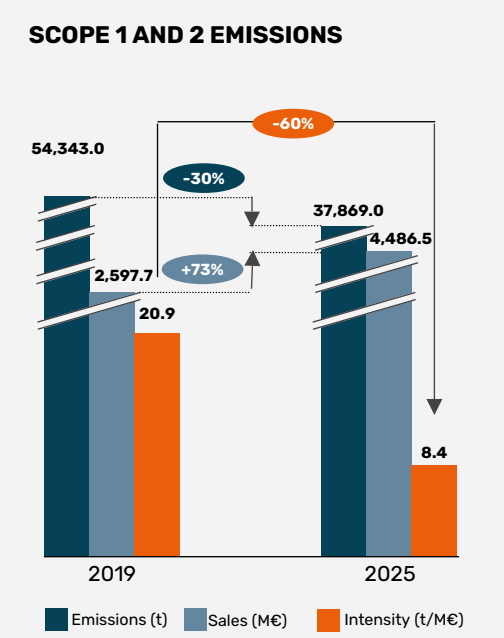
KPI 2. REDUCTION OF CO_2 EMISSIONS IN SCOPE 3 (PRODUCT USE) (%)	CAF			
	Base year 2019 [1]	2024	2025	2026
SPT (↑better)	11.93	30.5% 8.29	35.3% 7.72	40.0% 7.16
Results (Intensity (gCO_2/PKM))	-	33.1% 7.98	43.4% 6.76	-
Compliance	-	Yes	Yes	-

[1] The 2019 base year figure before recalculation was 11.87 gCO2/PKM

KPI 3. EU TAXONOMY ALIGNMENT (TURNOVER) (%)	CAF			
	Base year 2022	2024	2025	2026
SPT (↑better)	76.0%	82.0%	84.0%	84.0%
Results	-	82.1%	86.5%	-
Compliance	-	Yes	Yes	-

KPI 4. FREQUENCY RATE	CAF			
	Base year 2022	2024	2025	2026
SPT (↓better)	15.2	14.0	13.8	13.5
Results	-	13.8	13.8	-
Compliance	-	Yes	Yes	-

The accompanying chart illustrates that if we consider the increase in sales obtained in the period 2019–2025 (+73%), the reduction in emissions in intensity over sales reaches a value of 60%. That is, in 2019 we emitted 20.9 tCO_{2e} per million sales, while in 2025 we have reduced emissions to 8.4 tCO_{2e}/M€.



2.2 CLIMATE CHANGE [E1]

TABLE OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES (IROS)

TYPE	THEME	SUB-THEME	DEFINITION	VALUE CHAIN	TYPE (R/P)[1]	ASSOCIATED POLICIES [MDR-P_01]
Positive impact	Climate Change	Climate change mitigation	(1-IP) Contribution to climate change mitigation through the reduction of GHG emissions achieved as a result of the use of certain products and services developed and solutions offered by the Group.	Own operations	R	Sustainability Policy Environmental Policy Purchasing Policy Supplier Code of Conduct
	Climate Change	Climate change mitigation	(108-IP) Development of environmentally friendly products and technologies through investment in R&D in sustainability (e.g. eco-design), digitalisation and autonomy.	Own operations	R	Ecodesign Policy
	Climate Change	Climate change adaptation	(2-IP) Contribution to the adaptation of transport infrastructure to climate change and extreme weather events that may occur more frequently through the use of different materials, installation of increased drainage capacity, proper maintenance of the track and track bed, proper adjustment of stress-free rail temperature, adaptation of infrastructure design to sea level rise or other similar activities in the construction activity carried out by **CAF's** business partners.	Upstream/ downstream	R	Environmental Policy
Negative impact	Climate Change	Climate change mitigation	(8-IN) Contribution to climate change through downstream GHG emissions associated with the distribution services of CAF's products to its customers (Scope 3 category 9) and the use of rail vehicles and buses (Scope 3 category 11), among others.	Downstrea m	R	Environmental Policy Ecodesign Policy
	Energy	Energy	(12-IN) Fuel consumption in **CAF's** product distribution services to customers and consumption of fuel and electricity from fossil sources in the operation of **CAF's** rail vehicles and buses.	Own operations	R	Environmental Policy
	Climate Change	Climate change mitigation	(6-IN) Contribution to climate change through GHG emissions in own operations associated with fuel consumption, fugitive emissions from refilling of fluorinated gases and consumption of electricity from fossil sources and thermal energy (Scopes 1 and 2).	Downstrea m	R	Environmental Policy
	Climate Change	Climate change mitigation	(7-IN) Contribution to climate change through upstream GHG emissions associated with the procurement of goods and services by suppliers (Scope 3, Category 1) and transport services of these goods and services to **CAF** (Scope 3 category 4).	Upstream	R	Environmental Policy Purchasing Policy Supplier Code of Conduct

TABLE OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES (IROS)						
TYPE	**THEME**	**SUB-THEME**	**DEFINITION**	**VALUE CHAIN**	**TYPE (R/P)[1]**	**ASSOCIATED POLICIES [MDR-P_01]**
Risk	Climate Change	Climate change mitigation	(3-R) Financial impacts associated with the transition to decarbonisation of **CAF's** portfolio of products and solutions due to regulatory or market factors.	Own operations	Not applicable	Ecodesign Policy
	Climate Change	Climate change adaptation	(2-R) Reduced revenues due to slower operations, increased expenses and reduction in the value of **CAF** assets as a result of their being affected by physical events associated with climate change (increased temperatures, increased precipitation, etc.).	Own operations	Not applicable	Environmental Policy
	Climate change	Climate change mitigation	(6-R) Increased costs as a result of the imposition of a carbon tax or taxes applicable to the entire **CAF** value chain.	Cross-cutting	Not applicable	Purchasing Policy Supplier Code of Conduct
Opportunity	Climate Change	Climate change adaptation	(1-0) Increased revenues resulting from the growing demand for rail infrastructure construction projects developed by **CAF's** business partners with specifications for adaptation to climate change and related extreme weather events (consideration of climate predictions in design standards, use of construction materials more resistant to high temperatures, provision of natural ventilation systems, etc.).	Upstream / Downstream	Not applicable	General Risk Management and Control Policy
	Climate Change	Energy	(8-0) Increased revenues as a result of the development of energy efficient products by setting concrete and quantified energy efficiency targets per year, meeting market demand in this area.	Own operations	Not applicable	Ecodesign Policy
	Climate Change	Energy	(7-0) Reduction of operating costs and exposure to variability of operating costs as a result of setting concrete and quantified targets per year for the phase-out of non-renewable energy consumption (fuels and electricity from fossil sources) along the **CAF** value chain.	Cross-cutting	Not applicable	Environmental Policy Purchasing Policy Supplier Code of Conduct
	Climate Change	Climate change mitigation	(5-0) Increased revenues associated with the appropriate positioning of **CAF** in the face of increased demand for zero or low-emission transport solutions to mitigate the effects of climate change.	Own operations	Not applicable	Ecodesign Policy

[1]R=Real, P=Potential.

2.2.1. INTEGRATING SUSTAINABILITY-RELATED PERFORMANCE INTO INCENTIVE SCHEMES [GOV-3]

[E1.GOV-3_01] The executive directors of **CAF** are beneficiaries of an incentive scheme linked to sustainability issues. Specifically, both the annual variable remuneration and the Long-Term Incentive Plan for the period from 1 January 2023 to 31 December 2026 have among their components variable metrics linked to sustainability.

[E1.GOV-3_02][E1.GOV-3_03] Annual variable remuneration is linked to the achievement of specific economic-financial and non-financial targets. In accordance with the Directors' Remuneration Policy, non-financial targets will have a maximum weight of 20% of the total short-term incentive and will promote sustainability and the creation of long-term value for the Company. Some examples of non-financial parameters that could be included are the level of customer satisfaction, the organisational health index (Employee Satisfaction Survey), the result of the EcoVadis assessment, the reduction of CO_2 emissions or other ESG parameters and indicators that promote sustainability. Likewise, minimum targets will be set for each of the parameters that are determined, below which the short-term variable remuneration associated with the parameter in question will not be accrued.

In addition, **CAF** has approved a Long-Term Incentive Plan for the period from 1 January 2023 to 31 December 2026, covering the entire cycle of the Strategic Plan and the duration of the Directors' Remuneration Policy. The achievement of the Long-Term Incentive Plan will be measured on the basis of an economic-financial metric (aggregate EBIT Operating Result for the period 2023–2026) and a non-financial metric (CO_2 Emission Reduction (Scope 3) at the end of 2026), with a weighting of 85% and 15%, respectively, of the total incentive.

For further information on Directors' remuneration, see section "1.2.3. Integrating sustainability-related performance into incentive scheme" of this report.

2.2.2. TRANSITION PLAN FOR CLIMATE CHANGE MITIGATION [E1-1]

[E1-1_01] At **CAF**, we continue to work towards the challenge of decarbonisation, integrating it as a main axis of our corporate strategy, as reflected in our 2026 Strategic Plan; with a commitment to sustainable growth focused on the environment and actively contributing to the transition towards net-zero emissions mobility.

Likewise, the Double Materiality Assessment carried out in 2024 in accordance with the requirements established in the European Sustainability Reporting Standards (ESRS) confirms that climate change continues to be one of the most relevant priorities for our stakeholders. The priority of these issues is reflected in several strategic initiatives included in the Sustainability Master Plan.

[E1-1_12] **CAF** has not been excluded from the EU's *benchmarks* aligned with the Paris Agreement. Our strategic commitment to decarbonisation and the energy transition is reflected in the 2021 accession to SBTi (Science Based Targets initiative) and *Race to Zero*, international alignment initiatives in the fight against climate change and the Paris Agreement.

[E1-1_02][E1-4_22][E1-4_24] Similarly, we have committed to achieving net zero carbon emissions by 2045 and to establish a business framework that aligns with the principles of the Paris Agreement. To this end, we have made public our short, medium and long-term GHG emission reduction targets, which have been validated by SBTi, and which are compatible with limiting global warming to 1.5 °C.

EMISSIONS REDUCTION TARGETS	SCOPE 1&2[1] (% REDUCTION OF ABSOLUTE EMISSIONS OF SCOPE 1+2)	SCOPE 3- PRODUCT USE (% REDUCTION IN EMISSIONS INTENSITY PER PASSENGER-KM)[1, 2]
FY26E	-30%	-40%
FY30E	-55%[3]	-55%
FY45E	Net Zero	Net Zero

[1] Targets validated by SBTi in November 2024. Reduction of emissions compared to base year 2019, since it is the most recent year for which complete and validated information is available on the Group's climate footprint. A fixed base year is considered and the recalculation method used is the pro-rata
[2] Given the relevance of category 11 - Use of Scope 3 product (c. 96% of total Scope 3 emissions in 2019) an intensity target is set for this category. The reduction in the ratio of emissions generated by energy consumption during the useful life of our products delivered in the period (railway and bus) normalised per passenger and kilometre is calculated.
[3] The reduction target set out in the 2026 Strategic Plan for 2030 (50%) has been revised by SBTi to 54.7%. For this reason, the Group has set this KPI to 55%.

In response to these targets and in order to promote strategies against climate change focused on reducing GHG emissions and promoting renewable energies, we have carried out various activities during the year 2025, among which the following stand out:

- In the field of managing the risks and opportunities derived from climate change, an update has been made of the analysis quantifying these risks and opportunities based on climate scenarios. This work consolidates the framework developed in 2022, based on the recommendations of the Task Force on Climate-related Financial Disclosures (TCFD), and updates the risk and opportunity analysis exercise to respond to the Group's changing context. More information in section "1.4. Double Materiality Assessment" of this Report.
- The Group's climate change report *(CDP)* for the year 2025 has been completed again, achieving an improved score with an A grade.
- This year, the carbon emissions of the CAF Group have once again been calculated and validated by an external party, encompassing Scopes 1, 2, and 3, in accordance with the standards set forth by the GHG Protocol, International Panel for Climate Change (IPCC), and ISO 14064:2018.

[E1-1_14] In addition, to meet the objective of advancing the decarbonisation of our processes and products, we have drawn up the Decarbonisation Plan in which we define our roadmap towards climate neutrality by 2045, which has been approved by **CAF's** Senior Management and is integrated into the initiatives of the Sustainability Master Plan, which ensures full integration with the strategy of our organisation.

To draw up this plan, we have analysed the evolution of the carbon footprint from 2019 to 2024 and the forecasts for future GHG emissions, taking into account the effect of possible reduction measures applied over a given time horizon, considering the operational and investment capacity. The strategic levers planned to achieve our emission reduction targets and the specific actions to be developed in the Decarbonisation Plan are detailed below.

[E1-1_03][E1-1_04][E1-1_05][E1-1_06][E1-4_01][E1-4_02][E1-4_23]

NO.	MEASURE	LEVERS	SCOPE	SHARES	ENVIRONMENTAL IMPACT	STRATEGIC IMPACT	CAPEX / OPEX	OBJECTIVE
1	Reduction of natural gas consumption in thermal treatment (CAF MiiRA)	Reduction of natural gas consumption	**1**	Implementation of a new, more energy-efficient heat treatment line, which replaces current systems with high natural gas consumption.	1,785 tCO_2e avoided in 2030 (5.15% A1)	High: direct application in key industrial processes	CAPEX: 5 M€ OPEX: savings of 646,200 €/ year	55% reduction in Scope 1+2 emissions in 2030 compared to base year 2019
2	Change of the wheel forging calendar	Reduction of natural gas consumption	**1**	Operational reorganisation to optimise thermal efficiency in forging operations, reducing energy losses.	318 tCO_2e avoided in 2030 (0.92% A1)	Medium: quick implementation and direct effect without investment	CAPEX: n/a OPEX: savings €115,000/year	
3	Substitution of natural gas by renewable sources	Reduce stationary combustion emissions	**1**	Evaluation and implementation of alternatives related to the generation of biomethane for self-consumption. The alternative option is to purchase them externally.	14,152 tCO_2e avoided in 2030 (41% A1)	Critical: structural measure to reach A1+A2 target	CAPEX: To be defined depending on the feasibility of the project.	
4	Purchase of electricity with guarantees of origin.	Reduction of emissions in Scope 2	**2**	Contracting 100% renewable electricity through certified GO through agreements with retailers. National companies already consume 100% renewable electricity and this consumption will be extended to international companies that do not yet have it, as the main ones have already implemented it (detailed in section 3.2).	4,194 tCO_2e avoided in 2030 (57.6% A2)	High: immediate enforcement action and high reduction effectiveness	OPEX: €197,821 in 2023. Price GO: 1.5 €/MWh (annual average 2024–2025)	
5	100% renewable heat purchase	Reduction of emissions in Scope 2	**2**	Heat imported from 100% renewable sources in order to fully reduce the emissions associated with this consumption.	3,083 tCO_2e avoided in 2030 (42.4% A2)	High: immediate enforcement action and high reduction effectiveness	The necessary resources will be earmarked for its implementation.	
6	Innovation plan to reduce emissions in the use of delivered product (Cat. 11 A3)	Decrease carbon intensity of products	**3**	Increased sales of zero emission vehicles (hydrogen vehicles, batteries) and improvements in traction, braking, on-board energy efficiency.	Improved emissions ratio in gCO_2e/ pass-km by 43.4% over base year	Strategic: positioning in railway and bus sustainability	Estimated annual OPEX: €10 M	A 55% reduction in the emissions per passenger-kilometre ratio of Scope 3 Category 11 in 2030 compared to the base year 2019.

[E1-1_1] It should be noted that several of the actions included in the Decarbonisation Plan had already begun to be implemented prior to its preparation. These initiatives, aimed at reducing emissions and improving environmental performance, were part of the Group's existing mitigation practices and actions. [E1-1_07] We also note that no installations with blocked emissions have been detected.

In relation to the consumption of electricity from renewable sources, the associated emissions have been significantly reduced compared to the base year. Specifically, between 2019 and 2025, 12,006 tCO_2e have been avoided by procuring renewable electricity certified through Guarantees of Origin (GO).

Furthermore, the installation and commissioning of photovoltaic systems on the roofs of Solaris' facilities in recent years has allowed for an increase in the self-consumption of renewable electricity, contributing to an additional reduction in emissions of approximately 100 tCO_2e from electricity consumption.

In turn, in terms of reducing the emissions associated with the use of our products, we are working to minimise the climate impact of the operation of our transport solutions. We are doing this by designing trains and systems that prioritise energy efficiency by incorporating advanced traction technologies, using lightweight materials and optimising operating performance.

In line with the above, we promote the development of alternative propulsion solutions aimed at replacing vehicles with thermal traction, such as battery and hydrogen-powered vehicles, thus contributing to a more sustainable mobility that is fully aligned with climate change mitigation objectives.

In a similar manner, activities will keep evolving, primarily directed towards the execution of plans aimed at reducing business scale. Specifically, we are working on the following aspects:

- The definition and development of a methodology for calculating the Scope 4 emissions indicator for calculating tonnes avoided.
- The definition of an internal carbon price.

[E1-1_13] It should be noted that the resources allocated to achieving the reduction targets will be defined in the corresponding management plans of the Group's various activities. Therefore, we affirm that the Decarbonisation Plan is fully integrated and harmonised with our general strategy and financial planning.

[E1-1_08][E1-1_09][E1-1_10][E1-1_11]

For more information related to investment, financing and alignment with the EU Taxonomy of the Decarbonisation Plan, see section "2.1.1. European Union Taxonomy for Sustainable Activities" and "Appendix 5" of this report.

2.2.3. MATERIAL IMPACTS, RISKS AND OPPORTUNITIES AND THEIR INTERACTION WITH THE STRATEGY AND BUSINESS MODEL [ESRS 2 SBM-3]

2.2.3.1. Climate strategy [201-2][EG 305][305-1][305-2][305-3][305-4][305-5]

Climate change is one of humanity's greatest global challenges in the 21st century, but it is a source of great opportunities for committed companies that seek to contribute to the decarbonisation of the economy.

At **CAF**, we take on the commitment and challenge of decarbonisation as our own. Additionally, the recognition of this issue is so significant that combating climate change has become a central element of our approach. This challenge also provides us with a range of opportunities, one of which is the aspiration to lead to the transition to sustainable mobility.

Thus, the Group is committed through the Sustainability Policy and the Environmental Policy to develop actions in relation to the mitigation of the causes of global warming and adaptation to climate change, promoting measures that contribute to environmental sustainability.

[E1.SBM-3_01] In the Double Materiality Assessment we have identified different risks related to climate change, which have been classified into physical risks and transition risks:

Physical risks:

- Reduced revenues due to slower operations, increased expenses and reduced asset values of **CAF** as a result of the impact of physical events associated with climate change (increased temperatures, increased precipitation, among others).

Transition risks:

- Financial impacts associated with the transition to decarbonisation of **CAF's** portfolio of products and solutions due to regulatory or market factors.
- Increased expenditure as a result of the imposition of a carbon tax or taxes applicable to the entire **CAF** value chain.

[E1.SBM-3_02] The organisation's resilience to climate challenges has been directly integrated into strategic planning, through the 2026 Strategic Plan and the Sustainability Master Plan. Both documents reflect **CAF's** commitment to the transition towards a more sustainable business model, establishing clear objectives in terms of emissions reduction and climate adaptation. Therefore, as part of the definition of the Group Strategy, the resilience of our business model has been analysed, including aspects related to sustainability, such as climate change and the risks and opportunities derived from it. Further details can be found in section "1.3.1. Business Model" of this Report.

[E1.SBM-3_03][E1.SBM-3_04] Since **CAF's** strategy and business model are aligned with decarbonisation targets, as shown in the initial chapters of this Report, a detailed resilience analysis dedicated to climate change has not been conducted. However, an analysis of the main strategic levers and their potential impact on climate change has been carried out, demonstrating that the strategy and business model of **CAF** are aligned with the targets of decarbonisation.

[E1.SBM-3_05] For this purpose, the opportunities associated with the evolution of demand for urban electric buses in North America and intercity electric buses in Europe have been analysed in depth for each time horizon and scenario defined in section "2.2.4.1. Risks and opportunities arising from climate change" of this Report. The evolution of demand for traditional businesses and markets has also been analysed.

[E1.SBM-3_06][E1.SBM-3_07] From the analysis carried out, it is concluded that the resilience of **CAF** would not be materially affected in any of the scenarios assessed, although demand could vary from one scenario to the next. This is due to the diversification and flexibility of the Company's product portfolio, which allows it to adapt effectively to the needs of the market in each context.

Furthermore, in relation to the two opportunities identified, **CAF** already has significant current demand, and all forecasts analysed point to sustained growth in either scenario.

The impact of physical climate hazards has also been analysed. Although it is clear that in the most pessimistic scenarios (SCENARIO 3: SSP2 - 4.5 + STEPS +2.7 °C and SCENARIO 4: SSP5 - 8.5 +STEPS +4.5 °C) and longer time horizons, the impact of these risks is greater (more detail in section "2.2.4.1 Risks and opportunities arising from climate change"); the global presence of **CAF**; not only in headquarters and assets; also in customers and suppliers (supply chain); means that acute and local climate events do not have a significant effect on the Group's resilience.

In conclusion, **CAF's** strategy, coupled with the growing demand for the products offered by the Group (in all scenarios) and the global presence and diversification of markets, makes **CAF** resilient to the effects of climate change.

2.2.4. PROCESSES FOR IDENTIFYING AND ASSESSING MATERIAL CLIMATE-RELATED IMPACTS, RISKS AND OPPORTUNITIES [ESRS 2 IRO-1]

During the Double Materiality Assessment, carried out in 2024, we identified impacts, risks and opportunities (IROs) associated with climate change, which are integrated not only into the Environmental Policy, but also into the rest of **CAF's** management systems.

The impacts arising from these risks can include irreversible damage to the ecosystem and its effect on society, as well as fines and regulatory inspections related to non-compliance with environmental laws. These impacts have a direct impact in the short term, although they can also have an impact in the medium term, as a characteristic of environmental impacts is that they can last over time.

2.2.4.1. Risks and opportunities arising from climate change [201-2]

To address the identification and assessment of climate-related impacts, risks and opportunities (IROs), we have conducted a Double Materiality Assessment, taking as reference the Climate Risk Analysis performed by **CAF** following the provisions of the TCFD and the environmental compliance risks. This process enabled us to gain a deeper understanding of the relationship between our activity with the environment and climate change, analysing both the impacts of the climate on the business and **CAF's** contribution to the climate crisis.

[E1.IRO-1_01] During the Double Materiality Assessment, we closely examined how our activities could generate greenhouse gas (GHG) emissions and other environmental impacts, in direct operations and throughout our value chain. This analysis has covered the main sources of emissions, considering not only the direct emissions from our facilities and production processes, but also the indirect emissions derived from energy consumption and, more importantly, those generated in the use phase of the products marketed, which represent the majority of the Group's carbon footprint. Likewise, the impact of the risks and opportunities that may affect **CAF** as a company has been analysed.

In parallel with the identification of emission sources, we have evaluated the real and potential impact of our activity on climate change, including an assessment of the evolution of the emissions in different future scenarios. This assessment has been carried out based on the Group's strategic plans, considering the adoption of more sustainable technologies, the evolution of the energy mix and regulatory expectations regarding carbon.

Climate risk analysis has allowed us to identify and classify the main challenges we face as an organisation, grouping them into physical and transition risks and opportunities.

Thanks to this approach, **CAF** not only meets the requirements of transparency and disclosure on climate matters, but also reinforces its ability to adapt to regulatory and market changes, guaranteeing the sustainability of the business in the long term.

In 2025, at **CAF** we conducted an in-depth review, developing and improving both the methodology and the system for managing and analysing the risks and opportunities arising from climate change within the framework of the Integral Risk Management System.

The main improvements included: (i) the granularity of the analysis (identification of the exact location of each site); (ii) the definition of climate scenarios and time horizons; and (iii) the evolution of assumptions and foundations for calculating financial impacts.

In 2025, we have reviewed, detailed and updated the impacts of identified risks and opportunities. In this way, we have been able to ratify the conclusions reached during the previous exercise.

GRANULARITY OF ANALYSIS

[E1.IRO-1_04] In the physical risk exercise the specific location (geolocated) of each of our sites has been analysed. The physical locations that are susceptible to climate threats have been inventoried and the potential impacts on these locations have been assessed, assuming variables and information that are external and independent of meteorological phenomena.

CLIMATE SCENARIOS AND TIME HORIZONS

[E1.IRO-1_03][E1.IRO-1_05][E1.IRO-1_08][E1.IRO-1_15]

To carry out the exercise, a corporate assessment framework is proposed, including the definition of climate scenarios and time horizons to consider. This assessment framework is defined based on the TCFD recommendations and the requirements of emerging legislation. All identified climate risks and opportunities (physical and transitional) have been assessed and quantified for each of the defined scenarios and horizons, and their evolution and trends have been analysed.

The defined horizons are linked to the useful life of the assets, as well as to strategic planning and capital allocation plans.

Furthermore, due to the strategy and commitments we have undertaken as a Group, there is no specific time horizon from which new risks are identified that have not been contemplated from the initial analysis.

Three time horizons are defined, considering the short (2030), medium (2040) and long (2050) term, as well as the solutions offered by **CAF**:

The scenarios and horizons defined are detailed below:

CLIMATE SCENARIOS

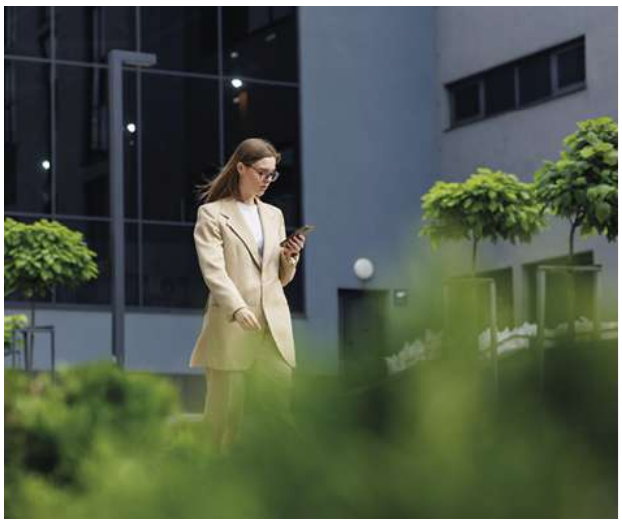
SUSTAINABILITY

SCENARIO 1: SSP1 - 1.9 + NZE +1.5 °C	SCENARIO 2: SSP1 - 2.6 + APS +1.7 °C	SCENARIO 3: SSP2 - 4.5 + STEPS +2.7 °C	SCENARIO 4: SSP5 - 8.5 +STEPS[1] +4.5 °C
SSP1 – RCP 1.9	SSP1 - RCP2.6	SSP2 – RCP 4.5	SSP5 – RCP 8.5
NZE	APS	STEPS	NDCs
Net Zero 2050	Below 2 °C		
Sustainability	Business as usual	Regional rivalry	Fossil Fuel Development
Net Zero emissions by 2050	Announced pledges	Stated Policies	Nationally Determined Contributions
Net emissions are assumed zero in 2050. • A global temperature increase of no more than 1.5 °C.	• Net zero CO_2 emissions will not be achieved in 2050 but in 2070. • There is a temperature increase of no more than 2 °C.	• There is no great push from political agents, who limit themselves to fulfilling the commitments made. • A temperature increase of no more than 2.7 °C is assumed.	• A temperature increase of no more than 4.5 °C is assumed.

TIME HORIZONS

SHORT TERM	MEDIUM TERM	LONG TERM
2030	2040	2050
CAF 2026 Strategic Plan and decarbonisation targets: 55% reduction in Scope 1+2 emissions and 55% reduction in Scope 3 emissions - product use (tCO2e/pkm).		Objectives of the Paris Agreement

[1] STEPS has been used as it is the most pessimistic scenario for transition risk and the target is to measure the most pessimistic impact from a physical point of view.



ASSUMPTIONS AND BASIS FOR THE CALCULATION OF THE FINANCIAL IMPACTS

In order to calculate the financial impacts, specific variables and assumptions have been established for an adequate quantification of the risks and opportunities.

[E1.IRO-1_16] The selected climate scenarios are compatible with the accounting criteria used by **CAF** to prepare its financial statements.

One of the main assumptions is that the commitment set out in our Decarbonisation Plan (zero net carbon emissions by 2045) will be achieved, which will have a favourable impact on reducing risks and generating new opportunities. The milestones that attest to this commitment increasing opportunities with respect to the risks include the following:

- intermediate and achievable targets for 2030;
- reduction targets for 2030 and 2045 validated by SBTi;
- less impact of the carbon tax.

Likewise, the product mix, in which, for example, electric vehicles are increasingly in demand, is a reality today. Furthermore, it is estimated that both future demand and market/customer requirements for more sustainable means of transport will be covered by the portfolio and current trends of our products.

Further, the Corporate Risk and Opportunity Management and Analysis Framework, based on the TCFD recommendations regarding the risks and opportunities arising from climate change, considers the following categories analysed in detail in this chapter:

A. Physical risks
B. Transition Risks and Opportunities

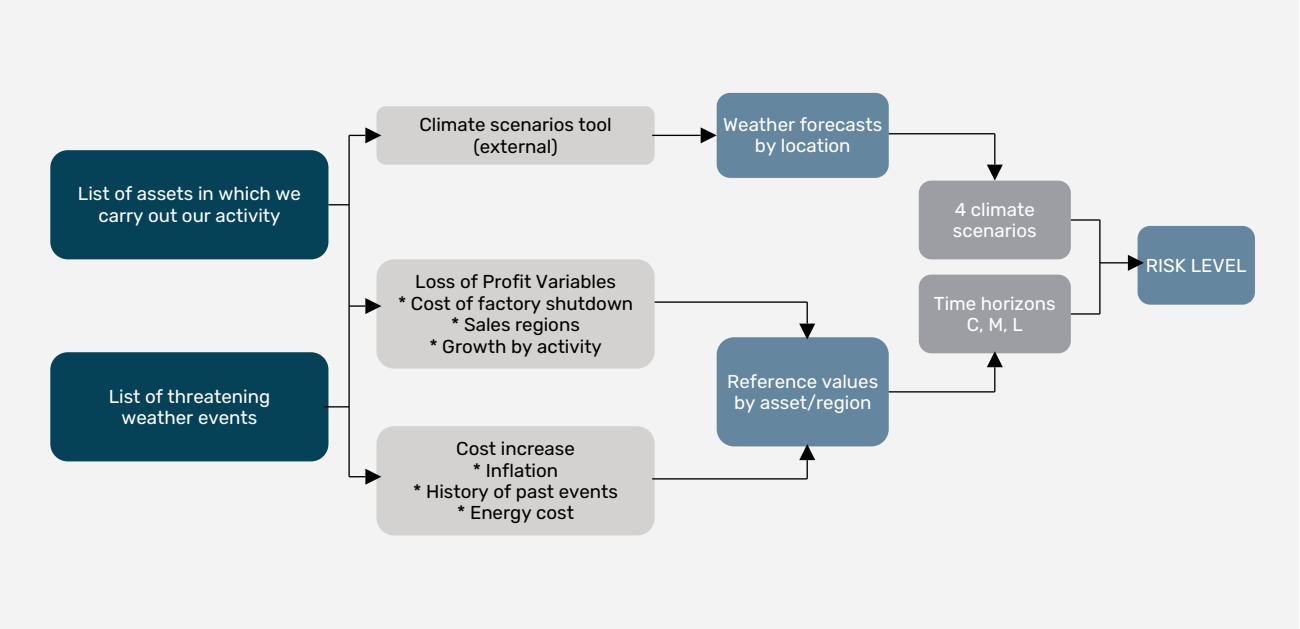
A. Physical risks

Assessment method

[E1.IRO-1_02] In its Sixth Risk Assessment (AR6), the Intergovernmental Panel on Climate Change (IPCC) projects different Representative Concentration Pathways (RCP) of greenhouse gases and analyses their impacts on the global increase in surface temperature, the intensification of the global water cycle and the reduction of the planet's CO_2 absorption capacity. These impacts will potentially result in climate events that, according to the recommendations of the CDP and the TCFD, are categorised as follows:

- Acute threats: the impact of which is sudden and rapidly evolving, as is its resolution. It includes: extreme precipitation and hurricanes/monsoons.
- Chronic threats: the impact of which grows gradually over time and lasts for several periods. It includes: rising temperatures, rising sea levels and decreasing rainfall.

Within the framework of the Integral Risk Management System, we consider that these threats pose a risk directly linked to the locations worldwide in which we work.



[E1.IRO-1_06] As illustrated in the graph above, the main variables for calculating physical risks include the probability and/or frequency of potential meteorological phenomena. To do this, we have used specific and independent sources of information, from CIMP6 databases, to enable us to obtain the appropriate geolocated physical variables for our assets. This has allowed us to identify the geographies in which we could be most vulnerable and to prioritise the appropriate response plans.

Likewise, additional variables such as loss of profits and increased costs have been used to complement the calculation of financial impacts.

Main physical risks identified

[E1.IRO-1_07][E1.IRO-1_17][E1.IRO-1_18] The assessment process described in the previous section concluded that there is no physical risk that is particularly significant compared to the rest. In general, the results show an upward and negative trend, whether the climate scenario used is more pessimistic (pessimistic being understood as the most intensive scenarios in terms of emissions and temperature increase - SCENARIO 3: SSP2 - 4.5 + STEPS +2.7 °C and SCENARIO 4: SSP5 - 8.5 +STEPS +4.5 °C), as the time horizon becomes increasingly distant.

Among the identified physical risks, there is the acute risk of extreme winds. This is due to the increase in the frequency of occurrence to a greater extent that other risks do not manifest. In the case of floods caused by extreme rainfall, i.e. the concentration of high precipitation in short periods of time, this also represents a physical climatic risk to be taken into consideration due to the location of some assets in areas where the frequency of these events tends to increase over longer time horizons and in scenarios of higher emissions.

On the other hand, the risk associated with possible water shortages has also been assessed, considering its possible impact on the normal development of productive activities in the organisation's different businesses. Its relevance as a risk is not so high given that the vast majority of processes do not require large amounts of water and our locations are not in areas of high water stress.

B. Transition risks and opportunities

Assessment method

[E1.IRO-1_09] Transition risks and opportunities encompass the potential impacts derived from the uncertainty generated by the actions taken worldwide to combat climate change.

We have thus used CDP and TCFD recommendations to conduct analyses that include the risks and opportunities concerning the following categories: market, products and services, and resource efficiency.

We have assessed both risks and opportunities following our usual procedures, in which, for each event, we estimate a probability of occurrence and an economic impact. Additionally, for risks that may generate a reputational impact, this impact is also assessed on a five-level scale based on the intensity of the damage.

Main transition risks and opportunities identified

[E1.IRO-1_10][E1.IRO-1_11][E1.IRO-1_13][E1.IRO-1_19][E1.IRO-1_20]

As a company that wants to lead the energy transition and in a critical sector to ensure it, and after an analysis that includes all the assets, products and services offered by the Group, **CAF** finds more opportunities in a green scenario (SCENARIO 1): SSP1 - 1.9 + NZE +1.5 °C), more sustainable than in a red scenario (SCENARIO 3: SSP2 - 4.5 + STEPS +2.7 °C).

Furthermore, there is no specific time horizon or date after which a regulation will come into force that will have a negative impact on our opportunities, as the type of products and services offered by the Group and the strategy defined are aligned with the targets of mitigating and adapting to climate change.

Likewise, it is noted that there is no type of assets, products or services offered that have a greater degree of impact on transition risks, as they are not linked to energy-intensive activities or activities that will be regulated in the future for reasons of climate change.

Following an analysis of all potential transition risks and opportunities (included in the TCFD inventory) in each of the horizons and scenarios, details are provided below on some of the most significant risks and opportunities affecting the Group globally.

The trend towards sustainable mobility solutions and changes in customer behaviour towards green products or product lines are some of the main pillars in the fight against climate change. For **CAF**, this commitment to mobility undoubtedly represents a great opportunity with a direct impact on the businesses associated with the construction of rail and road transport; and indirectly on the businesses associated with their maintenance and rehabilitation. With a broad portfolio of sustainable products, already being leaders in certain markets such as urban electric mobility for buses, the growth of the markets in which we are already present and the possibility of accessing new markets with sustainable mobility proposals represent strategic opportunities for us.

[E1.IRO-1_12] The efficiency of our facilities and production processes has also been analysed as another opportunity to be considered. As a result of the above, it is concluded that this opportunity has a non-significant impact as practically none of our activities and operations are highly energy intensive; and those that are, are not material at Group level. By making our processes more efficient, it is possible to reduce the consumption of supplies (gas, electricity, etc.), which is also in line with our decarbonisation target.

Finally, it is also worth highlighting other opportunities such as obtaining public funding or green financing.

Regarding transition risks, the fight against climate change and global climate agendas have led to new limits in different industries and sectors. Traditional industry, even in service-related sectors, is beginning to be forced to transition to a new framework of climate commitments and standards with which it has so far been unfamiliar.

Thus, due to this demand, investment in green projects and commitment to pioneering technologies is seen as the key to the Group's growth. In this context, there is always the risk of investing in technologies that do not reach the expected maturity. Similarly, there are other transition risks related to the potential cost associated with carbon emissions. This latter risk could be relevant to **CAF**; however, considering the existing decarbonisation plan, the effect of the increase in the price of carbon in the different scenarios is offset by the Group's reduction in emissions.

The risk of potential sanctions has also been analysed, as well as the costs associated with adapting to regulations and complying with ESG reporting obligations. Considering the existing track record and the work already in progress, this risk is not seen as very significant.

[E1.IRO-1_14] Finally, it has been concluded that there is no asset/site in the organisation that is incompatible with a transition towards a climate-neutral economy.

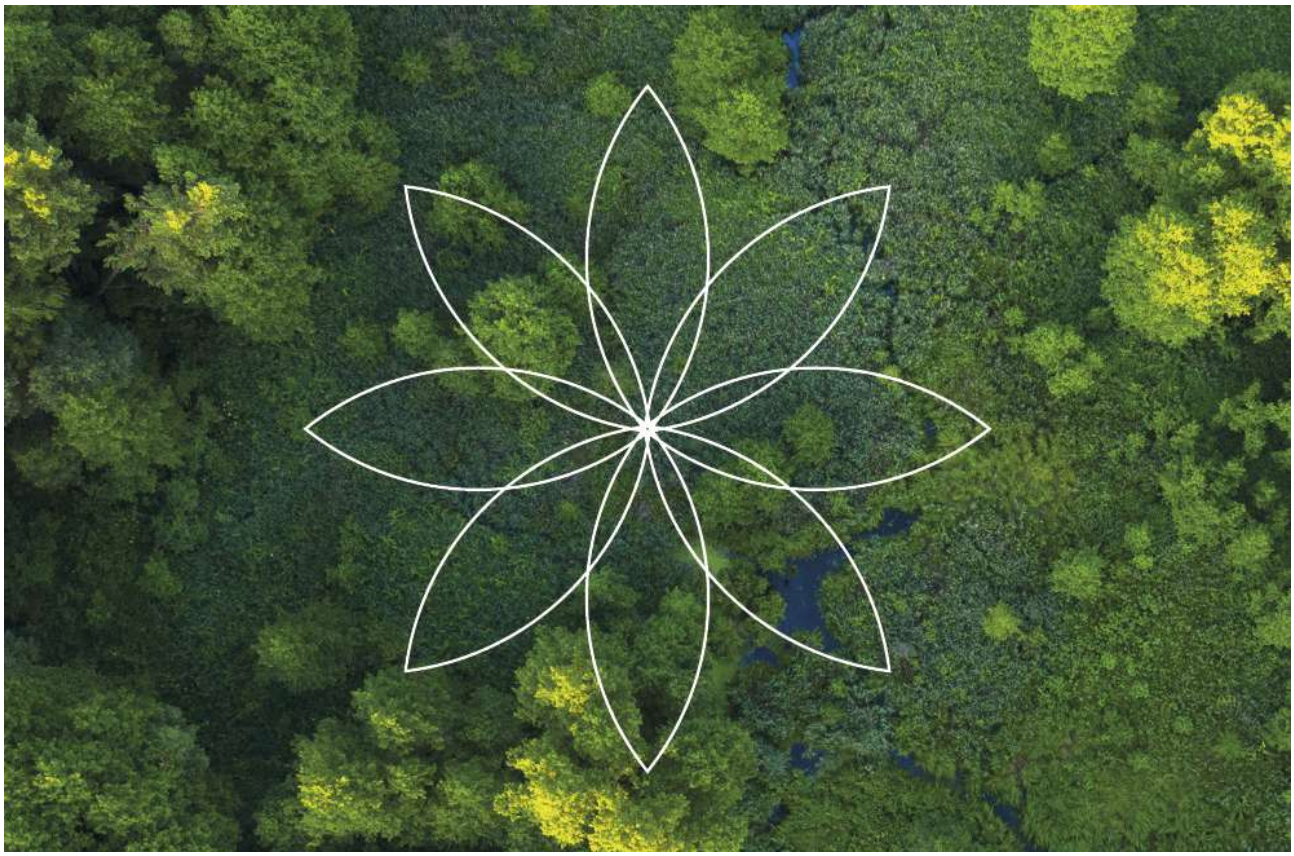
MONITORING, CONTROL AND IMPROVEMENT

The monitoring and control of climate change risks and opportunities is carried out within the framework of the Comprehensive Risk Control and Management System, in other words, in an integrated manner and following the same channels used for all the Group's risks and opportunities.

Due to their characteristics, causes and areas of impact, these risks have been incorporated into the standardised framework of our assurance map, where we identify the individuals responsible for each risk and the secondary line of defence for every risk category. The different risks associated with our impact on climate and vice versa include strategic, operational and compliance areas.

Thus, our periodic risk reports for Management and the Audit Committee are always based on the complete catalogue of risks, paying special attention to the most relevant ones on each occasion.

In addition, compliance with, deployment of and tracking of the principles and targets of Sustainability, including the climate strategy and its impacts, in line with the Strategic Plan and the new Sustainability Policy, is overseen by the Chief Executive Officer within the Strategic Sustainability Committee.



2.2.5. POLICIES RELATED TO CLIMATE CHANGE MITIGATION AND ADAPTATION [E1-2]

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
E1.MDR-P_01	E1.MDR-P_02	E1.MDR-P_03	E1.MDR-P_04	E1.MDR-P_05
ENVIRONMENTAL POLICY				
This policy sets out the corporate principles and criteria that guide our environmental performance, reinforcing our commitment to mitigating climate change, adapting to its impacts and promoting sustainable mobility solutions. It aims to integrate the environment as an essential pillar of the Group's sustainability, aligning our practices with Stakeholder expectations, increasing regulatory requirements and the commitments made in the Sustainability Policy.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Human Resources Officer (CHRO)	ISO 14001 ISO 14064 GHG Protocol	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
ECODESIGN POLICY				
Defines the corporate principles to ensure that our products and services continuously improve their environmental performance, minimising their impact throughout the entire life cycle: from material procurement, design and manufacturing, to installation, use, maintenance, reuse and end-of-life treatment. Its aim is to integrate ecodesign criteria in all processes, in line with the Sustainability Policy and the Group's commitment to increasingly efficient and environmentally-friendly mobility solutions.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Technology Officer (CTO)	ISO 14040 ISO 14025 ISO 14044 ESPR Directive (Ecodesign for Sustainable Product Regulation) REACH	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
PURCHASING POLICY				
Defines the corporate principles and criteria to ensure responsible supplier management in line with our Sustainability Policy. It aims to strengthen an optimal, resilient, sustainable value chain, based on a network of reliable suppliers that contribute to the Group's competitiveness and the achievement of our objectives. The Policy establishes a collaboration framework that promotes efficient, safe, flexible and responsible relationships with all our suppliers.	Applicable to all Group purchases and to all suppliers and subcontractors; no exclusions are identified.	Chief Financial and Strategy Officer (CFSO)	Global Compact Principles; OECD Due Diligence Guidance; Railsponsible; SRI	Customer and supplier expectations are incorporated through communication processes and ESG assessments.
SUPPLIER CODE OF CONDUCT				
This code establishes the minimum expectations that **CAF's** suppliers must meet in terms of conduct, ensuring that their practices respect ethics, legality, Human Rights and the principles of the Group's Code of Conduct, in order to ensure responsible, solid, sustainable business relationships throughout the supply chain.	Suppliers in the different supply chains related to **CAF's** products and services. In addition, direct suppliers are committed to transferring the principles to their value chains.	Chief Financial and Strategy Officer (CFSO)	Guiding Principles on Business and Human Rights published by the United Nations, International Human Rights Charter UN Global Compact ILO Declaration on Fundamental Principles and Rights at Work and the Monitoring thereof OECD Guidelines for Multinational Enterprises on Responsible Business Conduct (OECD 2023)	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
E1.MDR-P_01	E1.MDR-P_02	E1.MDR-P_03	E1.MDR-P_04	E1.MDR-P_05
SUSTAINABILITY POLICY				
This policy aims to integrate sustainability into all the Group's activities, reconciling its business purpose with the needs of its stakeholders to create long-term sustainable value, complying with applicable regulations and best practices in good governance, risk management and compliance.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	Corporate Sustainability Report Directive (CSRD) Themed regulations included in other related policies.	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
GENERAL RISK MANAGEMENT AND CONTROL POLICY				
Setting the principles for the control and management of environmental risks faced by **CAF**, identifying the main risks and organising the appropriate internal control and reporting systems, as well as regularly monitoring the functioning of these systems.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	ISO31000	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

[1] [E1.MDR-P_06] All policies are available on the corporate website.
[2] [E1.MDR-P_01] Through our corporate policies, at **CAF** we establish and develop the principles, values and behavioural criteria that make up our corporate culture, promoting their application throughout the organisation and assessing their effectiveness through monitoring, governance and periodic review mechanisms implemented by the Corporate Quality Manager. This Function coordinates and implements the appropriate communication, training and actions to raise awareness and put the policies into practice.

CAF is aware that its industrial activities have an impact on the environment. Thus, in line with the provisions of the United Nations Global Compact for Sustainable Development 2030 of which it is a signatory, we are committed to promoting measures that contribute to environmental sustainability, as well as developing actions in relation to the mitigation of the causes of global warming and adaptation to Climate Change.

[E1-2_01] To reinforce and extend this commitment throughout 2025, we have rolled out the 2024 Environmental Policy in order to respond to the Corporate Sustainability Reporting Directive.

Defined within the framework of the Corporate Environmental Forum and approved by **CAF's** Corporate Human Resources Department (CHRO), this policy establishes the general principles and criteria that govern the Group's actions in environmental matters and projects the commitments set out in the Sustainability Policy, in which the environment is an essential pillar, towards its stakeholders.

This document aims to unify action criteria and management tools. It also defines and tracks environmental guidelines applied to all the Group's activities.

Of particular relevance among the basic principles indicated therein is Principle 1: Compliance with current environmental regulations and commitments, in which **CAF** undertakes to define ambitious mitigation, adaptation and energy efficiency strategies to combat climate change, focusing on reducing CO_2 emissions to achieve net zero emissions by 2045, as well as reducing air pollution and promoting renewable energies.

Thus, the Environmental Policy integrates the principle of environmental precaution by preventing the environmental impact of the Group's activities. Along the same lines, it adopts necessary and economically viable measures to control and minimise its significant environmental aspects, such as atmospheric emissions, energy consumption and waste generation, among others, with the aim of preserving natural resources, reducing environmental impact and promoting continuous improvement. In turn, in line with this framework, the Supplier Code of Conduct and the Purchasing Policy have been updated, incorporating commitments aimed at strengthening a sustainable value chain.

Furthermore, in the Ecodesign Policy, all the principles of product and service ecodesign are materialised. This policy advocates the integration of sustainability principles in product design, seeking to reduce the carbon footprint and mitigate climate change through criteria such as energy efficiency, selection of recycled and recyclable materials, design oriented towards the circular economy and collaboration with the value chain. All this with a life-cycle approach.

In terms of governance, there is a Corporate Environmental Committee, with the participation of the Corporate Human Resources Department (CHRO) together with the Corporate Environmental Coordinator, which coordinates and promotes all actions that are necessary to achieve and improve environmental performance and deals with aspects related to the Group's environmental management.

Furthermore, the Corporate Environmental Forum serves as a meeting point for those responsible for the environment across all the Group's activities, constituting an indispensable tool for the coordination of environmental actions in all segments and activities.

In the external sphere, in order to respond to the expectations and interests of its stakeholders in relation to the preservation of the environment, the increasingly demanding regulatory requirements and the constant analysis of management by analysts, evaluators and different civil society agents, **CAF** maintains a fluid relationship with them by establishing open communication channels with institutions and parties such as the Administration, local communities and/or civil society associations, etc.

2.2.5.1. Certification of environmental management systems

One of the principles of the Environmental Policy is the implementation of Environmental Management Systems with the aim of minimising the environmental impact of the Group's operations. Through its implementation, the applicable legal requirements are identified and evaluated, compliance with which is periodically monitored. Likewise, to ensure the achievement of the targets established by the Organisation the effectiveness of the measures adopted is evaluated.

Thus, **CAF** has environmental management certifications and evaluation and monitoring mechanisms that go beyond the legal requirements in each of the countries in which it operates. In 2025, in compliance with the objective of extending the scope of the environmental management systems implemented in the Organisation, the centres with an environmental management system certified under the requirements of the ISO 14001:2015 standard cover 84% of the Group's total workforce, including facilities in both business segments (railway and buses). With the achievement of this milestone, all plants in the railway vehicle manufacturing activity have an Environmental Management System certified under the ISO 14001:2015 standard. Looking ahead to 2026, we will continue to extend this certification to other national and international subsidiaries of the Group.

On the other hand, it should be noted that in 2025, CAF, S.A., the Group's parent company, has maintained the environmental management excellence certificate, based on the European Regulation Eco-Management and Audit Scheme (EMAS), fulfilling the objective set.

CERTIFICATES	2026 TARGET	2025 TARGET	2025	2024	2023
ISO 14001:2015	88%	> 85% of the workforce	84% of the workforce[1]	85% of the workforce	83% of the workforce
EMAS	Maintenance	Maintenance	CAF, S.A.	CAF, S.A.	CAF, S.A.

[1] The scope of the Group's certified sites has been maintained. The decrease in the percentage of the certified workforce is due to an increase in the total workforce of the CAF Group.

In all certified centres, internal and external inspections and audits are carried out annually, based on standard ISO 14001: 2015. These inspections and audits assess the progress made in the implementation and certification of the Environmental Management System, its effectiveness and, in particular, verify the correct application of **CAF** policies, as well as compliance with legal and customer environmental requirements, etc. As a result of these audits, corrective and improvement actions are established for the management system. Environmental programmes are also developed to monitor and improve the systems, including environmental awareness-raising activities for staff.

2.2.6. ACTIONS AND RESOURCES RELATED TO CLIMATE CHANGE POLICIES [E1-3]

[E1-3_01][E1-3_03][E1-3_04] **CAF** has identified a number of actions and resources to address material issues related to climate change. These actions are essential to progress towards our targets.

[E1-3_05][E1-3_06][E1-3_07][E1-3_08]

In this context, **CAF** earmarks financial resources to meet the challenge of decarbonisation. The information regarding the aligned and eligible CapEx key performance indicators according to the EU Taxonomy, required by Delegated Regulation (EU) 2021/2178, is detailed in section "2.1.1. European Union Taxonomy for Sustainable Activities"

Details of the main actions undertaken and planned are presented below:

ACTION NO. 1:	**INSTALLATION OF A NEW HEAT TREATMENT LINE (ASSOCIATED IRO: NO. 6-IN, 108-IP)**	
DESCRIPTION: [E1.MDR-A_01]	Installation of a new heat treatment line in the wheel-forging workshop to reduce natural gas consumption.	
SCOPE: [E1.MDR-A_02]	Factory in Beasain (Spain).	
INVESTMENT/ COST: [E1.MDR-A_06], [E1.MDR-A_07], [E1.MDR-A_09], [E1.MDR-A_10], [E1.MDR-A_11], [E1.MDR-A_12]	**Type of Financial Resource**	Own funds and grants.
	Investment	€5.4 M[1]
TIME HORIZON [E1.MDR-A_03]	Medium term.	
EXPECTED RESULTS [E1.MDR-A_01]	Commissioning of the new installation.	
RESULTS OBTAINED [E1.MDR-A_05]	**2024**	**2025**
	Construction and installation of the new heat treatment line.	Commissioning of the new installation.

[1] [E1.MDR-A_07] The financial resources linked to these actions are reflected in the consolidated annual accounts of the CAF Group in the year corresponding to each investment. (Note 7. TANGIBLE FIXED ASSETS AND RIGHT-TO-USE ASSETS).

ACTION NO. 2:	PURCHASE OF ELECTRICITY FROM RENEWABLE SOURCES WITH GUARANTEES OF ORIGIN (ASSOCIATED IRO: NO 6-IN, 12-IN)	
DESCRIPTION: [E1.MDR-A_01]	Purchase of electricity from renewable sources with guarantees of origin in all the Group's domestic subsidiaries.	
SCOPE: [E1.MDR-A_02]	Spain.	
TIME HORIZON [E1.MDR-A_03]	Medium Term.	
EXPECTED RESULTS [E1.MDR-A_01]	Scope 2 GHG emission reductions.	
RESULTS OBTAINED [E1.MDR-A_05]	**2024**	**2025**
	15% reduction in scope 1+2 GHG emissions compared to the base year 2019 (avoided emissions compared to the emissions that would be generated in 2024 with the base year electricity mix).	22% reduction in scope 1+2 GHG emissions compared to the base year 2019 (emissions avoided compared to emissions that would be generated in 2025 with the base year electricity mix).

ACTION NO. 3:	PURCHASE OF BIOGAS OF RENEWABLE ORIGIN WITH GUARANTEES OF ORIGIN (ASSOCIATED IRO: NO 6-IN)	
DESCRIPTION: [E1.MDR-A_01]	Purchase of biogas of renewable origin with guarantees of origin from one of the railway maintenance companies.	
SCOPE: [E1.MDR-A_02]	Rail Services activity in Sweden.	
TIME HORIZON [E1.MDR-A_03]	Medium term.	
EXPECTED RESULTS [E1.MDR-A_01]	Reduction of GHG emissions from Scope 1.	
RESULTS OBTAINED [E1.MDR-A_05]	**2024**	**2025**
	Not applicable	0.5% reduction in scope 1+2 GHG emissions, compared to the base year 2019 (avoided emissions compared to emissions that would be generated in 2025 using natural gas).

ACTION NO. 4:	RENEWABLE ENERGY GENERATION (ASSOCIATED IRO: NO 1-IP, 6-IN)	
DESCRIPTION: [E1.MDR-A_01]	Major projects for renewable energy generation include two plants in Chile with 20 MWp of capacity, two plants in Sardinia and Italy, with almost 120 MWp of combined capacity, and a 77.4 MWp plant in Bologna, Italy, in its final phase of construction.	
SCOPE: [E1.MDR-A_02]	Global reach in the Turnkey Projects activity.	
TIME HORIZON [E1.MDR-A_03]	Medium term.	
EXPECTED RESULTS [E1.MDR-A_01]	Reduction of more than 150,000 tonnes of CO_2 per year.	
RESULTS OBTAINED [E1.MDR-A_05]	**2024**	**2025**
	Reduction of more than 100,000 tonnes of CO_2 per year.	Reduction of approx. 60,000 tonnes of CO_2 per year.

ACTION NO. 5:	PROMOTION OF SUSTAINABLE MOBILITY (IRO ASSOCIATE NO. 1-IP)	
DESCRIPTION: [E1.MDR-A_01]	Extension of measures to promote sustainable mobility (use of bicycles, public transport and walking) through participation in challenges within the company, installation of new shared car parks and extension and improvement of bicycle and scooter parking facilities (covers, enclosures, fencing, power sockets and repair stations).	
SCOPE: [E1.MDR-A_02]	Factory in Beasain (Spain).	
TIME HORIZON [E1.MDR-A_03]	Medium term.	
EXPECTED RESULTS [E1.MDR-A_01]	GHG emission reductions from Scope 3 Category 7.	
RESULTS OBTAINED [E1.MDR-A_05]	**2024**	**2025**
	3,988 kg CO_2 e	35,843 kg CO_2 e

ACTION NO. 6:	REDUCTION OF SCOPE 3 EMISSIONS - PRODUCT USE: DEVELOPMENT OF ZERO AND LOW EMISSION VEHICLES (ASSOCIATED IRO NO. 8-IN, 108-IP, 8-O)
DESCRIPTION: [E1.MDR-A_01]	The transport sector is a major contributor to global GHG emissions, accounting for about 25% of total CO_2, while rail accounts for only a fraction of this impact. In this context, and in line with the objectives of the European Green Pact to reduce transport emissions by 90% by 2050, it is imperative to accelerate the transition towards more sustainable mobility solutions, especially in urban environments affected by congestion and air pollution. Rail transport and high-capacity buses play a key role in this transition, offering efficient alternatives that contribute to lower emissions, better air quality and more accessible and sustainable mobility. In line with these targets, at **CAF** we prioritise the development of products that make it possible to replace fossil fuels and reduce the energy consumption associated with the use of your vehicles. Offering our customers environmentally friendly alternatives to diesel propulsion is a key priority for **CAF**. In recent years, we have developed several new vehicles with reduced or zero emissions: • **Battery electric trains (BEMUs)**: the NMN (Niederrhein Münsterland Netz) project in North Rhine-Westphalia is a key step forward in our commitment to rail sustainability. It covers the manufacture of 76 BEMUs trains and their maintenance for 33 years, with long and short versions to optimise operation on two sub-networks in the region. It is our first battery-powered mainline electric train project and marks a milestone in the development of a global battery-electric vehicle platform. • **Hydrogen, CNG and electric buses**: through Solaris we have deployed buses powered by hydrogen and compressed natural gas (CNG) in several European cities. Hydrogen vehicles are zero emissions (they emit only water vapour) and CNG vehicles significantly reduce the emission of harmful particles. In the bus segment, we have been pioneers in these technologies, positioning ourselves as the European leader in zero-emission buses. • **Hydrogen-powered train:** we have developed a prototype hydrogen-powered train (project FCH2Rail), which has demonstrated its ability to operate on commercial lines in Spain and Portugal. With a budget of €14 M and support from the Clean Hydrogen Partnership, the consortium technically led by **CAF** (together with Renfe, Adif, Toyota and other partners) has developed a bi-mode hybrid train, with hydrogen fuel cells and LTO batteries, capable of operating both under catenary and on non-electrified lines. The demonstrator travelled more than 10,000 km in hydrogen mode and obtained the first authorisation in Spain to run a hydrogen train on the Zaragoza–Canfranc line, as well as carrying out tests on other lines in Spain and Portugal. • **Thermal and battery-electric drive trains**: we also supply battery-hybrid diesel vehicles, which reduce fuel consumption by 20–30%. In 2024, CAF was awarded the first contract for tri-mode Intercity trains (electric/diesel/batteries) in the United Kingdom for the delivery of 10 units that will serve the east coast of England. Likewise, the diesel engines of our bi-mode trains supplied to the Nordic market can operate with paraffinic diesel or B30 biodiesel. • **Recharging infrastructure for alternative propulsion**: our focus on alternatives to diesel also encompasses infrastructure. We developed charging points for electric vehicles and, in 2020, we created a tool to simulate the smart charging management of electric bus fleets. In 2022, we started the AVOGADRO research project on hydrogen refuelling stations (HRS), which has been extended until 2024. This project seeks to create a simulation model of the operation of these stations to define optimal refuelling protocols according to the operational needs of hydrogen train fleets. We also carried out a generic safety analysis for hydrogen refuelling stations, as they currently lack specific regulations. The technological developments that have enabled us to have this range of products have been carried out within the framework of the Zero Emissions innovation programme, which is explained in more detail in section 5.3 of this report.
SCOPE: [E1.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.
TIME HORIZON [E1.MDR-A_03]	Medium term.
EXPECTED RESULTS [E1.MDR-A_01]	Reduction of direct emissions associated with the use of vehicles produced by **CAF** by meeting the targets set for Scope 3 emissions - use of **CAF** product.
RESULTS OBTAINED [E1.MDR-A_05]	**2025** The total number of thermal-powered vehicles delivered by **CAF** in 2025 is less than 10% of the total number, showing a clear downward trend. -We have achieved a 43% reduction in the ratio of CO_2e emissions per passenger kilometre in Scope 3 emissions associated with the use of its products. -Battery-powered trains: in 2025 we will have completed the first train in the series, which will undergo testing to obtain certifications and begin operations in 2027. -Hydrogen-powered train: the project, successfully completed in June 2025, has contributed to the updating of European standards for the incorporation of hydrogen in rail travel. The test bench developed by CNH2 and **CAF** for this traction system received the Clean Hydrogen Partnership's Best Innovation Award in November 2024.

ACTION NO. 7:	REDUCTION IN SCOPE 3 EMISSIONS - PRODUCT USE: ENERGY EFFICIENCY IMPROVEMENT OF PRODUCTS (ASSOCIATED IRO NO. 8-IN, 108-IP, 8-O)
DESCRIPTION: [E1.MDR-A_01]	As our products have a very long service life, a significant part of their environmental impact is generated in the use phase, mainly through energy consumption. Therefore, we prioritise the improvement of energy efficiency in our products and services. The main solutions available in our products to reduce their consumption are as follows: • **High-efficiency traction and accumulation equipment:** we incorporate SiC (silicon carbide) transistors, which reduce energy consumption by 8 to 10%, and develop advanced control strategies to minimise losses in electric motors. • **Braking energy recovery:** we prioritise regenerative braking in trains, buses and trolleybuses, reducing overall consumption and increasing efficiency. • **Modular storage systems and intelligent battery management:** we design modular storage systems that store recovered energy and incorporate battery management systems (BMS) to optimise performance and service life. • **Energy optimisation in operation:** we use DAS (Driver Advisory System) and ATO (Automatic Train Operation) which calculate in real time the most efficient driving strategy according to the route and journey time. These solutions make it possible to reduce consumption by 5 to 15% on the main line and by 20 to 35% when using the CBTC OPTIO system developed by **CAF** for metro systems. • **Weight reduction and drag reduction:** we design lighter vehicles while maintaining the highest standards of safety and quality. We reduce the weight of structures, cladding, bogies, gearboxes and battery modules, and optimise aerodynamics through CFD simulations to reduce drag. • **Reduction of auxiliary equipment consumption:** we incorporate low-consumption equipment and different operating modes (parking, cleaning, maintenance, etc.) to activate only what is necessary at any given time, operating at its optimum point and making the most of internal energy flows. • **Optimisation of air conditioning and thermal insulation:** we improved the efficiency of the air conditioning system, the second largest energy consumer after traction, by using more efficient and environmentally friendly refrigerants, incorporating heat pumps and regulating outside air according to indoor CO_2 levels. The adjustment of HVAC control parameters can generate up to 15% energy savings. In addition, with the aim of strengthening thermal insulation, **CAF** installed insulating panels on the entire surface of vehicles and established maximum limits of thermal transmission in components such as doors, windows and gangways. Between 2019 and 2020, our buses improved their thermal insulation by 10%, among other measures, thanks to the change of insulation material. The technological developments that make it possible to incorporate these solutions in **CAF's** vehicles are carried out within the framework of the Zero Emissions Innovation Programme, which is explained in further detail in section 5.3 of this report.
SCOPE: [E1.MDR-A_02]	Rail vehicles and buses.
TIME HORIZON [E1.MDR-A_03]	Medium term.
EXPECTED RESULTS [E1.MDR-A_01]	Achieve a reduction in consumption in the proposed vehicles.
RESULTS OBTAINED [E1.MDR-A_05]	**2020-2025** The implementation of measures aimed at reducing consumption in our products has led to significant reductions: the Urbino 12 Electric bus has reduced its consumption by 47% between 2019 and 2025; the Urbino 18 Electric by 40% between 2020 and 2025; and the 12-metre hydrogen buses have improved their efficiency by 42% in the period between 2020 and 2024.

2.2.7. TARGETS AND METRICS RELATED TO CLIMATE CHANGE MITIGATION AND ADAPTATION [E1-4]

At **CAF** we have established targets and metrics designed to manage the impacts, risks and opportunities that have proven to be material to climate change. These targets are part of our Sustainability Master Plan and are aligned with the policy targets related to climate change mitigation and adaptation mentioned above. These are detailed below:

[E1-4_01][E1-4_02][E1-4_03][E1-4_04][E1-4_05][E1-4_06][E1-4_08][E1-4_09][E1-4_10][E1-4_11][E1-4_12][E1-4_14][E1-4_15] [E1-4_16][E1-4_18]

ASSOCIATED METRICS[1][2][4][5] E1.MDR-M_01	METHODOLOGY AND SIGNIFICANT ASSUMPTIONS E1.MDR-M_02	EVOLUTION E1.MDR-T_13			ASSOCIATED OBJECTIVES E1.MDR-T_01 E1.MDR-T_02 E1.MDR-T_03	SCOPE OF THE OBJECTIVE E1.MDR-T_04	YEAR AND BASE VALUE E1.MDR-T_05 E1.MDR-T_06	2025 OBJECTIVE	2026 OBJECTIVE E1.MDR-T_08	2030 OBJECTIVE E1.MDR-T_07	2045 OBJECTIVE E1.MDR-T_07
		2025	2024	2023							
Associated IRO: No. 6-IN. Contribution to climate change through GHG emissions in our own operations associated with fuel consumption, fugitive emissions from recharging of fluorinated gases and consumption of electricity from fossil sources and thermal energy (Scope 1 and 2).											
[E1-4_27] [E1-4_13] Scope 1 + 2 emission reduction percentage (tCO2e)[3]	See Note 1	30.3%	29.3%	32.6%	Scope 1+2 emissions reduction compared to base year	CAF	2019 54,343	25.2%	30.0%	55.0%	90.0%
Associated IRO: No. 7-IN. Contribution to climate change through upstream GHG emissions associated with the procurement of goods and services by suppliers (Scope 3 category 1) and the transport services of these goods and services to CAF (Scope 3 category 4).											
[E1-4_17] Reduction in Scope 3 emission intensity (Ratio gCO2/passenger-km)	Cat 11: Use of sold products (Ratio gCO2/km-passenger-km)	43.4%	33.1%	46.8%	Reduction in Scope 3 emissions intensity compared to base year	CAF	2019 7,499,806	35.3%	40.0%	55.0%	97.0%

[1] [E1.MDR-M_02] [E1-4_25] For the methodology applied for the calculation of the metrics presented, see section "2.2.9.1 Evolution of Greenhouse gas (GHG) emissions". [E1.MDR-T_09] [E1.MDR-T_10] The methodologies applied to define these objectives were those relating to the SBTi and within the framework of its commitment to the continuous improvement of environmental performance; [E1.MDR-T_11] Being part of the company's Sustainability Master Plan, they are objectives that have been set taking into consideration Stakeholder perspectives; [E1.MDR-T_12] No significant changes to the above objectives are reported; [E1.MDR-T_13] Details of the performance of this objective are given in this table and in chapter "2.2. Climate change".

[2] [E1.MDR-M_03] The metrics reflected in this table are subject to external verification in addition to that provided by the third-party verification provider of the **CAF Sustainability Report**. The scope of the verification can be found in "Appendix 8.1." of this Report.

[3] Scope 1 and 2 reduction targets cannot be reported separately as they are not defined with the same criteria, so scope 1+2 targets are reported aggregated.

[4] [E1-4_18] The targets are set on the basis of the emission inventory and in line with the SBTi targets, thus ensuring consistency between these targets and the inventory limits.

[5] [E1-4_19][E1-4_20][E1-4_21] The baseline has been defined on the basis of a base year representative of the Group's activities, with validated information, ensuring a faithful measurement of progress towards targets and minimising the influence of one-off external factors. The base year 2019 and the reference value remain unchanged. They would be modified in case of significant changes in objectives or in the reporting perimeter, and a recent year would be selected to ensure comparability over time. The emission reduction target (GHG) is science-based and is compatible with limiting global warming to 1.5 °C.

2.2.8. ENERGY CONSUMPTION [E1-5]

[EG 302][302-1][302-3][302-4]

In the Sustainability Policy and the Environmental Policy, the Group has made a commitment to "define strategies against Climate Change focused on reducing CO_2 emissions and promoting renewable energies." To achieve this commitment, we have defined the following main objectives: the promotion of renewable energies, savings in energy consumption generated by its activity and the promotion of environmental policies within the Group and at all the sites where it operates and collaborates.

In 2025, as a result of the action plans for the reduction of energy consumption, we have promoted the following efficiency measures, among others:

- Maintaining the scope of sites that consume 100% renewable electricity with a guarantee of origin in all **CAF**-owned centres based in Spain and signing a comprehensive contract for 2025–2028.
- Commissioning of a new heat treatment line at the Group's parent company, with a new design, which will substantially improve the energy efficiency of the wheel-forging workshop.
- Commissioning of a photovoltaic installation on the roof of a Solaris warehouse with a capacity of 0.079 MW.
- Energy audits: preparation of energy audits and implementation of derived actions.
- Lighting[14]: maximising the use of natural light, replacing old lighting fixtures with more efficient ones and setting up automatic shut-off.
- Control and optimisation of energy consumption: adjusting equipment and heating temperatures, installing gas and electricity meters, programming the operation of air-conditioning equipment, replacing key elements in energy efficiency in production processes (e.g. forklift trucks), carrying out leak checks on pneumatic installations, etc.
- Training and environmental awareness raising for the rational use of energy.
- Definition of new energy indicators and targets to identify possible energy efficiency savings.

[14] This measure is also considered to reduce light pollution on our premises.

CAF's energy consumption and the proportion of renewable/non-renewable energy sources are presented in the following table:

ENERGY CONSUMPTION	2025	2024	2023 [5]
CONSUMPTION OF FUEL FROM CRUDE OIL AND PETROLEUM PRODUCTS (MWh) [E1-5_11]	11,916	11,674	11,436
FUEL CONSUMPTION FROM NATURAL GAS (MWh) [E1-5_12][1]	140,337	139,026	128,332
CONSUMPTION OF ELECTRICITY, HEAT, STEAM AND REFRIGERATION PURCHASED OR ACQUIRED FROM FOSSIL SOURCES (MWh) [E1-5_14]	30,426	32,996	34,603
TOTAL FOSSIL FUEL-BASED ENERGY CONSUMPTION (MWh) [E1-5_02][2]	**182,679**	**183,696**	**174,371**
PROPORTION OF FOSSIL FUELS IN TOTAL ENERGY CONSUMPTION (%) [E1-5_15]	**72%**	**73%**	**74%**
FUEL CONSUMPTION BY RENEWABLE SOURCE, SUCH AS BIOMASS (WHICH ALSO INCLUDES INDUSTRIAL AND MUNICIPAL WASTE OF BIOLOGICAL ORIGIN, BIOGAS, RENEWABLE HYDROGEN, ETC.) (MWh) [E1-5_06]	1,091	735	191
PURCHASED OR ACQUIRED ELECTRICITY, HEAT, STEAM AND REFRIGERATION FROM RENEWABLE SOURCES (MWh) [E1-5_07][3]	70,655	66,525	60,204
CONSUMPTION OF SELF-GENERATED RENEWABLE ENERGY NOT USED AS FUEL (MWh) [E1-5_08]	166	141.7	0.0
TOTAL RENEWABLE ENERGY CONSUMPTION (MWh) [E1-5_05]	**71,912**	**67,620**	**60,395**
SHARE OF RENEWABLE SOURCES IN TOTAL ENERGY CONSUMPTION (%) [E1-5_09]	**28%**	**27%**	**26%**
TOTAL ENERGY CONSUMPTION (MWh) [E1-5_01]	**254,591**	**250,956**	**234,766**
TOTAL ENERGY CONSUMPTION IN TERMS OF (MWh/M€) [E1-5_18][E1-5_19][4]	**56.7**	**59.6**	**61.4**

[1] Natural gas consumption for heating the facilities represents approximately 18% of its total consumption. This includes CNG consumption.
[2] No consumption was made of the following: fuel from coal and its derivatives [E1-5_10], fuel from nuclear sources [E1-5_03] [E1-5_04] and fuel from other fossil fuel sources (MWh) [E1-5_13].
[3] In 2025, 25% of thermal energy consumption came from renewable sources with guarantee of origin. In 2024 it was 22% and in 2023 it was 12%.
[4] To calculate total energy consumption per net income, **CAF** has considered that its total energy consumption corresponds to a sector of high energy consumption, and therefore has used the CAF group's 2025 net income for the calculation, as shown in **CAF's** Financial Statements.[E1-5_20] [E1-5_21].
[5] Actual data from 2023. Partially estimated year-end results were presented in the 2023 Sustainability Report (page 71).

The Group also maintained systems for the generation of renewable energies at our facilities. In 2025, the parent company's site in Beasain generated renewable energy equivalent to 13% of the factory's annual electricity consumption, from the solar panels installed on the roof of the workshops and the hydroelectric plant belonging to the Group.

The following table shows the total energy generated by **CAF** in recent years:

ENERGY GENERATION	2025	2024	2023
RENEWABLE ENERGY GENERATION (MWh)[1] [E1-5_17]	3,788	3,003	1,974

[1]: Including generation of the hydroelectric power station.

[E1-5_16] At **CAF** we do not generate energy that is not from renewable sources.

2.2.8.1. Management of electricity supply and transition to a sustainable energy model

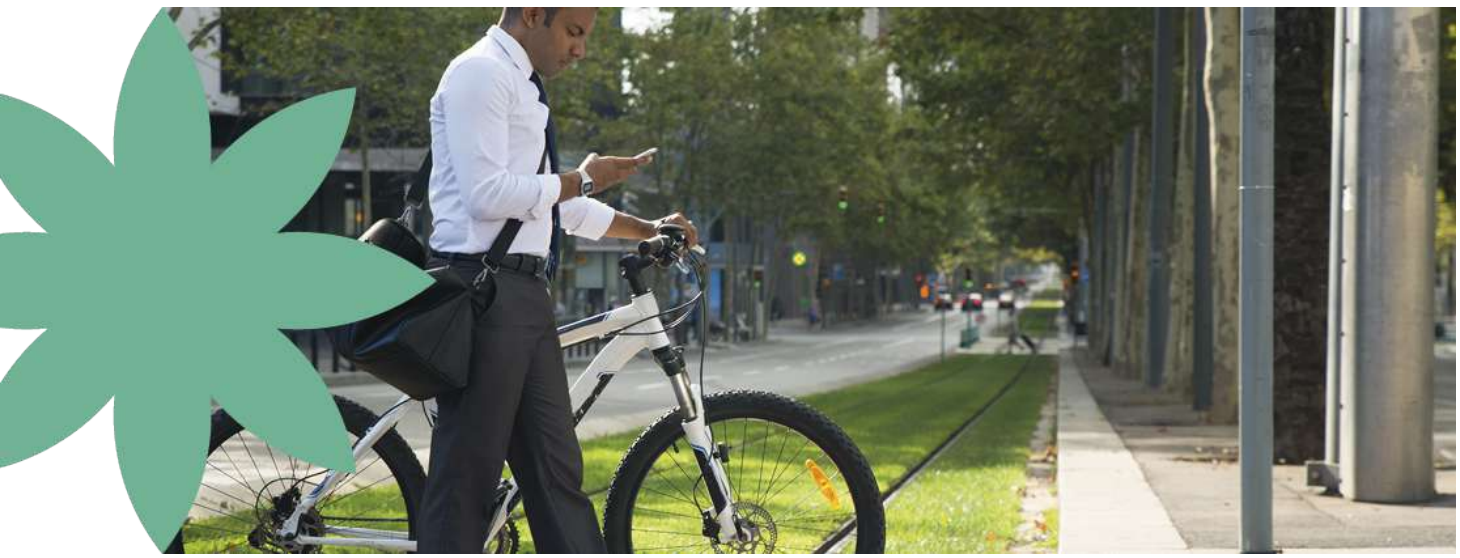
In an environment where energy is a strategic factor for industrial competitiveness, **CAF** has consolidated an electricity supply management strategy that guarantees stability, sustainability and economic efficiency. Thus, we have evolved towards a more resilient supply model that is aligned with our decarbonisation targets, ensuring that our electricity consumption comes from renewable sources, thus materially reducing our impact through GHG emissions generation.

One of the measures of our decarbonisation plan is the management of the electricity supply of our facilities through contracts that guarantee the purchase of renewable energy certified with Guarantees of Origin (GO). In this context, 79% of the Group's electricity consumption comes from renewable sources, with a guarantee of origin. The consumption of this type of energy increased compared to 2024 and is expected to continue to increase progressively in the coming years.

This increase is due to the fact that, with the aim of optimising the stability of supply and improving economic efficiency, in 2025 we have implemented a new supply approach through a long-term power purchase agreement (PPA), which will cover a substantial percentage of the Group's electricity consumption with 100% renewable energy. This model will provide cost stability, predictability in financial planning and greater alignment with sustainability goals.

The new energy model will ensure a stable and predictable supply, mitigating market volatility through long-term pricing. At the same time, it will reduce the average cost of electricity supply, thus optimising **CAF's** financial management. Assurance of supply will be enhanced by having renewable energy in stable conditions, while the integration of various Group units within the same energy scheme will improve operational efficiency. In addition, the strategy minimises exposure to regulatory changes, protecting **CAF** from fluctuations in carbon prices and new fossil fuel regulations.

Reducing the carbon footprint is another key benefit, as the model allows progress towards decarbonisation and achieving the objectives set for 2030 and 2045. Finally, the agreement offers flexibility in energy management, allowing for long-term strategic planning and the ability to adapt to future consumption needs, consolidating a more resilient and efficient energy model.



2.2.9. SCOPE 1, 2 AND 3 GROSS GHG EMISSIONS AND TOTAL GHG EMISSIONS[E1-6]

2.2.9.1. Evolution of GHG emissions

[305-1][305-2][305-3][305-4][305-5][305-7]

The calculation of the carbon footprint has been carried out following the criteria of ISO 14064:2018 and the GHG Protocol, with a consolidation approach by operational control. The calculations to obtain the footprint are carried out, and approved by an independent auditor, in Greemko's environmental sustainability software, implemented in 2025, based on SaaS technology, which enables the environmental management and the calculation of the carbon footprint in the three scopes (1, 2 and 3) to be digitalised and automated.

Previously, a materiality assessment was carried out to identify the most significant emission sources generated in the activities carried out by the Group. As a result of this analysis, the following sources are included in the footprint calculation:

- **Direct emissions (Scope 1)**: from fuel consumption in stationary and mobile installations, as well as fugitive emissions from the refuelling of fluorinated gases.
- **Indirect emissions (Scope 2):** emissions from electricity and thermal energy consumption.
- **Other indirect emissions (Scope 3):** product use, production and transport of materials to the Group's sites, transport of the product to the customer, waste management and transport, water consumption, in itinere transport of employees and business trips.

[E1-6_15] The emission factors used in the calculation of **CAF's** carbon footprint come from the following sources and are frequently used in this type of analysis and approved by verification bodies:

- DEFRA Greenhouse Gas Reporting, Conversion Factors: emission factors developed by the Department for Business, Energy and Industrial Strategy of the United Kingdom, used by many international organisations in the calculation of the carbon footprint.
- SimaPro: reference software for carbon footprint and lifecycle analysis, which has an extensive library of specific emission factors for the processes and materials involved in this financial year. This software consulted the Ecoinvent 3.0 database.
- IPCC Sixth Assessment Report: global reference values for GHG emissions and climate change, published by the Intergovernmental Panel on Climate Change.
- International Energy Agency (IEA): emission factors of electricity produced in each country according to its generation mix.
- Projections of the evolution of IEA emission factors for the Product Use category.

The Greenhouse Gases (GHG) included in the above calculations are expressed in tonnes of CO_2 equivalent (tCO_2e), and include emissions of carbon dioxide, methane and nitrous oxide (CO_2, CH4 and N2O respectively), as well as hydrofluorocarbons (HFCs) associated with refrigerant gas leakage.

[E1-6_17][E1-6_24][E1-6_28] In **CAF** we have not identified biogenic emissions or the presence of PFC, SF6 and NF3 gases.

A) SCOPE 1 AND 2 EMISSIONS

With the objective of reducing Scope 2 GHG emissions derived from the consumption of electricity and thermal energy, we have established an Action Plan to increase the percentage of renewable energy used in our facilities. Thus, currently, 79% of the Group's electricity consumption comes from renewable sources with a guarantee of origin, which has resulted in a 61% reduction in Scope 2 emissions compared to the base year (2019) in financial year 2025, thus achieving the proposed Scope 1 + 2 reduction target.

In this regard, it should be noted that the main companies of the Vehicle and Services manufacturing activities at national level in the railway segment and the main activities in the Bus segment, consume 100% renewable electricity with a guarantee of origin and, in the coming years, it is expected to continue expanding the scope of this measure to other centres in international locations.

B) SCOPE 3 EMISSIONS

[E1-6_27] In relation to Scope 3, after carrying out a materiality assessment of the categories identified by the GHG Protocol in this scope, the material categories have been included in the Group's carbon footprint, as they are relevant to **CAF's** activity and calculations can be made based on primary data or, if this is not possible, on solid estimates. Thus, the following categories are included:

- Purchased goods and services (1),
- Upstream transportation and distribution (4),
- Waste (5),
- Business travel (6),
- Employee commuting (7),
- Downstream transportation and distribution (9),
- Use of sold products (11),
- Franchises (14).

[E1-6_26] In this regard, the following categories are excluded: (2) Capital goods, (3) Fuel and energy-related activities and (15) Investments, due to their low significance. The categories (8) Leased assets in pre-operating stages, (10) Transformation of products sold and (13) Leased assets in subsequent stages are excluded as they are not applicable and (12) Processing at the end of the useful life of products sold is excluded due to a lack of information.

[E1-6_25] 81% of the Scope 3 activity data used in the calculation comes from primary data obtained from suppliers and value chain partners (corresponding to categories 1, 4, 5, 6, 7, 9 and 14). Category 11 has been excluded from this calculation because it is fully calculated from projections of vehicle consumption in the use phase.

The category for which reduction targets have been established based on SBTi methodology is category 11; emissions from the use phase of our products during their useful life, as it made up nearly 96% of the Group's Scope 3 emissions in 2019. The defined target measures the ratio (g CO2e / passenger-km) of emissions generated by energy consumption in the product use phase during the lifetime of vehicles, both in the Railway and Bus segments, delivered in the reporting year (2025 in this case), considering the base year 2019 as a reference.

It should be noted that for the calculation of Scope 3 - Product Use emissions, **CAF** has developed its own methodology validated by an independent auditor, which provides a solid and stable basis for the calculation of these emissions based on primary data. Although this methodology guarantees the reliability of the data obtained in our calculation, the lack of a sector-specific methodology that establishes the parameters considered makes it impossible to compare the data between the different actors in the sector, as it cannot be guaranteed that the same parameters and scopes have been used for the calculation.

As can be seen in the table below, the ratio of emissions derived from the use of products in Scope 3 has been reduced by 43.4% in 2025 compared to 2019, with the expected reduction target being 35.3%. Therefore, the mix of vehicles delivered in 2025 has met the targets set for this period. For the coming years, a progressive reduction in the delivery of fossil fuel vehicles is expected, accompanied by the Zero Emissions Programme improvement initiatives of the Innovation Management Plan described in the next section, which will result in a reduction of emissions of this scope.

Below are the results of the calculation of the Group's carbon footprint and its trend, verified by an external accreditation body and calculated using the methodology defined in the previous points.

[E1-6_01] [E1-6_02]

	EVOLUTION				
	2025	2024	2023 [1]	2019 [2] (BASE YEAR)	COMPARISON (%2025/2024)
SCOPE 1 GHG EMISSIONS					
Gross Scope 1 GHG emissions (tCO2eq) - Consolidated **CAF** Group [E1-6_07]	31,728	31,166	28,835	34,707	2%
SCOPE 2 GHG EMISSIONS					
Gross Scope 2 GHG emissions (market based) - Consolidated **CAF** Group (tCO2e) [E1-6_10] [3]	6,141	7,277	7,586	19,636	-16%
Gross scope 2 GHG emissions (location based) - Consolidated **CAF** Group (tCO2e) [E1-6_09] [4]	13,832	20,701	18,764	26,984	-34%
Gross scopes 1 + 2 GHG emissions (market based) - Consolidated **CAF** Group (tCO2eq)	37,869	38,443	36,421	54,343	-2%
SCOPE 3 GHG EMISSIONS [E1-6_04]					
Total gross indirect GHG emissions (Scope 3) (tCO2e) [E1-6_11]	3,402,232	3,642,717	3,552,313	7,623,373	-7%
Cat.1: Purchased goods and services (Raw materials + water)	90,517	90,766	83,326	72,165 [6]	0%
Cat. 4: Upstream transportation and distribution	2,438	1,949	2,304	5,917	25%
Cat. 5: Waste	252	419	958	1,199	-40%
Cat. 6: Business travel	7,696	6,262	5,989	9,016	23%
Cat. 7: Employee commuting	16,316	13,605	13,436	18,183	19%
Cat. 9: Downstream transportation and distribution	10,432	12,276	7,919	16,998	-15%
Cat 11: Use of sold products [5]	3,274,569	3,517,422	3,438,358	7,499,806	-7%
Cat. 14: Franchises	10	17	21	-	-41%
TOTAL GHG EMISSIONS					
Total GHG emissions (location based) (tCO_{2e}) [E1-6_12]	3,440,103	3,694,585	3,599,912	7,685,063	-7%
Total GHG emissions (market based) (tCO_{2e}) [E1-6_13]	3,440,101	3,681,160	3,588,733	7,677,715	-7%

[1] Actual data from 2023. Partially estimated year-end results were presented in the 2023 Sustainability Report (page 61).
[2] Base year 2019 recalculated to allow comparability with the reported scope in 2023, 2024 and 2025. Actual year 2019 data were as follows: Scope 1: 31,463 tCO_2e, Scope 2 (location based): 26,672 tCO_2e; Scope (market base): 18,809 tCO_2e.
[3] Market approach: calculation methodology based on generators purchasing through bundled electricity contract with instruments, or unbundled instruments on their own (GHG Protocol, "Scope 2 Guidance", Glossary, 2015).
[4] Location based: location-based calculation methodology that quantifies Scope 2 GHG emissions based on average power generation emission factors for given locations, including local, subnational or national boundaries (GHG Protocol, "Scope 2 Guidance", Glossary, 2015).
[5] The targets for GHG Protocol Category 11 (Use of Sold Products) are shown as $gCO^2/km \cdot passenger$.
[6] [BP-2_12] Figure reported in 2024 due to a transcription error: 72,264

Regarding the information contained in the table above, the following aspects must be taken into consideration:

- The data presented correspond to the actual emissions within the scope of the Group in each of the periods and do not include recalculations.
- [E1-6_29] The scope of the information in this section is that of operational control, corresponding to FY25. In addition, in the case of Scope 3, relevant companies upstream and downstream of the **CAF** value chain have been considered in the calculation. Please refer to the Verification Statement of the GHG Emissions Report for more details in "Appendix 8".
- Companies outside operational control have not been considered in Scope 1 and 2 calculations (investee companies, such as associates, joint ventures or unconsolidated subsidiaries).
- [E1-6_14] There have been no significant changes in the definition of what constitutes the reporting company and the upstream and downstream stages of its **CAF** value chain.
- [E1-6_16] The year 2019 has been taken as the base year for the entire **CAF** value chain. Between the reporting dates of the entities in our value chain and the date of our financial statements, we have not identified significant events or changes in circumstances with a material effect on our reported GHG emissions.
- [E1-6_08] At **CAF** we do not have emissions regulated by emissions trading.

In the specific case of Category 11: Use of the products sold, the emissions per passenger-km ratios are shown in the table below. These values are considered when setting our objectives:

	RETROSPECTIVE							MILESTONES AND TARGET YEARS	
	2025	2024	2023	2022	2019 (BASE YEAR)	OBJECTIVE (% 2026/2019)	OBJECTIVE (% 2030/2019)	OBJECTIVE (% 2045/2019)	OBJECTIVE (% 2024/2019)
SCOPE 3 GHG EMISSIONS									
Cat 11: Use of sold products (Ratio gCO2/km-passenger)	6.76	7.98	6.35	9.21	11.93	-40%	-55%	-97%	-30.5%

Following the Decarbonisation Strategy detailed in the previous section, **CAF** has achieved a 43.4% reduction in the g CO_{2e}/km-passenger ratio in Scope 3 emissions - Product use compared to 2019. In the coming years, a progressive decrease in this index is anticipated, driven by the increase in sales of zero and low emission vehicles and the developments of the Zero Emissions Programme of the Innovation Management Plan.

The evolution of this indicator depends not only on intrinsic factors such as the type of traction or the efficiency of the vehicles, but also on external factors such as the composition of the energy mix in different countries and the distribution of products sold during the financial year. Given these variables can generate inter-annual fluctuations, the analysis of these objectives should focus on medium- and long-term evolution, where **CAF's** strategy is clearly still oriented towards the reduction of emissions. Along these lines, the targets set for the coming years reinforce our commitment to decarbonisation and the improvement of the environmental performance of its products.

[E1-6_03] The total emissions (market based) for FY25 are broken down below by the main activities of **CAF's** value chain and segment.

	RAILWAY	BUS	TOTAL
SCOPE 1 GHG EMISSIONS (tCO_{2e})	27,918	3,810	31,728
SCOPE 2 GHG EMISSIONS (tCO_{2e})	5,076	1,065	6,141

	RAILWAY	BUS	TOTAL
Cat.1: Purchased goods and services (Raw materials + water) and Cat. 4: Transportation and distribution (upstream)[1]	60,327	32,630	92,957
Cat. 5: Waste	235	17	252
Cat. 6: Business travel	6,040	1,657	7,697
Cat. 7: Employee commuting	12,803	3,513	16,316
Cat. 9: Downstream transportation and distribution	8,775	1,656	10,431
Cat 11: Use of sold products	2,822,505	452,065	3,274,570
Cat. 14: Franchises	10	0	10
TOTAL SCOPE 3 GHG EMISSIONS (tCO_{2e})	**2,910,695**	**491,538**	**3,402,233**

[1] Data for categories 1 and 4 are presented unified in a single line, as emissions are calculated together.

2.2.9.2. GHG emissions intensity per net income

In 2023, 2024 and 2025 the GHG emissions intensity are as follows:

	2025	2024	2023[2]
GHG emissions 1+2 (location based) (tCO_2e)	45,560	51,867	47,599
GHG Emissions 1+2 (market based) (tCO_2e)	37,869	38,443	36,421
Total GHG Emissions (location based) (tCO_2e) [E1-6_12]	3,447,792	3,694,585	3,599,912
Total GHG Emissions (market based) (tCO_2e) [E1-6_13]	3,440,101	3,681,160	3,588,733
Net Income (millions of euros)[1] [E1-6_33]	4,486	4,212	3,825
GHG Emission Intensity 1+2 (location based) (tCO_2e/million euros)	10.16	12.31	12.44
GHG Emission Intensity 1+2 (market based) (tCO_2e/million euros)	8.44	9.12	9.51
Total GHG Emissions Intensity (location based) (tCO_2e/million euros) [E1-6_30]	769	877	941
Total GHG Emissions Intensity (market based) (tCO_2e/million euros) [E1-6_31]	767	874	938

[1] Net income corresponds to that reported in the Group's Consolidated Financial Statements 2023, 2024, 2025, Note 5.b.[E1-6_32] [E1-6_33] [E1-6_34] [E1-6_35]
[2] Actual data for the year 2023. Partially estimated year-end results were presented in the 2023 Sustainability Report (page 61).

2.2.9.3. Use of contractual instruments and effects on Scope 2 GHG emissions

- [E1-6_18] Percentage of contractual instruments used in relation to Scope 2 GHG emissions: In 2025, 79% of **CAF's** electricity consumption (corresponding to 54% of Scope 2 emissions) came from energy supply contracts with renewable generation attributes, specifically backed by guarantees of origin (GO). This has been possible due to the coverage of renewable energy with the implementation of a PPA (Power Purchase Agreement), which applies to the parent company as well as to all national subsidiaries.

- [E1-6_19]: At **CAF** we have structured our electricity supply strategy through the following contractual instruments in relation to Scope 2 GHG emissions:

  - **Guarantees of Origin (GO):** main mechanism used to certify the renewable origin of the energy purchased.
  - **Power Purchase Agreements (PPA):** To ensure the long-term supply of renewable energy with price stability and reduced exposure to market volatility, this contractual model has been implemented for all Group companies, providing a uniform strategic vision.
  - **Standard electricity supply agreements:** used to supplement energy supply in case of specific requirements or consumption fluctuations.

- [E1-6_21] The percentage of contractual instruments used to purchase power with renewable generation attributes in relation to Scope 2 GHG emissions:
  79% of electricity consumed by **CAF** in 2025 came from contracts with renewable generation attributes backed by GO. With the adoption of a PPA-based model from 2025 onwards, the percentage of renewable coverage increased, consolidating **CAF's** commitment to sustainability and the reduction of GHG emissions.

- [E1-6_22] The percentage of contractual instruments used for the purchase of energy attributes in an unbundled manner in relation to Scope 2 GHG emissions:
  In 2025, the entire electricity supply of CAF, S.A. and national subsidiaries of **CAF** has been made within a Power Purchase Agreement (PPA) with the entire supply from renewable sources, eliminating the need to purchase attributes independently. On the other hand, steps have continued to be taken at international level to extend this renewable energy source in compliance with the Company's strategic emissions plan.

- [E1-6_23] Types of contractual instruments used for the purchase of bundled energy with renewable attributes or for the purchase of energy attributes on an unbundled basis. **CAF** has employed the following types of contracts in its energy supply strategy:

  - **30% of electricity consumption by 2025 – Guaranteed Guarantees of Origin (GoO) electricity supply contracts:** Main mechanism used to date to certify the renewable origin of the electricity consumed.
  - **49% of electricity consumption in 2025 – PPA:** In 2025, this long-term energy purchasing model was implemented, guaranteeing supply stability and reducing energy costs with a renewable focus.
  - **21% of electricity consumption in 2025 – Conventional electricity supply contracts:** Used as a complement in exceptional situations to ensure continuity of supply.

The transition to a more sustainable energy model, supported by renewable energy purchase agreements, reinforces our strategy in terms of decarbonisation and operational efficiency, aligning with our climate commitments for 2030 and 2045.

2.2.10. GHG REMOVALS AND GHG MITIGATION PROJECTS FINANCED BY CARBON CREDITS [E1-7]

[E1-7_01-19] Over the course of 2025, we have neither contributed to the elimination of GHG in our own operations nor in our value chain, nor have we had GHG mitigation projects financed by carbon credits.

[E1-7_21][E1-7_22][E1-7_23][E1-7_24][E1-7_25][E1-7_26][E1-7_27]

CAF has not made any public statements involving the use of carbon credits.

[E1-7_20] In order to meet our target of reaching Net Zero by 2045, a plan to neutralise residual emissions will be drawn up in the coming years.

2.2.11. INTERNAL CARBON PRICING SYSTEM [E1-8]

We have developed a methodology for establishing an Internal Carbon Price (ICP) as a strategic tool for integrating the cost of GHG emissions into corporate decision-making processes. The implementation of this instrument will allow for a more precise quantification of the risks and opportunities of the climate transition, especially those associated with the volatility of carbon prices on international markets, and to guide business strategy towards a pathway consistent with global decarbonisation targets.

[E1-8_03] The scope of the project covers **CAF's** main train and bus manufacturing operations in Spain, Poland, France, Sweden and the United States. These countries have been selected because they account for most of the emissions within the vehicle business line, particularly in the production of trains and buses. In this way, the exercise manages to cover a high percentage of **CAF's** carbon footprint, ensuring that the results obtained are representative of **CAF's** operational reality and that the ICP adequately reflects its most significant impacts.

Within this framework, direct greenhouse gas emissions (Scope 1) derived from the organisation's own processes are considered, as well as indirect emissions associated with electricity consumption (Scope 2). In addition, the most relevant categories of Scope 3 are included, those linked to the main activity of **CAF** and which represent significant impacts on the corporate carbon footprint: category 1, corresponding to purchased goods and services; category 4, relating to upstream transport and distribution; category 9, referring to downstream transport and distribution; and category 11, corresponding to the use of the products sold.

The inclusion of these categories responds to the need to have a holistic view of **CAF's** carbon footprint and to ensure that the ICP incorporates not only the direct impacts of production, but also those associated with the supply chain and product life cycle. In this way, the defined scope allows the ICP to become a useful tool both for internal management and for interaction with customers, suppliers and other stakeholders, reinforcing the credibility of **CAF's** decarbonisation strategy.

[E1-8_01][E1-8_02] The establishment of the ICP at **CAF** is based on the application of the Shadow Price technique, which consists of assigning an economic value to CO_2 emissions even in the absence of an explicit cost in the market. This approach allows the social and environmental cost of carbon to be integrated into strategic decision-making processes, facilitating the assessment of transition risks and the identification of investment opportunities in low-carbon technologies.

[E1-8_04][E1-8_05][E1-8_06][E1-8_07][E1-8_08][E1-8_13]

The determination of **CAF's** ICP is based on a number of critical assumptions that ensure it is consistent with climate science, the expected evolution of carbon markets and the Company's decarbonisation strategy. These assumptions determine both the level of the price applied and its geographical differentiation and its evolution over time.

- Use of science-based climate trajectories.
- Regional carbon price differentiation.
- Anchoring to real market signals.
- Adjustment for national climate ambition (Country Alignment Index - COI).
- Evolution of the price over time.
- Application of the ICP as a shadow price.

DOMESTIC CARBON PRICE RATES[1]	VOLUME IN QUESTION (tCO_2e) [E1-8_10] [E1-8_11] [E1-8_12]	PRICES APPLIED (€/tCO_2e) [E1-8_04]	PERIMETER DESCRIPTION [E1-8_03]	% SCOPE 1 EMISSIONS COVERED BY INTERNAL CARBON PRICING SCHEME [E1-8_06].	% SCOPE 2 EMISSIONS COVERED BY INTERNAL CARBON PRICING SCHEME [E1-8_07].	% SCOPE 3 EMISSIONS COVERED BY INTERNAL CARBON PRICING SCHEME [E1-8_08].
CapEx shadow price	Emissions associated with investment projects analysed using the ICP tool (estimated tCO_2e per project). There is no fixed volume defined.	Variable shadow price per country per year, based on NGFS Net Zero 2050 scenarios and adjusted using the Country Alignment Index (CAI). The minimum value applied is 241.47 €/tCO_2e and the maximum value applied is 1,972.29 €/tCO_2e.	Internal carbon price applied as shadow price for the evaluation of investment decisions (CapEx). The scheme covers Scope 1, Scope 2 and relevant Scope 3 categories of emissions associated with the manufacture and use of trains and buses in Spain, France, Poland, Sweden and the United States, in the Solaris and Vehicles businesses.	47.2	52.96	17
Shadow price for research and development (R&D) investments	Not currently applicable.	Not applicable.	No specific internal carbon price has been defined and applied for the evaluation of R&D investments.	0	0	0
Internal carbon tax or fund	Not applicable.	Not applicable.	**CAF** has not implemented an internal levy mechanism or internal carbon fund with financial transfers between units or departments.	0	0	0
Carbon pricing for the impairment test	Not applicable.	Not applicable.	The internal carbon price is currently not used for accounting asset impairment tests.	0	0	0

[1] [E1-8_09] At present, at **CAF** we have an internal carbon price used for internal management and decision support purposes. However, this internal carbon price is not integrated in the preparation of the financial statements and has no impact on their recognition or accounting valuation.

2.3 POLLUTION [E2]

TABLE OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES (IROS)

TYPE	THEME	SUB-THEME	DEFINITION	VALUE CHAIN	TYPE (R/P)[1]	ASSOCIATED POLICIES [MDR-P_01]
Positive impact	Pollution	Air pollution	(17-IP) Reduction of air pollution as a result of the use of rail vehicles and buses powered by electricity or hydrogen developed by **CAF**.	Downstream	R	Ecodesign Policy Environmental Policy
Negative impact	Pollution	Substances of concern	(25-IN) Contamination of the environment and impact on human health as a result of the use of biocidal products and other substances of concern along the value chain in the manufacture and maintenance of rail vehicles, buses and parts and components by **CAF**.	Cross-cutting	R	Purchasing Policy Environmental Policy Sustainability Policy Supplier Code of Conduct Ecodesign Policy
	Pollution	Substances of very high concern	(27-IN) Contamination of the environment and human health as a result of the use of PFASs and other substances of very high concern along the value chain in the manufacture and maintenance of rail vehicles, buses and parts and components (coolants, electronic components, batteries, fuel cells, plastics, textiles, lubricants, adhesives, paints, hydraulic fluids, fire fighting foams, etc.) by **CAF**.	Cross-cutting	R	Purchasing Policy Environmental Policy Sustainability Policy Supplier Code of Conduct Ecodesign Policy
	Pollution	Air pollution	(13-IN) Air pollution through the emission of nitrogen oxides (NOx), Volatile Organic Compounds (VOC) and other pollutants upstream in the value chain, for example in the performance of subcontracted services (welding), in the manufacture of procured products (materials, parts and components, electrical and electronic equipment, etc.), as well as in the transport of these to **CAF's** facilities.	Upstream	R	Purchasing Policy Environmental Policy Sustainability Policy Supplier Code of Conduct Ecodesign Policy
Risk	Pollution	Air pollution	(11-R) Imposition of fines and penalties and implementation of corrective actions as a result of litigation arising from non-compliance in the field of air and noise pollution.	Own operations	Not applicable	Environmental Policy
	Pollution	Substances of very high concern	(19-R) Imposition of fines and penalties and implementation of remedial actions as a result of litigation arising from non-compliance regarding the use of substances of very high concern (e.g. PFAS) in **CAF's** own operations.	Own operations	Not applicable	Ecodesign Policy

[1] R= Real, P=Potential.

2.3.1. PROCESSES FOR IDENTIFYING AND ASSESSING MATERIAL IMPACTS, RISKS AND OPPORTUNITIES RELATED TO POLLUTION [ESRS 2 IRO-1]

[E2.IRO-1_01] Within the framework of the Double Materiality Assessment carried out by **CAF**, pollution management has become a fundamental part of our Sustainability Master Plan, in line with the results obtained in that analysis and its update in 2025, which defined this area as a priority for **CAF.**

To this end, we have systematically reviewed our site locations and our overall business activities, as well as the stages upstream and downstream in the value chain, to identify potential pollution-related impacts, risks and opportunities that may arise from our operations.

[E2.IRO-1_03] As a result of this analysis, aspects related to air pollution and to the use and management of substances of concern and very high concern have been identified as material, with the sites where manufacturing plants are located being those with the highest probability of generating impacts associated with pollution.

[E2.IRO-1_02] The process has also incorporated consultations with relevant stakeholders, such as interviews, internal workshops and other participation mechanisms that have allowed the views of potentially affected groups and key areas of the organisation to be gathered. This participatory approach has contributed to a more robust identification and prioritisation of pollution-related impacts, risks and opportunities, reinforcing the integration of these aspects into **CAF's** strategic decision-making.

For more information on the execution of the dual materiality analysis, please refer to section "1.4. Double Materiality Assessment", of this Report.

2.3.2. POLLUTION-RELATED POLICIES [E2-1]

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
E2.MDR-P_01	E2.MDR-P_02	E2.MDR-P_03	E2.MDR-P_04	E2.MDR-P_05
ENVIRONMENTAL POLICY				
This policy sets out the corporate principles and criteria that guide our environmental performance, reinforcing our commitment to mitigating climate change, adapting to its impacts and promoting sustainable mobility solutions. It aims to integrate the environment as an essential pillar of the Group's sustainability, aligning our practices with Stakeholder expectations, increasing regulatory requirements and the commitments made in the Sustainability Policy.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Human Resources Officer (CHRO)	ISO 14001 ISO 14064 Paris Agreement IPCC	The Environmental Policy is established taking into account the interests of the main stakeholders, through transparent and proactive communication that allows their expectations to be incorporated into the Group's environmental actions.
ECODESIGN POLICY				
Defines the corporate principles to ensure that our products and services continuously improve their environmental performance, minimising their impact throughout the entire life cycle: from material procurement, design and manufacturing, to installation, use, maintenance, reuse and end-of-life treatment. Its aim is to integrate ecodesign criteria in all processes, in line with the Sustainability Policy and the Group's commitment to increasingly efficient and environmentally-friendly mobility solutions.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Technology Officer (CTO)	ISO 14040 ISO 14025 ISO 14044 ESPR Directive (Ecodesign for Sustainable Product Regulation) REACH	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
PURCHASING POLICY				
Defines the corporate principles and criteria to ensure responsible supplier management in line with our Sustainability Policy. It aims to strengthen an optimal, resilient, sustainable value chain, based on a network of reliable suppliers that contribute to the Group's competitiveness and the achievement of our objectives. The Policy establishes a collaboration framework that promotes efficient, safe, flexible and responsible relationships with all our suppliers.	Applicable to all Group purchases and to all suppliers and subcontractors; no exclusions are identified.	Chief Financial and Strategy Officer (CFSO)	Global Compact Principles; OECD Due Diligence Guidance; Railsponsible; SRI	Customer and supplier expectations are incorporated through communication processes and ESG assessments.

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
E2.MDR-P_01	E2.MDR-P_02	E2.MDR-P_03	E2.MDR-P_04	E2.MDR-P_05
SUPPLIER CODE OF CONDUCT				
This code establishes the minimum expectations that **CAF's** suppliers must meet in terms of conduct, ensuring that their practices respect ethics, legality, Human Rights and the principles of the Group's Code of Conduct, in order to ensure responsible, solid, sustainable business relationships throughout the supply chain.	Suppliers in the different supply chains related to **CAF's** products and services. In addition, direct suppliers are committed to transferring the principles to their value chains.	Economic, Financial and Strategy Directorate (CFSO)	Guiding Principles on Business and Human Rights published by the United Nations International Human Rights Charter UN Global Compact ILO Declaration on Fundamental Principles and Rights at Work and the Monitoring thereof OECD Guidelines for Multinational Enterprises on Responsible Business Conduct (OECD 2023)	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
SUSTAINABILITY POLICY				
This policy aims to integrate sustainability into all the Group's activities, reconciling its business purpose with the needs of its stakeholders to create long-term sustainable value, complying with applicable regulations and best practices in good governance, risk management and compliance.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	Corporate Sustainability Reporting Directive (CSRD) Themed regulations included in other related policies.	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

[1][E2.MDR-P_06] All policies are available on the corporate website.
[2][E2.MDR-P_01] Through our corporate policies, at **CAF** we establish and develop the principles, values and behavioural criteria that make up our corporate culture, promoting their application throughout the organisation and assessing their effectiveness through monitoring, governance and periodic review mechanisms implemented by the Corporate Quality Manager. This Function coordinates and implements the appropriate communication, training and actions to raise awareness and put the policies into practice.

[E2-1_01] At **CAF** we are aware that its industrial activities have an impact on the environment. Thus, in line with the provisions of the United Nations Global Compact for Sustainable Development 2030 of which it is a signatory, we are committed to promoting measures that contribute to environmental sustainability, as well as developing actions in relation to the mitigation of the causes of global warming and adaptation to Climate Change.

To reinforce and extend this commitment, we have rolled out the Environmental Policy 2024 in 2025, in order to respond to the new Corporate Sustainability Reporting Directive (CSRD). Of particular relevance among the basic principles indicated therein is Principle 1: Compliance with current environmental regulations and commitments, in which **CAF** undertakes to define ambitious mitigation and adaptation and energy efficiency strategies to combat climate change, focusing on reducing CO_2 emissions to achieve net zero emissions by 2045, reducing air pollution and promoting renewable energies. This document aims to unify policies, ways of doing things and management tools. It also defines and tracks environmental guidelines among the different activities of the Group.

In addition, as a result of the Double Materiality Assessment, a new Ecodesign Policy has been defined, in which all the product and service ecodesign principles are materialised. This policy advocates the integration of sustainability principles in product design, seeking to reduce the carbon footprint and mitigate climate change through criteria such as energy efficiency, selection of recycled and recyclable materials, design oriented towards the circular economy and collaboration with the value chain. All this with a life-cycle approach.

In turn, the Supplier Code of Conduct and the Purchasing Policy have been updated to include commitments that contribute to strengthening a sustainable value chain.

The Environmental Policy, defined within the Corporate Environmental Forum and approved by **CAF's** Management, has as its main objective to define the general principles and criteria that must govern the Group in environmental matters. It also projects to stakeholders the environmental commitments established in **CAF's** Sustainability Policy, which considers the environment as a key element of the concept of sustainability.

Thus, the Group's Environmental Policy integrates the principle of environmental precaution by preventing the environmental impact of the set of activities it carries out. Along the same lines, it adopts the necessary and economically viable measures to control and minimise its significant environmental aspects, such as atmospheric emissions, energy consumption and waste generation, among others, with the aim of preserving natural resources, reducing environmental impact and promoting continuous improvement.

In terms of governance, there is a Corporate Environmental Committee, with the participation of management and the Corporate Environmental Coordinator, which coordinates and promotes all actions that are necessary to achieve and improve environmental performance and deals with aspects related to the Group's environmental management. Furthermore, the Corporate Environmental Forum serves as a meeting point for those responsible for the environment of all the Group's activities, constituting an indispensable tool for the coordination of environmental actions in all segments and activities of the Group.

In the external sphere, in order to respond to the expectations and interests of its stakeholders in relation to the preservation of the environment, the increasingly demanding regulatory requirements and the constant analysis of management by analysts, evaluators and different civil society agents, **CAF** maintains a fluid relationship with them by establishing open communication channels with institutions and parties such as the Administration, local communities and/or civil society associations, etc.

[E2-1_03] Also in principle 3 of the Environmental Policy "Establish or strengthen Environmental Management Systems based on the philosophy of continuous improvement", we are committed to establishing an Environmental Management System in each Business that is robust and adaptable, aligned with international best practices, contributes to the reduction of environmental impacts and is aligned with the Strategy. This System covers all activities, setting ambitious but achievable environmental objectives and targets, and promoting the identification and continuous assessment of environmental aspects and impacts (including incidents and emergencies). Environmental Management Systems implement rigorous processes to protect the environment, prevent pollution, manage waste, optimise resource consumption and mitigate environmental risks. Continuous improvement is also established as a fundamental pillar of the Environmental Management System, promoting the periodic review of processes, the identification of opportunities for improvement and the implementation of corrective and preventive actions.

2.3.3. ACTIONS AND RESOURCES RELATED TO POLLUTION [E2-2]

In order to manage, reduce and prevent pollution, we have defined a series of actions and allocated a series of resources, which are detailed below:

[E2-2_02]

ACTION NO. 1:	**AIR POLLUTION ENGAGEMENT INITIATIVES (ASSOCIATED IRO: NO. 13-IN, 17-IP, 11-R)**
DESCRIPTION: [E2.MDR-A_01]	In 2025, we have launched new initiatives to strengthen the control and monitoring of emissions generated in the Group's operations, ensuring compliance with environmental regulations and improving transparency in the communication of actions taken and targets set. All within the framework of the "Decarbonise our operations and reduce pollution" strategy. On the one hand, we have developed a common methodology that allows us to control and unify the information relating to atmospheric emissions generated at the Group's different sites, in order to report the overall consolidated results in this report. This approach will allow us to define more precise and homogeneous emission reduction targets in the coming years. We have worked on this methodology within the Basque Ecodesign Centre, an initiative set up within a framework of collaboration between private sector companies and the Basque Government whose target is the conceptualisation and execution of innovative eco-design and circular economy projects, of which **CAF** is a member. We have also devised plans and targets to progressively extend the coverage of ISO 14001:2015 certification in the coming years.
SCOPE: [E2.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.
TIME HORIZON [E2.MDR-A_03]	Medium term.
EXPECTED RESULTS [E2.MDR-A_01]	• Extend the coverage of ISO 14001:2015 certification across the Group. • Operational control and reduction of air emissions: ensure compliance with environmental regulations through rigorous control of emissions in the Group's operations, and report actions and results in the annual Sustainability Report.
RESULTS OBTAINED [E2.MDR-A_05]	**2025** • Maintain ISO 14001:2015 certification coverage in the Group and define ambitious targets for the coming years. • Operational control and reduction of air emissions: ensure compliance with environmental regulations through rigorous control of emissions in the Group's operations, and report actions and results in the annual Sustainability Report.

2.3.4. POLLUTION-RELATED TARGETS AND METRICS [E2-3]

At **CAF**, we have established targets and metrics designed to manage the impacts, risks and opportunities that have proven to be material in terms of pollution. These targets are part of our Sustainability Master Plan and are aligned with the targets of the air pollution related policies mentioned above. These are detailed below:

[E2-3_01][E2-3_09]

ASSOCIATED METRICS[1][2][3] E2.MDR-M_01	METHODOLOGY AND SIGNIFICANT ASSUMPTIONS E2.MDR-M_02	EVOLUTION E2.MDR-T_13			ASSOCIATED OBJECTIVES E2.MDR-T_01 E2.MDR-T_02 E2.MDR-T_03	SCOPE OF THE OBJECTIVE E2.MDR-T_04	YEAR AND BASE VALUE E2.MDR-T_05 E2.MDR-T_06	2025 OBJECTIVE	2026 OBJECTIVE E2.MDR-T_08
		2025	2024	2023					
Associated IRO: No. 13-IN. Air pollution through the emission of nitrogen oxides (NOx), Volatile Organic Compounds (VOC) and other pollutants upstream in the value chain, for example in the development of subcontracted services (welding), in the manufacture of procured products (materials, parts and components, electrical and electronic equipment, etc.), as well as in the transport of these to CAF Group facilities.									
Percentage of the Group's workforce covered by ISO 14001:2015; which considers aspects of prevention and control of atmospheric pollutants, air quality standards, among other elements.	Percentage of the Group's workforce certified to ISO 14001:2015 standard	84 (*)	85	83	Ensure that at least 85% of the Group's workforce is ISO 14001:2015 certified	CAF Group	2020 65%	>85	88

[1] [E2.MDR-T_07] No long-term targets have been set for these metrics. The objectives will be reviewed in the new strategic cycle, together with the publication of the Strategic Plan and the Sustainability Master Plan 2027–2030; [E2.MDR-M_02] [E2.MDR-T_09] [E2.MDR-T_10] The methodologies applied to define these objectives are those specific to the area and are aligned with the Strategic Plan and Master Plan; [E2.MDR-T_11] As they form part of the company's Sustainability Master Plan, the objectives have been set taking into consideration the perspectives of the stakeholders; [E2.MDR-T_12] No significant changes are reported in the previous objectives.

[2] [E2.MDR-M_03] The metrics reflected in this table are not subject to external validation beyond that provided by the third party verification provider of the CAF Sustainability Report "Appendix 8.3".

(*) The number of certified companies has been maintained; however, the increase in the Group's workforce has affected the evolution of the percentage.

[3] [E2-3_04][E2.MDR-T_14][E2.MDR-T_15][E2.MDR-T_16][E2.MDR-T_17][E2.MDR-T_18][E2.MDR-T_19] At the time of reporting, we have not set specific targets for the prevention and control of substances of concern and very high concern; however, we are actively pursuing monitoring and data collection as a step towards defining future targets.

2.3.5. AIR POLLUTION [E2-4]

As a result of the Double Materiality Assessment, air pollution is a material issue for **CAF**. That is why we have included it in our Sustainability Master Plan, under the two strategic lines “Decarbonise our operations and reduce pollution” and “Lead the transition to zero-emission mobility”. Within these lines, we have designed strategic initiatives with sub-initiatives and concrete actions aimed at mitigating the air pollution generated by our operations.

To ensure effective management of this material issue, we have defined environmental performance indicators and established specific targets that will allow monitoring the evolution of emissions and their progressive reduction. In addition, we have assigned responsibility for its implementation to different areas within the organisation, ensuring structured governance that facilitates compliance with regulatory and reporting requirements. With this planning, we will be in a position to respond to the demands for environmental information on air pollution in the coming years.

Below are the quantities of pollutants emitted into the atmosphere at railway vehicle and bus manufacturing sites, in accordance with the criteria established in Annex II of Regulation (EC) No 166/2006 of the European Parliament and of the Council of 18 January, excluding greenhouse gas (GHG) emissions, which are described in previous sections.

[E2-4_01][E2-4_02]

TONNES	RAILWAY SEGMENT			BUS SEGMENT		
	2025	2024	2023	2025 [1]	2024	2023
Solid Particles (PS)	4,917	5,257	4,957	510	510	414
Nitrogen oxides (NOx)	4,784	4,895	4,933	2,802	2,802	4,432
Carbon monoxide (CO)	5,126	5,126	5,126	5,257	5,257	7,470
Volatile Organic Compounds (VOCs)	42,622	41,942	42,029	105,189	105,189	97,034

[1] At the time of writing, data for 2025 are not available. Therefore, data from 2024 have been considered.

Air pollution is the only topic related to Pollution (E2) that has been material for **CAF**.

[E2-4_08][E2-4_09][E2-4_10][E2-4_15]

We have not identified significant changes in the evolution of atmospheric emissions over time. The values included in this table have been obtained using the methodology developed for the compilation and grouping of the Group’s emissions, based on the direct measurement of emissions and the E-PRTR (European Pollutant Release and Transfer Register) emissions calculation procedure. These values correspond to the vehicle (CAF, S.A. and CAF USA) and bus manufacturing sites, in direct measurement and in the E-PRTR framework.

[E2-4_05][E2-4_06][E2-4_07] It should also be noted that the Group has not identified the generation or material use of microplastics in our processes.

2.3.6. SUBSTANCES OF CONCERN AND SUBSTANCES OF VERY HIGH CONCERN [E2-5]

We are firmly committed to the safe and sustainable management of the chemicals used in our production processes, as well as those present in the final products we place on the market.

In addition to ensuring compliance with applicable regulations in the different geographies where we operate, we promote the active substitution of products containing substances of concern with safer alternatives, going beyond legal requirements and thereby reducing risks to people and the environment. This approach is part of our overall sustainability strategy and reflects our responsibility towards health, safety and environmental protection, providing safer solutions for users and more environmentally friendly solutions.

To this end, as a consequence of the principles set out in the Ecodesign Policy, we have developed specific guidelines to regulate the purchase and use of products containing these substances, either in the form of chemicals or as components within the articles we purchase. This framework will not only allow us to ensure compliance with international regulations, such as the REACH Regulation, the European Economic Area reference, or the Railway Industry Substance List (RISL), established by UNIFE as a framework for the railway industry, but also to set higher internal standards to drive continuous improvement and phase out the use of substances of very high concern.

[E2-1_02] In this way, we ensure compliance with **CAF's** legal obligations regarding the use of chemicals and are committed to transparent reporting by communicating the presence of substances of very high concern in the articles we place on the market to both our customers and the relevant authorities. However, due to the absence of a clear European regulatory reference framework setting out what is meant by substances of concern, the absence of a supply chain reporting obligation for such substances, as opposed to substances of very high concern (SVHC) as defined in the REACH framework, makes quantitative reporting of the use of such substances impossible.

Due to the production nature of **CAF**, we do not directly generate or acquire substances of very high concern, nor do we emit such substances during production processes or during the use of our products. However, the articles we purchase to manufacture our final products, such as electronic items, do contain these substances.

[E2-5_01][E2-5_02][E2-5_03][E2-5_04][E2-5_05][E2-5_06][E2-5_07][E2-5_08][E2-5_09][E2-5_10][E2-5_11][E2-5_12] [E2-5_13]

Given the complexity of the product, the absence of a stable regulatory framework and the lack of information and knowledge in the supply chain, we are currently in the process of identifying and cataloguing all substances of very high concern in our product portfolio in order to seek technically feasible alternatives where possible. This process will allow us to obtain greater traceability and control over its management, reducing risks and promoting responsible practices throughout our entire value chain.

Considering the sales of the rolling component, rail vehicle and bus manufacturing businesses, it is estimated that 90.1% is associated with products containing these substances. The high technological component of the products we put on the market, as well as the associated high standards of safety, reliability and useful life, obliges us to use elements containing these substances to ensure their correct functioning. These substances are present in very small quantities, mainly in electronic components, and account for a very small percentage of the vehicle's weight. This figure covers approximately 70% of the Group's sales.

Given that the management of substances of concern is a material issue for **CAF**, according to the Double Materiality Assessment carried out in 2024, our Sustainability Master Plan integrates this issue into the strategic line "Lead the transition towards zero-emission mobility", which encompasses various strategic initiatives that, in turn, are broken down into sub-initiatives and specific actions focused on the responsible management of substances of concern.

Furthermore, as part of the Ecodesign Policy, which seeks to establish a common framework to ensure coherence and alignment with the global sustainability targets of **CAF**, we consider as part of the holistic approach to Ecodesign the need to avoid the use of chemical substances that inhibit the circularity of products, avoiding the use of hazardous substances and thus ensuring the safety of human health and the environment.

To ensure effective implementation in line with sustainability and transparency standards, we have defined specific indicators and established measurable targets to monitor progress in this area. Likewise, responsibility for its management has been assigned to different key areas within the organisation, ensuring structured governance of the material issue. This will position us to comply with the information and reporting requirements on this matter demanded by sustainability legislation, providing structured and reliable data in the information relating to upcoming years.

The recent Ecodesign Policy complements this approach, promoting the integration of sustainability criteria in the early stages of product design. This ensures that technical decisions not only consider performance and economic viability, but also the associated environmental impacts throughout the product lifecycle.

With these actions, we reaffirm our commitment to responsibly addressing the environmental challenges of the sector, promoting a transition towards more sustainable production and consumption models. Through transparency in our management and reporting of progress in future years, we strengthen our position as a benchmark in sustainability, innovation and environmental responsibility.

2.3.7. EXPECTED FINANCIAL IMPACTS OF POLLUTION-RELATED IROS [E2-6]

[E2-6_04] [E2-6_05] Through available reporting channels, there is no evidence that the organisation has incurred significant operational (OpEx) or capital (CapEx) expenditure in relation to incidents and deposits related to pollution incidents.

2.4 RESOURCE USE AND CIRCULAR ECONOMY [E5]

TABLE OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES (IROS)

TYPE	THEME	SUB-THEME	DEFINITION	VALUE CHAIN	TYPE (R/P)[1]	ASSOCIATED POLICIES [MDR-P_01]
Positive impact	E5: Resource Use and Circular Economy	Resource outputs related to products and services	(50-IP) Contribution to the circular economy in the Group's own operations, through the design, manufacture, maintenance, repair and modernisation of products and components.	Own operations	R	Ecodesign Policy Environmental Policy Sustainability Policy
	E5: Resource Use and Circular Economy	Resource outputs related to products and services	(49-IP) Contribution to the circular economy upstream of the Group's value chain by selecting and sourcing materials to increase the potential recyclability rate of manufactured products and developing circularity actions in collaboration with the supply chain to reduce the consumption of finite non-renewable resources.	Upstream	R	Purchasing Policy Environmental Policy Supplier Code of Conduct Sustainability Policy
Negative impact	E5: Resource Use and Circular Economy	Resource inflows, including resource use	(46-IN) Extraction and use of finite non-renewable resources (raw materials such as iron and bauxite, critical minerals such as nickel and cobalt, etc.) upstream in the value chain for the production of processed materials and key components supplied by CAF Group, leading to their gradual depletion.	Upstream	R	Purchasing Policy Environmental Policy Supplier Code of Conduct Sustainability Policy
	E5: Resource Use and Circular Economy	Waste	(116-IN) Impact on the environment due to the generation and incorrect management of waste associated with the activities carried out downstream in the value chain for the maintenance and end-of-life management of CAF vehicles.	Downstream	R	Ecodesign Policy Environmental Policy
	E5: Resource Use and Circular Economy	Waste	(54-IN) Impact on the environment due to sending waste to landfill, incineration and other types of disposal of waste generated in in-company operations.	Own operations	R	Environmental Policy
Risk	E5: Resource Use and Circular Economy	Resource inflows, including resource use	(37-R) Increase in operating expenses as a result of the increase in prices of raw materials or relevant/strategic materials necessary for the manufacture of **CAF's** products due to their scarcity, being vulnerable to external factors that may seriously affect their extraction and the whole supply chain.	Upstream	Not applicable	Purchasing Policy Ecodesign Policy
	E5: Resource Use and Circular Economy	Resource inflows, including resource use	(36-R) Increase in expenses to replace the entry of products and services not designed with circularity criteria, intensive in the use of primary raw materials, etc. with products and services that do meet these criteria, due to growing market demand or future regulatory requirements on **CAF's** own operations.	Own operations	Not applicable	Ecodesign Policy
Opportunity	E5: Resource Use and Circular Economy	Resource outputs related to products and services	(40-O) Increase in revenues as a result of the competitive advantage of producing rail vehicles and buses manufactured by **CAF** with recyclable raw materials and materials that meet eco-design criteria, and based on other characteristics relating to the circular use of resources valued by the market.	Own operations	Not applicable	Ecodesign Policy

1) R= Real, P=Potential.

2.4.1. PROCESSES FOR IDENTIFYING AND ASSESSING MATERIAL IMPACTS, RISKS AND OPPORTUNITIES RELATED TO RESOURCE USE AND THE CIRCULAR ECONOMY [ESRS 2 IRO-1]

[E5.IRO-1_01][E5.IRO-1_02] Within the Double Materiality Assessment carried out by **CAF**, resource management and the circular economy have become a fundamental pillar of our Sustainability Master Plan, in line with the results obtained in this analysis and its update in 2025, which defined this area as a priority for **CAF**.

To this end, we have systematically reviewed our site locations and our overall business activities, as well as the stages upstream and downstream in the value chain, to identify potential pollution-related impacts, risks and opportunities that may arise from our operations.

As a result of this analysis, aspects related to waste management and the input and output of resources related to products and services, including the use of resources, have been identified as material, with the sites where manufacturing plants are located being those most likely to generate impacts associated with pollution.

Likewise, the process has incorporated consultations with relevant stakeholders, such as interviews, internal workshops and other participation mechanisms that have made it possible to gather the views of potentially affected groups and key areas of the organisation. This participatory approach has contributed to a more robust identification and prioritisation of pollution-related impacts, risks and opportunities, reinforcing the integration of these aspects into **CAF's** strategic decision-making.

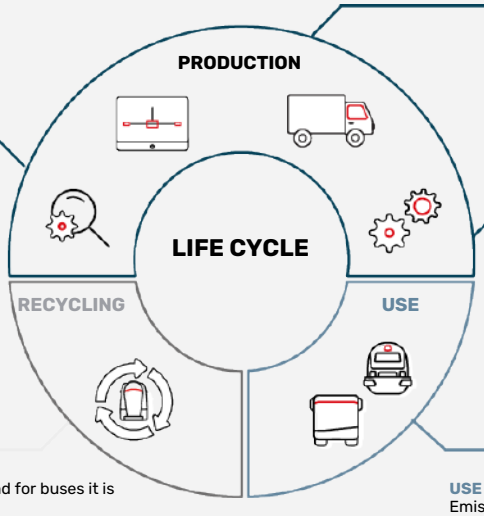
For more information on the execution of the Double Materiality Assessment, see section "1.4. Double Materiality Assessment" of this Report.

2.4.2. POLICIES RELATED TO RESOURCE USE AND THE CIRCULAR ECONOMY [E5-1]

[E5-1_01][E5-1_02][E5-1_03][E5-1_04]

RESPONSIBLE PURCHASE
CAF extends to its suppliers, through its Supplier Code of Conduct, the duty to carry out their activities under the premise of minimising negative environmental impacts and preventing pollution by ensuring compliance with legal requirements, promoting research that improves processes, and providing training to their workers on proper environmental management.

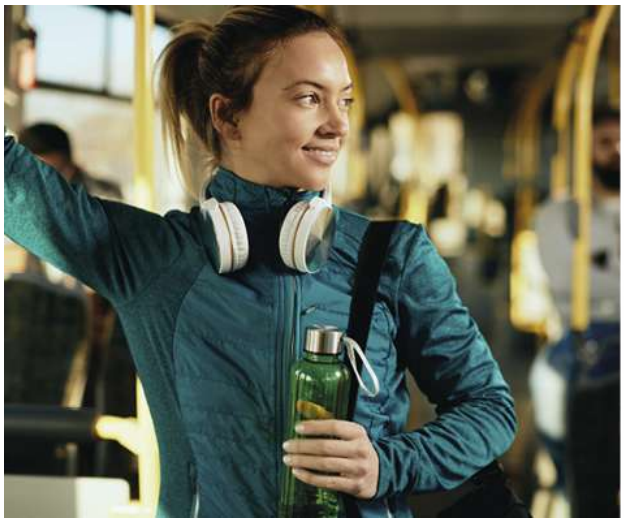
INNOVATION AND ECODESIGN
CAF prioritises innovation and eco-design in its products through the following levers:
- Environmental Product Declarations
- Ecodesign methodology
- Improvements in energy efficiency
- Fuel deployment
- Increased useful life and recyclability
- Reduction of noise and vibrations



MANUFACTURING
96% of all the hazardous and non-hazardous waste generated has been recovered.

RECYCLING
Average recyclability for trains is 93% and for buses it is 96%.

USE
Emissions from passenger transport solutions (buses, trolleys and rail vehicles) delivered in 2025 represent a 43.4% reduction in the emissions ratio compared to 2019, which has made it possible to meet the decarbonisation targets.



KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
E5.MDR-P_01	E5.MDR-P_02	E5.MDR-P_03	E5.MDR-P_04	E5.MDR-P_05
ENVIRONMENTAL POLICY				
This policy sets out the corporate principles and criteria that guide our environmental performance, reinforcing our commitment to mitigating climate change, adapting to its impacts and promoting sustainable mobility solutions. It aims to integrate the environment as an essential pillar of the Group's sustainability, aligning our practices with Stakeholder expectations, increasing regulatory requirements and the commitments made in the Sustainability Policy.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Human Resources Officer (CHRO)	ISO 14001 ISO 14064	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
ECODESIGN POLICY				
Defines the corporate principles to ensure that our products and services continuously improve their environmental performance, minimising their impact throughout the entire life cycle: from material procurement, design and manufacturing, to installation, use, maintenance, reuse and end-of-life treatment. Its aim is to integrate ecodesign criteria in all processes, in line with the Sustainability Policy and the Group's commitment to increasingly efficient and environmentally-friendly mobility solutions.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Technology Officer (CTO)	ISO 14040 ISO 14025 ISO 14044 ESPR Directive (Ecodesign for Sustainable Product Regulation) REACH	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
SUSTAINABILITY POLICY				
This policy aims to integrate sustainability into all the Group's activities, reconciling its business purpose with the needs of its stakeholders to create long-term sustainable value, complying with applicable regulations and best practices in good governance, risk management and compliance.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	Corporate Sustainability Report Directive (CSRD) Themed regulations included in other related policies.	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
PURCHASING POLICY				
Defines the corporate principles and criteria to ensure responsible supplier management in line with our Sustainability Policy. It aims to strengthen an optimal, resilient, sustainable value chain, based on a network of reliable suppliers that contribute to the Group's competitiveness and the achievement of our objectives. The Policy establishes a collaboration framework that promotes efficient, safe, flexible and responsible relationships with all our suppliers.	Applicable to all Group purchases and to all suppliers and subcontractors; no exclusions are identified.	Chief Financial and Strategy Officer (CFSO)	Global Compact Principles; OECD Due Diligence Guidance; Railsponsible; SRI	Customer and supplier expectations are incorporated through communication processes and ESG assessments.

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
E5.MDR-P_01	E5.MDR-P_02	E5.MDR-P_03	E5.MDR-P_04	E5.MDR-P_05
SUPPLIER CODE OF CONDUCT				
This code establishes the minimum expectations that **CAF's** suppliers must meet in terms of conduct, ensuring that their practices respect ethics, legality, Human Rights and the principles of the Group's Code of Conduct, in order to ensure responsible, solid, sustainable business relationships throughout the supply chain.	Suppliers in the different supply chains related to **CAF's** products and services. In addition, direct suppliers are committed to transferring the principles to their value chains.	Economic, Financial and Strategy Directorate (CFSO)	Guiding Principles on Business and Human Rights published by the United Nations International Human Rights Charter UN Global Compact ILO Declaration on Fundamental Principles and Rights at Work and the Monitoring thereof OECD Guidelines for Multinational Enterprises on Responsible Business Conduct (OECD 2023)	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

[1][E5.MDR-P_06] All policies are available on the corporate website.

[2][MDR-P_01] Through our corporate policies, at CAF we establish and develop the principles, values and behavioural criteria that make up our corporate culture, promoting their application throughout the organisation and assessing their effectiveness through monitoring, governance and periodic review mechanisms implemented by the Corporate Quality Manager. This Function coordinates and implements the appropriate communication, training and actions to raise awareness and put the policies into practice.

2.4.3. ACTIONS AND RESOURCES RELATED TO RESOURCE USE AND CIRCULAR ECONOMY [E5-2]

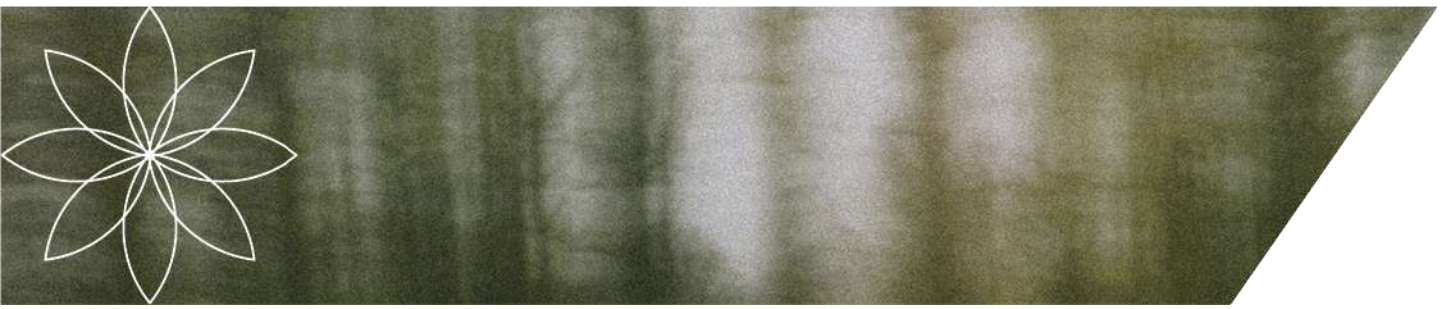
In order to make further progress in this area, we have carried out a series of actions and resources in relation to material issues related to the circular economy. These actions are essential to achieving our targets and are detailed below:

ACTION NO. 1:	**DEVELOP AN ECODESIGN PROGRAMME (ASSOCIATED IRO: NO. 49-IP, 50-IP**
DESCRIPTION: [E5.MDR-A_01]	We have begun to implement an Ecodesign programme to integrate environmental criteria into the design of our products, analysing their impact throughout their entire life cycle. We seek to reduce environmental impacts, optimise resources, promote circularity and move towards more sustainable solutions, reinforcing our commitment to responsible innovation. We generate shared value through collaboration between internal departments, suppliers and customers, promoting more sustainable transport solutions and more transparent environmental communication. We actively participate in European initiatives such as Rail4Earth, the UNIFE “Life Cycle Assessment” working group, and the decarbonisation and circular economy initiatives of the RTR Initiative and Railsponsible, which allows us to anticipate regulatory and contractual requirements and improve our operational efficiency.
SCOPE: [E5.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.
TIME HORIZON [E5.MDR-A_03]	Medium term.
EXPECTED RESULTS [E5.MDR-A_01]	• Develop an Ecodesign Manual as a basis for the implementation of the principles of the Ecodesign Policy. • Elaborate a methodology to promote eco-design actions and with the subsequent publication of monitoring indicators. • Develop commercial agreements with key suppliers to establish circularity targets (inflow & outflow) in the sourcing of raw materials and components. • Develop and formalise a policy and procedure governing the use and procurement (direct or in-component) of substances of concern and SVHC. • Identify according to the new policy where substances of concern and SVHC are present in the **CAF** product catalogue.
RESULTS OBTAINED [E5.MDR-A_05]	**2025** • Ecodesign Manual as an aid to the implementation of the principles of the Ecodesign Policy. • Methodology to promote eco-design actions and the subsequent publication of monitoring indicators. • Develop and formalise a policy and procedure to regulate the use and procurement (direct or in-component) of substances of concern and substances of very high concern in the rail vehicle manufacturing activity. • Established and agreed questions with key suppliers to analyse possible improvements in circularity parameters.

ACTION NO. 2:	IMPROVE ENVIRONMENTAL PERFORMANCE DURING DESIGN AND MANUFACTURE (ASSOCIATED IRO: NO. 49-IP, 50-IP)
DESCRIPTION: [E5.MDR-A_01]	At **CAF** we orient the design and manufacture of our products towards sustainability, aligning our decisions with corporate policies and with the growing expectations of customers, administrations and society. We want every solution to meet the highest environmental and efficiency standards, so we work with a life cycle vision and incorporate life cycle assessments (LCAs) into relevant solutions to identify impacts and opportunities for improvement from the design stage. LCAs show that the main impacts are concentrated in the extraction of raw materials and in the use phase, given the long service life of our products. That is why we promote specific eco-design actions in both phases. We optimise the weight of our vehicles through structural simulation and finite element analysis, using as little material as possible without compromising safety or durability. We incorporate lightweight materials, modular designs and circular solutions, with secondary raw materials and high recyclability rates, paying special attention to the control of chemicals so as not to limit circularity. For further information, see section "2.3. Pollution" of this report. Depending on internal and market requirements, we prioritise secondary or low-impact materials, ensuring recyclability rates of over 90% at the end of the vehicles' useful life. Among other examples, we use more than 90% recycled stainless steel in bus structures and more than 50% recycled content in aluminium structures for rail vehicles. Many other materials, such as glass and insulation, exceed 60% recycled content. Our new double-decker train platform achieves over 30% recycled content and over 95% recyclability. In addition, we have set a minimum target of 20% by weight of recycled or circular content in all our vehicles. We are firmly committed to the reduction of hazardous substances through approval criteria that exclude harmful compounds and favour safer alternatives. In rail vehicles, we have adopted a chemical restriction policy that is more stringent than the applicable legislation. In addition, the implementation of hybrid paint systems significantly reduces VOC emissions in our operations. In terms of refrigerant gases, we use very low GWP refrigerants (typically <500) in new projects and are developing light vehicles and intercity trains with natural refrigerants, replacing higher impact fluorinated gases.
SCOPE: [E5.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.
TIME HORIZON [E5.MDR-A_03]	Medium term.
EXPECTED RESULTS [E5.MDR-A_01]	• Quickly quantify the environmental impact of products and of each improvement introduced in the design. • Implement improvement actions in **CAF 's** internal manufacturing processes to reduce raw material consumption. • Raise awareness among our suppliers to reduce the amount of waste generated during the processes of receiving materials at the production plants.
RESULTS OBTAINED [E5.MDR-A_05]	**2025** • Automatic manipulator in the forging of shafts: greater repeatability and precision in the manufacturing process with reductions in the use of raw materials of up to 22% and reductions of around 300 tonnes of steel consumption for the manufacture of shafts. • Systematic use of returnable packaging to suppliers and the use of recyclable materials for packaging. • Standardisation of packaging with suppliers in the Bus segment for different materials. This has made it possible to reduce the waste generated at this stage and to improve waste sorting and recycling methods.

ACTION NO. 3:	MAKING THE ECOLOGICAL FOOTPRINT VISIBLE (ASSOCIATED IRO: NO. 46-IN, 36R, 37R)
DESCRIPTION: [E5.MDR-A_01]	At **CAF** we measure the environmental footprint of our products through an LCA (Life Cycle Assessment), as per ISO standards ISO 14040 and 14044. These analyses form the basis for drawing up Environmental Product Declarations (EPDs), which we use to communicate the environmental impact of our solutions throughout their entire life cycle in a transparent, verified and public manner. In 2011, we issued the world's first verified EPD for a tram, for a vehicle from the URBOS 100 family produced for the city of Zaragoza (Spain), in accordance with the ISO 14025 standard. Since then, we have verified representative solutions from our product range – trams, metros, buses, regional trains and rolling components such as axles, wheels and gearboxes – accumulating an extensive record of EPDs and placing us among the mobility suppliers with the highest number of published declarations. We are thus reinforcing our commitment to transparency and visibility of the ecological footprint of our products, consolidating EPDs as a key pillar of our eco-design programme and planning to publish an increasing number of declarations in the coming years.
SCOPE: [E5.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.
TIME HORIZON [E5.MDR-A_03]	Medium term.
EXPECTED RESULTS [E5.MDR-A_01]	• Increase/drive Environmental Labels and Declarations according to ISO 14020.
RESULTS OBTAINED [E5.MDR-A_05]	**2025** • 86.19% of the vehicles delivered for the rail and bus sector as well as rolling components have a full LCA analysis, while 0.18% have a simplified LCA, thus covering a large part of the products delivered to our customers. • 12.77% of the Company's relevant product portfolio in the areas of vehicle manufacturing (rail and bus) and rolling elements is covered by type III ecolabels as set out in ISO 14020. This value represents 37.91% of the sales of these businesses.

ACTION NO. 4:	MODERNISATIONS OF RAIL AND BUS VEHICLES (ASSOCIATED IRO: NO. 49-IP, 50-IP, 40-O)
DESCRIPTION: [E5.MDR-A_01]	At **CAF**, we have been working on the refurbishment and modernisation of railway fleets for years, and in 2017 we decided to take a firm step in this direction by consolidating a specific organisational model for this activity. Since then, we have created a dedicated team that leverages the technical knowledge and operational processes of the Group. Our approach is focused on offering the market a value proposition that includes: • Extending the useful life of fleets, facing the challenges derived from the ageing and obsolescence of critical subsystems. • Updating fleets to current safety and comfort standards for users. To achieve these targets, we have identified and worked on overcoming key challenges such as reverse engineering, which allows us to recover and digitise technical information on vehicles not manufactured by **CAF**, integrating uncharted modifications. In addition, we have deployed operations in regions with no previous industrial railway presence, always guaranteeing the quality standards that characterise the Group. Currently, our modernisation business has a solid portfolio of projects worldwide. We have successfully completed several projects, consolidating this activity as a fundamental pillar within **CAF's** business areas. In 2025, the bus business has launched a new service called 'zero-emission vehicle retrofit', a solution designed to retrofit older generation electric buses by replacing batteries and other key components of the propulsion system. The aim is to extend the lifetime of vehicles, improve their performance and avoid the accelerated technological obsolescence typical of the electromobility sector. The rapid evolution of electric technology has meant that many electric buses, even as young as ten years old, are outdated by today's standards of capacity and efficiency. With thousands of buses on the road in Europe since 2011, the brand is looking to offer operators an effective way to maximise the return on investment in their existing fleets. The new offer is a strategic step in the evolution of after-sales support in the electric bus market. Through the retrofit scheme, **CAF** reinforces its position as a benchmark in sustainable mobility, offering operators a more economical and environmentally friendly option to keep their fleets up to date and competitive.
SCOPE: [E5.MDR-A_02]	Modernisations and bus activity.
TIME HORIZON [E5.MDR-A_03]	Medium term.
EXPECTED RESULTS [E5.MDR-A_01]	• Extending service life, renewing critical systems and ensuring technological competitiveness.
	2025
RESULTS OBTAINED [E5.MDR-A_05]	• Launch by the bus business of the "zero-emission vehicle retrofit" service, a solution designed to retrofit older generation electric buses by replacing batteries and other key components of the propulsion system. • The number of modernised vehicles in 2025 is equivalent to 22.41% of the volume of new rail vehicles delivered to our customers.



ACTION NO. 5:	DIGITISATION TO INCREASE CIRCULARITY IN THE SUPPLY CHAIN. THE DIGITAL PRODUCT PASSPORT (ASSOCIATED IRO: NO. 49-IP, 50-IP, 36-R, 37-R, 40-O)
DESCRIPTION: [E5.MDR-A_01]	In 2025, we have actively participated in various industry forums, such as Railway-X, of which we are an associate member, to advance methodologies and mechanisms to share sustainability information along the entire supply chain. In parallel, we have developed software solutions that integrate circularity information into design tools, facilitating the collection of indicators through material passports. In the bus sector, the Solaris Urbino 18 electric bus model in BVG's Berlin fleet is the world's first series-production bus equipped with a battery passport, delivered three years before European regulations come into force, which will require it from February 2027. This digital passport provides detailed information on the origin, composition and environmental impact of the battery and allows the tracing of materials such as lithium, cobalt and nickel, promoting responsible management. It also provides data on carbon footprint, critical raw material content and recyclability, supporting the circular economy in the battery sector.
SCOPE: [E5.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.
TIME HORIZON [E5.MDR-A_03]	Medium term.
EXPECTED RESULTS [E5.MDR-A_01]	• Regulatory compliance, circularity, digital innovation, design efficiency and corporate reputation.
RESULTS OBTAINED [E5.MDR-A_05]	**2025**
	• Delivery of BVG customer buses with a digital battery passport.

ACTION NO. 6:	END-OF-LIFE MANAGEMENT AND RECYCLABILITY STRATEGIES (ASSOCIATED IRO: NO. 116-IN, 54-IN, 49-IP, 50-IP, 40-O)
DESCRIPTION: [E5.MDR-A_01]	From the development phase, we incorporate recyclability criteria and design principles for disassembly so that our products can be efficiently separated and treated at the end of their useful life. We prioritise homogeneous materials and reversible joining systems over permanent joints, facilitating reuse and recycling. As they are mostly made of metal parts, our products achieve recyclability rates close to 100%. In our buses, we guarantee the recyclability of the components by marking parts made of metals, plastics and elastomers, in compliance with applicable regulations. We carry out recyclability analyses according to international standards: ISO 22628 for buses and railways, and ISO 21106 and UNI-LCA-001 for railway equipment. According to the Group's EPD (Environmental Product Declarations), our trains, buses and rolling products (wheels, axles and gearboxes) always have recyclability and recoverability rates of over 90%. For further information, please refer to section 2.4.6 of this report. At the customer's request, we prepare recycling/end-of-life manuals with detailed instructions for the disassembly of each component and its final treatment, prioritising specific recycling, energy recovery and, as a last resort, disposal in a landfill or authorised manager. In the field of batteries, we have agreements with specialised and authorised managers, complying with ISO 9001, ISO 14001 and the regulation of batteries and accumulators. These processes make it possible to recover metals (such as aluminium, cobalt, lithium, nickel or copper) and other materials (plastics, paper, etc.), favouring their industrial reuse and reducing the consumption of natural resources. In addition, we are advancing second life solutions for batteries. In partnership with an energy holding company, we are developing an innovation project to reuse the batteries of Urbino electric buses in applications such as the stabilisation of electrical networks in energy distribution infrastructures.
SCOPE: [E5.MDR-A_02]	Rail vehicles (Rolling Stock) and Buses (Solaris).
TIME HORIZON [E5.MDR-A_03]	Medium term.
EXPECTED RESULTS [E5.MDR-A_01]	• Consolidate an industrial model aligned with the principles of the circular economy.
RESULTS OBTAINED [E5.MDR-A_05]	**2025** • The average recyclability obtained for the products delivered by the activities Axles and wheels, Buses and rail vehicles for the year 2025 is 96.22%.

ACTION NO. 7:	REDUCTION OF WATER CONSUMPTION AND EFFLUENTS (ASSOCIATED IRO: NO. 50-IP)	
DESCRIPTION: [E5.MDR-A_01]	As part of our drive to improve efficiency, we have installed new watertightness testing system on the outside track between the Test Hall and the Assembly Hall at our Zaragoza site in Spain. This installation allows us to adapt to the EuroSpec standard, endorsed by the main European operators, ensuring correct environmental performance and reducing water consumption in the manufacturing process. The installation, 5.10 m wide, 5.60 m high and 50 m long, guarantees the water supply necessary for the tests and has a collection, recovery and treatment system, with a tank and pumping installation, which allows significant water savings and avoids discharges into the rainwater network.	
SCOPE: [E5.MDR-A_02]	CAF, S.A. (Zaragoza plant).	
TIME HORIZON [E5.MDR-A_03]	Medium term.	
EXPECTED RESULTS [E5.MDR-A_01]	• 8,000 m3 reduction in annual water consumption.	
RESULTS OBTAINED [E5.MDR-A_05]	**2024** • Not applicable. The facility was commissioned in 2025.	**2025** • Not applicable. The facility was commissioned in 2025.

2.4.4. TARGETS RELATED TO RESOURCE USE AND THE CIRCULAR ECONOMY [E5-3]

At **CAF** we have established targets and metrics designed to manage the impacts, risks and opportunities that have been material in terms of resource use and the circular economy. These targets are part of our Sustainability Master Plan and are aligned with the policy targets related to resource use and the circular economy mentioned above. These are detailed below: [E5-3_06][E5-3_07][E5-3_08][E5-3_09][E5-3_13]

ASSOCIATED METRICS[1][2] E5.MDR-M_01	METHODOLOGY AND SIGNIFICANT ASSUMPTIONS E5.MDR-M_02	EVOLUTION E5.MDR-T_13			ASSOCIATED OBJECTIVES E5.MDR-T_01 E5.MDR-T_02 E5.MDR-T_03	SCOPE OF THE OBJECTIVE E5.MDR-T_04	YEAR AND BASE VALUE E5.MDR-T_05 E5.MDR-T_06	OBJECTIVE 2025	2026 OBJECTIVE E5.MDR-T_08
		2025	2024	2023					
Associated IRO: No. 50-IP. Contribution to the circular economy in the Group's own operations, through the design, manufacture, maintenance, repair and modernisation of products and components									
Percentage of circular content inside newly developed rail vehicles	It is calculated as the percentage of the total vehicle weight of the content of secondary raw materials, rapidly renewable or reused material.	20%	-	-	Ensure that the recycled content of newly developed rail vehicles is higher than 20% to improve their circularity.	100% of newly developed rail vehicles	2025 20%	≥ 20%	≥ 20%
Percentage of circular content within newly developed buses	It is calculated as the percentage of the total vehicle weight of the content of secondary raw materials, rapidly renewable or reused material.	20%	-	-	Ensure that the recycled content of newly developed buses is higher than 20% to improve their circularity.	100% of newly developed buses	2025 20%	≥ 20%	≥ 20%
Recyclability rate of rail vehicles with environmental declarations	Weighted average of the recyclability percentage of rail vehicles calculated according to ISO 21106	93%	-	-	Ensure that the recyclability of newly developed rail vehicles is higher than 90% by improving their circularity.	100% of newly developed rail vehicles	2025 90%	≥ 90%	≥ 91%
Recyclability rate of buses with environmental declarations	Recyclability rate of buses with environmental declarations	96%	-	-	Ensure that the recyclability of newly developed buses is higher than 94% by improving their circularity.	100% of newly developed buses	2025 94%	≥ 94%	≥ 94%
Percentage of waste recovered	Percentage of waste recovered as a percentage of total waste generated in the Group	96%	92%	92%	Ensure that at least 96% of waste is recovered at the Group's sites.	All Group activities	2025 96%	≥ 96%	≥ 96%

[1] [E5.MDR-T_07] Long-term targets have not been set for these metrics. The targets will be revisited in the new strategic cycle, together with the publication of the Strategic Plan and the 2027–2030 Sustainability Master Plan; [E5.MDR-M_02] [E5.MDR-T_09] [E5.MDR-T_10] The methodologies applied to define these targets are specific to the area and have been aligned with the Strategy Plan and the Sustainability Master Plan; [E5.MDR-T_11] As part of the company's Sustainability Master Plan, these targets have been set taking into account the perspectives of the stakeholders;
[MDR-T_12] No significant changes to the aforesaid targets are reported; [E5.MDR-T_13] The details of the performance as regards this target are detailed in this chart as well as in chapter 2.4. Resource Use and Circular Economy".
[2] [E5.MDR-M_03] The metrics reflected in this table are not subject to external validation beyond that provided by the third-party verification provider of the CAF Sustainability Report ("Appendix 8.3.").

[E5-3_01][E5-3_02] The rise of circular design is directly linked to the goal of reducing the environmental impact throughout the life cycle of our products. This approach promotes the use of circular materials in manufacturing, the potential recyclability of the products designed and manufactured once their useful life is over, all of this under the protection of environmental studies based on life cycle analysis seeking the optimisation of processes to minimise the environmental footprint and the consumption of natural resources.

A key indicator in this area is the percentage of vehicles with Environmental Product Declarations (EPD), which ensure transparency and traceability in the reporting of environmental performance. These statements are prepared using the Life Cycle Assessment (LCA) methodology, which assesses impacts from the extraction of raw materials to the end of life of the vehicle.

[E5-3_03][E5-3_04][E5-3_05] The inclusion of circular materials such as secondary raw materials, rapidly renewable and responsibly managed materials and reused materials contribute to improving ACV performance, but in turn minimise the use of primary raw materials and the depletion of natural resources. In this way, the goal not only drives product improvement, but also reinforces our commitment to the circular economy and sustainability, aligning our actions with international standards and the expectations of our stakeholders.

2.4.5. RESOURCE INFLOWS [E5-4]

We take environmental criteria into account when purchasing materials for manufacturing processes, with particular emphasis on the selection of reusable and recyclable materials. The majority of purchases we have made are already processed materials, included in components, with metal being the most common element. However, raw materials, all of which are recyclable, are also acquired for manufacturing components. Among these, metals stand out for their higher consumption, specifically steel and aluminium profiles and sheets, and steel ingots consumed in the manufacturing of railway and bus vehicles. These materials are classified as non-renewable.

[E5-4_03][E5-4_04][E5-4_05] In 2025, we have worked with a total of 76,250 tonnes of raw materials that are transformed in the production process of the vehicle manufacturing activities (trains and buses) and rolling components, detailed in the following tables:

RAW MATERIALS [E5-4_02]	2025 (t)	2025 (%)
BIOLOGICAL RAW MATERIALS	460	0.6%
TECHNICAL RAW MATERIALS	75,790	99.4%

		2025		2024		2023 [3]	
TYPE OF RAW MATERIAL [E5-4_01]		**t**	**%**	**t**	**%**	**t**	**%**
BIOLOGICAL RAW MATERIALS[1]	**Wood**	460	1	380	1	346	1
TECHNICAL RAW MATERIALS	**Steel and aluminium profiles and sheets**	17,066	22	16,938	23	14,601	21
	Steel ingots	57,844	76	57,159	76	53,596	78
	Other[2]	880	1	585	1	494	1

[1] The figure for biological raw materials corresponds to the consumption of wood for flooring (Bus).
[2] The figure for 'Others' corresponds to the consumption of adhesives (Bus).
[3] Actual data from 2023. Partially estimated year-end results were presented in the 2023 Sustainability Report (page 68).

On the other hand, we have managed to estimate, more broadly, the raw materials used in the production of the goods we put on the market. This estimate takes into account both the raw materials that are transformed in the production process and those that have already been transformed, such as, for example, those contained in the external storage elements. The data presented are calculated based on direct measurements and estimates made according to vehicle typology, using, among other sources, information from published Environmental Product Declarations.

The following breakdowns are estimated for businesses with sales reaching 70% of **CAF's** volume:

		RESOURCE INFLOWS		RECYCLED OR SECONDARY CONTENT	
TYPE OF RAW MATERIAL		**t**	**%**	**t**	**%**
BIOLOGICAL RAW MATERIALS	**Wood**	2,582	0.00%	-	0.00%
TECHNICAL RAW MATERIALS	**Iron/Steel**	80,444,905	72.39%	48,684,003	60.52%
	Aluminium	7,182,182	6.46%	2,553,343	35.55%
	Plastic	3,495	0.00%	-	0.00%
	Copper	1,129,628	1.02%	213	0.02%
	Cobalt	104,157	0.09%	-	0.00%
	Lithium	155,618	0.14%	171	0.11%
	Nickel	373,338	0.34%	51,717	13.85%
	Other	21,738,850	19.56%	-	-

According to estimates based on the actual quantity of products delivered to our customers and on measurements and/or estimates of the composition of these products, we have put approximately 111,000 tonnes of finished products on the market in 2025.

[E5-4_03][E5-4_04][E5-4_05][E5-4_08]

At **CAF** we are working on compiling data on the main raw materials used in our products and based on the information gathered from the supply chain and the estimates made we consider that 46.15% of the weight of the products produced by the aforementioned businesses is of recycled or secondary origin totalling approximately 51,289 tonnes, according to the table above.

[E5-4_06] **CAF** makes every effort to obtain the most accurate and reliable data available. Wherever possible, data has been obtained from measurements, internal sources or directly from suppliers. Where primary data could not be obtained or were incomplete, estimated values were calculated using reasonable assumptions based on available information, industry standards and expert opinion. The assumptions and estimation methods applied in these cases are included as comments together with the relevant data. All vehicles manufactured by **CAF** are designed with a focus on long life, repairability and recyclability, as well as responsible end-of-life management, in accordance with the principles of the circular economy.

2.4.5.1. Water and effluents

[303-1][303-2][303-3][303-5]

Most of the water we consume is for domestic uses and, according to our Double Materiality Assessment, this is not considered a material aspect for **CAF**. In the manufacturing processes, we only use water for cooling equipment and for watertightness testing of trains and buses, using mains water and, in the case of CAF, S.A., also river water, always in closed circuits and in accordance with local limitations.

Being aware that water is a scarce resource, we have implemented various measures to promote its sustainable use: implementation of closed circuits and promotion of the rational use of water, environmental awareness among staff, control of the consumption of all water resources in accordance with administrative authorisations and permits, avoidance of withdrawals in areas with water stress, and leak and watertightness checks to reduce consumption and impacts.

We also promote the responsible use of water in our supply chain. We evaluate our target suppliers using the EcoVadis tool, positively assessing their water management measures and paying special attention to those with the greatest potential impact on this resource, such as battery and tyre suppliers.

The Group's water consumption is shown below:

WATER CONSUMPTION (ML)	2025	2024	2023 [1]
Third party consumption	136.2	120.4	111.1
Surface water consumption	66.9	59.5	57.6
Total water consumption (ML)[2]	**203.2 [3]**	**179.9**	**168.8**

[1] Actual data from 2023. Partially estimated year-end results were presented in the 2023 Sustainability Report (page 69).
[2] There has been no consumption of reused/re-utilised water.
[3] Increase in consumption due to an increase in production in several centres that consume surface water.

All of the water we consume is water with a dissolved solids concentration ≤ 1000 mg/l and approximately 58% of the water consumed is from areas with low or medium water stress.

With regard to discharges, we have authorisations to discharge into sewers or watercourses, and store chemicals and materials in conditioned places to prevent pollution of rainwater. Likewise, the cleaning of the train units during our operations is carried out in appropriate facilities to guarantee the quality of the water discharged.

In addition, a waste filtering system is in place, the parameters of the waste water are checked and controlled, defining objectives for improvement. Similarly, the centres maintain open communication with the authorities that manage the corresponding waste water at each location.

2.4.6. RESOURCE OUTFLOWS [E5-5]

[E5-5_01] We are a leading company in integrated mobility solutions and our main products are the following:

- Rail vehicles for public transport.
- City and intercity buses and trolleybuses for public transport.
- Railway components: bogies, wheels, axles, gearboxes, power and energy storage systems, control systems and signalling systems.
- Associated services: maintenance, modernisation and rehabilitation of rolling stock.

[E5-5_02] We design our vehicles to meet the most demanding useful life standards on the market. For trains, the useful life is between 30 and 40 years, and for buses, around 15 years, which is common in the sector and proven in our fleet in operation.

We achieve these life cycles through continuous improvements in the durability of components from when they are designed. The average lifetime of the products on the market in 2025 in both segments is shown in the table below:

SEGMENT	USEFUL LIFE
Railway vehicles	32.7 years
Modernised railway vehicles	20 years
Buses	15 years

This data are calculated based on vehicles delivered to our customers in 2025 and are in line with the lifetime data used to report Scope 3 - product use emissions.

[E5-5_03][E5-5_04] The products we place on the market by **CAF** are generally repairable and are therefore delivered together with the vehicles or manual components for preventive and corrective maintenance, so that they can be repaired throughout their life cycle. Once components or vehicles reach their end of life, if required by our customers, we provide them with end of life manuals to ensure that the materials are properly recovered and appropriately dismantled.

Therefore, the recyclable content rates of the products placed on the market according to the environmental product declarations submitted are shown in the following table:

RECYCLABILITY RATES/ RECOVERABILITY IN PRODUCT (%) [E5-5_04]	RAILWAY	BUS
Recyclability rate[1]	92.8%	95.7%
Recoverability rate[2]	95.7%	95.9%

[1] Recyclability rate: includes those materials that can potentially be recycled and/or reused.
[2] Recoverability rate: includes those materials that can potentially be recycled, reused or recovered in the form of energy.

[E5-5_05][E5-5_06] **CAF** makes every effort to obtain the most accurate and reliable data available. Wherever possible, data has been obtained from measurements, internal sources or directly from suppliers. Where primary data could not be obtained or were incomplete, estimated values were calculated using reasonable assumptions based on available information, industry standards and expert opinion. The assumptions and estimation methods applied in these cases are included as comments together with the relevant data. All vehicles manufactured by **CAF** are designed with a focus on long life, repairability and recyclability, as well as responsible end-of-life management, in accordance with the principles of the circular economy.

The recyclable content calculations for the different families have been carried out following the guidelines established in the different international reference standards: ISO 21106 for rail vehicles and components and ISO 22628 for buses and rail vehicles. The values mentioned in this Report are values that are published and verified by a third party and are part of the EPDs published by **CAF**. In general, vehicles delivered by **CAF** to its customers are unpackaged and delivered ready for use and are therefore not considered recyclable.

Currently, we do not have specific programmes for the separate collection of end-of-life products. However, we have launched several initiatives in the field of electric buses, where the first batteries put on the market years ago are already being recovered, with the aim of analysing their recycling and exploring opportunities for a second life.

Waste [306-1][306-2][306-3][306-4][306-5]

Our aim continues to be reduce, reuse and recycle the waste produced by our activities and, therefore, is committed to the circular economy through its adherence since 2017 to the Circular Economy Pact of the Ministry of Agriculture and Fisheries, Food and Environment in Spain (Ministerio de Agricultura y Pesca, Alimentación y Medio Ambiente – MAPAMA).

It should be noted that, in the last year, we have incorporated a new commitment to the Environmental Policy, relating to the implementation of measures to minimise the generation of waste and promote its recovery. This is illustrated by the measures indicated in section "2.4.3. Actions and resources related to resource use and circular economy" of this Report and the objective set out in the Sustainability Master Plan 2026 relating to the recovery of waste generated in our operations, which demonstrate our commitment to the circular economy.
Waste management[15] is carried out in accordance with the following premises:

1) Reduce waste generation at source, for example by using recycled materials, returnable supplies and returning surplus material to the supplier.

2) Maximise the reuse, recycling and recovery of waste, such as extending the shelf life of paints or using washable and reusable cleaning rags. Along these lines, by 2025, 96% of the total amount of hazardous and non-hazardous waste generated will have been recovered, with the aim of improving the amount of waste recovered.

3) Promote awareness campaigns on waste segregation and minimisation.

4) Proper treatment and management of waste, based on defined waste management procedures, and with managers close to the facilities and assessing our supply chain partners for their environmental performance.

CAF's generation of waste can be summarised in the following tables:

WASTE TYPE	2025 (KG)	2025 (%)	2024 (KG)	2024 (%)	2023 (KG)	2023 (%)
Hazardous Waste [E5-5_15]	3,939,652	10%	3,954,028	10%	3,337,195	9%
Non-Hazardous Waste	35,965,012	90%	36,329,182	90%	33,128,118	91% [2]
Total Waste[1] [E5-5_07]	**39,904,664**	**100%**	**40,283,210**	**100%**	**36,465,313**	**100%**

[1] [E5-5_16] No radioactive waste is generated at **CAF**.
[2] The published figure in 2023 was 92.6%. This was an estimate, so the actual value is included in the table (91%).

[15] Actions to combat food waste are not considered because this content is not material to the CAF Group's activity, as concluded from the Double Materiality Assessment carried out in 2024.

	NON-HAZARDOUS WASTE			HAZARDOUS WASTE			TOTAL		
	2025	2024	2023 [1]	2025	2024	2023 [1]	2025	2024	2023 [1]
NO DISPOSAL [E5-5_09]									
Preparation for reuse	522,457	372,049	376,967	304,545	111,531	80,019	827,002	483,580	456,986
Recycling	31,112,622	32,249,332	28,776,908	1,793,740	1,197,456	1,158,056	32,906,362	33,446,788	29,934,964
Other recovery operations	4,071,590	2,022,584	2,368,574	689,716	1,053,287	995,188	4,761,306	3,075,871	3,363,763
Total waste not eliminated	**35,706,668**	**34,643,964**	**31,522,450**	**2,788,001**	**2,362,274**	**2,233,264**	**38,494,670**	**37,006,239**	**33,755,713**
DISPOSAL [E5-5_09]									
Landfill	88,484	707,844	664,360	50,723	519,014	204,460	139,207	1,226,858	868,820
Incineration	15,216	172,012	154,283	109,962	248,021	233,210	125,178	420,033	387,493
Other disposal operations	154,643	805,361	787,025	990,966	824,719	666,261	1,145,609	1,630,080	1,453,286
Total waste disposal	**258,343**	**1,685,217**	**1,605,668**	**1,151,651**	**1,591,754**	**1,103,931**	**1,409,994**	**3,276,971**	**2,709,600**

[1] Actual data from 2023. Partially estimated year-end results were presented in the 2023 Sustainability Report (page 72).

[E5-5_10][E5-5_11] Thus, only 4% of our waste is not recycled (equivalent to a total amount of 1,410 tonnes of waste).

[E5-5_17] All the data stated in the tables above have been calculated based on the management information done with the waste managers at each Group site (typology, quantity and type of management) and the calculation has been validated for the calculation of the carbon footprint verified by LRQA (Verification Report available in "Appendix 8.1.").

"Appendix 7" of this Report details the quantitative information regarding the outflow of resources generated by **CAF**, broken down in detail.

3/SOCIAL

3.1 Own workforce [S1]
3.2 Workers in the Value Chain [S2]
3.3 Affected communities [S3]
3.4 Consumers and end users [S4]

3/SOCIAL

3.1. OWN WORKFORCE [S1]

TABLE OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES (IROS)

TYPE	THEME	SUB-THEME	DEFINITION	VALUE CHAIN	TYPE (R/P)[1]	ASSOCIATED POLICIES [MDR-P_01]
Positive impact	S1: Own workforce	Working conditions of own workforce	(61-IP) Protection of the health and safety of **CAF's** own workforce by ensuring the best conditions and measures for the prevention of accidents and illnesses.	Own operations	R	Occupational Health and Safety Policy
	S1: Own workforce	Working conditions of own workforce	(59-IP) Establishing balanced working conditions through the promotion of collective bargaining.	Own operations	R	People Policy
	S1: Own workforce	Equal treatment and opportunities for all our own workforce	(63-IP) Promotion of gender equality through the selection, promotion, training and remuneration of our own workforce based on principles of equality and without regard to gender criteria.	Own operations	R	People Policy
	S1: Own workforce	Working conditions of own workforce	(105-IP) Protecting the well-being of employees and the integrity of business assets through business cybersecurity activities.	Own operations	R	Cybersecurity Policy Personal Data Protection Policy
	S1: Own workforce	Working conditions of own workforce	(55-IP) Promotion of quality and stable employment for our own workforce.	Own operations	R	People Policy
	S1: Own workforce	Equal treatment and opportunities for all our own workforce	(64-IP) Development of our own workforce through the implementation of training plans (combining face-to-face, virtual and e-learning formats), performance appraisals (in both general and technical competencies) and as part of their day-to-day work.	Own operations	R	People Policy
	S1: Own workforce	Working conditions of own workforce	(57-IP) Decent remuneration, commensurate with the training, experience, responsibilities and functions of employees.	Own operations	R	People Policy
Negative impact	S1: Own workforce	Equal treatment and opportunities for all our own workforce	(117-IN) Affecting employees arising from isolated incidents of discrimination and/or unequal treatment in the Group, which may influence equal opportunities and well-being at work.	Own operations	R	People Policy
	S1: Own workforce	Working conditions of own workforce	(3-IN) Reduced health and safety of our own workforce as a result of a lack of anticipation of climate change adaptation measures (e.g. through extreme weather events).	Own operations	P	Occupational Health and Safety Policy

TABLE OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES (IROS)						
TYPE	**THEME**	**SUB-THEME**	**DEFINITION**	**VALUE CHAIN**	**TYPE (R/P)[1]**	**ASSOCIATED POLICIES [MDR-P_01]**
Risk	S1: Own workforce	Working conditions of own workforce	(43-R) Reduced revenue due to slower operations and increased recruitment costs as a result of increased turnover of our own workforce.	Own operations	Not applicable	People Policy
	S1: Own workforce	Working conditions of own workforce	(51-R) Reduced revenue due to reputational impact and slowdown of operations as well as increased expenses due to litigation resulting from injuries or occupational illnesses of **CAF's** own workforce in the ordinary course of business at its own facilities.	Own operations	Not applicable	Occupational Health and Safety Policy
	S1: Own workforce	Working conditions of own workforce	(59-R) Risk of fines and sanctions arising from inadequate management and possible non-compliance in the area of personal data protection.	Own operations	Not applicable	Personal Data Protection Policy
Opportunity	S1: Own workforce	Equal treatment and opportunities for all our own workforce	(89-O) Increased revenue as a result of increased internal operating efficiency due to the gradual digitalisation and integration of **CAF** functions and systems.	Own operations	Not applicable	People Policy
	S1: Own workforce	Equal treatment and opportunities for all our own workforce	(99-O) Increased revenue and positioning, as well as increased access to funding as a result of the promotion of diversity and inclusion.	Own operations	Not applicable	People Policy
	S1: Own workforce	Working conditions of own workforce	(44-O) Increased revenue from improved productivity and reduced recruitment costs as a result of retaining our own workforce and attracting new talent by ensuring secure and stable employment with adequate working conditions.	Own operations	Not applicable	People Policy

1) R= Real, P=Potential.

3.1.1. MATERIAL IMPACTS, RISKS AND OPPORTUNITIES AND THEIR INTERACTION WITH THE STRATEGY AND BUSINESS MODEL [ESRS 2 SBM-3]

At **CAF**, we have conducted a Double Materiality Assessment to identify material impacts, risks and opportunities (IROs) for **CAF** in relation to our own workforce (see section "1.4. Double Materiality Assessment"), where we also take into account the results of the Organisational Health Survey we carry out on all our staff. The results of this analysis are integrated into the corporate strategy through different objectives and goals, which are reflected in **CAF's** Sustainability Master Plan.

[S1.SBM-3_02] In this context, at **CAF**, we distinguish between employed own workforce and non-employed own workforce. Individuals who are on the company payroll are classified as employed staff, and form part of what we refer to as our workforce. On the other hand, individual contractors who provide services to the company (self-employed workers) and workers provided by other companies mainly engaged in employment-related activities are classified as non-employed own workforce. These workers are of paramount importance for the execution of **CAF's** activity, and make up what we refer to as external staff.

[S1.SBM-3_01] The **CAF** reporting procedure is applicable to all persons who fall within the definition of employed and non-employed staff, but excludes workers upstream and downstream in the company's value chain.

As a result of the Double Materiality Assessment, we have identified the impacts, risks and opportunities (IROs) associated with **CAF's** own workforce:

Negative impacts

[S1.SBM-3_03] The negative impacts related to the lack of diversity and inclusion of people of different genders, ages, races, religions, among others, and those related to the reduction of the safety and health of our own staff as a result of the scarcity of anticipation of climate change (e.g. through extreme weather events), we consider as one-off impacts that may materialise in some geographies and collectives.

Positive impacts

[S1.SBM-3_04] With the aim of generating a positive impact on our own workforce, at **CAF**, we carry out different actions aimed at improving working conditions, well-being and professional development. These initiatives include the deployment of the employee value proposition integrated into the employer brand strategy, the promotion of learning and development activities, and the definition of a job and compensation framework that ensures internal equity and alignment with market practices.

We also have initiatives that promote a safe working environment and encourage the physical and mental well-being of employees, through the deployment of improvement plans to build a positive preventive culture that contributes to reducing occupational accidents and illnesses.

Risks and opportunities

[S1.SBM-3_05] Based on the analysis of the impacts and dependencies associated with our own workforce, we have identified risks and opportunities of relevance to the Group's business. In terms of risks, we consider the potential impact on business continuity and cost levels arising from increased staff turnover, contingencies associated with occupational injuries or illnesses, and the risks of sanctions for data protection breaches, as well as the potential reputational impacts arising from these impacts.

In addition, we believe that the appropriate management of our own workforce generates opportunities linked to increased operating efficiency through digitalisation, strengthened positioning and access to financing through the promotion of diversity and inclusion, and improved productivity and job stability through loyalty and the attraction of talent. The identification of these elements allows us to guide management and continuous improvement actions in the workplace in an integrated manner.

[S1.SBM-3_06][S1.SBM-3_07][S1.SBM-3_08][S1.SBM-3_09][S1.SBM-3_10]

In relation to the transition plans, we have not identified any material negative impacts on our own workforce arising from these actions. Furthermore, we have not identified any operations or geographical areas of the Group that could be considered to be at significant risk of forced or compulsory labour or child labour with respect to our own workforce.

[S1.SBM-3_11][S1.SBM-3_12] No specific types of employee who, due to their characteristics, context or activity, are particularly exposed to negative impacts, nor risks or opportunities that affect specific groups in a differentiated manner, were identified at **CAF** during this financial year. However, at **CAF**, we apply a cross-cutting approach to management and support of our own workforce, ensuring that the needs of all groups are addressed uniformly.

The full definition of Impacts, Risks and Opportunities (IROs) can be found in "Appendix 6".

3.1.2. POLICIES RELATED TO OWN WORKFORCE [S1-1]

KEY CONTENT OF THE POLICY[1, 2].	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
S1.MDR-P_01	S1.MDR-P_02	S1.MDR-P_03	S1.MDR-P_04	S1.MDR-P_05
PEOPLE POLICY				
This policy sets out the basic principles to ensure that the Company has the people it needs to deliver its strategy in a sustainable way, promoting a safe, fair and inclusive working environment, fostering staff well-being, development and engagement, and ensuring high ethical and labour standards throughout the Group.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Human Resources Officer (CHRO)	International Labour Organisation (ILO)	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
OCCUPATIONAL HEALTH AND SAFETY POLICY				
Commitments to ensure health and safety, accident prevention, training and regulatory compliance all along the chain.	Applies to own workers and suppliers operating in **CAF** facilities.	Chief Human Resources Officer (CHRO)	ILO guidelines on occupational safety and health.	The safety of suppliers and subcontractors on site and at the plants is taken into account.
CYBERSECURITY POLICY				
This policy sets out the basic principles and commitments to protect the Group's data, systems and operations, defining the framework for developing business-aligned cybersecurity strategies, procedures and standards, and ensuring that **CAF** offers secure, trusted products and services to its customers and stakeholders.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	ISO27001 IEC62443 TS50701 IEC63452 ISS2 ENS (National Security Scheme) GDPR R155/R156	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
PERSONAL DATA PROTECTION POLICY				
This policy establishes the basic principles in relation to personal data protection.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Legal & Compliance Officer (CLCO)	Local regulations where it operates Regulation (EU) 2016/679 (GDPR) Directive 2011/83/EU Directive 2000/31/EC	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

[1] [S1.MDR-P_06] All policies are available on the corporate website, except the Personal Data Protection Policy, which is available on request.
[2] [S1.MDR-P_01] Through our corporate policies, at **CAF** we establish and develop the principles, values and behavioural criteria that make up our corporate culture, promoting their application throughout the organisation and assessing their effectiveness through monitoring, governance and periodic review mechanisms implemented by the Corporate Quality Manager. This Function coordinates and implements the appropriate communication, training and actions to raise awareness and put the policies into practice.

[S1-1_01] The people who make up **CAF** are fundamental to the Group's sustainable development. In accordance with this principle, the policies mentioned in the table above include commitments that are applied across the board to all Group staff and, among others, aim to manage the impacts, risks and opportunities identified in the Double Materiality Assessment with regard to the Group's own workforce.

[S1-1_05] At **CAF** we strive to guarantee the collaboration and active participation of all our workers through mechanisms and processes that promote open, constructive dialogue between the company and its representatives, ensuring our involvement in decisions on working conditions. Likewise, we respect and guarantee the right of workers to freely associate and participate in collective bargaining on working conditions. The procedures for information, consultation and negotiation vary across the Group, providing greater flexibility to use the most appropriate routes based on the traditions and customs in each region and the applicable legal jurisdiction.

For more information on the type of collaboration mechanisms, see section "3.1.3. Processes for engaging with own workforce and workers' representatives about impacts".

[S1-2_03] In addition, since 2018 and at least every two years, we publish the Organisational Health Index, based on the results obtained in the **CAF** Employee Satisfaction Survey, where aspects related to management practices and their leaders, organisational culture, satisfaction and commitment, among other themes, in all relevant activities of the Group are surveyed. On the other hand, as in previous years, we have continued to promote direct communication activities in both virtual and face-to-face formats.

[S1-1_06] Furthermore, we also have specific mechanisms in place to prevent, detect and remedy possible human rights violations in relation to our staff. To this end, we have an Internal Reporting System, which integrates all reporting channels into a single IT tool, accessible through the corporate website. This system makes it possible to anonymously report any action or omission that could constitute a criminal, serious or very serious administrative offence, a breach of the Code of Conduct or of any of the Group's internal rules and breaches of European Union law.

The channel has a specific section for workplace issues and complaints, which includes the possibility of reporting situations of harassment and discrimination (including psychological harassment), as well as harassment based on sex, sexual orientation, gender identity and/or expression and sexual harassment. It also allows for the reporting of incidents related to human rights and the protection of persons, working conditions and workers' rights, including health and safety at work and those arising from selection processes.

[S1-1_08] The Group's own personnel policies explicitly address human trafficking, forced labour, compulsory labour and child labour (in the People Policy in principle 7 "Eradicate child and forced labour" and in the Human Rights Due Diligence Policy in point "5.3.5 Prohibition of trafficking in persons" and "5.2.1 Rejection of forced or compulsory labour and child labour").

3.1.2.1. Policies to guarantee Human Rights Risk Management in the Workplace

[S1-1_03][S1-1_04][S1-1_07][407-1]

In relation to the Human Rights aspect that concerns the labour sphere, the commitments ratified in the People Policy are deployed through the corporate people management process, and in addition to all that which is applicable in the preceding section on due diligence, through the implementation of the control system for compliance with labour law which identifies the risks and establishes controls.

The Corporate Human Resources Department (CHRO) keeps the People Policy up-to-date and ensures its implementation, with the aim of establishing the basic principles to have the necessary people to ensure the implementation of **CAF's** strategy in a sustained manner, guaranteeing a safe, fair, inclusive work environment, promoting the well-being, development and commitment of the people in line with **CAF's** values and ensuring compliance with high ethical and labour standards. At the end of 2025, it had been internally verified that the level of implementation in core activities exceeded 90%.

In order to ensure compliance with the Group's general commitments, we developed the labour compliance risk management procedure, which includes, among others, those relating to human rights and establishes a unified methodology for managing labour compliance risks in the Group. This procedure considers the following risks: (i) violation in terms of recruitment; (ii) violation in terms of working hours and their registration; (iii) violation in terms of social security or equivalent; (iv) violation in terms of termination of employment; (v) violation in terms of outsourcing; (vi) violation of the principle of equal treatment and/or discrimination at work; (vii) lack of freedom of association and collective bargaining in own and/or third party centres; (viii) child exploitation; (ix) forced labour; (x) insufficient integration of people with disabilities; and (xi) others that are analysed on a case-by-case basis depending on the particularities of the project in question. [408-1][409-1]

It should be noted that these commitments, the policy and the procedure described above are in line with recognised international instruments, in particular the UN Guiding Principles on Business and Human Rights (UNGPs), and are also based on the International Bill of Human Rights, the OECD Guidelines for Multinational Enterprises (2023), the ILO Declaration on Fundamental Principles and Rights at Work and the UN Global Compact, integrating these standards into its due diligence and accountability processes. For more information, see section "1.2.4.1. Human Rights Commitments", in this Report.

In this sense, we adopt the measures that we consider necessary to guarantee, both in our own operations and amongst our suppliers, compliance with the provisions of the fundamental conventions of the International Labour Organisation (ILO) related to:

- Workers exercising their rights to freedom of association and collective bargaining in all countries where they carry out their activities.
- Avoidance of child labour, forced or compulsory labour, and the assignment of hazardous work to young people. [408-1] [409-1]
- Equality and non-discrimination in working conditions, prohibiting the adoption of decisions that may lead to direct or indirect discrimination of workers based on gender, origin, including racial or ethnic origin, marital status, social status, religion or convictions, political ideas, sexual orientation, whether or not they are members of a union, family ties with people belonging to or related to the company, and language.
- Ensuring a safe and healthy working environment where risks are eliminated or where all reasonable, practical and feasible measures are taken to reduce risks to an acceptable level and where prevention is integrated as part of the organisational culture.

Additionally, two specific protocols are defined: the Protocol of action in the event of sexual harassment or gender-based harassment and harassment based on sexual orientation, gender identity and/or gender expression and the Protocol of action for the prevention of Psychological Harassment at Work, incorporated in the Occupational Risk Prevention Management System. Both protocols reflect the management's declaration in these areas and aim to establish the necessary measures to prevent and avoid the aforementioned situations, as well as to establish the procedures for action in the event of a risk materialising.

3.1.2.2. Anti-discrimination and inclusion policies

[S1-1_10][S1-1_11] One of the pillars of our commitment to the people who form part of **CAF**, as indicated in the People Policy, the Code of Conduct, the Sustainability Policy and the Diversity and Board Member Selection Policy, is the respect for diversity and the guarantee of the right to equal treatment and opportunities between women and men. To this end, we do not tolerate any type of harassment and promote a diverse, inclusive, equitable work environment where diversity is valued and respected. [S1-1_13] This commitment materialises through the putting into practice of initiatives that guarantee and promote equal opportunities for all people, regardless of their origin, gender, ethnicity, sexual orientation, gender identity, age, religion, marital status, socioeconomic status or ability. We also adopt measures to ensure the fair application of people processes throughout working life, as well as work-life balance measures to facilitate work-life balance.

[S1-1_12] We also comply with current legislation on the rights of people with disabilities and their social inclusion in each of the countries in which we operate by directly employing people with certified disabilities and, where appropriate, adopting legally mandated alternative measures.

In recruitment and selection processes, we guarantee equal opportunities for access to employment, maintaining objective and non-discriminatory criteria, through processes open to all people, without considering circumstances unrelated to the requirements of the job.

The CAF, S.A. collective bargaining agreement (for the Beasain, Irun and Madrid centres) reflects our wish to guarantee equal access to employment and the effective implementation of the principle of equal treatment and non-discrimination in working conditions between men and women. Equal access for men and women to training is also guaranteed, in order to promote the development of their professional career and its adaptability to job requirements, improving their internal employability.

The Group is committed to promoting equal opportunities through internal policies and strategies and to ensuring that employees have the same opportunities to develop their potential. Consequently, it adopts the appropriate measures and decisions in the event of any action that constitutes or could give rise to discrimination based on sex.

In order to maintain comprehensive control over these commitments, all of the Group's companies comply with the legal regulations regarding the development of equality plans and have various management mechanisms in place, such as the protocol for action in the event of sexual harassment or harassment based on sex and equality committees, with representation from the company and its employees, in order to prevent and, where appropriate, resolve cases of sexual harassment and workplace discrimination based on sex. Likewise, the necessary steps have been taken to comply with Royal Decree 1026/2024 of 8 October, implementing measures for equality and non-discrimination of LGTBI community members in companies.

In addition, we have an Equality Committee which is responsible for the implementation, execution and monitoring of equality plans. This committee carries out an annual diagnosis and monitoring of equality indicators, analysing, among other aspects, selection processes, the use of reconciliation measures disaggregated by sex and the promotion system for workers and employees, as well as actions aimed at reconciling work and family life.

Similarly, in recent years the Company has been taking steps to disseminate the equality plans and sexual and gender-based harassment protocols internally through the usual means, and to promote the use of egalitarian and inclusive language both in internal and external communications. Complaints relating to this matter are channelled through the Internal Reporting System, with details of its activity reported in section "4.1.9 Internal Reporting System (Whistleblowing Channels)" of this Report.

For its part, it is worth noting that the People Policy defines the core principles for the implementation of **CAF's** strategy, guaranteeing a safe, fair, inclusive working environment, fostering the well-being, development and commitment of people in line with its values and ensuring compliance with high ethical and labour standards.

In 2025, a reflection process has been developed with a corporate scope to define the strategy and action plan for diversity, equity and inclusion. Through this initiative, in addition to defining the governance model at the global level, the cross-cutting diversity initiatives that will be deployed in the following years have been established.

3.1.2.3. Policies to guarantee occupational health and safety

[S1-1_09] In 2025, the Occupational Health and Safety Policy was maintained. The Policy aims to guarantee the health and safety of individuals, highlighting its commitment to employ the necessary means to eliminate or reduce occupational risks by promoting a preventive culture among those who carry out their professional work at **CAF**. Likewise, this Policy complies with international standards and regulations for Occupational Health and Safety, drawing on references from international organisations such as, but not limited to, the World Health Organisation (WHO) and the International Labour Organisation (ILO). Through the deployment of this Policy in the Group, we respond to the commitments established, taking as a reference the basic principles of action set out therein.

The Policy has been developed within the Corporate Occupational Health and Safety Forum, composed of the various Occupational Health and Safety Coordinators of the Group's main activities, and has subsequently been approved by the Corporate Human Resources Management (CHRO) of **CAF**. It is in this same forum that we are driving the deployment of the Policy in the Group.

Throughout 2025, the improvement action plans have continued to be strengthened to achieve the objectives set in order to achieve alignment with the Policy. Through these action plans, significant progress has been achieved in the Group's businesses with respect to the principles defined in the Policy. In conclusion, it should be noted that the Occupational Health and Safety Policy responds to the result obtained from the Double Materiality Assessment and, in particular, to the priority nature of prioritising people's health and safety.

One of the principles of the Occupational Health and Safety Policy is to establish or reinforce Occupational Health and Safety Management Systems focused on continuous improvement, and which contribute to integrating the preventive culture in all its activities. Through these management systems, the applicable legal requirements are identified and evaluated, with periodic monitoring of compliance. The effectiveness of the measures adopted is also evaluated to ensure achievement of the stated objectives.

Through the occupational health and safety policies defined in the management systems of the Group's activities, **CAF** management expressly declares its firm commitment to maintain and improve the systems in a way that guarantees compliance with current legislation, assuming the protection of workers against occupational risks. These policies manage prevention in company activities and decisions, technical processes, work organisation and development conditions, promoting hierarchical integration: Directors, Managers, Employees and Trade Union Representatives. To this end, the human and material resources necessary to achieve these objectives are made available.

To achieve zero accidents and improve occupational health and safety conditions, and responding to the principles of the Occupational Health and Safety Policy, at **CAF** we have implemented Occupational Health and Safety Management Systems and are promoting their extension.

In the field of Occupational Health and Safety, the Group has certifications and evaluation and monitoring mechanisms that go beyond the legal requirements in each of the countries in which the Group is present.

The Occupational Health and Safety management system is structured to develop, implement and supervise activities that constitute a systematic prevention of work accidents, occupational diseases and material damage. This management system establishes the management principles and the system procedures and processes that implement the prevention activities.

The management system implemented at **CAF**, in addition to ensuring the health and safety of its employees, addresses issues to prevent or mitigate risks to workers of other companies operating at **CAF** facilities and visitors. To this end, within the management system, the measures and means of coordination with these companies are established regarding the application of regulations on occupational risk prevention and the coordination of business activities. It also includes procedures for managing visits to **CAF** facilities in terms of information on the risks and prevention measures to be adopted.

3.1.3. PROCESSES FOR ENGAGING WITH OWN WORKFORCE AND WORKERS' REPRESENTATIVES ABOUT IMPACTS [S1-2]

CAF respects and guarantees the right of workers to freely associate and participate in collective bargaining on working conditions.

[S1-2_01][S1-2_02] On this basis, it encourages open and constructive dialogue between the company and workers' representatives, recognising the importance of workers' participation in decision-making that affects their working conditions. In this framework, it supports the creation of representative bodies that facilitate communication and collaboration, ensuring that workers can exercise their right to defend their interests through this means. The procedures for informing and consulting employees and negotiating with them vary across the Group, which provides greater flexibility to use the most appropriate routes based on the traditions and customs and regulatory frameworks in each geographical region.

[S1-2_05][S1-8_07] As part of this structured social dialogue approach, in 2024, we created the Negotiating Commission with the participation of 15 people designated by European legal entities corresponding to eight countries (Spain, Poland, France, Czech Republic, Lithuania, Latvia, Italy and Sweden), together with Central Management, for the creation of a European Works Council in the Group.

This process is being developed in accordance with Directive 2009/38/EC of the European Parliament and of the Council, on the constitution of a European works council in companies and groups of companies with a community dimension, as well as Law 10/1997, on information and consultation rights of workers, in accordance with the applicable regulations in this matter.

In 2025, all employees of the parent company and the national subsidiaries of all the Group's activities are covered by sectoral or company collective agreements, which are of general application to all workers. At the international level, collective bargaining on different issues (pay, working day and working hours) is noteworthy in different geographical areas.

In this context, 67% of the Group's workforce is subject to a collective agreement and 68% of the workforce is represented by legal representatives.

In addition, with the aim of promoting systematic, agile, extended internal communication that is adapted to current habits, throughout 2025, constant communication has been maintained through the publication of nearly 540 news items in our communication application.

[S1-2_06] To assess the effectiveness of the dialogue and collaboration mechanisms we have established, at **CAF** we have the Organisational Health Index (Employee Satisfaction Survey) which we conduct on a two-yearly basis. The survey includes questions that allow us to assess aspects related to staff participation, decision-making and access to performance-relevant information. By 2025, the Organisational Health Index coverage has reached 94%. In addition, it incorporates an open field question that gives employees the possibility of voicing their concerns and suggesting improvements.

After data collection, we initiate a process that includes the overall presentation of results and the review of initiatives, on which basis we establish action plans, taking the previous financial year as a reference. As evidence of the effectiveness of these mechanisms, the Organisational Health Index (Employee Satisfaction Survey) improved by one tenth of a point compared to the previous year to stand at 6.8, confirming the positive impact of the actions implemented and the commitment to the company's own workforce.

[S1-2_07] At **CAF**, the mechanisms for dialogue and participation described above allow the perspectives of the workers themselves and their representatives to be gathered in a structured way, including those of groups that may be in a situation of greater vulnerability or at risk of marginalisation.

In this regard, **CAF** has an Equality Committee, which is responsible for promoting and supervising equality plans, as well as periodically monitoring key indicators related to equal opportunities and work–life balance. Through this framework, **CAF** supports the implementation and monitoring of measures aimed at these groups, in line with the commitments made in this area.

[S1-2_04] In addition, in the area of occupational health and safety, we promote social dialogue between workers and the company managed through formal committees. Each of the main manufacturing plants of **CAF's** rail vehicle and bus activities, as well as the signalling activities, turnkey projects and the subsidiaries of the railway maintenance services activity, has an Occupational Health and Safety Committee. These committees include Management, the prevention delegates, the prevention service and, where appropriate, those responsible for the activity.

These bodies collect information from the different operational levels and approve occupational risk prevention plans, establishing objectives and improvement plans to mitigate the impacts and risks in the area of Occupational Health and Safety, directly involving workers in their definition. Likewise, they adopt the appropriate decisions and follow up on the agreed actions, with a view to ensuring the achievement of the objectives set. The ultimate supervision of this participation model lies with **CAF's** Management, as the body responsible for ensuring the proper functioning of these collaborative spaces.

The functioning of the committees is regulated by internal regulations or documents, which respond to the legal requirements applicable in each country. They also detail the composition of the body, its powers and the responsibilities of each of the parties represented, as well as the periodicity and other aspects of its functioning.

In other Group companies, we have also defined forums for employee consultation and participation that serve as a channel of communication with stakeholders, through which suggestions and relevant issues of common interest are collected.

Together, these mechanisms make it possible to represent 95%[16] of the Group's total employees in Occupational Health and Safety matters.

[S1-2_01][S1-2_02] In the framework of the Occupational Health and Safety management system, we also have tools and communication channels for notifying situations of danger or incidents, and for proposing measures and actions to reduce risks and avoid incidents or accidents with an impact on people's health.

These specific working and management forums allow OHS issues to be systematically addressed and action plans to be defined to manage them appropriately, and make it easier for workers to report hazardous situations, both directly and through their representatives in the various consultation and participation bodies available. We guarantee the protection of workers against any kind of retaliation at all times.

Through these forums and communication channels, we develop informative campaigns that encourage the reporting of incidents as part of a process of continuous improvement, with the aim of preventing harm to people's health.

[S1-3_02][S1-3_05][S1-3_08][S1-3_09]

Additionally, the possible communications and/or reports that may occur in the area of OHS or any other need or concern of the workers are channelled through the Group's Internal Reporting System (whistleblowing channels) available, providing special protection to whistleblowers in accordance with the applicable legislation in each case.

The Internal Reporting System is a secure and confidential channel, which guarantees the absence of reprisals against whistleblowers. The channel is available on the Group's internal communication application and on the corporate website. For more information, see section "4.1.9. Internal Reporting System (Whistleblowing Channels)" of this Report.

[16] 95% of the Group's total employees correspond to the companies involved in production activities and the most representative Group companies. The companies that are not included carry out office work.

3.1.4. PROCESSES TO REMEDY NEGATIVE IMPACTS AND CHANNELS FOR OWN WORKERS TO RAISE CONCERNS [S1-3]

[S1-3_01] At **CAF**, as part of the relevant activities of our management system, we highlight the investigation of accidents and incidents, the objective of which is to adopt the necessary measures to avoid their repetition. Through this process, we obtain information that allows us to define the facts, identify the hazards, assess the risks and determine the root causes.

[S1-3_07] The investigation process is carried out in accordance with the criteria established in the specific procedures defined for this process. We analyse accidents and incidents as a whole to detect the organisation's critical points and recurrent root causes, following up on corrective actions to verify their effectiveness.

In addition, we also carry out regular statistical analyses of accidents that have occurred in Group companies. Finally, to adopt the measures derived from this process and to determine the necessary improvements to the Occupational Health and Safety Management System, we apply the established hierarchy (elimination, substitution, engineering controls, signage/warnings and/or administrative controls, and personal protective equipment).

[S1-3_06] In line with this focus on continuous improvement, and in relation to incident reporting, at **CAF**, we develop informative campaigns aimed at conveying the importance of reporting this type of situation. These initiatives encourage incident reporting as part of the continuous improvement process and contribute to preventing harm to people's health.

For further details, see paragraph "1.2.4.5. Management of the interests of affected groups" of this Report.

3.1.5. ACTIONS AND RESOURCES IN RELATION TO OUR OWN WORKFORCE [S1-4]

[S1-4_19][S1-4_05][S1-4_08] At **CAF,** we systematically establish mechanisms for the identification of the impacts, risks and opportunities through the Double Materiality Assessment. The prevention and mitigation of negative impacts on our own workforce is articulated around the priority issues identified, including working conditions, occupational health and safety, equal treatment and opportunities, professional development and personal data protection, guiding our practices to avoid contributing to the generation of negative impacts within the Group. To mitigate both risks and negative impacts, specific initiatives are set out in the Sustainability Master Plan.

[S1-4_09] To make further progress in this area, **CAF** has put in place a series of actions and resources to manage the material impacts, risks and opportunities related to its own workforce. These resources are both specialised in each subject area, as well as in an extended manner for deployment throughout the organisation. These actions, detailed below, are essential to the achievement of the Group's objectives.

[S1-4_04] The effectiveness of the actions described is assessed periodically by means of quantitative and qualitative indicators, including the results of the satisfaction and commitment surveys, which make it possible to assess the results obtained for employees and guide continuous improvement.

ACTION NO. 1:	GLOBAL TALENT MANAGEMENT STRATEGY[1] (ASSOCIATED IRO: NO. 59-IP, 63-IP, 55-IP, 64-IP, 57-IP, 117-IN, 43-R, 99-O, 44-O)	
DESCRIPTION: [S1.MDR-A_01]	Adoption of a shared talent management strategy in line with the group's values by implementing best practices and optimising processes according to business needs.	
SCOPE: [S1.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.	
TIME HORIZON [S1.MDR-A_03]	Medium term	
EXPECTED RESULTS [S1.MDR-A_01]	• Reinforced deployment of the employer branding strategy with a priority focus on growing geographical areas with a focus on adherence to the local process and initiatives. • Improved positioning in talent ratings, consolidating the Group's position in Europe and extending its reach to North America. • Deployment of the job role and pay framework to the business as a whole in line with the regulation on pay transparency. • Deployment of the processes and learning programmes integrated in *Talent Hub:* induction, training plans, qualification management, expert scheme, leadership, negotiation, Artificial Intelligence, etc. • Implementation of the Diversity, Equity and Inclusion Strategy and Action Plan including the governance model and prioritised global and local measures.	
RESULTS OBTAINED [S1.MDR-A_05]	**2024**	**2025**
	1.Defined employee value proposal and talent acquisition strategy. Initiatives for deployment implemented with recognition as Top Employer in Spain and France for 2025. **2**.Performed exercise to update values and define deployment actions: communication, deployment of behaviours and alignment of systems. **3**.Launch of Talent Hub implemented as a learning and development ecosystem, deploying its visual identity and defining a new leadership model. **4**.Global advanced practices adopted across all activities: a.Recruitment and selection b.Performance and objectives c.Development, career and succession d.Job role and pay framework	**1**. Regional Top Employer seal obtained for Europe, following positive certification processes in Spain, France, United Kingdom, Germany and Poland and improved positioning in Spain in the Merco Talent 2025 ranking, ranking 82nd overall (vs 100th) and 2nd in the industrial sector (vs 4th). **2**.Consolidated practices for the correct deployment of **CAF's** employer branding strategy in key geographical areas with an impact on improving the performance of onboarding processes. **3**.New global management training and programme management programmes launched, in addition to local activities within the Talent Hub. **4**.Job role and pay framework deployed to all businesses in Spain and Poland, the incorporation of the Willis Towers Watson (WTW) job role valuation method into the drafting of the parent company's equality plan being noteworthy. **5**.Diversity, equity and inclusion plan defined in a shared manner and tailored to the needs of the key businesses and geographical areas.

[1] [S1-4_01][S1-4_02]This action allows mitigation and repair of the negative impact associated with IRO No. 117-IN [S1-4_07] This action contributes to seize material opportunities in relation to our own staff, by strengthening employability, professional development and internal equity, and is related to IRO No. 99-O and No. 44-O, associated with talent loyalty, productivity improvement and attracting new talent. [S1-4_03] Its evolution has been observed through participation in training programmes, with its impact evidenced through improved skills, professional performance and development capacity of our own workforce.

ACTION NO. 2:	BUILDING A POSITIVE PREVENTIVE CULTURE (ASSOCIATED IRO: NO. 61-IP, 3-IN, 51-R)	
DESCRIPTION: [S1.MDR-A_01]	The group's positive preventive culture is the result of the values, beliefs, attitudes, competences, skills and abilities of both individuals and the group of people as a whole that shape the performance and commitment to Occupational Safety and Health, manifesting itself through self-care and taking care of others. **CAF** is committed to building a positive preventive culture, through the leadership of its Management and Line Management, and with the participation of its people, maintaining safe and healthy workplaces, where the people set an example of self-care and care for others, as well as for the working environment. To this end, **CAF** develops a positive preventive culture that contributes to reducing accidents and occupational illnesses to levels that cannot be achieved by improving working conditions and improving management and work processes alone. With this action, we seek to deploy improvement plans to build a positive preventive culture that contributes to reducing accidents at work and occupational diseases.	
SCOPE: [S1.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.	
TIME HORIZON [S1.MDR-A_03]	Medium term.	
EXPECTED RESULTS [S1.MDR-A_01]	• Performance of diagnostics to determine the specific level of preventive culture in accordance with the methodology established (NOSACQ-50) in the Group's companies. • Establishment and implementation of action plans according to the situation of each business/site which develop leadership in Occupational Health and Safety amongst the managers/line of command and involve the workers. • Monitoring of the degree of compliance with business/site action plans in the Corporate OHS Forum. • Extension of the coverage of the ISO 45001 certification: 2018 in the Group.	
RESULTS OBTAINED [S1.MDR-A_05]	**2024**	**2025**
	1. Frequency of diagnostics or new measurements agreed within the Corporate Health and Safety Forum and included in the Occupational Health and Safety Policy Implementation Manual. **2**. Diagnostics carried out to determine the level of preventive culture in some of the Group's companies (according to the established methodology, NOSACQ-50). **3**. Business/site action plans deployed and followed up on at the Corporate OHS Forum. **4**. ISO 45001:2018 certification achieved in the companies scheduled for 2024 (Actren Mantenimiento Ferroviario, S.A., CAF Signalling Comanditaria, CAF Arabia and Trenasa), extending certification coverage at Group level.	**1**. Diagnostics have been carried out to determine the level of preventive culture in some of the Group's companies (according to the established methodology, NOSACQ-50). **2**. Deployment of business/site action plans under way and followed up on in the Corporate Health and Safety Forum. **3**. ISO 45001:2018 certification achieved in the companies scheduled for 2025 (at CAF Brazil and Ctrens, among others), extending certification coverage at Group level.

[S1-4_01][S1-4_02][S1-4_06] This action contributes to the prevention and mitigation of negative associated with IRO No. 3-IN, reinforcing the health and safety of our own workforce by promoting a positive preventive culture, and is also related to risk no. 51-R, associated with reputational, operational and legal impacts derived from occupational accidents or illnesses.
[S1-4_03] The evolution has been evidenced through the deployment of OHS action plans and certifications, with advances in the commitment to prevention and self-care.

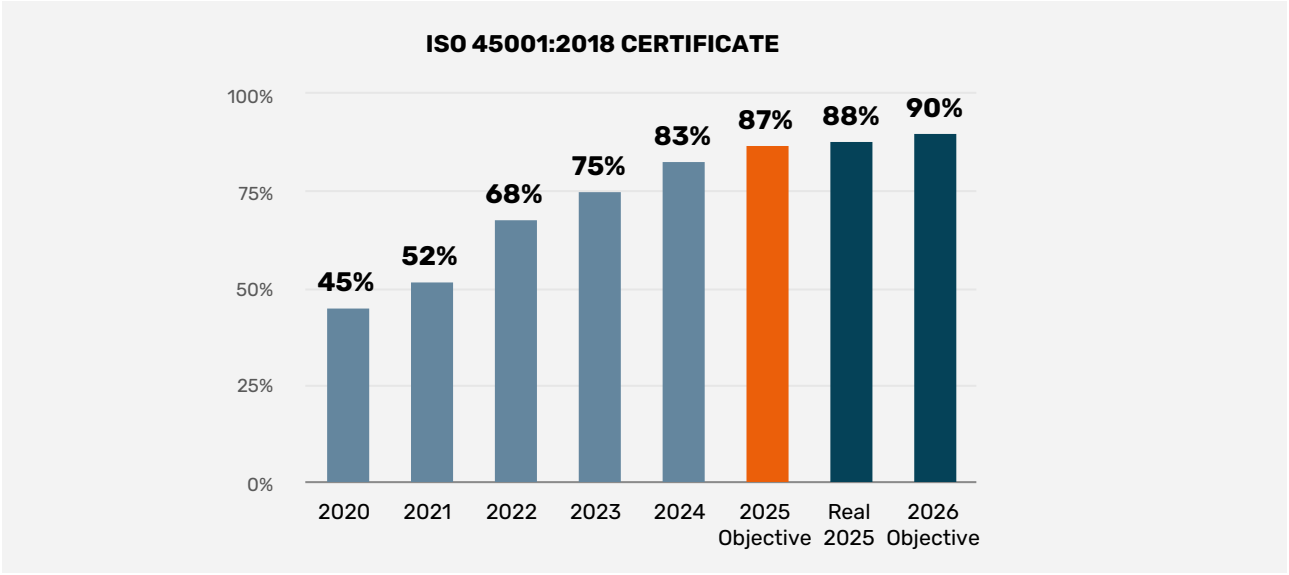
3.1.6. OBJECTIVES RELATED TO THE MANAGEMENT OF NEGATIVE MATERIAL IMPACTS, THE PROGRESS OF POSITIVE IMPACTS AND THE MANAGEMENT OF MATERIAL RISKS AND OPPORTUNITIES [S1-5]

At **CAF** we have established objectives and metrics designed to manage the impacts, risks and opportunities that have proven material in relation to our own workforce. These objectives form part of our Sustainability Master Plan and are in line with the objectives of the policies mentioned in section "3.1.2 Policies related to own workforce" of this Report. These are detailed below:

ASSOCIATED METRICS[1][2][3][4] S1.MDR-M_01	METHODOLOGY AND SIGNIFICANT ASSUMPTIONS S1.MDR-M_02	EVOLUTION S1.MDR-T_13			ASSOCIATED OBJECTIVES S1.MDR-T_01 S1.MDR-T_02 S1.MDR-T_03	SCOPE OF THE OBJECTIVE S1. MDR-T_04	YEAR AND BASE VALUE S1.MDR-T_05 S1.MDR-T_06	OBJECTIVE 2025	2026 OBJECTIVE S1.MDR-T_08
		2025	2024	2023					
Associated IRO: No. 63-IP. Promotion of gender equality through the selection, promotion, training and remuneration of our own workforce based on principles of equality and without regard to gender criteria.									
Organisational Health Index (Employee Satisfaction Surveys)	(1-10)	6.8	6.7	6.6	6.8	All entities that make up **CAF**	2018 6.04	6.8	6.8
Associated IRO: No. 61-IP. Protecting the health and safety of the Group's own staff by ensuring the best conditions and measures for the prevention of accidents and illnesses (positive impact).									
ISO 45001 certification coverage in the Group	%	88%	83%	75%	We aim to maintain coverage above 90%.	All entities that make up **CAF**	2020 45%	87%	90%
Preventive culture index	Ratio (1–4)	3.0	3.0	2.96	We aim to improve the level of the Group's preventive culture to above 3	All entities that make up **CAF**	2020 2.8	<3.0	<3.0
Associated IRO: No. 51-R. Reduced revenues due to reputational impact and slowdown in operations as well as increased expenses due to litigation resulting from injuries or occupational illnesses of **CAF's** own workforce in the ordinary course of their work on its own premises (Risk).									
Frequency rate	Ratio	13.8	13.8	14.1	Our goal is to continue to reduce the Group's frequency rate.	All entities that make up **CAF**	2020 18.0	13.8	13.5

[1][S1.MDR-T_07] No long-term targets have been set for these metrics. The objectives will be reviewed in the new strategic cycle, together with the publication of the Strategic Plan and the Sustainability Master Plan 2027–2030; [S1.MDR-M_02] [S1.MDR-T_02][S1.MDR-T_09] The methodologies applied to define these objectives are those specific to the area and are aligned with the provisions of the Strategic Plan and Master Plan, and no possible limitations are identified; [S1.MDR-T_11] As they are part of the company's Sustainability Master Plan, the objectives have been set taking into consideration the perspectives of the stakeholders; [S1.MDR-T_12] No significant changes are reported in the previous objectives; [S1.MDR-T_13] The details of the performance of this objective are detailed in this table, as well as in chapter 3.1. " Own Workforce".
[2][S1.MDR-M_03] The metrics reflected in this table are not subject to external validation beyond that provided by the third-party verification provider of the **CAF** Sustainability Report ("Appendix 8.3").
[3]These metrics and targets also affect "Appendix 6" IROs Nos. 59-IP, 63-IP, 55-IP, 64-IP, 117-IN, 43-R, 49-IP and 44-O.
[4] [S1-5_01][S1-5_02][S1-5_03] In order to establish these objectives, the opinions of the stakeholders in the corresponding forums are analysed. Management, together with the areas responsible for the different spheres, is also responsible for monitoring, evaluating and implementing the measures necessary to achieve the objectives defined, both globally and in the different business verticals.

The following shows the evolution of the coverage of the Occupational Health and Safety Management Systems certified under standard ISO 45001:2018 across the Group:



Internal audits are conducted at all the plants in order to perform internal monitoring of the management system implemented, or in the process of being implemented, as per the requirements of the ISO 45001:2018 standard, and the legal requirements applicable according to the legislation in force in each country. Qualified internal auditors evaluate the effectiveness of the management system and the correct application of **CAF** policies. As a result of these internal audits, corrective actions are established to remedy any non-conformities identified and improvement actions for the management system are defined.

Furthermore, in addition to the management system audits, legal audits are conducted in those companies in which they are applicable, in compliance with the legal requirements applicable in each country.

3.1.7. CHARACTERISTICS OF THE COMPANY'S EMPLOYEES [S1-6]

Quality, stable employment continues to be a feature that **CAF** is committed to. Employee experience and knowledge constitute one of the cornerstones of the group's competitive position in all its activities. This is demonstrated by the permanent employee ratio, which stands at 92%[17] at the conclusion of the reporting period.

The generation of quality employment also implies the need for suitable organisation of the work in accordance with the labour legislation of each country and the applicable collective bargaining agreements. Accordingly, each Group company determines aspects relating to working hours, rest periods, calendar, holidays, leave, sabbaticals, and social benefit agreements in accordance with market practices, including contributions to pension funds or health insurance, etc.

This is reflected in the remuneration and industrial relations management policy and guidelines defined, applicable throughout the Group. Also, each company establishes measures aimed at facilitating the work–life balance, some of which relate to the regulation of working hours, which are generally monitored by means of the clock-on/clock-off register.

The regulation of work from home is present in some of the most relevant legal entities. This new regulation contemplates the possibility, on a voluntary basis and for some activities, of carrying these out at home, with varying degrees of application, mainly in response to work–life balance situations. At present, there are regulations that allow remote working for between 20% and 60% of the working timetable. It also includes measures concerning the right to digital disconnection.

The quantitative indicators relating to the characteristics of the Group's staff are set out below.

[17] The annual average number of part-time contracts is not broken down by gender, age and professional classification, as they do not represent a significant proportion of the Group's workforce.

NUMBER OF EMPLOYEES (NUMBER OF PEOPLE) OF THE GROUP (AT YEAR-END; HC[18])

[S1-6_01][S1-6_04][S1-6_02][S1-6_05][S1-9_03][S1-9_04][S1-9_05]

	2025		2024		2023	
	NUMBER	%	NUMBER	%	NUMBER	%
BY GENDER						
Male	14,644	82%	13,483	83%	12,814	83%
Female	3,144	18%	2,850	17%	2,637	17%
BY AGE						
Under 30 years of age	2,903	16%	2,443	15%	2,219	14%
Between 30 and 50 years of age	11,326	64%	10,728[1]	66%[1]	10,289	67%
Over 50 years of age	3,559	20%	3,162[2]	19%[2]	2,943	19%
BY PROFESSIONAL GROUP						
Employee	9,634	54%	9,038	55%	8,693	56%
Operator	8,154	46%	7,295	45%	6,758	44%
BY COMPANY COUNTRY						
Europe	**15,616**	**88%**	**14,266**	**87%**	**13,582**	**88%**
Spain	8,340	47%	8,015	49%	7,687	50%
Poland	3,620	20%	2,721	17%	2,393	15%
Sweden	951	5%	973	6%	928	6%
United Kingdom	913	5%	881	5%	898	6%
France	977	5%	878	5%	904	6%
Rest of Europe	815	5%	798	5%	772	5%
America	**1,578**	**9%**	**1,463**	**9%**	**1,300**	**8%**
Mexico	698	4%	785	5%	687	4%
Brazil	406	2%	281	2%	241	2%
Chile	204	1%	194	1%	155	1%
United States	186	1%	128	1%	135	1%
Rest of America	84	0.5%	75	0.5%	82	1%
Rest of the world	**594**	**3%**	**604**	**4%**	**569**	**4%**
BY NATIONALITY						
Europe	**15,414**	**87%**	**14,072**	**86%**	**13,434**	**87%**
Spain	8,293	47%	7,984	49%	7,693	50%
Poland	3,334	19%	2,650	16%	2,356	15%
Sweden	945	5%	969	6%	924	6%
United Kingdom	790	4%	763	5%	783	5%
France	1,017	6%	923	6%	936	6%
Rest of Europe	1,035	6%	783	5%	742	5%
America	**1,677**	**9%**	**1,546**	**9%**	**1,363**	**9%**
Mexico	698	4%	782	5%	688	4%
Brazil	426	2%	302	2%	261	2%
Chile	203	1%	195	1%	158	1%
United States	167	1%	115	1%	118	1%
Rest of America	183	1%	152	1%	138	1%

[18] *(HC) Headcount*

	2025		2024		2023	
	NUMBER	%	NUMBER	%	NUMBER	%
Rest of the world	**697**	**4%**	**715**	**4%**	**654**	**4%**
TOTAL						
	17,788		**16,333**		**15,451**	

[1] [BP-2_12] Figure reported in 2024 due to transcription error: Number 10,268, Rate 63%.
[2] [BP-2_12] Figure reported in 2024 due to transcription error: Number 3,622, Rate 22%.

HEADCOUNT BY CONTRACT TYPE[1] (AT YEAR-END; HC)

[S1-6_07][S1-6_09][S1-9_03][S1-9_04][S1-9_05]

	2025				2024				2023			
	PERMANENT		TEMPORARY		PERMANENT		TEMPORARY		PERMANENT		TEMPORARY	
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
BY GENDER												
Male	13,405	92%	1,239	8%	12,634	94%	849	6%	12,134	95%	680	5%
Female	2,876	91%	268	9%	2,661	93%	189	7%	2,442	93%	195	7%
by age												
Under 30 years of age	2,254	78%	649	22%	2,013	82%	430	18%	1,847	83%	372	17%
Between 30 and 50 years of age	10,597	94%	729	6%	10,197	95%	531[2]	5%	9,877	96%	412	4%
Over 50 years of age	3,430	96%	129	4%	3,085	98%	77[3]	2%	2,852	97%	91	3%
BY PROFESSIONAL GROUP												
Employee	9,128	95%	506	5%	8,611	95%	427	5%	8,240	95%	453	5%
Operator	7,153	88%	1,001	12%	6,684	92%	611	8%	6,336	94%	422	6%
by company country												
Europa	14,463	93%	1,153	7%	13,600	95%	666	5%	13,083	96%	499	4%
America	1,316	83%	262	17%	1,170	80%	293	20%	1,028	79%	272	21%
Rest of the World	502	85%	92	15%	525	87%	79	13%	465	82%	104	18%
TOTAL												
	16,281	**92%**	**1,507**	**8%**	**15,295**	**94%**	**1,038**	**6%**	**14,576**	**94%**	**875**	**6%**

[1] [S1-6_07] There are no workers with the zero hours contract type.
[2] [BP-2_12] Figure reported in 2024 due to transcription error: 519
[3] [BP-2_12] Figure reported in 2024 due to transcription error: 89

AVERAGE WORKFORCE BY TYPE OF CONTRACT (AVERAGE; HC)

[S1-9_03][S1-9_04][S1-9_05]

	2025				2024				2023			
	PERMANENT		TEMPORARY		PERMANENT		TEMPORARY		PERMANENT		TEMPORARY	
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
BY GENDER												
Male	13,040	93%	1,028	7%	12,424	94%	740	6%	11,738	95%	658	5%
Female	2,770	92%	234	8%	2,580	94%	172	6%	2,322	92%	193	8%
BY AGE												
Under 30 years of age	1,964	79%	509	21%	1,798	83%	359	17%	1,573	82%	347	18%
Between 30 and 50 years of age	10,368	94%	648	6%	10,039	95%	465	5%	9,592	96%	411	4%
Over 50 years of age	3,477	97%	104	3%	3,167	98%	87	2%	2,895	97%	92	3%
BY PROFESSIONAL GROUP												
Employee	8,889	95%	467	5%	8,431	95%	422 [2]	5%	7,912	94%	470	6%
Operator	6,920	90%	794	10%	6,573 [1]	93%	490	7%	6,148	94%	381	6%
BY COMPANY REGION												
Europe	14,025	94%	905	6%	13,422	96%	535	4%	12,690	96%	541	4%
America	1,266	82%	272	18%	1,088	79%	287	21%	928	81%	212	19%
Rest of the world	518	86%	84	14%	494	85%	90	15%	443	82%	97	18%
TOTAL												
	15,809	**93%**	**1,261**	**7%**	**15,004**	**94%**	**912**	**6%**	**14,060**	**94%**	**851**	**6%**

[1] [BP-2_12] Figure reported in 2024 due to transcription error: 422
[2] [BP-2_12] Figure reported in 2024 due to transcription error: 6,573

TURNOVER (HC)

[S1-6_11][S1-6_12]

	2025		2024		2023	
	NUMBER	RATE	NUMBER	RATE	NUMBER	RATE
VOLUNTARY	944	5.3%	1,003	6.0%	Not applicable	7.0%
NON-VOLUNTARY	220	1.2%	234	1.0%	Not applicable	1.5%
TOTAL	**1,164**	**6.5%**	**1,237**	**7.0%**	**Not applicable**	**8.5%**

NON-VOLUNTARY DEPARTURES[1] (HC)

	2025		2024		2023	
	NUMBER	RATE	NUMBER	RATE	NUMBER	RATE
BY GENDER						
Male	107	1%	103	1%	123	1%
Female	14	0.5%	23	1%	17	0.1%
BY AGE						
Under 30 years of age	22	1%	26	1%	22	1%
Between 30 and 50 years of age	79	1%	74	1%	83	1%
Over 50 years of age	20	1%	26	1%	35	1%
BY PROFESSIONAL GROUP						
Employee	61	1%	80	1%	64	1%
Operator	60	1%	46	1%	76	1%
TOTAL						
	121	**1%**	**126**	**1%**	**140**	**1%**

[1]Non-voluntary departures include non-voluntary terminations or dismissals, retirements and deaths in service.

[S1-6_13][S1-6_14][S1-6_15] The turnover rate is calculated by adding up all departures (voluntary and non-voluntary) recorded between January and December and dividing that total by the year-end headcount; data is reported in headcount (HC:headcount).

ABSENTEEISM RATE

	2025	2024	2023
Absenteeism rate[1,2]	4.9%	4.9%	5.9%
Hours lost	1,471,363	1,395,957	1,285,398

[1] This indicator measures hours lost due to accidents and illness in relation to theoretical hours.
[2] The absence rate corresponds to 100%, 97% and 88% of the Group's average workforce in the years 2025, 2024 and 2023, respectively.

3.1.7.1. Necessary talent

Our goal is to establish a value proposition that resonates with our core values, attracting and engaging the talent required by our business endeavours, all while maintaining an appropriate scale. Throughout 2025, we continued to reinforce our commitment to recruiting, training, and retaining skilled professionals via initiatives that promote **CAF** as an exceptional place to build a career.

During 2025, the Employer Framework Committee sought the consolidation of the initiatives defined for the deployment of the talent attraction strategy. In addition to monitoring indicators and commitments in this area, this space is allowing the sharing of best practices in attracting talent, thus strengthening a global talent management strategy.

We have also continued to promote our values and strengthen our brand by giving visibility to the positive experiences of our employees through testimonials from employees from various businesses and geographical areas. These initiatives reflect our ongoing commitment to people, innovation and sustainability, including in talent management. At **CAF**, we continue to build an environment in which our professionals can grow and develop their full potential.

Talent acquisition is one of the key levers to meet the business challenges of the Group's various activities and special focus is placed on both its execution and on improving its performance.

We have a specific recruitment policy, integrated into the people management process, which defines the common corporate framework for recruitment and internal mobility. It consists of an initial phase of approval of the onboarding plan, a selection process, either internal or external, the hiring and finally, the welcome plan. Through this process, equal opportunities in terms of access are guaranteed.

Among other activities under way to provide adequate resources to the different activities in the various geographical areas, worth noting are our presence at national and international job fairs, open days, and the publication of vacancies on various employment platforms, social media and the corporate portal. During 2025, 2,850 recruitment processes were carried out in the Group's various activities.

In addition to providing flexibility to respond to the needs of ongoing projects, internal mobility is considered basic in the development of individuals throughout their working lives. Worker mobility is an activity that is facilitated through our training plans, as well as through training activities that aim to qualify employees to take on new responsibilities. All the main activities of the Group include internal mobility processes.

In this area, and with a medium-term vision, we have deployed the defined development activities derived from the exercises to identify talent with potential carried out in previous years. The aim of these actions is to have people who are prepared for the challenges of the different activities.

In 2025, the dynamic was continued for the publication of internal vacancies in some of the main activities and the definition of career plans associated with the assessment processes. In addition to deploying development plans, we have extended this dynamic on a global scale. It is worth remembering that career plans allow people to be directed towards one of these pathways: leadership of people and/or projects, functional versatility or technical specialisation.

Throughout the year, we also continued the process of identifying critical positions and their potential successors, which began in 2023. This activity is part of the set of initiatives that aim to adopt good practices in talent management that add value to businesses.

[S1-6_16] In this context, the Group's average workforce in 2025 amounted to 17,071 and stood at 17,788 at 31 December. The workforce at the end of the period increased by 1,455 people, thus adapting to the Group's needs in its various activities and geographical areas. This development is in response to the need to respond to the implementation of the project portfolio and is continuously monitored to ensure its adequacy in the railway and bus segments as well as in corporate functions.

NEW RECRUITMENTS (HC)

	2025 [1]		2024		2023	
	NUMBER	RATE	NUMBER	RATE	NUMBER	RATE
BY GENDER						
Male	2,357	16%	1,915	14%	1,654	13%
Female	506	16%	427	15%	475	18%
BY AGE						
Under 30 years of age	1,227	42%	908	37%	913	41%
Between 30 and 50 years of age	1,428	13%	1,247	12%	1,072	10%
Over 50 years of age	208	6%	187	6%	144	5%
BY COMPANY REGION						
Europe	2,317	15%	1,706	12%	1,528	11%
America	436	28%	480	33%	443	34%
Rest of the world	110	19%	156	26%	158	28%
BY REGION OF NATIONALITY/ORIGIN						
Europe	2,252	15%	1,657	12%	1,485	11%
America	467	28%	500	32%	464	34% [2]
Rest of the world	144	21%	185	26%	180	28%
TOTAL						
	2,863	**16%**	**2,342**	**14%**	**2,129**	**14%**

[1] [S1-6_17] Note 22 of the Consolidated Financial Statements includes information related to the number of employees, breakdowns by gender and category and associated expenses.
[2] [BP-2_12] Figure reported in 2023 due to transcription error: 24%

3.1.8. COVERAGE OF COLLECTIVE BARGAINING AND SOCIAL DIALOGUE [S1-8]

TABLE PERCENTAGE OF EMPLOYEES COVERED BY COLLECTIVE BARGAINING AND/OR WORKER REPRESENTATION PER COUNTRY

	2025		2024		2023 [2]
COUNTRY	**Coverage of collective bargaining**	**Social dialogue with workers' representation**	**Coverage of collective bargaining**	**Social dialogue with workers' representation**	**Coverage of collective bargaining**
Europe	**71%**	**73%**	**74%**	**73%**	**76%**
Spain	100%	92%	100%	89%	100%
Poland[1]	0%	34%	0%	34%	0%
France	100%	99%	100%	99 % [3]	100%
Sweden	100%	98%	100% [4]	98 % [5]	100 % [6]
United Kingdom	38%	38%	38 % [7]	38 % [8]	38 % [9]
Rest of Europe	**63%**	**23%**	**51%**	**20%**	**52%**
America	**44%**	**43%**	**57%**	**56%**	**38%**
Mexico	16%	16%	45%	45%	22%
Brazil	100%	100%	100%	100%	100%
Chile	81%	81%	93%	93%	62%
United States	0%	0%	0%	0%	0%
Rest of America	**10%**	**2%**	**21%**	**0%**	**6%**
Rest of the world	**6%**	**2%**	**14%**	**9%**	**12%**

[1] Working conditions in Poland are set out in what are called "Work Regulations" which are not considered collective agreements according to the GRI definition.
[2] The percentage of employees covered by employee representation is published as of financial year 2024, in accordance with sustainability regulations (CSRD and ESRS standards).
[3] [BP-2_12] Figure reported in 2024 due to transcription error: 98%
[4,5,6] [BP-2_12] Figure reported in 2023 and 2024 due to transcription error: 38%
[7,9] [BP-2_12] Figure reported in 2023 and 2024 due to transcription error: 100%
[8] [BP-2_12] Figure reported in 2024 due to transcription error: 99%

[S1-8_01][S1-8_02][S1-8_03][S1-8_06][S1-8_08]

	COVERAGE OF COLLECTIVE BARGAINING		SOCIAL DIALOGUE
Coverage rate	**Employees - EEA (for countries with >50 employees representing >10% of total employees)**	**Employees - NON EEA (estimate for regions with >50 employees representing >10% of total employees)**	**Representation in the workplace (Only employees – EEA) (For countries with >50 employees representing >10% of total employees)**
0–19%	Poland		
20–39%			Poland
40–59%			
60–79%			
80–100%	Spain		Spain

3.1.9. DIVERSITY METRICS [S1-9]

[S1-9_01][S1-9_02][S1-9_06] At **CAF**, we incorporate the perspectives of gender, inclusion and diversity across the board in our operations, knowledge management and technical assistance. This approach enables us to promote equal treatment and equal opportunities in the work environment. With this commitment, we work to foster diverse and inclusive professional environments, where women represent 18% of the workforce and occupy 30% of Senior Management (three women and seven men), including those who are also Executive Directors. At **CAF** we are in line with the definition established for this purpose in Circular 3/2021, of 28 September, of the National Securities Market Commission (CNMV), which defines senior management as those executives who report directly to the board of directors or the chief executive of **CAF** and, in any case, the internal auditor.

[S1-9_03][S1-9_04][S1-9_05] In terms of age, our workforce is made up of people from different generations, bringing a plurality of perspectives and experiences to the organisation.

For further information on the distribution of the workforce by age bracket and gender diversity, see the table “Number of employees (number of people) in the Group” in section “3.1.7. Characteristics of the company's employees” of this chapter.

3.1.10. ADEQUATE WAGES [S1-10]

[S1-10_01] **CAF** is committed to offering people salaries that ensure a decent standard of living. To this end, we establish mechanisms to guarantee equal pay, ensuring that all people, regardless of their gender, race, sexual orientation, gender identity, ethnic origin, disability, age, religion or other condition, receive fair and equitable compensation.

The process of establishing and managing remuneration within the CAF Group is developed in accordance with the provisions of the People Policy and mechanisms are established for its application to the Group. The purpose of this regulation is to ensure that remuneration is addressed appropriately in terms of internal consistency while taking into account external competitiveness and the alignment of remuneration with the challenges and needs of the lines of business. The Group usually refers to information prepared by specialist consultants to establish salary levels on the basis of the market and role.

These general criteria are specified in adequate salary levels in all countries in which **CAF** is present, taking into account the minimum salary established by law or collective agreement applicable in each case. In addition, a comparative living wage analysis has been carried out on employee salary levels using benchmark indices recognised by the HDI[19], as well as other supplementary living wage reference sources specific to the region. This analysis has concluded that the remuneration of all **CAF** employees is above the living wage.

To strengthen this chapter, an initiative was launched in 2024 to define a job role and pay framework with a global scope for all support and business functions in the railway and bus segments. In 2025, progress has mainly been made in the core activities of the railway segment in Spain and the bus segment in Poland.

For this period, the average remuneration of workers[20] amounted to €43,344. The evolution of average remuneration is conditioned by the evolution of the distribution of the workforce due to the concentration of growth in some activities and geographies.

	2025	2024	2023
AVERAGE REMUNERATION (€)	43,344	46,324	43,299

[19] Reference index used: Wage indicator (HDI-recognised benchmark accepted by EcoVadis) and Living Wage (non HDI-recognised benchmark accepted by EcoVadis).
[20] All annual fixed remunerative items for full-time employees available to all the Group’s employees were taken into account. Variable concepts linked to an evaluation of objectives are included, considering the amount at 100% achievement. The average exchange rate for the year was used to translate the data to euros.

3.1.11. PEOPLE WITH DISABILITIES [S1-12]

[S1-12_01] At **CAF**, we meet the requirements of the legislation relating to the rights of people with disabilities and their social inclusion in each country. This is achieved through the direct hiring of workers with a certified disability and through the adoption of alternative measures envisaged in current legislation. We have 133 disabled employees in the Group, representing less than 1% of the Group's workforce (140 in 2024).

3.1.11.1. Universal accessibility

With a view to encouraging diversity, we respect universal accessibility by taking into account criteria that enable both our working environment and our manufactured products to respect human diversity and to be safe, healthy, functional, understandable and aesthetically pleasing.

We promote physical access to our facilities by ensuring that all new investments in industrial buildings and services, and all refurbishments and fitting out of general service facilities, are conducted pursuant to the accessibility regulations and standards of the location.

As regards the accessibility of products and services, we prioritise their universal use for the entire population from the design phase. Our designs must be usable, without special adaptations or modifications, by disabled and able-bodied people alike.

We design all our products to meet, and in some cases exceed, the accessibility requirements laid down in the legislation of each country in which tender processes are held, as well as the requirements of reference EU legislation.

In the case of railway rolling stock, we follow the requirements set out in the European Union's Technical Specification for Interoperability and Accessibility for Persons with Reduced Mobility (2014). For city buses, we build them according to the specifications indicated in Annex IV of Directive 2007/46, as amended by Regulation (EU) 2017/2400, including the requirements of UNECE Regulation 107.

Our extensive experience in the development of accessible projects allows us to guarantee simplicity, usability and user-friendliness, so that any passenger can use our transport without the need for previous experience; and without their physical abilities conditioning the user experience.

In terms of information accessibility, we are firmly committed to the accessibility of our corporate website, and want the content we publish to reach as many users as possible, regardless of their disability. For this purpose, we use standard technologies established by the World Wide Web Consortium (W3C) and follow the WAI 1.0 Accessibility Guidelines. The use of standards such as XHTML 1.0 Transitional and Cascading Style Sheets (CSS) allows the correct display on different devices and platforms.

3.1.12. TRAINING AND SKILLS DEVELOPMENT METRICS [S1-13]

We are committed to promoting a learning ecosystem that enables the continuous development of talent. Professional development opportunities are provided to all individuals, recognising that their growth is key to the sustainability of the project. In addition to offering training schemes, from technical training to training in interpersonal skills, our talent management processes include activities that promote the development of individuals to achieve business objectives.

In 2025, the Group continued to deploy its Talent Hub as a learning environment. This initiative focuses on fostering talent and increasing value to support the company's overall business objectives and functions. Behind four strategic axes: commercial focus, operational efficiency, innovation and sustainability, there are ambitious challenges and objectives that demand the dynamic development of increasingly complex knowledge and technology. Managing learning processes in a holistic, agile and practical way is critical for teams to contribute as much as possible to the competitiveness of our company, bringing the best solutions and services.

In order to ensure an effective and efficient training process, three large blocks of activity are defined which are periodically monitored through a series of indicators. The initial phase consists of carrying out a training needs assessment, integrating both the vertical perspective of each function, as well as the horizontal perspective in cross-cutting training subjects (for example: occupational health and safety, quality, product and service safety, regulatory compliance, etc.). Once this training plan has been approved and announced, we begin its implementation and assessment on three levels (satisfaction, effectiveness and annual review) so that it can be brought further into line with the activity's priorities and rendered more effective. This process has been systematically reviewed over the years under a dynamic of continuous improvement, integrated into process management in some cases and always in response to the activity's needs.

CAF implements a customisable learning experience that blends different modalities, including in-person classes, digital content, and training facilitated through our e-learning system.

More than 300,000 hours of training have been conducted at the Group level, an average of 19 hours per person[21]. In relation to gender, the training hours amounted to 22 for women and 18 for men. The average number of training hours for employees has been higher on average, receiving 20 hours of training, two hours more on average than operators.

Similarly, the satisfaction results and the effectiveness of the set of training actions exceed the objectives set in the people process for the period 2025, standing at 8.7 and 8.4 respectively.

The Corporate People Management Process defines a model for assessing both general and technical competencies associated with each person's position. In addition, university graduates and middle management are included in an evaluation system through which individual objectives are set for them.

[21] Data representative of 98% of the Group's workforce.

[S1-13_01][S1-13_03][S1-13_04]

TOTAL HOURS OF TRAINING

	2025		2024		2023	
	Average hours per person	Total hours	Average hours per person	Total hours	Average hours per person	Total hours
BY GENDER						
Male	18	251,401	18	226,703	19	188,817
Female	22	63,467	17	45,383	24	46,506
BY AGE						
Under 30 years of age	25	58,136	26	53,531 [1]	38	52,041
Between 30 and 50 years of age	19	206,955	18	183,380 [2]	19	153,546
Over 50 years of age	14	49,777	11	35,174 [3]	12	29,736
BY PROFESSIONAL GROUP						
Employee	20	179,354	17	144,236	26	138,271
Operator	18	135,515	18	127,850	22	97,051
TOTAL	**19**	**314,869**	**18**	**272,086**	**20**	**235,323**

[1] [BP-2_12] Figure reported in 2024 due to transcription error: 226,703
[2] [BP-2_12] Figure reported in 2024 due to transcription error: 45,383
[3] [BP-2_12] Figure reported in 2024 due to transcription error: 0

[S1-13_02]

Integrated in the same process is the performance appraisal as one of the elements that stimulate the development of the people in the organisation. 91% of people from both the parent company and the group of national and international companies have undergone an appraisal, following the defined system[22]. 90% of women have undergone an appraisal and 91% of men. Likewise, 90% of operators have been assessed in 2025, as well as 92% of employees.

[22] Data relating to sites where the performance appraisal system is in place.

3.1.13. HEALTH AND SAFETY METRICS [S1-14]

CAF's commitment to Occupational Health and Safety is embodied in a management system that combines risk prevention with the monitoring of key metrics and indicators, allowing us to assess performance and reinforce continuous improvement.

[S1-14_01] In 2025, we achieved the target set for our own employed personnel, with 88% of the Group's total workforce covered by an OHS management system certified under the requirements of ISO 45001:2018. The achievement of this objective is largely due to the certification obtained in the companies CAF Brasil, Rail Line, Sermanfer, Ctrens and CAF Power & Automation[23].

As far as own non-salaried personnel are concerned, no information is available on the percentage of members covered by the company's health and safety management system.

Within the framework of the Occupational Health and Safety Management System, **CAF** implements a series of specific processes to systematically manage occupational risks, prevent negative impacts on people's health and safety and reinforce continuous improvement.

A) Risk assessment

One of the main activities of our management system is risk assessment, a process aimed at estimating the magnitude of risks that could not be avoided and obtaining the necessary information to adopt appropriate preventive measures.

After identifying the risks by workplace, job or activity (including health, safety, ergonomics and psychosociology), we carry out an assessment, including, among others, those risks that could lead to injuries resulting in an accident at work with serious consequences[24].

The risk assessment is carried out in all workplaces where our activities are carried out, both in the company's own facilities and in those of third parties, including activities carried out at the destination. This process includes the activities of our workforce and that of subcontracted companies, managed through the coordination of business activities.

Once the risk assessment has been carried out, employees and non-employees whose work or workplace is controlled by **CAF** are informed of the risks identified and of the prevention, protection and emergency measures to be taken.

The people in charge of risk assessment have the necessary training and skills, as required by the applicable legislation. The procedures related to this process detail the participating team, the methodology and frequency of the process and how to document it.

[23] Certification in Ctrens and CAF Power & Automation achieved in January 2026, after successfully passing the certification audits at the end of 2025.
[24] Injury by accident with major consequences: injury by accident at work resulting in death or injury such that the worker cannot or is not expected to be able to recover fully to their pre-accident state of health within six months.

Through the identification, assessment and management process in relation to the risks associated with the Group's activities, we aim to eliminate or minimise the negative impacts on people's health and safety, thus responding to one of the basic principles of our Occupational Health and Safety Policy. To this end, we implement specific mitigation measures and action plans.

In any case, when the risk assessment identifies a significant risk for the health and safety of the workforce, the necessary measures will be adopted to guarantee their protection, prioritising it over other operational or commercial factors. This guiding principle ensures rigorous risk management, prioritising a safe work environment and fulfilling our corporate commitment to occupational health and safety.

B) Prevention Plans

Based on collaboration with the social partners and social dialogue in occupational health and safety matters and with the aim of reducing the accident rate and improving working conditions at Group companies, we set up different lines of action that we integrate into the annual Occupational Risk Prevention Plans of the Group's companies.

This planning includes concrete objectives, implementation dates and a periodic evaluation of their achievement. The Annual Plan for the Prevention of Occupational Risks and the objectives established for that period are presented for consultation to the Occupational Health and Safety Committees, which are the bodies responsible for monitoring and adopting decisions in this respect. At those sites where there is no committee, we carry out this monitoring through the forums established for consultation and participation of employees.

The annual plans include actions to mitigate or eliminate the risks and negative impacts arising from our activities, including actions for their remediation or repair, where appropriate. To this end, we allocate the necessary resources and identify best practices which we then extend to other companies in the Group.

C) Preventive activities to control risks

In addition to risk assessment and health monitoring, we carry out other preventive risk control activities such as safety inspections, work observations, safety walks, management of personal protective equipment, development of safety procedures and instructions, emergency preparedness and response, and mechanisms to control risks associated with the supply of equipment or materials, amongst others All these activities are reflected in the annual plans.

Safety inspections allow for the dynamic assessment of occupational risks in different work areas. We carry these out periodically, in accordance with annual plans, and follow up on corrective measures and the anomalies detected.

Work observations complement safety inspections and allow the detection of unsafe situations or behaviour in processes that may result in harm to persons or property. These observations are carried out periodically to verify the correct performance of tasks, compliance with safety instructions and the instructions received.

In addition, in several Group companies, we conduct safety walks by managers in the workplace to identify improvements, encourage employee participation and communication, demonstrate management's commitment to prevention and strengthen a positive prevention culture.

Likewise, within the framework of the Prevention Plans, we manage Personal Protective Equipment (PPE) based on the risk assessment. We define the level of protection required, provide training and information on its use and maintenance and monitor its correct use.

By drawing up safety procedures and instructions, we establish the preventive measures applicable to critical processes and operations. These documents are available within the management system and we communicate risks and preventive measures to employees according to established procedures.

With regard to action in emergency situations, at each of the Group's manufacturing sites and in the rest of the companies where it is applicable, we have specific mechanisms and procedures that identify the situations that may lead to an emergency, as well as the specific points or facilities where they may occur, and define the action measures to be taken in the different emergency situations.

In order to train and inform **CAF's** workforce in emergency preparedness and response, in addition to running drills – foreseen in the annual plan of each site, we carry out training actions in the form of environmental awareness talks and occupational health and safety, fire extinction and first aid training.

With regard to the risks arising from the supply of equipment or materials that may be integrated into **CAF's** manufacturing processes as a result of our commercial relations with the suppliers, we have control mechanisms and procedures to identify and evaluate them, and to define prevention and protection measures aimed at reducing them.

In the case of incorporating new work equipment, machinery or installation subject to industrial regulations and their subsequent amendments, we establish mechanisms that guarantee compliance with the minimum conditions required to guarantee the safety and health of operators and other people affected by their operation.

The execution of this activity is regulated in the specific procedures for the control of machinery and installations defined at each site. Additionally, we have specific procedures for the design of new workplaces, in which we establish criteria aimed at eliminating or reducing occupational health and safety risks at their source.

At the same time, when it comes to incorporating a chemical product or substance into the production process, we also apply methodologies to control and manage purchasing and incorporation, establishing criteria for the technical definition and acquisition of chemical products and substances. One example is the vehicle trading Chemicals Policy, which is based on three basic principles: compliance with legislation, analysis and continuous improvement, and the principle of prevention.

D) Preventive culture

In line with that included in one of the basic principles of action of our Occupational Health and Safety Policy, in relation to building a positive preventive culture, throughout 2025 we have continued with projects to improve the preventive culture in several Group companies. For example, we have set in motion processes to diagnose the culture of prevention, using the NOSACQ-50 (Nordic Occupational Safety Climate Questionnaire), which is used to determine the culture of prevention in an organisation. Through this questionnaire, we are developing and implementing improvement plans. Considering the diagnoses carried out to date, the preventive culture index at Group level stands at 3.0[25].

In 2026, we will continue with the action plans defined, which will include actions aimed at improving their level of preventive culture, having set ourselves the objective of achieving a culture rating of more than 3.

E) Occupational Health and Safety Training

The training of workers in occupational health and safety is derived from the risks identified in the risk assessment of the job roles and activities carried out, and from the applicable sectoral regulations in each case. We integrate this training into **CAF's** annual training plan.

We have a training/information process on risks and the prevention, protection and emergency measures to be adopted in the workplaces, which we carry out for all new employees who join **CAF** as part of an onboarding scheme. In addition, depending on the tasks to be performed and the risks associated with the job, we provide specific training in occupational risk prevention, keeping it updated as new risks appear or changes arise that require it.

[25] Data obtained from preventive culture diagnoses carried out on 67% of the Group's workforce.

At the same time, we carry out awareness-raising actions through training activities, awareness-raising talks, welcome plans and meetings with workers, amongst others.

The training is aimed at the risks present in the activities, including specific risks of the job, emergency response (with fire drills), first aid, prevention of musculoskeletal injuries, psychosocial risks and harassment protocols, psycho-educational workshops, use of work equipment, work at heights or with electrical risks, health risks and use of chemical products, amongst others.

F) Occupational health services

At **CAF** we have occupational health services in the Group companies, complying with the legal requirements applicable in each of the corresponding countries.

In particular, in the parent company we have our own Prevention Service for our Beasain and Irun plants, where we take on the specialities of Occupational Safety, Industrial Hygiene and Health Surveillance, complemented by other specialities agreed with an external prevention service. We also have our own Prevention Service at the Zaragoza plant, where we specialise in Occupational Safety, Industrial Hygiene, Ergonomics and Applied Psychosociology and Health Surveillance. In these services, we have competent and qualified personnel to perform the corresponding functions, as well as sanitary services authorised by the competent authority in each case, with a view to guaranteeing a quality service and allowing workers to make use of them.

The annual Occupational Risk Prevention Plans of the Group companies set out the guidelines to be followed with regard to health surveillance, both individual and collective, to health promotion and to other activities. In the annual plans we include lines of action and specific actions to guarantee health surveillance that covers all workers and that complies with the applicable legal requirements.

The occupational health departments of each Group company are responsible for carrying out employee health surveillance, in compliance with the legislation applicable in each country. This surveillance comprises a series of activities whose main objective is the prevention and early detection of health disorders related to the different occupational exposure risk factors (physical, chemical, biological, ergonomic or psychosocial). These risk factors can potentially damage health, so, depending on the type of risk, we apply different diagnostic methods that are applied periodically according to the degree of exposure. This activity is carried out through health examinations, the conclusions of which are issued in the form of fitness, health consultations, and epidemiological collective health surveillance.

In order to carry out the health examinations, we have defined Health Surveillance Protocols for the different professional groups, based on the information gathered in the occupational risk assessment carried out by the technical prevention staff. These protocols are set out in specific procedures or documents that set out the details of the risks involved, the type of procedure, test, or examination to be performed and its frequency. The definition of said protocols takes into account the repercussions on physical well-being, as well as on social and mental well-being. Likewise, they consider the current legislation in each case, the guides and protocols published by the health authorities of each country, and serve as a reference for carrying out periodic health examinations as a fundamental tool for health surveillance.

These protocols are reviewed and updated periodically, adapting them to the new working conditions of the different professional groups.

As part of the health monitoring activities that we carry out in the Group companies, we have procedures for action in situations of pregnancy and breastfeeding, which are generally aimed at adopting a set of measures aimed at employment protection for women and their children during periods of pregnancy and breastfeeding. Specifically, we determine the risk to the pregnancy or breastfeeding to which the worker is exposed, a medical certificate is drawn up stating whether the conditions of the job position have a negative influence or not on the health of the worker, foetus or infant, and recommendations are established regarding the adaptation, limitation, change of job position or application of the risk allowance during pregnancy.

At the same time, we have a procedure for the job adaptation of workers with special sensitivity to risk factors inherent to the work and for those with physical or mental limitations, the purpose of which is the adaptation of jobs or the assignment of jobs compatible with their condition, with the aim of preserving the health and safety of workers.

Annually, in the Occupational Risk Prevention Plans or planning of the preventive activity of each head office, we define the objectives to be met in this area, in the terms considered appropriate, as well as the specific content and manner of carrying out the examinations to achieve them.

As regards health promotion activities, our objective is to collaborate with the National Health System in promoting healthy lifestyles that improve the physical and mental well-being of workers. Within the parent company, we include these activities in the annual Occupational Risk Prevention Plan and report on their execution through the meetings of the Occupational Health and Safety Committees. The activities implemented focus on encouraging healthy habits such as a healthy diet, physical exercise and quitting smoking, the prevention of infectious diseases through recommendations and vaccine campaigns, medical check-ups and training and information in the areas of first aid, health, ergonomics and psychosociology. In this regard, we have a scheme for the prevention of musculoskeletal back disorders, as well as a scheme to support emotional well-being, and psycho-educational workshops.

With regard to health promotion, we should add that in the rest of the Group's subsidiaries we are also carrying out this type of activity with campaigns that aim to promote and provide guidelines to ensure that employees acquire healthy habits both at work and in their personal lives.

In order to objectively measure and evaluate the Group's occupational health and safety performance against the accident rate targets, we systematically monitor the Group's performance based on quantitative indicators.

In this respect, monitoring is mainly carried out based on three indicators:

- Frequency rate.
- Severity index.
- Absolute frequency rate.

The tables below show the evolution of these indicators, both for **CAF** employees and for workers who are not direct employees of **CAF**, separately and jointly and differentiated by sex (M:Male, F:Female) and total (T). The rate of identified occupational diseases is also presented.

[S1-14_02][S1-14_03][S1-14_04][S1-14_06][S1-14_07]

CAF GROUP (CAF WORKFORCE)*									
INDICATOR	2025			2024			2023		
	M	F	T	M	F	T	M	F	T
FREQUENCY INDEX [S1-14_05] [26]	15.8	3.7	13.8	16.4	1.5	13.8	16.9	2.3	14.1
SEVERITY INDEX[27]	0.4	0.1	0.4	0.4	0.1	0.4	0.4	0.1	0.4
ABSOLUTE FREQUENCY RATE[28]	46.8	7.9	40.3	57.7	6.0	48.8	66.0	9.0	55.1
OCCUPATIONAL ILLNESS RATE[29]	18.4	0.0	15.2	18.8	0.0	15.5	13.0	3.9	11.4

*Data is presented for 99.36% of the Group's workforce, representing 29,145,412 hours worked.

Overall, there is a reduction in the accident rates of **CAF** workers compared to 2024. With regard to the targets set for the year 2025, the Group's frequency rate target of 13.8 has been met.

WORKERS WHO ARE NOT DIRECTLY EMPLOYED BY CAF									
INDICATOR	2025			2024			2023		
	M	F	T	M	F	T	M	F	T
FREQUENCY INDEX [S1-14_05]	8.89	5.76	8.41	5.30	8.61	5.66	16.25	8.55	14.96
SEVERITY INDEX	1.64	0.02	1.39	1.63	0.26	1.48	0.40	0.18	0.37
ABSOLUTE FREQUENCY RATE	21.71	10.08	19.92	19.83	11.07	18.87	25.12	14.67	23.36
OCCUPATIONAL ILLNESS RATE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

In the case of workers who are not **CAF** staff, we can see that the frequency index and absolute frequency index have increased slightly, while the severity rate dropped in 2025.

Below is the information on work-related injuries over the last few years and their evolution, for **CAF** employees and workers who are not directly employed by **CAF** (own workforce), on a combined basis.

OWN WORKFORCE: GROUP (CAF WORKFORCE) & WORKERS WHO ARE NOT DIRECTLY EMPLOYED BY CAF									
INDICATOR	2025			2024			2023		
	M	F	T	M	F	T	M	F	T
FREQUENCY INDEX [S1-14_05]	14.85	3.98	13.07	13.79	2.62	12.03	16.75	3.23	14.23
SEVERITY INDEX	0.60	0.10	0.51	0.69	0.12	0.60	0.43	0.08	0.37
ABSOLUTE FREQUENCY RATE	43.36	8.15	37.58	48.93	6.72	42.27	58.75	9.89	49.65
OCCUPATIONAL ILLNESS RATE	16.38	0.00	13.58	14.42	0.00	12.10	9.51	3.22	8.53

[26] Frequency Index: number of accidents with sick leave* 1,000,000/hours worked.
[27] Severity Index: number of working days lost* 1,000/hours worked.
[28] Absolute Frequency Index: total number of accidents* 1,000,000/hours worked.
[29] Occupational Disease Rate: number of occupational diseases * 10,000/number of workers.

GROUP (CAF WORKFORCE)										
INDICATOR		**2025**			**2024**			**2023**		
		M	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**
Fatalities as a result of a work-related injury [S1-14_02]	**NO.**	0	0	0	0	0	0	0	0	0
	RATE [30]	0	0	0	0	0	0	0	0	0
Serious work-related injuries (excluding fatalities)	**NO.**	3	0	3	0	0	0	1	0	1
	RATE	0.12	0	0.1	0	0	0	0.05	0	0.04
Recordable work-related injuries [S1-14_04]	**NO.**	384	18	402	359	7	366	319	10	329
	RATE	15.79	3.73	13.79	16.35	1.54	13.81	16.86	2.25	14.08
Occupational diseases [S1-14_06]	**NO.**	27	0	27	25	0	25	16	1	17
	RATE	18.44	0	15.18	18.79	0	15.53	12.96	3.9	11.4
Number of days lost due to work-related injuries and fatalities due to occupational accidents, work-related diseases and fatalities due to employee-related illnesses. [S1-14_07] [1]	**NO.**	11,617	520	12,122	-	-	-	-	-	-

[30] Rates (serious injuries, fatalities, etc.): number * 1,000,000/hours worked.

WORKERS WHO ARE NOT DIRECTLY EMPLOYED BY CAF										
INDICATOR		**2025**			**2024**			**2023**		
		M	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**
Fatalities as a result of a work-related injury [S1-14_03]	**NO.**	1	0	1	2	0	2	0	0	0
	RATE	0.26	0	0.22	0.3	0	0.27	0	0	0
Serious work-related injuries (excluding fatalities)	**NO.**	0	0	0	3	0	3	0	0	0
	RATE	0	0	0	0.45	0	0.4	0	0	0
Recordable work-related injuries [S1-14_04]	**NO.**	34	4	38	35	7	42	66	7	73
	RATE	8.89	5.76	8.41	5.3	8.61	5.66	16.25	8.55	14.96
Occupational diseases [S1-14_06]	**NO.**	0	0	0	0	0	0	0	0	0
	RATE	0	0	0	0	0	0	0	0	0
Number of days lost due to work-related injuries and fatalities due to occupational accidents, work-related diseases and fatalities due to employee-related illnesses. [S1-14_07]	**NO.**	6,255	12	6,267						

OWN WORKFORCE: GROUP (CAF WORKFORCE) & WORKERS WHO ARE NOT DIRECTLY EMPLOYED BY CAF										
INDICATOR		**2025**			**2024**			**2023**		
		M	**F**	**T**	**M**	**F**	**T**	**M**	**F**	**T**
Deaths as a result of a work-related injury [S1-14_02] + [S1-14_03]	**NO.**	1	0	1	2	0	2	0	0	0
	RATE	0.04	0	0.03	0.07	0	0.06	0	0	0
Serious work-related injuries (excluding fatalities)	**NO.**	3	0	3	3	0	3	1	0	1
	RATE	0.11	0	0.09	0.11	0	0.09	0.04	0	0.04
Recordable work-related injuries [S1-14_04]	**NO.**	418	22	440	394	14	408	385	17	402
	RATE	14.85	3.98	13.07	13.79	2.62	12.03	16.75	3.23	14.23
Occupational diseases [S1-14_06]	**NO.**	26	0	26	25	0	25	16	1	17
	RATE	16.38	0	13.58	14.42	0	12.1	9.51	3.22	8.52
Number of days lost due to work-related injuries and fatalities due to occupational accidents, work-related diseases and fatalities due to employee-related illnesses. [S1-14_07]	**NO.**	17,872	532	18,404						

In the year 2025, three occupational injuries with major consequences occurred among **CAF** workers, the causes of which were entrapment or impact with loads.

The main types of occupational injury that occurred in the year 2025 among **CAF** workers have mainly been of the following type:

- Physical overexertion of the musculoskeletal system.
- Falls and stumbles.
- Blows and cuts with tools.
- Particle projections.

In the case of workers who are non-salaried employees of **CAF**, there was only one case of occupational injury with serious consequences which was a fatal crushing accident [S1-14_03] .

Additionally, the injuries from the rest of the accidents have been mainly of the following type:

- Blows and cuts with tools.
- Particle projections.

As for the occupational diseases recorded in 2025, they were mainly due to musculoskeletal disorders and some hearing loss.

3.1.14. PAY METRICS (PAY GAP AND TOTAL PAY) [S1-16]

[S1-16_01] The pay gap in the Group[31]'s activities as a whole is -1.3%. The increased presence of women in the employee professional group has impacted the average remuneration of this gender, reversing the gap from the previous period. If we analyse the hourly pay gap, it stands at -1.6% with the average hourly pay being €25.11.[32]

	2025		2024		2023
	REMUNERATION AVERAGE €	GENDER PAY GAP	REMUNERATION AVERAGE €	GENDER PAY GAP	GENDER PAY GAP
BY GENDER					
Female	46,845.33	-1.3%	46,658.92	-0.9%	0.4%
Male	46,235.88		46,253.41		
BY AGE					
Under 30 years of age	30,490.65	-12.8%	31,600.80	-10.0%	-8.0%
Between 30 and 50 years of age	47,456.22	-4.5%	47,147.34	-5.0%	-4.0%
Over 50 years of age	55,611.46	9.2%	54,570.71	9.0%	12.0%
BY PROFESSIONAL GROUP					
Employee	55,484.78	13.0%	54,679.04	15.0%	16.0%
Operator	35,543.23	20.6%	35,973.07	12.0%	15.0%

[S1-16_03] The average annual remuneration by age in the Group reveals a correlation between age and remuneration earned, as shown in the table. Likewise, as regards the gender pay gap, if we analyse the data by age bracket, in the under-30 segment the pay gap is negative (-12.8%), with women's pay being higher than that of men. The gap is also negative in the 30–50 years of age group (-4.5%). However, in the over 50 age group, women's pay is lower, with a positive pay gap (9.2%).

Remuneration in the CAF Group for professional groups is organised into two broad categories: employees[33] and operators. The average remuneration for employees is €55,484.78 compared with €35,543.23 for operators. At the same time, in both cases the pay gap is positive, as in previous periods. Within the employed group the gap is 13.0% and in the operators group it is 20.6%.

If we analyse the data by group, the seniority factor is identified as one of the causes of the gender pay gap. On average, men's length of service across all **CAF** activities is 22% higher among employees and 45% among operators.

2025		
PROFESSIONAL GROUP	GENDER PAY GAP	DIFFERENCE IN LENGTH OF SERVICE
Employee	13.0%	22.0%
Operator	20.6%	45.0%

[S1-16_03] The data relating to the pay gap are also influenced by the asymmetrical nature of the gender distribution of the various sociodemographic groups. Although the average remuneration of women as a whole is only 1.3% higher than the average total remuneration of men, when the averages of both groups are compared by professional category, the difference is reversed. The reason is the lower number of women compared to men in general (18% of the total are women), as well as their asymmetric distribution by professional group. The following table shows the distribution of the workforce by professional group and gender at the end of the year.

[31] For the calculation of the gender pay gap, all employees, including senior management and executive directors, have been taken into account. The set of concepts that can generate gender differences have been taken as a whole. This includes fixed annual full-time remuneration available to all Group staff for their executive work and short-term variable items linked to an evaluation of objectives considering the amount at 100% achievement. The average exchange rate for the year was used to translate the data to euros.
[32] For the calculation of the hourly pay gap, the annual working hours have been estimated for each company taking the total number of working weeks and the number of standard weekly working hours as a reference for a full-time employee.
[33] The Professional Group of Employees includes University Graduates, Middle Management and Administrative Staff.

2025		
PROFESSIONAL GROUP	**EMPLOYEE**	**OPERATOR**
Female	85%	15%
Male	48%	52%
Total	**100%**	**100%**

This is due to the fact that the majority of women belong to the employee category (specifically 85%) and the average remuneration for the this category is higher than that of the operator category. Meanwhile, 52% of the men at **CAF** belong to the operators category, the average remuneration of which is lower than that of the employee category.

In any case, the collective agreements in force, together with the regulations relating to remuneration applicable at the Group companies, nevertheless guarantee equal treatment by setting salary conditions without taking gender into account.

[S1-16_03] The treatment of remuneration for directors of the parent company responds to transparency criteria applicable to a listed company. In this regard, the details and individual breakdown of the conditions for the group of directors are reflected in the Annual Director Remuneration Report prepared for this purpose and published in accordance with the regulations in force. In addition, the remuneration of the other members of senior management is included in the Annual Corporate Governance Report of Listed Companies.

[S1-16_02] The ratio between the remuneration of the highest paid person and the average remuneration of its employees (the “CEO to worker pay ratio”) stands at 18.2. The calculation was based on the Chief Executive Officer’s (CEO) earnings included in the Annual Directors’ Remuneration Report (ADRR) and the average remuneration paid corresponding to the rest of the Group’s workforce, excluding the remuneration of the Chief Executive Officer (CEO) from said calculation. This calculation has been made on the basis of theoretical fixed and variable remuneration adjusted for actual salaries for the period included in the annual accounts for the year.

3.1.15. SERIOUS HUMAN RIGHTS INCIDENTS, COMPLAINTS AND IMPACTS [S1-17]

[S1-17_01][S1-17_02] In 2025, no cases of protected discrimination were confirmed (whether based on gender, racial or ethnic origin, nationality or religion or beliefs, disability, age, sexual orientation or other relevant forms of discrimination), including harassment.

[S1-17_05][S1-17_06] Consequently, no fines, sanctions or compensation for damages have been imposed in this regard.

[S1-17_08][S1-17_09][S1-17_10][S1-17_11][S1-17_12] No cases of human rights violations among employees employed directly or through business relationships by the Group have been processed, nor have any fines or penalties been imposed for this reason.

3.2 VALUE CHAIN WORKERS [S2]

TABLE OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES (IROS)

TYPE	THEME	SUB-THEME	DEFINITION	VALUE CHAIN	TYPE (R/P)[1]	ASSOCIATED POLICIES* [MDR-P_01]
Negative impact	S2: Workers in the value chain	Other labour rights of workers in the value chain	(74-IN) Violation of the human rights of workers in the **CAF** supply chain in terms of child and forced labour, especially in at-risk countries with lax labour regulation.	Upstream	P	Supplier Code of Conduct. Purchasing Policy. Sustainability Policy. Human Rights Due Diligence Policy. Conflict Minerals Statement. Crime, Corruption and Fraud Prevention Policy.
	S2: Workers in the value chain	Working conditions of workers in the value chain	(5-IN) Reduced health and safety of workers in the value chain as a result of companies' own upstream and downstream activities.	Upstream / Downstream	R	Environmental Policy. Occupational Health and Safety Policy. Supplier Code of Conduct. Purchasing Policy. Sustainability Policy.

[1] R= Real, P=Potential.
(*) For more details on corporate policies associated with these impacts, risks and opportunities, see section "3.2.2. Policies related to workers in the value chain " of this chapter.

3.2.1. INTERACTION OF IROS WITH THE STRATEGY AND BUSINESS MODEL [ESRS 2 SBM-3]

3.2.1.1. Working conditions of workers in the value chain

[S2.SBM-3_01] At **CAF** we consider all workers in the value chain who may be significantly affected by our activities, including upstream and downstream of their own operations, as falling within the scope of this Report and the Dual Materiality Analysis. The following is a classification of the main types of workers in the value chain and their relation to the material impacts identified:

[S2.SBM-3_02][S2.SBM-3_03]

STANDARD CATEGORY	TYPE OF WORKER	DESCRIPTION	RISKS/IMPACTS IDENTIFIED	RELATION TO MATERIAL IMPACTS (S2)
i. Workers who work at the **CAF** site but are not part of the company's own workforce.	Ancillary services: cleaning, maintenance, security, logistical support, technical staff seconded from suppliers.	They work in **CAF** facilities, but are contracted by third parties.	Occupational hazards common to the sector, but not considered material as they are in regulated and controlled environments.	Not directly associated with the two material impacts.
ii. Workers in upstream phases of the value chain	Workers in the extraction and processing of raw materials, metallurgy, mechanical and electronic components; suppliers in at-risk countries.	High exposure to poor working conditions, social and environmental risks, especially in regions with lax regulation.	Risk of child and forced labour (Material Impact 1). Poor working conditions. Climatic risks in industrial processes in the open air or at high temperatures (Material Impact 2).	Directly linked to both material impacts of S2.
iii. Workers in downstream phases of the value chain	Logistics, transport, distribution, installation, assembly and aftercare staff; subcontractors on site	Highly physical activities, many in outdoor or construction site environments.	Potential health and safety deficiencies. Exposure to physical climatic risks (heat waves, humidity, solar radiation).	Related to Material Impact 2 (Health and Safety and Climate).
iv. Workers in joint ventures, investee companies or special purpose vehicles	Workforce of **CAF** investee companies in different countries; employees of shared external manufacturing sites	Heterogeneous regulatory and labour frameworks, potential lack of uniformity in labour protection standards.	Country-specific occupational risks; inequalities in Health and Safety and Human Rights; insufficient alignment with **CAF** policies.	Partially connected to both impacts, depending on location and sector.
v. Particularly vulnerable workers	Migrants, women, young people, unskilled workers, trade unionists, workers from at-risk countries, sub-contracted workers	Groups that, due to their context or characteristics, are more likely to suffer violations.	Increased likelihood of forced or child labour. Difficulties in accessing labour rights. Vulnerability to climate risks.	Directly linked to both material impacts of S2.

During 2025, as part of the Responsible Sourcing Programme, we will spend approximately EUR 2.9 bn on procurement and services provided by around 10,000 Tier-1 suppliers in more than 50 countries, mainly in the European Union. The purchases included in the aforementioned Programme cover around 97% of the CAF Group's total external supplies and services (€3.01 bn)[34], corresponding to approximately 13,000 Tier-1 suppliers.

[S2.SBM-3_08] With the aim of ensuring respect for human rights throughout our value chain, we have identified those countries where situations of particular vulnerability may arise in relation to labour exploitation, child labour or forced labour.

[408-1][409-1] These risks occur mainly in countries with emerging economies where labour conditions, (particularly for women, migrant workers and young people), may present greater exposure to practices that do not conform to international standards.

[407-1]

- **Women in emerging economies:** women working in emerging economies face greater occupational risks due to unsafe conditions, low wages and limited access to basic labour rights. These conditions are most prevalent in regions such as South-east Asia and parts of Africa. In **CAF's** case, our relationship with suppliers located in these territories is very limited. In addition, they are considered Target suppliers and are therefore subject to prior assessment and monitoring during the business relationship.

[34] Notes 21 a) and b) in the Consolidated Financial Statements of the CAF Group.

- **Migrant workers:** In countries with high migration flows where **CAF** carries out projects, such as Mexico, Turkey or Saudi Arabia, migrant workers are particularly vulnerable to labour exploitation and the absence of formal contracts, which exposes them to material risks related to the lack of social and legal protection. In order to mitigate these risks, suppliers operating in these contexts are also subject to the ongoing assessment and monitoring set out in our Responsible Purchasing Programme. [409-1]
- **Workers in high environmental risk contexts, and especially younger workers:** In sectors linked to the extraction and processing of natural resources (metals such as steel, aluminium or critical minerals for the manufacture of electronic components), as well as in certain industrial activities (manufacturing industry, metalworking) workers face risks related to exposure to hazardous substances and unsafe working environments that can lead to occupational accidents. In application of the sectoral criteria for the identification of Target suppliers, all these suppliers are assessed according to the requirements defined in our Responsible Purchasing Programme. [408-1]

However, during the reporting period, no violations (0 cases) relating to freedom of association or collective bargaining have been identified, neither in the company's own operations nor in the suppliers assessed, and no cases of non-compliance with human rights have been reported, nor the existence of negative labour practices, such as forced labour (0 cases) or the use of child labour (0 cases).

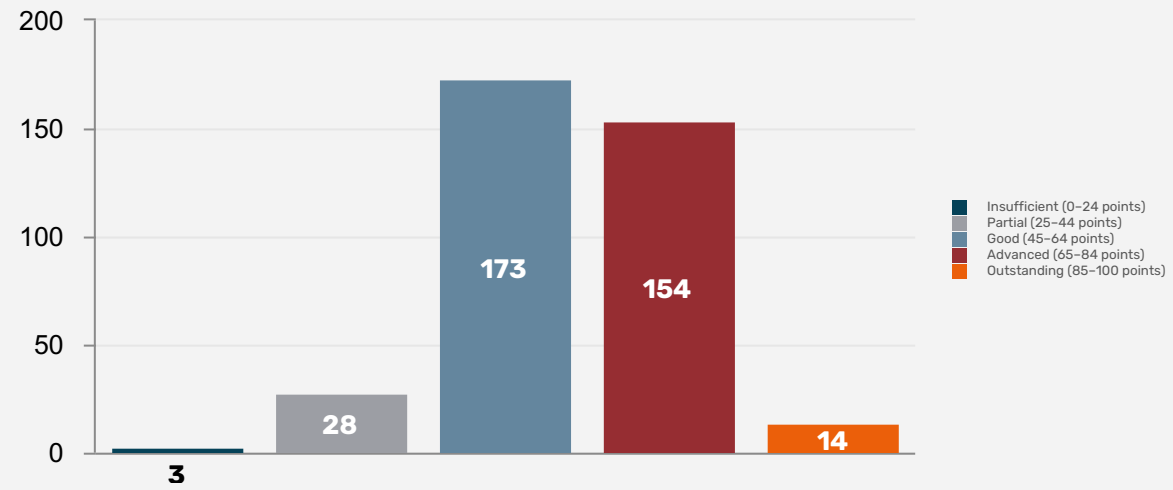
3.2.1.2. Geographical areas with specific conditions for monitoring

[414-2] [204-1]

In this context, we identify various situations in relation to social, ethical and environmental matters, such as violations of corporate ethics on the part of suppliers, regulatory breaches, lack of respect for human rights, poor environmental management and corrupt practices. These situations can lead to penalties, contractual breaches and a negative effect on the image and reputation of the **CAF** brand.

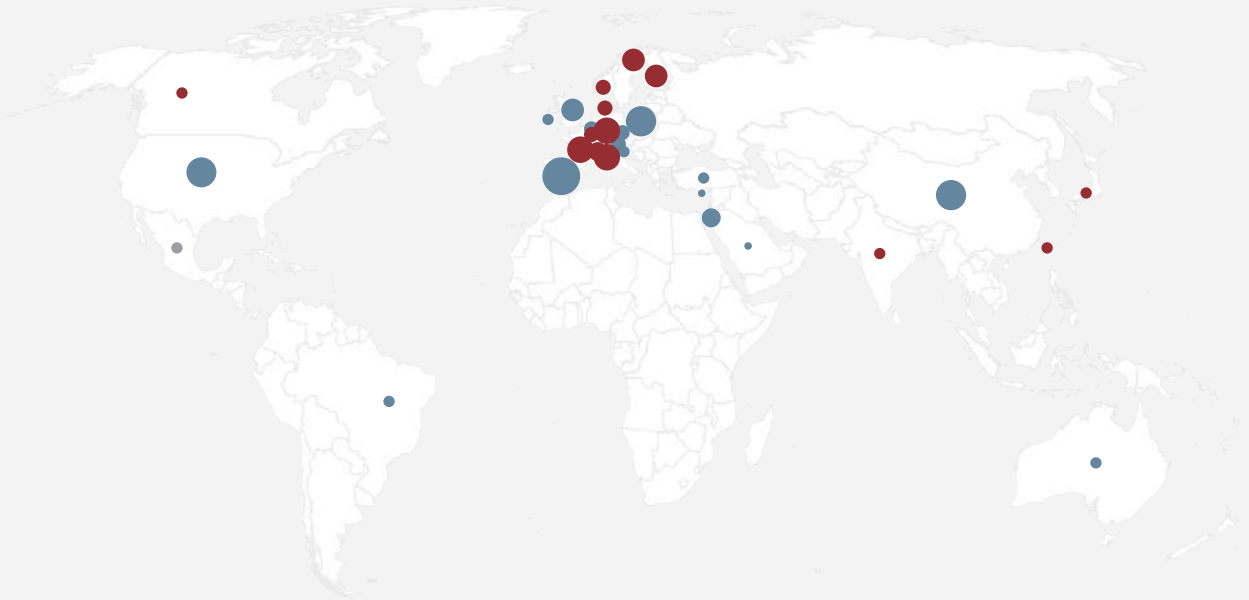
The degree of integration with the local environment is reflected in the percentage of purchases made with local suppliers. Within the framework of the Responsible Purchasing Programme, the total amount of local procurement from the included sites is 64.5%.

SUPPLIERS' ASG ASSESSMENT RESULT



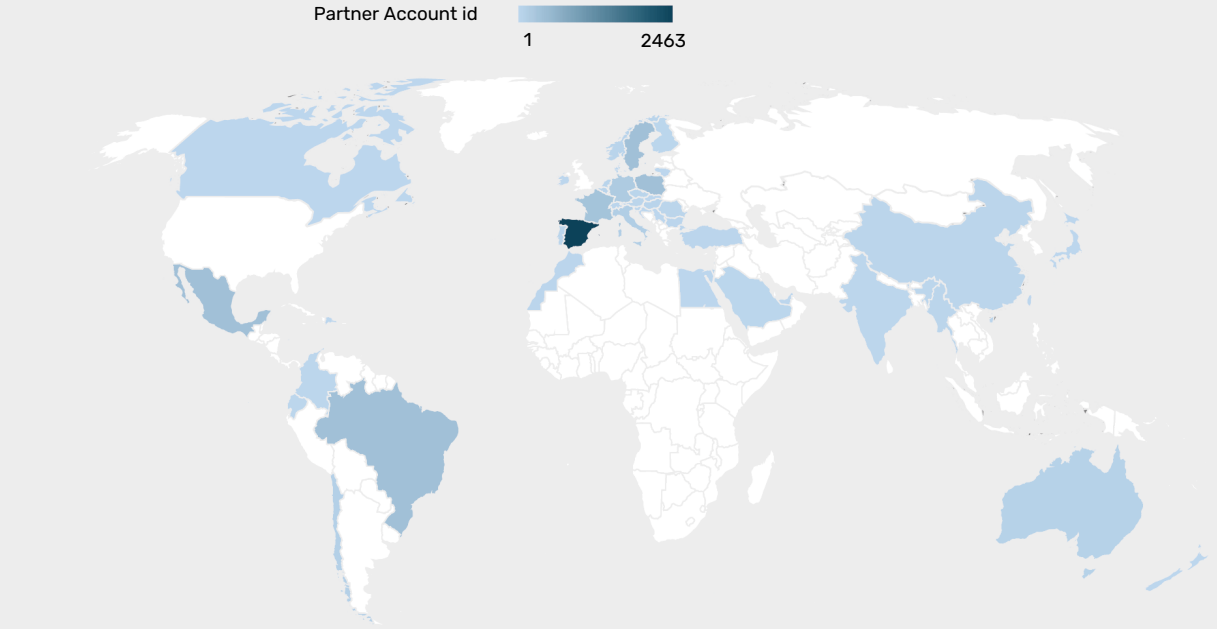
Source: EcoVadis. Information is included on the 372 business groups, corresponding to the nearly 500 target suppliers assessed under the Responsible Purchasing Programme.

GEOGRAPHICAL DISTRIBUTION OF RISK PROVIDERS



Source: EcoVadis IQ+Vitals. It considers all **CAF** suppliers, regardless of whether or not they have been assessed by EcoVadis.

GEOGRAPHICAL DISTRIBUTION OF CAF SUPPLIERS



Source: EcoVadis IQ+Vitals. It considers all **CAF** suppliers, regardless of whether or not they have been assessed by EcoVadis.

[S2.SBM-3_04] At **CAF**, we identified that child labour and forced labour risks are mainly concentrated in countries with weak regulatory frameworks, especially in Asia, North Africa, Eastern Europe and Latin America, as well as in certain critical raw materials used in railway manufacturing (metals, aluminium and electronic components).

This identification of countries with the greatest likelihood of potential impacts on workers in the value chain is the basis for prioritising audits, defining corrective action plans, integrating specific requirements into procurement processes and reinforcing due diligence.

[S2.SBM-3_05] Based on the analysis of material impacts, we qualify the impact of child labour and forced labour as systemic and pervasive in nature, linked to specific countries and sectors. The health and safety impact of workers in the value chain in the face of climate change is also considered a generalised impact, although its materialisation depends on the specific conditions of certain projects with greater climate exposure, which requires the integration of specific preventive and monitoring criteria in the planning and execution phases of these projects.

[S2.SBM-3_05] According to our supply needs, the following relevant aspects associated with the different sectors involved in the manufacturing of the purchased products and in the provision of services along the value chain have been identified. This sectoral analysis has led us to identify 82 suppliers as Target suppliers, due to the nature of their activities, which are paid special attention in due diligence processes.

During the period analysed, no cases have been identified (0 cases) in which significant negative effects have materialised in relation to the workers of these suppliers.

[308-1][308-2]

- **Extraction of Raw Materials (minerals and metals):** The extraction of raw materials, such as minerals and metals, through large-scale mining can cause various negative effects. These include deforestation, which eliminates natural habitats and leads to loss of biodiversity; water pollution from toxic waste used in mineral separation; emissions of polluting gases such as CO_2, methane and particulate matter from mining and processing; and conflict minerals issues linked to unethical labour practices, unsafe conditions and environmental damage in certain regions.
- **The manufacture of equipment (steel and aluminium) and electronic components:** Steel and aluminium production are notable for their high energy consumption, with aluminium smelting being one of the main contributors to the global carbon footprint. Additionally, the process generates toxic by-products, including slag, chemical waste, and sulphur dioxide emissions. On the other hand, the manufacture of electronic components involves the use of toxic chemicals and heavy metals such as lead, mercury and cadmium, which can cause soil and water contamination, as well as the generation of electronic waste that is difficult to recycle or manage due to the combination of hazardous and non-biodegradable materials.
- **Transport and logistics** are associated with a significant environmental influence, especially sea and air transport, which are common for the transfer of materials and components from global markets, generating material carbon emissions. Furthermore, there is a strong dependence on the consumption of fossil fuels, which implies an intensive use of non-renewable energy in logistics activities.

[S2.SBM-3_06] According to the results of the Double Materiality Assessment, no material positive impacts have been identified in relation to the S2 standard.

[S2.SBM-3_09][S2.SBM-3_07] Likewise, this analysis has not identified material risks or opportunities in relation to workers in the value chain. However, at **CAF** we recognise the existence of non-material opportunities arising from the implementation of the Responsible Purchasing Programme. These opportunities relate to improved supplier compliance with ethical and sustainability standards, which contributes to greater operational stability and reduced supply chain risks.

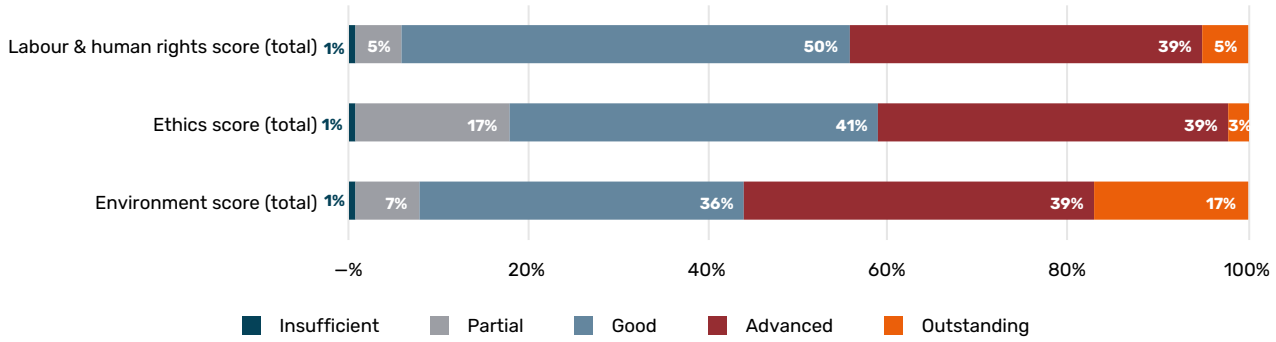
The progressive integration of social and environmental criteria in supplier management generates additional benefits for the value chain workers themselves, such as professional capacity building, improved working conditions and access to safer, more inclusive and more participatory working environments. These opportunities, although not material, reinforce our corporate sustainability strategy and consolidate our responsible business model.

3.2.1.3. Social, ethical and environmental aspects of supply chain issues

The Responsible Purchasing Programme carries out a specific analysis of suppliers to identify situations that may affect compliance with internal standards, ethical commitments and responsible business practices established by our Company. In certain services, such as legal advice or consultancy, weaknesses linked to limited transparency in auditing and monitoring processes can be detected. The pressure to achieve certain business objectives can lead to behaviour that is not in line with integrity principles, such as bribery or conflicts of interest. Nonetheless, during the reporting period, no cases of negative social impacts were identified in the suppliers evaluated. [414-2]

The following graph shows the distribution of the maturity levels of our suppliers in relation to the different areas assessed:

Distribution of maturity levels of our suppliers by category analysed



Source: EcoVadis. The maturity level of the 372 assessed business groups (c. 500 assessed target suppliers) is represented. In the Responsible Purchasing Programme we work to keep our suppliers in the "Good" category or above.

3.2.2. POLICIES RELATED TO WORKERS IN THE VALUE CHAIN [S2-1]

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
S2.MDR-P_01	S2.MDR-P_02	S2.MDR-P_03	S2.MDR-P_04	S2.MDR-P_05
PURCHASING POLICY				
Defines the corporate principles and criteria to ensure responsible supplier management in line with our Sustainability Policy. It aims to strengthen an optimal, resilient, sustainable value chain, based on a network of reliable suppliers that contribute to the Group's competitiveness and the achievement of our objectives. The Policy establishes a collaboration framework that promotes efficient, safe, flexible and responsible relationships with all our suppliers.	Applicable to all Group purchases and to all suppliers and subcontractors; no exclusions are identified.	Chief Financial and Strategy Officer (CFSO)	Global Compact Principles; OECD Due Diligence Guidance; Railsponsible; SRI	Customer and supplier expectations are incorporated through communication processes and ESG assessments.
CODE OF CONDUCT				
This establishes the ethical principles, values and standards of behaviour that must guide the actions of all people and entities of the Group and its stakeholders. Its objective is to promote a corporate culture based on ethics, integrity, sustainability and good governance, guaranteeing responsible management and generating trust with all stakeholders.	All people and entities that form part of the Group, in any country in which they operate, and third parties linked to the value chain.	Board of Directors	Guiding Principles on Business and Human Rights published by the United Nations International Bill of Human Rights UN Global Compact ILO Declaration on Fundamental Principles and Rights at Work and the Monitoring thereof OECD Guidelines for Multinational Enterprises on Responsible Business Conduct (OECD 2023)	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
CODE OF CONDUCT FOR SUPPLIERS				
This code establishes the minimum expectations that **CAF's** suppliers must meet in terms of conduct, ensuring that their practices respect ethics, legality, Human Rights and the principles of the Group's Code of Conduct, in order to ensure responsible, solid, sustainable business relationships throughout the supply chain.	Suppliers in the different supply chains related to **CAF's** products and services. In addition, direct suppliers are committed to transferring the principles to their value chains.	Chief Financial and Strategy Officer (CFSO)	Guiding Principles on Business and Human Rights published by the United Nations International Bill of Human Rights UN Global Compact ILO Declaration on Fundamental Principles and Rights at Work and the Monitoring thereof OECD Guidelines for Multinational Enterprises on Responsible Business Conduct (OECD 2023)	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
S2.MDR-P_01	S2.MDR-P_02	S2.MDR-P_03	S2.MDR-P_04	S2.MDR-P_05
ENVIRONMENTAL POLICY				
This policy sets out the corporate principles and criteria that guide our environmental performance, reinforcing our commitment to mitigating climate change, adapting to its impacts and promoting sustainable mobility solutions. It aims to integrate the environment as an essential pillar of the Group's sustainability, aligning our practices with Stakeholder expectations, increasing regulatory requirements and the commitments made in the Sustainability Policy.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Human Resources Officer (CHRO)	ISO 14001 ISO 14064 GHG Protocol	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
OCCUPATIONAL HEALTH AND SAFETY POLICY				
Commitments to ensure health and safety, accident prevention, training and regulatory compliance all along the chain.	Applies to own workers and suppliers operating in **CAF** facilities.	Chief Human Resources Officer (CHRO)	ILO guidelines on occupational safety and health.	The safety of suppliers and subcontractors on site and at the plants is taken into account.
HUMAN RIGHTS DUE DILIGENCE POLICY				
This policy establishes **CAF's** commitment to strict, permanent respect for human rights. It develops and specifies the principles of the Code of Conduct, defining the mechanisms for managing due diligence, preventing negative impacts, being accountable and ensuring responsible business conduct in any country in which it operates.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	Guiding Principles on Business and Human Rights published by the United Nations International Human Rights Charter UN Global Compact Sustainable Development Goals (SDGs) ILO Declaration on Fundamental Principles and Rights at Work and the Monitoring thereof OECD Guidelines for Multinational Enterprises on Responsible Business Conduct (OECD 2023) OECD Due Diligence Guide (OECD, 2018) Applicable regulations on organisational due diligence at European level	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies. The Human Rights Due Diligence Policy is based on the ownership of the human rights of all stakeholders.

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
S2.MDR-P_01	S2.MDR-P_02	S2.MDR-P_03	S2.MDR-P_04	S2.MDR-P_05
CRIME PREVENTION, ANTI-CORRUPTION AND ANTI-FRAUD POLICY				
Establishes mechanisms to prevent crime, corruption and fraud; includes Anti-Corruption Management System.	Applicable to employees, managers and suppliers in purchasing processes.	Board of Directors	Anti-corruption standards, OECD, Global Compact.	Protects the integrity of the supply chain and customer expectations.
CONFLICT MINERALS STATEMENT				
Requires tin, tantalum, tungsten and gold suppliers to follow ethical and sustainable practices in line with the OECD Guide and EU Regulation 2017/821.	Suppliers and sub-suppliers of products containing 3TG.	Economic, Financial and Strategy Directorate (CFSO).	OECD 3TG; European Conflict Minerals Regulation.	It reduces risks for workers in vulnerable areas and meets the requirements of the railway sector.

[1][S2.MDR-P_06] All policies are available on the corporate website.
[2][S2.MDR-P_01] Through these corporate policies, at **CAF** we establish and develop the behavioural principles, values and criteria that configure our corporate culture, promoting their application throughout the organisation and assessing their effectiveness through monitoring, governance and periodic review mechanisms executed by the Corporate Quality Manager. This Function coordinates and implements the appropriate communication, training and actions to raise awareness and put the policies into practice.

[S2-1_01][S2-1_02][S2-1_03][S2-1_04][S2-1_08][S2-1_09]

To see the information on how the policies are adapted to the internationally-recognised instruments that are pertinent to the workers in the value chain, see section "1.2.4. CAF's Due Diligence Statement, in this report.

In addition, this regulatory framework is complemented by our global commitment to strategic initiatives such as the Railsponsible Climate Pledge, which promotes sustainable practices in the rail industry, and our public position on the use of Conflict Minerals.

This set of policies and commitments offers a comprehensive guide that not only directs our organisation towards more responsible practices but also establishes a standard of responsibility for all our business partners, strengthening the resilience and sustainability of our supply chain and allowing us to move forward together towards a future that is more respectful of the environment and society as a whole.

[S2-1_05][S2-1_06] **CAF's** Supplier Code of Conduct establishes the requirements suppliers must meet in relation to Human Rights, including the prohibition of child and forced labour, as well as in relation to International Sanctions and Control of Exports, equal treatment, responsible acquisition of raw materials and the protection of intellectual and industrial property. It also refers to the Internal Reporting System (whistleblowing channel) as a mechanism for reporting possible non-compliance. Acceptance of this document by our suppliers extends our standards of conduct in terms of Environment, Anti-Corruption and Bribery and Cybersecurity to their entire supply chain.

[S2-1_06] 100% of suppliers must agree to the Supplier Code of Conduct, or submit a similar Code to be validated by **CAF** in order to qualify. Acceptance is managed through the Compliance questionnaire of the ARIBA SLP system.

In addition, **CAF** is committed to integrating environmental, social and governance (ESG) criteria into its purchasing decisions and supplier relationship management, promoting responsible, sustainable practices throughout the supply chain. In this respect, the Sustainability Policy recognises suppliers as strategic partners and promotes relationships based on transparency, trust and mutual benefit, ensuring compliance with appropriate ethical, labour and environmental standards.

RESPONSIBLE PURCHASING PROGRAMME

The application of the Responsible Purchasing Programme has been extended to signalling, engineering and rehabilitation activities within the railway segment and has been reinforced in the bus segment, thus providing greater coverage of all our activities.

For more details on the Responsible Purchasing Programme see chapter "4.1. Business conduct" of this Report.

3.2.2.1. Participation in sector-specific initiatives:

Railsponsible: consolidation of **CAF's** participation in the Railsponsible sector initiative, which has allowed us to collaborate with the main operators and manufacturers in the sector, sharing best practices and contributing to the development of sustainable practices in the value chain of the railway industry.

SRI: the objective of EcoVadis' Sustainable Rail Initiative (SRI) membership is to accelerate each member's individual sustainable purchasing programme through a harmonised assessment standard and a strong joint message to suppliers to contribute to improving the ESG footprint of the value chain.

3.2.3. PROCESSES FOR INTERACTING WITH WORKERS IN THE VALUE CHAIN REGARDING IMPACTS [S2-2]

[S2-2_01] At **CAF**, we integrate the perspective of workers in the value chain into decision-making through various due diligence mechanisms. The information gathered in the supplier registration and qualification processes, sustainability assessments, compliance questionnaires, the Internal Reporting System (whistleblowing channel) and the established dialogue mechanisms provide relevant information to identify possible impacts and guide preventive and follow-up actions in areas such as human rights, equality and occupational health and safety.

[S2-2_02] While there is no direct or structured collaboration with workers in the value chain, we have open and accessible communication channels that allow workers, as well as any other interested parties, to report incidents, concerns or possible violations related to labour rights or working conditions. These channels are aimed at facilitating the receipt, analysis and proper management of any communications that may be received, in line with the Group's due diligence principles.

[S2-2_03] Thus, the perspectives of workers in the value chain in decision-making are considered indirectly, through a systematised due diligence approach throughout the different stages of the process. In the initial registration and qualification phase, through the periodic supplier reappraisals (every two years), through specific questionnaires, annual analysis of countries and sectors of activity using special tools (EcoVadis IQ and Vitals) *and* constant monitoring through ARIBA Risk, in addition to visits, meetings and on-site audits with suppliers when required and the definition and monitoring of corrective action plans in the event of deviations and the areas for improvement identified.

[S2-2_04] The responsibility for integrating this approach in the management of the value chain lies with the Economic-Financial and Strategy Directorate (CFSO), in coordination with the Sustainability and Compliance areas. These areas oversee the application of the Supplier Code of Conduct, the management of risks, impacts or opportunities identified, the implementation of corrective measures and the evaluation of results, thus ensuring collaboration between workers in the value chain and the Group, under a coherent approach aligned with international human rights frameworks.

[S2-2_05] We do not currently have global framework agreements or agreements with international trade union federations on labour rights in the value chain. However, we rely on our internal policies, international reference principles (UN, ILO, OECD) and due diligence and monitoring mechanisms to promote respect for fundamental rights, including freedom of association and collective bargaining. This approach allows us to obtain relevant information on working conditions and to guide decisions in a responsible manner.

[S2-2_06] We assess the effectiveness of our supply chain management through acceptance of the Supplier Code of Conduct, audits, sustainability assessments, quarterly monitoring of established indicators and submission of action plans where necessary.

It is essential that **CAF's** suppliers accept and commit to this code in order to strengthen business relationships, guarantee long-term sustainability and move towards more sustainable and responsible practices within the Sustainability (ESG) framework. [414-1]

Over the past year, no significant cases of non-compliance with the United Nations Guiding Principles, the ILO Declaration or the OECD Guidelines have been identified in our supply chain. If detected, we have processes in place to address and correct these situations, including specific audits, direct dialogue with the suppliers involved and corrective measures designed to prevent their recurrence.

Of the total number of Target suppliers to which we apply this special control within the Responsible Purchasing Programme, 111 suppliers have been specifically selected for the relevance of the ethical and social aspects associated with their activity. [414-2]

[S2-2_07] In line with the principles of equality and non-discrimination set out in the Supplier Code of Conduct, we systematically integrate the perspectives of vulnerable workers – women, migrants, young people and other groups at risk – into our value chain analysis and management processes, on an equal footing with other workers. To this end, we conduct regular risk reviews and, where appropriate, define and implement corrective measures and action plans aimed at preventing, mitigating or correcting potential negative impacts.

[S2-2_08][S2-2_09] We have several two-way communication systems with our suppliers, such as the whistleblowing channel and the annual satisfaction survey, which allow us to identify and manage actual and potential impacts on workers in the supply chain. The recent analysis of these surveys reveals an outstanding level of satisfaction among suppliers, with a score of 8.49 out of 10 for overall satisfaction and 8.24 out of 10 when asked specifically about the level of satisfaction with the communication channels established with them. Despite these positive results, we will continue to be committed to continuous improvement and address the opportunities identified to further optimise interactions in the coming year.

In order to reinforce transparency and ensure the effective participation of the workers in the supply chain, at **CAF** we establish specific Action Plans focused on the implementation of a structured channel for dialogue and complaints. To this end, we are considering the use of the digital mechanism (EcoVadis Worker Voice Connect), which allows workers' concerns and complaints to be systematically channelled all along the supply chain. This solution facilitates the identification and management of actual and potential impacts, improves the traceability of communications and contributes to strengthening transparency through the direct participation of workers. [2-26]

3.2.4. PROCESSES TO REMEDIATE NEGATIVE IMPACTS AND CHANNELS FOR VALUE CHAIN WORKERS TO RAISE CONCERNS

[S2-3]

[S2-3_01] At **CAF**, we have formal processes in place to manage and remedy negative impacts that may affect workers in the value chain. If an incident is detected, we immediately activate a structured procedure that includes the following phases:

- analysis and assessment of available information to determine the nature, severity and extent of the impact
- dialogue with the supplier involved to agree on appropriate remedial action
- definition and implementation of a corrective action plan with specific, verifiable, time-bound measures
- continuous monitoring to verify the effectiveness of the remediation and prevent recurrence of the impact

This approach allows us to ensure a proportionate response consistent with due diligence principles and international human rights standards.

[S2-3_02] Workers in the value chain have the following channels and processes available to communicate complaints, reports, concerns or queries related to their working conditions or possible negative impacts derived from our activity or that of our suppliers:

- **CAF's** own communication channels, managed internally, to deal with complaints, concerns and queries that our suppliers or their workers may need to pass on to us. [2-26]

[S2-3_03]

- For matters related to the Supplier Code of Conduct, the following email address is available:esg@caf.net, to report potential conflicts of interest or any violation of business ethical principles by **CAF** professionals
- The Group's Internal Reporting System (whistle-blowing channel), accessible through the corporate website, which allows individual, anonymous, confidential reporting of incidents. **CAF** guarantees protection against retaliation for all persons using these channels. [S2-3_06]

[S2-3_04] In 2025, no notifications of conflicts of interest or violations of commercial ethical principles were received through this reporting channel from suppliers. If we receive any notification we will analyse the information and respond with an action plan indicating the responsible parties and agreed timelines, so as to ensure our commitment to business ethics and to building strong and transparent relationships with our suppliers, ensuring integrity and efficiency in all our business operations.

[S2-3_05] All of our stakeholders, including workers in the value chain, regardless of their contractual relationship with **CAF** or with the supplier, and without the need for intermediation, know and can use the Internal Reporting System/ whistleblowing channel to safely and anonymously communicate any concern, complaint or need. Likewise, during the supplier satisfaction mediation processes, their rating of the functioning of the Internal Reporting System and the communication channels in general is expressly requested.

As this mechanism is not exclusive to workers in the value chain, its functioning and results are reported in detail in chapter "4.1. Business Conduct" of this Report.

3.2.5. ACTIONS AND RESOURCES RELATED TO VALUE CHAIN WORKERS [S2-4]

[S2-4_01] At **CAF**, we have defined a series of actions and earmarked specific resources in relation to material issues related to workers in the value chain. These actions are essential to achieve our objectives in this area.

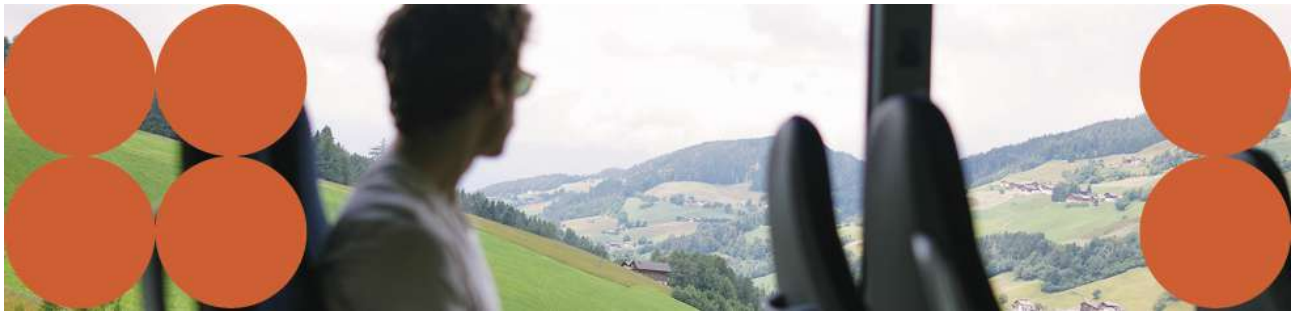
Details of the main actions undertaken and planned are presented below:

ACTION NO. 1:	**IMPLEMENTING DIGITAL IMPROVEMENTS IN SUPPLIER EVALUATION AND MONITORING (ASSOCIATED IRO: NO. 5-IN, 74-IN)**	
DESCRIPTION: [S2.MDR-A_01]	Implementation of advanced digital tools to identify labour and human rights risks throughout the value chain (EcoVadis IQ + Vitals, ARIBA Risk, SAC Analytics), which allow us to assess, prevent and mitigate child/forced labour and health and safety risks.	
SCOPE: [S2.MDR-A_02]	All suppliers, prioritising Target and suppliers located in geographic areas with the greatest social and human rights challenges.	
TIME HORIZON [S2.MDR-A_03]	Medium term.	
EXPECTED RESULTS [S2.MDR-A_01]	Early identification of ESG risks, increased traceability, increased efficiency in monitoring and prevention of negative impacts.	
RESULTS OBTAINED [S2.MDR-A_ 05].	**2024**	**2025**
	Integration of suppliers in EcoVadis IQ; first Vitalsassessments; deployment of ARIBA Risk.	74% Target suppliers with completed Rating assessments. 57.4% coverage of purchases with Target suppliers.
SUPPORT TO REMEDY ACTUAL MATERIAL IMPACTS [S2.MDR-A_04]	Appointment of managers for each subsidiary according to the needs and volume of suppliers.	

ACTION NO. 2:	**REINFORCEMENT OF THE SUPPLIER CODE OF CONDUCT AND COMPLIANCE REQUIREMENTS (ASSOCIATED IRO: NO. 5-IN, 74-IN)**	
DESCRIPTION: [S2.MDR-A_01]	Reinforcement of the Supplier Code of Conduct, the acceptance of which is mandatory for all suppliers. It includes the prohibition of child/forced labour, equal treatment, decent working conditions and the obligation to have whistleblowing channels.	
SCOPE: [S2.MDR-A_02]	This action applies to supplier qualification processes in all geographies.	
TIME HORIZON [S2.MDR-A_03]	Approved and in force in the medium term; with regular content reviews.	
EXPECTED RESULTS [S2.MDR-A_01]	Increased % of suppliers with our Supplier Code of Conduct accepted in international subsidiaries.	
RESULTS OBTAINED [S2.MDR-A_ 05].	**2024**	**2025**
	78% of suppliers approved.	86% of suppliers approved.
SUPPORT TO REMEDY ACTUAL MATERIAL IMPACTS [S2.MDR-A_04]	Conducting of audits and creation of action plans based on digital alerts.	Incorporation of the international subsidiaries into the SAP ARIBA SLP platform.

ACTION NO. 3:	SOCIAL AUDITS, ON-SITE VISITS AND CORRECTIVE ACTION PLANS (ASSOCIATED IRO: NO. 5-IN, 74-IN)	
DESCRIPTION: [S2.MDR-A_01]	Performing of specific social audits under the SMETA methodology through SEDEX involving on-site visits and field investigations to verify working conditions, prevent child/forced labour and assess health and safety against climate risks. Activation of corrective plans when deviations are detected.	
SCOPE: [S2.MDR-A_02]	*Target* suppliers of the Group, especially those located in countries at risk.	
TIME HORIZON [S2.MDR-A_03]	Medium term.	
EXPECTED RESULTS [S2.MDR-A_01]	Identification of all negative impacts occurring in our supply chain for management and correction.	
RESULTS OBTAINED [S2.MDR-A_ 05].	**2024**	**2025**
	Zero cases identified.	Zero cases identified.
SUPPORT TO REMEDY ACTUAL MATERIAL IMPACTS [S2.MDR-A_04]	Corrective plans ensure effective repairs and prevent recurrence.	

ACTION NO. 4:	TRAINING AND AWARENESS-RAISING IN HUMAN RIGHTS AND CLIMATE HEALTH AND SAFETY (ASSOCIATED IRO: NO. 5-IN, 74-IN)	
DESCRIPTION: [S2.MDR-A_01]	Training for own workforce and Target suppliers on child labour, forced labour, equal treatment, due diligence and health and safety risks in the face of climate change (extreme temperatures, sun exposure, humidity).	
SCOPE: [S2.MDR-A_02]	Purchasing staff, sustainability teams, critical suppliers and suppliers from risk countries with a global scope within **CAF**.	
TIME HORIZON [S2.MDR-A_03]	Medium term.	
EXPECTED RESULTS [S2.MDR-A_01]	Increased ability of our buyers to anticipate risks. Increased capacity of our suppliers in the establishing of preventive measures.	
RESULTS OBTAINED [S2.MDR-A_ 05]**.**	**2024**	**2025**
	Buyer training on sustainability and responsible purchasing.	Expansion of training on key aspects of Sustainable Purchasing to internal staff related to supply chain, compliance, cybersecurity, quality, etc. Out of 32 Target suppliers, a total of 100 completed courses have been recorded. The training has covered key subjects such as human rights (including prevention of child labour, forced labour, human trafficking and modern slavery), occupational health and safety, due diligence, value chain risk management, labour practices, ethics and anti-corruption, environmental sustainability and greenhouse gas emissions management and the reinforcing of suppliers' capacities in the identification and management of social, environmental and governance risks.
SUPPORT TO REMEDY ACTUAL MATERIAL IMPACTS [S2.MDR-A_04]	During 2024, support for the remediation of actual material impacts has been mainly articulated through internal training of purchasing teams, in order to strengthen their capacity to identify risks and transfer these expectations to suppliers. Based on this experience, the training approach has been reoriented towards direct supplier training to improve effectiveness in preventing and mitigating supply chain impacts.	Supplier training during 2025 contributes to the prevention and mitigation of real material impacts in the supply chain by reinforcing suppliers' knowledge and capacity to identify, assess and address risks related to human rights, working conditions, health and safety, business ethics and environmental performance, facilitating the adoption of preventive and corrective measures in their own operations.



Implementation of digital improvements

We have moved forward this year in implementing tools that expand our capacity for assessment and tracking of the performance of all suppliers, not only those identified as strategic or Target.

[308-1, 414-1] These solutions serve to harmonise the calculation of key indicators, ensuring consistency in methodologies (same calculation criteria, homogeneous data sources, etc.), and strengthen our capacity for analysis and decision-making.

ECOVADIS IQ+VITALS.

On this platform, we have identified almost all our suppliers across the entire supply chain. This facilitates the identification of critical areas and opportunities for improvement. Thanks to the transparency and traceability it offers, we can access reliable information on the sustainability practices of its suppliers, which allows us to track potential problems and take prompt action. Moreover, by proactively detecting high-risk areas, we can mitigate negative impacts by requesting *Vitals* assessments from providers located in these risk areas and efficiently drive corrective actions. [308-2] [414-2]

ARIBA RISK

A supplier-related risk management tool that enables the identification of risks in key areas such as compliance, finance and operations. This platform facilitates continuous analysis of supplier performance, offering real-time visibility to our buyers on potential threats. In addition, it allows us to implement preventive or corrective measures in an agile, efficient manner, ensuring that the supply chain remains aligned with sustainability standards. [308-1] [414-1]

SAC ANALYTICS

Analysis solution that consolidates data related to supplier receipts in all **CAF** activities that are under the Responsible Purchasing Programme. This tool helps optimise decision-making through customisable reports and a comprehensive view of the supply chain.

[S2-4_02] No material incidence of child and/or forced labour has been identified in 2025, so no remediation action has had to be undertaken. Through the actions described in section "3.2.4. Processes to remediate negative impacts and channels for value chain workers to raise concerns", we manage the two negative impacts resulting from the dual materiality exercise. [S2-4_03] In this regard, **CAF** has promoted the participation of Target suppliers in training actions aimed at reinforcing the identification and management of risks in human rights, working conditions, health and safety, ethics and sustainability in the supply chain. These initiatives contribute to the prevention and mitigation of actual material impacts by encouraging suppliers to take preventive and corrective measures in their own operations.

[S2-4_04] We also track all of their ongoing actions by measuring individual KPIs. For specific metrics in this chapter, see section "3.2.6 Targets related to managing material negative impacts, advancing positive impacts and managing material risks and opportunities" of this Report.

[S2-4_05][S2-4_06] At **CAF**, we determine the necessary actions in the face of real or potential impacts through a due diligence process that combines digital tools (ARIBA Risk, EcoVadis IQ, Vitals), social audits, on-site visits and analysis of the information received through the Internal Reporting System. Once the risk has been identified, its severity and extent is assessed. With this information, and following the internal Supplier Registration and Qualification procedure, we select the most appropriate measures: request for corrective plans, additional reviews, reinforcement of controls or escalation to decision-making bodies when the risk is significant.

The three lines of action at **CAF**, in the face of material negative impacts, are:

- Internal adjustments to purchasing practices where they may contribute to risk.
- Direct work with suppliers, applying the internal Supplier Registration and Qualification procedure: corrective plans, extraordinary audits, technical reviews and reinforced follow-up.
- Participation in sectoral initiatives (e.g. Railsponsible), which allow the sharing of tools, standards and collective actions to prevent systemic risks such as child/forced labour and improve health and safety management in the value chain.

[S2-4_07] If a supplier fails to correct an impact or maintains an unacceptable risk, we would apply the dehomologation process described in the internal Supplier Registration and Qualification procedure, which includes escalation to Procurement, Sustainability and the Sustainability Operating Committee, with a final decision by the Economic-Financial and Strategy Directorate (CFSO). This mechanism ensures that repairs are effective and that suppliers who do not guarantee adequate working conditions do not maintain a relationship with us.

[S2-4_08][S2-4_09] According to the results of the Double Materiality Assessment, no material risks and opportunities have been identified in S2.

[S2-4_10] At **CAF**, we maintain a preventive approach aimed at minimising the possible impacts that our activity could have on workers in the supply chain.

To this end, we apply responsible purchasing practices based on our corporate policies that set out clear requirements for labour rights, equal treatment and safe working conditions.

We also carry out ongoing human rights due diligence processes, which enable us to identify and prioritise potential risks and encourage the improvement of our suppliers' social performance. This approach is reinforced through the deployment of the Responsible Purchasing Programme and our participation in sectoral initiatives such as Railsponsible.

[S2-4_12] The resources allocated to the management of material impacts related to workers in the value chain can be found in the tables showing the actions carried out, included in this chapter.

3.2.6. TARGETS RELATED TO THE MANAGEMENT OF NEGATIVE MATERIAL IMPACTS, THE PROGRESS OF POSITIVE IMPACTS AND THE MANAGEMENT OF MATERIAL RISKS AND OPPORTUNITIES [S2-5]

CAF has established targets and metrics designed to manage IROs that have proven material to **CAF**. These objectives are part of our Sustainability Master Plan and are aligned with the objectives of the above-mentioned policies related to workers in the value chain. The established objectives and metrics are detailed below:

ASSOCIATED METRICS[1][2][3][4] S2.MDR-M_01	METHODOLOGY AND SIGNIFICANT ASSUMPTIONS S2.MDR-M_02	EVOLUTION S2.MDR-T_13			ASSOCIATED OBJECTIVES S2.MDR-T_01 S2.MDR-T_02 S2.MDR-T_03	SCOPE OF THE OBJECTIVE S2.MDR-T_04	YEAR AND BASE VALUE S2.MDR-T_05 S2.MDR-T_06	OBJECTIVE 2025	2026 OBJECTIVE S2. MDR-T_08
		2025	2024	2023					
Associated IRO: No. 74-IN. Violation of the human rights of workers in the **CAF** supply chain in terms of child and forced labour, especially in at-risk countries with lax labour regulation.									
Suppliers assessed for ESG risks	The EcoVadis IQ tool identifies Target suppliers for which we must have a positive sustainability assessment.	74%	75%	67%	Reach 85% of Target suppliers with ESG risk assessment and eliminate any cases identified through corrective plans.	Responsible Purchasing Programme Target Suppliers	Initial year: 2023 Base value: 67%	80%	85%
Associated IRO: No. 5-IN. Reduced health and safety of workers in the value chain as a result of companies' own upstream and downstream activities.									
Coverage of suppliers under a specific security plan of action	Once Target suppliers with an unacceptable level of Human Rights risk have been identified, corrective actions are assigned through EcoVadis.	76%	8%	N/A	Ensure safety conditions by creating a specific action plan with 100% of the suppliers identified as being exposed to a significant probability of this impact.	Suppliers identified as being exposed to a significant probability of this impact.	Initial year: 2024 Base value: 8%	100%	100%

[1] 120 additional target suppliers were assessed in 2025 compared to 2024.
[2] [S2.MDR-T_07] No long-term objectives have been set for these metrics. The objectives will be reviewed in the new strategic cycle, together with the publication of the Strategic Plan and the Sustainability Master Plan 2027–2030; [S2.MDR-M_02][S2.MDR-T_09] The methodologies applied to define these objectives are those specific to the area and are aligned with those established in the Strategic Plan and Sustainability Master Plan. No specific limitations are identified in these data; [S2.MDR-T_11] As part of the company's Sustainability Master Plan, the objectives have been set taking into account the perspectives of the Stakeholder Groups; [S2.MDR-T_12] No significant changes to the previous objectives are reported; [S2.MDR-T_13] Details of the performance of this objective are provided in this table and throughout chapter "3.2.Workers in the Value chain".
[3] [S2.MDR-M_03] The metrics reflected in this table are not subject to external validation beyond that provided by the third-party verification provider of the CAF Sustainability Report ("Appendix 8.3.").
[4] [S2-5_01][S2-5_02][S2-5_03] For the definition of targets, we have taken into account input from suppliers as part of the stakeholders consulted in the framework of the Double Materiality Assessment. While direct workers in the value chain were not directly consulted, feedback from suppliers, including their experience, perceptions and knowledge of working conditions in their workplaces, has enabled their perspective to be incorporated into the prioritisation of supply chain-related impacts, risks and opportunities.

3.3 AFFECTED COMMUNITIES [S3]

TABLE OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES (IROS)						
TYPE	**THEME**	**SUB-THEME**	**DEFINITION**	**VALUE CHAIN**	**TYPE (R/P)[1]**	**ASSOCIATED POLICIES [MDR-P_01]**
Negative impact	S3: Affected Groups	Economic, social and cultural rights of communities	(82-IN) Negative impacts on the economic, social and cultural rights of affected communities in relation to business activities carried out in the area.	Upstream / Downstream	P	Supplier Code of Conduct. Code of Conduct Human Rights Due Diligence Policy Sustainability Policy Internal Reporting System Policy

[1] R= Real, P=Potential.

3.3.1. MATERIAL IMPACTS, RISKS AND OPPORTUNITIES AND THEIR INTERACTION WITH THE STRATEGY AND BUSINESS MODEL [ESRS 2 SBM-3]

[S3.SBM-3_01] In the Dual Materiality Analysis, we have considered the groups that could potentially be affected due to their activities throughout their own operations and along their value chain, as well as through their products, services and business relationships.

[S3.SBM-3_04] Within this framework, the following potential negative impact was identified as material: IN-82. "Negative impacts on the economic, social and cultural rights of affected communities in relation to business activities carried out in the area".

[S3.SBM-3_02][S3.SBM-3_03][S3.SBM-3_07] The groups affected correspond mainly to local communities living or working around the Group's projects or operations and, in certain cases, to communities linked to specific stages of its value chain. These groups are located in geographical areas with social, economic or institutional characteristics that increase their vulnerability. As a result, they are more exposed to the risk of negative impacts.

Information on processes for engaging with affected groups, mechanisms for redressing negative impacts and channelling their concerns, and actions taken are presented in a cross-cutting manner in chapter "4. Governance" of this Report. All information associated with the management of this impact can be found in section "1.2.4 CAF's Due Diligence Statement" in this Report.

3.3.2. POLICIES RELATED TO AFFECTED GROUPS [S3-1]

KEY CONTENT OF THE POLICY [1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
S3.MDR-P_01	S3.MDR-P_02	S3.MDR-P_03	S3.MDR-P_04	S3.MDR-P_05
CODE OF CONDUCT				
This establishes the ethical principles, values and standards of behaviour that must guide the actions of all people and entities of the Group and its stakeholders. Its objective is to promote a corporate culture based on ethics, integrity, sustainability and good governance, guaranteeing responsible management and generating trust with all stakeholders.	All people and entities that form part of the Group, in any country in which they operate, and third parties linked to the value chain.	Board of Directors	Guiding Principles on Business and Human Rights published by the United Nations International Human Rights Charter UN Global Compact ILO Declaration on Fundamental Principles and Rights at Work and the Monitoring thereof OECD Guidelines for Multinational Enterprises on Responsible Business Conduct (OECD 2023)	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

KEY CONTENT OF THE POLICY[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
S3.MDR-P_01	S3.MDR-P_02	S3.MDR-P_03	S3.MDR-P_04	S3.MDR-P_05
SUSTAINABILITY POLICY				
This policy aims to integrate sustainability into all the Group's activities, reconciling its business purpose with the needs of its stakeholders to create long-term sustainable value, complying with applicable regulations and best practices in good governance, risk management and compliance.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	Corporate Sustainability Report Directive (CSRD) Themed regulations included in other related policies.	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
HUMAN RIGHTS DUE DILIGENCE POLICY				
This policy establishes **CAF's** commitment to strict, permanent respect for human rights. It develops and specifies the principles of the Code of Conduct, defining the mechanisms for managing due diligence, preventing negative impacts, being accountable and ensuring responsible business conduct in any country in which it operates.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	Guiding Principles on Business and Human Rights published by the United Nations International Human Rights Charter UN Global Compact Sustainable Development Goals (SDGs) ILO Declaration on Fundamental Principles and Rights at Work and the Monitoring thereof OECD Guidelines for Multinational Enterprises on Responsible Business Conduct (OECD 2023) OECD Due Diligence Guide (OECD, 2018) Applicable regulations on organisational due diligence at European level	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies. The Human Rights Due Diligence Policy is based on the ownership of the human rights of all stakeholders.
INTERNAL REPORTING SYSTEM POLICY				
This policy establishes the principles and bases of the preferred channel for reporting criminal offences, serious or very serious administrative offences, breaches of the Code of Conduct and other internal rules. Its purpose is to ensure an effective system, in line with European and national whistleblower protection regulations, that guarantees the confidentiality, security and protection of whistleblowers, replacing and updating the Group's previous whistleblowing channels.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	This Policy complies with international and national regulations on whistleblower protection and anti-corruption and on personal data protection, in line with European standards and ISO 37002:2021 on whistleblower management systems.	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

[1][S3.MDR-P_06] All policies are available on the corporate website.

[2][S3.MDR-P_01] Through our corporate policies, at **CAF** we establish and develop the principles, values and behavioural criteria that make up our corporate culture, promoting their application throughout the organisation and assessing their effectiveness through monitoring, governance and periodic review mechanisms implemented by the Corporate Quality Manager. This Function coordinates and implements the appropriate communication, training and actions to raise awareness and put the policies into practice.

[S3-1_01] We have a Human Rights Due Diligence Policy which specifically addresses respect for the rights of indigenous peoples in accordance with the Declaration on the Rights of Persons Belonging to National or Ethnic Minorities, Religious and Linguistic Minorities and the UN Declaration on the Rights of Indigenous Peoples beyond what is required by local laws, thus complying with international standards.

[S3-1_02][S3-1_03][S3-1_04][S3-1_05][S3-1_06][S3-1_07]

This policy is based on the main international standards (UN, OECD, ILO, Global Compact and the International Bill of Human Rights). In this way, the Group is committed to respecting the rights of local communities, promoting their economic and social development, inclusion and the accessibility of its products and services.

It also protects the rights of minorities and indigenous peoples, their cultural heritage and livelihoods, and encourages their participation in projects.

For more information on these aspects, see section "1.2.4. CAF's Due Diligence Statement", in this Report.

3.3.3. PROCESSES FOR ENGAGING WITH AFFECTED GROUPS IN RELATION TO INCIDENTS [S3-2]

[S3-2_01][S3-2_02][S3-2_03][S3-2_04][S3-2_05][S3-2_06][S3-2_07]

The Group engages with its Human Rights stakeholders throughout the different phases of its activities and projects, through consultation and dialogue processes integrated into its due diligence system.

This collaboration takes into account particularly vulnerable groups, including indigenous communities, and serves as a basis for the identification and management of risks and impacts.

For a detailed description of the phases, responsibilities, assessment mechanisms and applicable safeguards, including respect for the specific rights of indigenous peoples, see section "1.2.4. CAF's Due Diligence Statement", in this Report.

3.3.4. PROCESSES TO REMEDIATE NEGATIVE IMPACTS AND CHANNELS FOR AFFECTED GROUPS TO RAISE CONCERNS [S3-3]

[S3-3_10][S3-3_11][S3-3_12][S3-3_13][S3-3_14][S3-3_15]

The Group's approach to the remediation of human rights impacts and the availability of channels for the reporting of concerns and whistleblowing is set out in our Human Rights Due Diligence Policy and Procedure.

We also have an Internal Reporting System, which acts as a publicly accessible mechanism for reporting potential human rights violations related to the Group's operations or those of our business partners.

For more information on the processes of repair, management and monitoring of communications, see sections "4.1.9. Internal Reporting System (Whistleblowing channels)" and "1.2.4.6. Handling of human rights complaints" of this Report.

3.3.5. ACTIONS AND RESOURCES IN RELATION TO THE AFFECTED GROUPS [S3-4].

[S3-4_01][S3-4_02][S3-4_03][S3-4_04][S3-4_12]

ACTION NO. 1	IMPROVING THE MANAGEMENT OF THE INTERESTS OF THE GROUPS CONCERNED[1]. (ASSOCIATED IRO: NO. 82-IN)	
DESCRIPTION: [S3.MDR-A_01]	The aim is to improve the management of the interests of affected groups by defining a global strategy for the management of our local communities and updating the social action procedure to cover the relationships with communities affected by business projects and operations.	
SCOPE: [S3.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.	
TIME HORIZON [S3.MDR-A_03]	2026	
EXPECTED RESULTS [S3.MDR-A_01]	By 2026, we hope to have established and begun to deploy a strategy for the management of local communities and develop the Corporate Social Action Procedure in relation to affected communities.	
RESULTS OBTAINED [S3.MDR-A_05]	**2024**	**2025**
	Not applicable	The specific actions foreseen for the relevant projects have been assessed in order to define a future standardised procedure and metrics to allow comparability and alignment with international standards in the field.

[1] [S3.MDR-M_01][S3.MDR-M_02][S3.MDR-M_03] The performance metrics relating to engagement with affected groups are qualitative and are mentioned above in the table of actions. To date, they have not been validated by an external body. Progress will be made in establishing KPIs that reflect the purpose and importance of this for our Company.

[S3-4_05][S3-4_06][S3-4_10] The Group's approach to addressing negative material impacts on affected communities is articulated from a dual perspective of prevention and remediation. Firstly, we prioritise early identification and prevention of negative impacts by integrating human rights risk assessment into decision-making processes from the early stages of business opportunity development, in accordance with the human rights due diligence procedure. For more information on this process see section "1.2.4.3. Due diligence and general risk management in matters of Human Rights and International Sanctions in operations" of this Report.

When actual or potential negative impacts are identified, the Group has mechanisms in place to manage and, where appropriate, remediate them, applicable to impacts related to affected communities and activities in the areas of operation, the process for which is described in the section "3.3.4. Processes to remediate negative impacts and channels for affected groups to raise concerns" of this Report.

[S3-4_07] The Internal Reporting System is one of the mechanisms available for communicating possible incidents, allowing their analysis, monitoring and, where appropriate, the adoption of corrective or remedial measures, with the aim of ensuring the effectiveness of the remediation processes. For further information, see sections "4.1.9. Internal Reporting System (Whistleblowing Channels)" and "1.2.4.6. Human Rights Complaint Handling" of this Report.

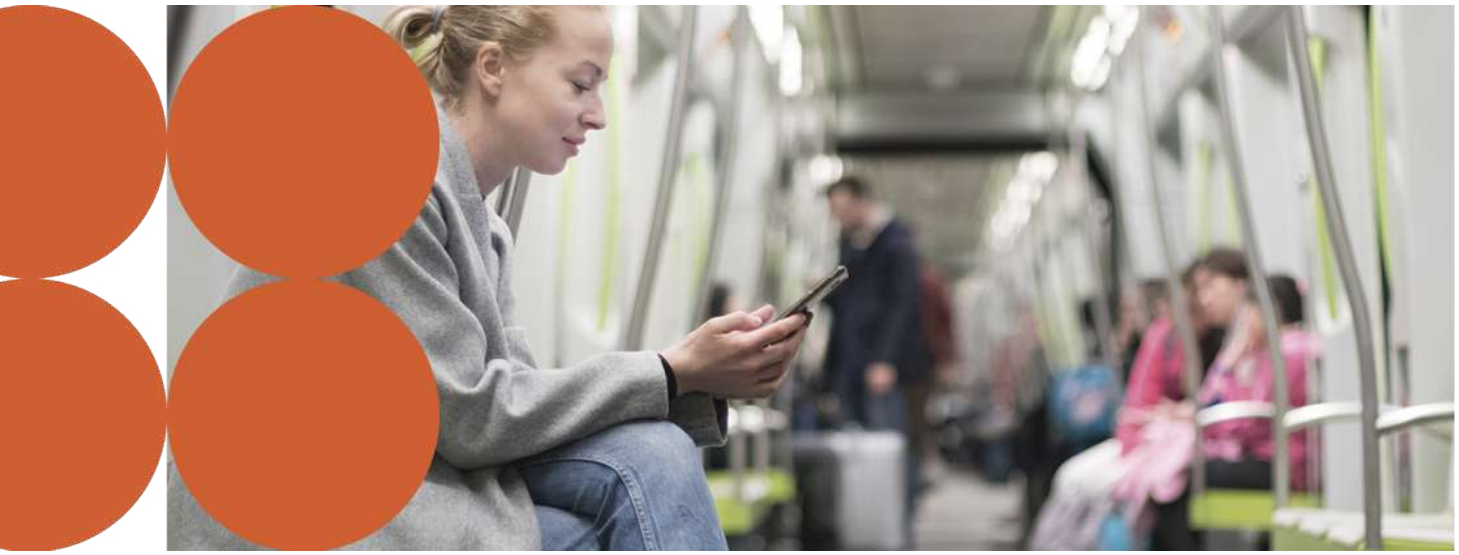
[S3-4_11] No human rights violations have been identified in the course of the financial year. More information in chapter "1. General information" of this Report.

3.3.6. OBJECTIVES RELATED TO THE MANAGEMENT OF MATERIAL IMPACTS, THE BOOSTING OF POSITIVE IMPACTS AND THE MANAGEMENT OF MATERIAL RISKS AND OPPORTUNITIES [S3-5]

[S3.MDR-T_16][S3.MDR-T_17][S3.MDR-T_18][S3.MDR-T_18][S3.MDR-T_19] [S3.MDR-T_20] [S3.MDR-T_21] [S3-5_01][S3-5_02][S3-5_03]

At the time of reporting, we do not have measurable, results-oriented objectives specifically linked to community management, as we manage this area mainly through qualitative action frameworks based on continuous dialogue, collaboration and adaptation to the particularities of each local context and project. However, we plan to move forward in defining quantifiable targets in future strategic cycles to reinforce our Sustainability Master Plan around this material issue.

As set out in this chapter, the effectiveness of our policies and actions in relation to communities is monitored through internal monitoring processes, including stakeholder dialogue mechanisms, project-related social risk assessments, grievance management and regular review by the relevant governance bodies. This monitoring relies mainly on qualitative indicators that allow us to assess performance and promote continuous improvement, even in the absence of quantitative targets formally adopted to date.



3.4 CONSUMERS AND END USERS [S4]

TABLE OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES (IROS)						
TYPE	**THEME**	**SUB-THEME**	**DEFINITION**	**VALUE CHAIN**	**TYPE (R/P)[1]**	**ASSOCIATED POLICIES [S4.MDR-P_01]**
Positive impact	S4: Consumers and End Users	Personal safety of consumers or end users	(88-IP) Protection of the safety and well-being of end users (passengers) through the development of quality products and services.	Own operations	R	Products and Services Safety Policy Quality Excellence Policy
	S4: Consumers and End Users	Personal safety of consumers or end users	(107-IP) Protecting the well-being of customers and end users by developing cybersecurity monitoring and services to support customers during the operation and maintenance of products (threat and vulnerability management, patch management, monitoring and response to cybersecurity incidents, etc.).	Own operations	R	Cybersecurity Policy
	S4: Consumers and End Users	Personal safety of consumers or end users	(106-IP) Protection of the well-being of customers and end users through the implementation of cybersecurity activities (following international standards IEC62443, IEC 62443-4-1, IEC 62443-4-2 and TS50701) at all stages of creation and delivery of projects, products and services.	Own operations	R	Cybersecurity Policy
	S4: Consumers and End Users	Social inclusion of consumers and end users	(91-IP) Increasing the well-being of end users through the accessibility of vehicles manufactured by the Group and infrastructures built by its business partners.	Own operations	R	Products and Services Safety Policy Quality Excellence Policy
Risk	S4: Consumers and End Users	Personal safety of consumers or end users	(77-R) Reduction of revenues, positioning and share value due to reputational impact, imposition of fines and penalties and implementation of corrective actions as a result of events affecting the physical safety of end users (passengers) of vehicles manufactured by the Group due to quality failures, design/manufacturing errors, derailments, terrorist attacks, etc.	Downstream	Not applicable	Products and Services Safety Policy Quality Excellence Policy Internal Reporting System Policy

[1] R=Real, P=Potential.

3.4.1. IMPACTS, RISKS AND OPPORTUNITIES AND THEIR INTERACTION WITH THE STRATEGY AND BUSINESS MODEL [ESRS 2 SBM-3]

[S4.SBM-3_01][S4.SBM-3_02][S4.SBM-3_03][S4.SBM-3_05][S4.SBM-3_06][S4.SBM-3_07][S4.SBM-3_08]

In both the railway and bus segments, when we talk about the end user, we are referring to the passenger. It is essential to understand that our relationship with passengers is not based on a traditional consumption model. Unlike products that are consumed and exhausted, our vehicles are mobility tools that facilitate transportation and connect communities.

Our trains and buses are designed to offer a safe, comfortable and efficient travel experience. Rather than providing products that are simply “consumed”, we serve as facilitators, helping people to travel to their final destination. True “consumption” occurs in the travel experience itself, not in the vehicle. By manufacturing vehicles that promote public transport, we contribute to a more sustainable model. We therefore see ourselves as partners in urban mobility, working and investing to create a world where transport is accessible, efficient and sustainable, where our products also help reduce the carbon footprint by promoting shared use of transport.

As a rolling stock manufacturer, we do not have a direct relationship with passengers, as our activity is focused on manufacturing trains and buses according to the specifications defined by our direct customers (transport operators). However, the impact on passengers – the end users of the service – is at the heart of our design, innovation, quality assurance and safety processes.

Our strategy incorporates safety, accessibility, sustainability and comfort criteria aimed at passenger well-being, in line with regulatory requirements and international best practices. These aspects are integrated into all phases of the product life cycle, from engineering to final validation, ensuring that vehicles contribute to a safe, inclusive and environmentally friendly travel experience.

Main commitments and actions

- User safety and protection: strict compliance with European and international rail and road safety regulations, including advanced braking systems, fire protection and structural strength.
- Universal accessibility: design adapted to people with reduced mobility, with reserved spaces, ramps, inclusive signage and solutions that facilitate passenger autonomy.
- Health and sustainability: reduction of emissions and noise, use of low environmental impact materials and air conditioning systems that improve indoor air quality.
- Comfort-oriented innovation: incorporation of technologies that optimise the travel experience, such as real-time information, connectivity and ergonomics in the design of seats and spaces.

3.4.2. POLICIES RELATED TO CONSUMERS AND END USERS [S4-1]

[S4-1_01] At **CAF**, we have developed policies focused on the quality, safety, satisfaction and well-being of our passengers, in order to also respond to the material impacts, risks and opportunities mentioned above and which are related to all our passengers. Among others, the Human Rights Due Diligence Policy, Quality Excellence Policy, Products and Services Safety Policy, Cybersecurity Policy and Ecodesign Policy stand out. All of them are published on the corporate website.

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
S4.MDR-P_01	S4.MDR-P_02	S4.MDR-P_03	S4.MDR-P_04	S4.MDR-P_05
CYBERSECURITY POLICY				
This policy sets out the basic principles and commitments to protect the Group's data, systems and operations, defining the framework for developing business-aligned cybersecurity strategies, procedures and standards, and ensuring that **CAF** offers secure, trusted products and services to its customers and stakeholders.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	ISO27001 IEC62443 TS50701 IEC63452 ISS2 ENS (National Security Scheme) GDPR R155/R156	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
S4.MDR-P_01	S4.MDR-P_02	S4.MDR-P_03	S4.MDR-P_04	S4.MDR-P_05
QUALITY EXCELLENCE POLICY				
The policy establishes the basic principles that allow us to satisfy the needs and expectations of our customers, offering high-quality, reliable and available products and services.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Financial and Strategy Officer (CFSO)	ISO9001:2015 IRIS - ISO22163 ISO10002:2004 ISO10004-2018	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
PRODUCTS AND SERVICES SAFETY POLICY				
Establish the basic principles that allow us to offer safe products and services to users, customers and other stakeholders. Safety is understood as everything that concerns the physical safety of the users of our products and services.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Technology Officer (CTO)	EU 779/2020 EU 402/2013-EN 50126	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
HUMAN RIGHTS DUE DILIGENCE POLICY				
Framework to identify, prevent and mitigate any potential negative human rights impacts in our operations. This includes a particular focus on respecting the rights of our passengers, ensuring that all our products and services are developed and offered without compromising their dignity and fundamental rights.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	Guiding Principles on Business and Human Rights published by the United Nations International Human Rights Charter UN Global Compact Sustainable Development Goals (SDGs) ILO Declaration on Fundamental Principles and Rights at Work and the Monitoring thereof OECD Guidelines for Multinational Enterprises on Responsible Business Conduct (OECD 2023) OECD Due Diligence Guide (OECD, 2018) Applicable regulations on organisational due diligence at the European level.	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies. The HR Due Diligence policy is based on the ownership of the human rights of all stakeholders.

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
S4.MDR-P_01	S4.MDR-P_02	S4.MDR-P_03	S4.MDR-P_04	S4.MDR-P_05
ECODESIGN POLICY				
Defines the corporate principles to ensure that our products and services continuously improve their environmental performance, minimising their impact throughout the entire life cycle: from material procurement, design and manufacturing, to installation, use, maintenance, reuse and end-of-life treatment. Its aim is to integrate ecodesign criteria in all processes, in line with the Sustainability Policy and the Group's commitment to increasingly efficient and environmentally-friendly mobility solutions.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Technology Officer (CTO)	ISO 14040 ISO 14025 ISO 14044 ESPR Directive (Ecodesign for Sustainable Product Regulation) REACH	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
INTERNAL REPORTING SYSTEM POLICY				
It establishes the principles of the Internal Reporting System as a channel for reporting breaches and non-compliance, ensuring the protection of whistleblowers. It reinforces our commitment to ethics and compliance, adapts to current regulations and replaces the previous regulation of whistleblowing channels.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	This Policy complies with international and national regulations on whistleblower protection and anti-corruption and on personal data protection, in line with European standards and ISO 37002:2021 on whistleblower management systems.	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

[1] [S4.MDR-P_06] All policies are available on the corporate website.
[2] [S4.MDR-P_01] Through our corporate policies, at **CAF** we establish and develop the principles, values and behavioural criteria that make up our corporate culture, promoting their application throughout the organisation and assessing their effectiveness through monitoring, governance and periodic review mechanisms implemented by the Corporate Quality Manager. This Function coordinates and implements the appropriate communication, training and actions to raise awareness and put the policies into practice.

3.4.2.1. Cybersecurity Policy

CAF's Cybersecurity Policy, approved by the Board of Directors on 10 October 2024, sets out the strategic framework that guides how we protect the Group's critical data, systems and operations. It is based on key principles – confidentiality, integrity, availability, authenticity and traceability – that enable the deployment of a cybersecurity model in lines with business objectives, current regulations and international best practices. Based on these principles, commitments such as the continuous improvement of risk management, the promotion of a corporate culture of cybersecurity, the protection of people in the event of incidents and the rigorous defence of data, intellectual property and critical assets are consolidated. The Policy makes cybersecurity a structural element of the Group, integrating it into all activities and establishing a homogeneous vision for projects, products and services.

The Policy also states that cybersecurity should be built into the design of our products, services and projects. This means that, throughout their life cycle, vulnerabilities are identified and corrected, robust controls are applied and it is ensured that developments respond to regulatory requirements, environmental threats and customer and user expectations. This approach is not limited to development: it extends to the operation and maintenance phases, where continuous monitoring and incident management are essential to preserve functional security, minimise risks and ensure service continuity. In addition, the Policy sets out the obligation to protect people from harm arising from the use of our digital products or services, thereby reinforcing security in key areas such as transport and mobility.

3.4.2.2. Quality Excellence Policy

Our Quality Excellence Policy establishes systematic procedures to identify and evaluate the risks associated with our products and services. This includes collecting data on passenger safety and customer satisfaction, allowing us to identify areas for continuous improvement.

The principle of continuous improvement in Quality Management is a primary objective for the Group, implemented at all stages and levels of the organisation. From the initial design phase of products and services to after-sales service, every process and practice is geared towards maintaining and raising quality standards. The integration of Quality into the Management Model allows for constant monitoring and proactive adaptation to changes and challenges in the legal and market environment. Furthermore, its Quality Management System is continuously evaluated and improved through a rigorous process of internal and external audits, exhaustive analyses of risks and opportunities and constant feedback from stakeholders.

These systematic processes ensure that **CAF** can effectively identify and address any areas for improvement, ensuring that its Quality practices remain at the forefront.

Committed to a process-driven approach, **CAF** management has undertaken to establish quality management systems that will lead the entire organisation in prioritising customer satisfaction and loyalty, while also ensuring that the needs of other stakeholders are met. This Management System is certified or accredited under various standards, including the quality standards listed below. In the current financial year, all ISO9001 and IRIS certifications have been maintained, and we have achieved the Silver recognition in IRIS for the Rolling Stock and Wheelset activities.

3.4.2.3. Products and Services Safety Policy

The Products and Services Safety Policy is essential to managing risks related to physical security. We implement advanced technologies and rigorous protocols to ensure our vehicles are safe for daily passenger use. We aim to perpetually advance and refine safety management to ensure adherence to our legal and contractual obligations, and fulfil the demands and expectations of our customers and other stakeholders.

We have Management Systems for Safety in the railway and bus segments that have undergone mandatory (and, more usually, voluntary) certification processes that certify their solvency and compliance with the basic regulatory and legislative benchmarks on which they are based.

In general, therefore, the activities associated with the railway segment verify the conformity of their safety management systems with the EU 402/2013 and/or 779/2020 Regulations (and subsequent amendments), which refer respectively to the adoption of a common safety method for risk assessment and the mandatory certification of entities in charge of vehicle maintenance. Similarly, most of them comply with the provisions of the European reference standard for railway safety: EN 50126:1999 (or its most recent version of 2017) “Railway applications – Specification and demonstration of reliability, availability, maintainability and safety (RAMS)”.

During this financial year, we continued to apply the valid version of the Products and Services Safety Policy Development Manual as normal under the supervision of the now well-established Corporate Safety Committee, with the aim of increasing its degree of maturity, increasing synergies between **CAF’s** different activities, and acquiring sufficient information to enable us to make sound decisions about its future versions.

3.4.2.4. Other relevant policies

Our Ecodesign Policy seeks to minimise environmental impact from the product design stage, and also includes strategies to continuously improve our processes in response to the concerns raised by customers and users.

Our Human Rights Due Diligence Policy establishes a clear framework for identifying, preventing and mitigating any possible negative impact on human rights in our operations. This includes a particular focus on respecting the rights of our passengers, ensuring that all our products and services are developed and delivered without compromising their dignity and fundamental rights. [S4-1_02][S4-1_03]

More information on Human Rights Due Diligence can be found in **CAF** under “1.2.4. CAF's Due Diligence Statement” of this Report.

We are committed to maintaining an open dialogue with our customers, who are ultimately the ones in direct contact with end users. We employ surveys, focus groups, and other feedback strategies to gain insight into their concerns and fears regarding their rights. This commitment is reflected in our Quality Excellence Policy, which prioritises customer satisfaction as an essential component of respect for their rights. [S4-1_04]

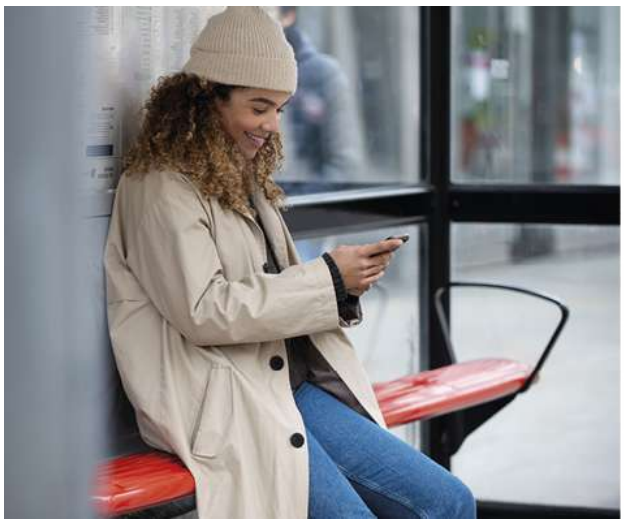
We are committed to ensuring that our passenger-related policies are aligned with relevant internationally recognised instruments, including the UN Guiding Principles on Business and Human Rights, the ILO Declaration on Fundamental Principles and Rights at Work and the OECD Guidelines for Multinational Enterprises.

Our policies are designed to meet the standards set by these international instruments. This includes a proactive approach to identifying and mitigating risks that may affect passengers. We ensure that our business practices respect fundamental human rights, promoting a safe and fair environment for all. [S4-1_06]

To date, we have not received any formal notifications of specific cases of non-compliance related to the UN Guiding Principles on Business and Human Rights, the ILO Declaration or the OECD Guidelines involving our passengers in our downstream value chain. However, we maintain an open system for receiving feedback and complaints, which allows us to address any concerns that may arise. [S4-1_07]

In the event of situations involving non-compliance, we have procedures in place to appropriately investigate and remedy any negative impact on human rights. This includes a firm commitment to transparency and dialogue with all affected stakeholders. [S4-1_05]

We are committed to reviewing and updating our policies regularly to ensure their continued alignment with international standards. In addition, we foster an organisational culture that prioritises respect for human rights in all our operations, thereby ensuring that our end users are treated with dignity and respect.



3.4.3. PROCESSES FOR INTERACTING WITH CONSUMERS AND END USERS IN RELATION TO IMPACTS [S4-2]

3.4.3.1. Processes for interacting with passengers

[S4-5_01][S4-5_02][S4-5_03] As a manufacturer of trains and buses, our interaction with passengers is limited. This is why we cannot directly take into account the positive and/or negative impacts that affect or may affect them, as well as the perspectives of our passengers, in our activity. [S4-2_02]

Our customers, the transport operators, are the ones who directly interact with passengers to gather their needs and expectations. The construction requirements for our vehicles are provided to us by means of these specific specifications drawn up by the operators, which we must comply with in order to be eligible to be awarded the order. We understand that many of the needs and expectations of passengers are already reflected in these specifications and are therefore directly applicable to our design. [S4-2_01]

However, we recognise the importance of understanding the needs and expectations of end users. To this end and in line with our Quality Excellence Policy, we have established collaborative processes with our customers, which are transport operating companies:

- **We maintain** a constant dialogue with the companies that use our vehicles to better understand how they impact the passenger experience. This includes regular meetings and annual customer satisfaction surveys based on a specific process.
- **We conduct** sector research and trend analysis in collaboration with transport sector associations. These initiatives allow us to capture relevant information about passenger preferences and expectations. One example is **CAF's** participation in the International Rail Quality Board (IRQB), a global consortium that brings together leading companies in the railway sector: operators (customers), system integrators (competitors) and equipment manufacturers (suppliers).
- **We participate** in numerous trade fairs through which we maintain contact with our customers.

In response to our customer interactions, we gain valuable inputs to implement improvements to our designs, such as optimising passenger comfort, improving energy efficiency and incorporating accessible features for people with reduced mobility.

3.4.3.2. Communication with customers and guarantee of supply

In the market prospecting phase and before the awarding of a project or order, the main channels of communication with potential customers include the website, trade fairs, magazines, social networks and meetings, to name a few, which are usually included in the Marketing Plan.

CAF's contracts include numerous requirements related to meeting delivery deadlines, approval requirements, manufacturing location requirements, and other operational risks. Accordingly, once the project is awarded, we establish a multidisciplinary project team, led by a manager, to execute the contract in terms of quality, safety, cost and deadline, as well as maintaining constant communication with the customer. This relationship makes it possible to anticipate the resolution of possible unforeseen events in an effective and coordinated manner.

The documentation provided to the customer in the project phase includes product safety manuals and documentation, accompanied by specific training on the correct use of the product. Typically, the specific communication channels with each customer are usually agreed upon with them at the beginning of the project or order and typically include monthly reports, project monitoring meetings at manager level and quarterly high-level project monitoring meetings.

Additionally, the document management tool to be used for official project communications is agreed with the customer, as well as the approval flows and valid interlocutors (for example: Minutes of official meetings with the customer, Project Management Plan, scorecard and project indicators, etc.).

In recent years, the use of **online platforms** has spread as a useful and effective tool to improve customer service.

In the Railway segment we offer the following online platforms:

- **LeadMind**. Platform for monitoring, advanced analysis and intelligent maintenance of trains and railway fleets. It is a system that allows the operator to capture thousands of variables in real time to improve operation, reliability and costs. Today, we have an international network with more than 60 fleets (>2,000 vehicles) connected to LeadMind in more than 20 countries on five continents.
- **Aconex**. An online customer collaboration system, where the information created on each project and by all parties is managed within the system. It includes the management and distribution of all controlled documents and all formal correspondence. It ensures consistency and traceability for all parties and improves the flow of communication. In the current financial year, 66% of active projects have made use of this platform. In other projects, the customer proposes their own platform and our workforce adapt to the customer's own system.

In the Bus segment, we offer the following online platforms:

- **Magbus**. The web platform used by 100% of customers, with complete documentation, instructions and full access to the parts and spare parts catalogue, with an online store where the customer can place orders quickly, easily and intuitively.
- **eSNOTE**. Platform created to facilitate daily cooperation with customers. It allows monitoring of the bus status, as well as reporting and visualisation of faults. It also informs about the necessary maintenance services and allows you to see the status of the requested repairs. It is used by customers, their external administrations and a large part of the component suppliers, to whom requests are redirected. 94% of our customers have been making use of this system in 2025.
- **eSConnect**. Platform developed for the remote monitoring, management and diagnosis of bus fleets, helping operators to optimise the use, maintenance, efficiency and availability of their vehicles. From 2025, all vehicle types manufactured at the Solaris plant are equipped with the eSConnect system. In addition, as part of further system improvements, we have introduced new *hardware* and improved the way power consumption is reported, as well as the data processing flow used for reporting.

Once the product or service has been delivered to our customer, we are interested in their level of satisfaction with the services provided, as well as with the quality of communication with them. The results are shown in section "1.3.4. Stakeholder perspectives and opinions" of this Report.

We also continue to promote our presence at the main trade fairs, both rail and bus, where we promote and communicate **CAF's** image and our range of products and services, being an important channel of contact with customers, suppliers and other actors related to the sector, as well as the ideal framework to carry out important sales work. During 2025, the main trade fairs at which we were present with a stand were as follows:

RAILWAY SEGMENT	
MAY	**TRAIN & RAIL**, STOCKHOLM. The Nordic region's largest meeting place for the rail industry
JUNE	•**UITP Global Public Transport Summit** (International Association of Public Transport). HAMBURG. Congress on public transport and sustainable mobility that brings together operators and suppliers from all over the world. •**EURASIA RAIL**. ISTANBUL. Turkey's largest railway sector fair with institutional support from the Ministry of Transport and Infrastructure and TCDD.
SEPTEMBER	•**TRAKO**, GDANSK. The largest trade fair in Poland and one of the most visited in Europe. •**EXPO FERROVIARIA**. MILAN. The reference fair in the railway sector in Italy, held every two years. •**GLOBAL RAIL**, ABU DABI. Fair in the United Arab Emirates with Etihad Rail hosting the event.
OCTOBER	**SAUDI RAIL**, RIAD. Congress organised by Terrapinn with SAR as the collaborating entity
NOVEMBER	•**TRANSMEA**, CAIRO. The leading trade fair for Transport, Logistics and Infrastructures in Egypt. •**AUSRAIL PLUS**, SYDNEY. Two-yearly fair co-organised by the ARA (Australasian Railway Association). Bringing together industry professionals from Australia and New Zealand. •**RAIL LIVE**. MADRID. This fair has consolidated its position as the most important railway conference and exhibition in Spain. From this year onwards it will adopt a two-yearly format.
DECEMBER	**RAIL INDUSTRY SUMMIT MOROCCO**, EL JADIRA. Congress on the Moroccan railway sector, with the participation of its Ministers of Transport and Industry.
BUS SEGMENT	
APRIL	**MOBILITY MOVE**. BERLIN. One of the largest electric bus trade fairs and congresses in Europe.
JUNE	**UITP Global Public Transport Summit** (International Association of Public Transport). HAMBURG. Event related to urban mobility.
OCTOBER	**BUSWORLD**. BRUSSELS. One of the most important events in the bus industry worldwide.

3.4.3.3. Cybersecurity in projects, products and services

Cybersecurity is fully integrated into the full life cycle of our projects, products and services, consistent with the Cybersecurity Policy approved by the Board of Directors. This framework guides how we respond to the current regulatory context and the expectations of our customers, partners and other stakeholders. Under this approach, we apply cybersecurity by design in accordance with leading international standards such as IEC 62443 or TS 50701, incorporating it into project management, product development and all phases of operation and maintenance. In the field of buses, we comply with the homologation requirements defined by the UNECE R155 and R156 regulation since July 2024, with certification renewed in 2025.

In the railway sector, **CAF** has formalised the cybersecurity activities of programmes and projects following IEC 62443-2-4 and TS 50701. This involves integrating cybersecurity from preliminary design and risk analysis to the definition of requirements with suppliers, as well as the execution of validation tests including vulnerability scanning and penetration testing, essential for acceptance by the end customer. In parallel, in the product development process we have incorporated specific activities to ensure that cybersecurity is addressed from planning to manufacturing and delivery. These activities, aligned with IEC 62443-4-1 and IEC 62443-4-2, have involved the adaptation of the development life cycle and include the incorporation of the role of cybersecurity officer, the definition of secure development guidelines and the systematic application of threat analysis methodologies. Additionally, the processes to protect both the product and its development environment was reinforced through SL-T 2 requirements, static code reviews, vulnerability and penetration testing and specific measures to guarantee the integrity of the binaries and the correct segregation of profiles and users. This process is already being implemented in signalling products and will gradually be expanded to more **CAF** product lines and activities.

Over the past year we have strengthened cybersecurity management in our supply chain, establishing regular meetings with strategic suppliers to assess their cybersecurity maturity and compliance with standards such as ISO 27001, IEC 62443-4-1 and IEC 62443-4-2. This work has allowed us to identify the expected level of safety of the products supplied and to ensure that they are in line with our internal standards and our customers' requirements.

In parallel, we are advancing in the provision of cybersecurity services focused on operation and maintenance throughout the life cycle of our products. These services include threat and vulnerability management, patching, continuous monitoring and incident response. To this end, a corporate initiative has been launched to deploy these capabilities across the Group, reinforcing our commitment to our customers and anticipating regulatory requirements, including NIS2 or the future CRA (Cyber Resilience Act). In this context, we have defined a strategy and a roadmap to accompany customers in all phases of the project, from initial design to field operation.

CAF also contributes to the evolution of cybersecurity in the railway sector by participating in the development of new regulatory frameworks, such as the future sector standard IEC 63452, through active collaboration in national and international work groups. This participation reinforces our positioning, ensures alignment with industry best practice and contributes to regulatory harmonisation that benefits all users.

Cybersecurity is part of **CAF's** global innovation process. Ensuring that our products and systems remain at the forefront of technology is essential for both passenger protection and transport operating efficiency, consolidating **CAF** as a reference in cybersecurity management applied to mobility.

3.4.4. PROCESSES TO REMEDIATE NEGATIVE IMPACTS AND CHANNELS FOR CONSUMERS AND END USERS TO RAISE CONCERNS [S4-3]

[S4-5_01][S4-5_02][S4-5_03] We are committed to identifying and remedying any material adverse impacts that may arise in relation to our end users, the passengers. Although no current negative impacts have been identified in our Double Materiality Assessment, we recognise the possibility that they may arise in the future.

Customer satisfaction is one of the fundamental pillars of our activity and forms an essential part of our corporate culture. For years, we have had a process in place to continuously and rigorously monitor complaints through our transport operators. This process allows us to receive information on, remedy and assess the remediation of the negative impacts caused to our passengers and which are attributable to our products and services. [S4-3_01]

We use analytical tools to track the progress and resolution of each reported case, ensuring a timely and appropriate response. In addition, we involve relevant stakeholders in the periodic review process to ensure that the resolution is effective. [S4-3_04]

Through our Quality Excellence Policy, we are committed to implementing quality management systems focused on customers and continuous improvement. They are audited externally every year in accordance with ISO9001 in general and IRIS in particular in the railway segment. These standards require companies to have robust processes for managing customer complaints. Our customers are aware of the existence of these processes as a way of raising their complaints or claims and getting them addressed. [S4-3_05]

Although it is the transport operators who have direct channels for interacting with passengers and although we do not have direct contact with them, we have implemented an Internal Reporting System (whistleblowing channel) accessible through the corporate website that could be used by passengers to raise their complaints, concerns or needs. [S4-3_02]

This anonymous channel is designed to be easy to use and fully accessible so that end users can communicate directly with us without intermediaries. However, our passengers' complaints and claims are usually managed through our customers, who then send them to us. [S4-3_03]

In order to protect anyone who uses our Internal Reporting System and suffers any retaliation for doing so, we have the Internal Reporting System Policy that has been developed in compliance with the different international and national regulatory requirements for the protection of whistleblowers. [S4-3_06]

3.4.4.1. Customer complaint and claims management

In 2025, we made further progress in strengthening our mechanisms for active listening, attention and response to consumers and end users in all of the Group's activities, both in the railway and bus sectors. In order to ensure uniform, transparent and continuous improvement-oriented management, during this financial year we have defined and deployed **two new corporate procedures**: one for **complaints** management and the other for **claims** management.

These procedures incorporate common definitions applicable to all our activities for the first time. We understand complaints to be expressions of technical, administrative or commercial dissatisfaction, received through official communication channels and not involving a request for financial compensation. On the other hand, we consider **claims** to be a formal request, of a contractual nature, which includes a demand for resolution and compensation. These definitions allow us to align criteria and improve the consistency of information across the organisation.

In addition, in both procedures we have established a **general systematic approach to the management and resolution of claims/complaints** that sets out the common stages of the process – receipt, registration, analysis, response and closure – along with the responsibilities assigned at each stage. This shared framework allows us to offer a more agile, rigorous, consistent service, regardless of the activity or country from which the complaint or claim originates.

As part of the roll-out of these procedures, in 2025, we implemented uniform metrics with the aim of improving the measurement, traceability and monitoring of these two areas.

In terms of **complaint management**, we have taken an additional step by incorporating a specific question in the annual customer satisfaction survey for the first time, focused on the **level of satisfaction with the resolution of complaints**. The result obtained (**an average score of 7.8**) confirms that we are moving in the right direction and reinforces our commitment to effective, transparent, attentive service.

This progress encourages us to continue developing initiatives that allow us to anticipate customer needs, improve response times and consolidate a relationship based on trust and continuous improvement. Our aim is to continue to promote a people-centred management model that turns every interaction into an opportunity for learning and excellence.

Regarding **contractual claims management**, we have implemented indicators for the number of **claims opened** in the period and the number of **claims resolved** within the same period, thus reinforcing our ability to assess trends, allocate resources more accurately and ensure a response in line with the commitments made.

During 2025, we received a total of 69 new customer complaints in **CAF**, of which 57 were in the railway segment and the remaining 12 in the bus segment. Of the 69 complaints received, a total of 33 are closed by year-end.

3.4.5. ACTIONS AND RESOURCES RELATED TO CONSUMERS AND END USERS [S4-4]

Regarding the measures taken on negative material impacts in relation to our passengers, no specific measures have been taken as there have been no negative impacts identified. However, we maintain a proactive approach in order to remedy any negative impact that may occur and that could affect our passengers, through the systematic application of our Customer Complaint and Claims Management procedures (see section "3.4.4. Processes to remediate negative impacts and channels for consumers and end users to raise concerns" of this Report, where each complaint or claim is associated with a diagnosis and implementation of corrective actions and subsequent feedback to the customer.) [S4-4_01][S4-4_02] [S4-4_03][S4-4_04][S4-4_05][S4-4_06 [S4-4_07][S4-4_12].

The main actions to mitigate risks and capitalise on the opportunities[35] identified in relation to our passengers are described below. These are monitored periodically through the corresponding Forum/Committee (Corporate Safety Committee, Corporate Cybersecurity Committee or Corporate Management Quality Forum), depending on the origin of the initiative. [S4-4_08][S4-4_09].

These initiatives help to avoid causing potential significant negative impacts on our passengers [S4-4_10]. [S4-4_11]. It should also be noted that during the current financial year, no serious human rights incidents related to our passengers have been reported.

[35] No material opportunities associated with consumers and/or end users have been identified.

ACTION NO. 1:	CYBERSECURITY PROGRAMME (ASSOCIATED IRO: NO. 106-IP, 107-IP)
DESCRIPTION: [S4.MDR-A_01]	Deploying and implementing the Corporate Cybersecurity Policy with the objective of complying with the applicable regulatory and legislative framework, meeting the contractual requirements of customers or other stakeholders, and improving the level of maturity, training and awareness in the organisation.
SCOPE: [S4.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.
TIME HORIZON [S4.MDR-A_03]	Medium term.
EXPECTED RESULTS [S4.MDR-A_01]	**CAF** envisages consolidating the integration of cybersecurity throughout the life cycle of projects, products and services, ensuring that security requirements are applied consistently from the design phase through to operation and maintenance. Significant progress is expected to be made in embedding cybersecurity in the supply chain, strengthening approval processes through SAP Ariba and ensuring that suppliers and partners comply with the standards required by the Group. At the same time, the culture of cybersecurity will continue to be promoted through awareness-raising and training activities to encourage the adoption of secure practices in all areas involved. In the railway segment, the aim is to deepen the systematic integration of cybersecurity into project management processes and in the development of products and services, so that security measures are incorporated structurally and in accordance with international reference standards. It also plans to deploy the strategy of cybersecurity services to cover the full life cycle of railway systems, providing monitoring, vulnerability management, patching and incident response capabilities. In the bus segment, further reinforcement of the cybersecurity of products and services is expected in line with the requirements of the R155 regulation, so as to ensure the continued approval of vehicles and the integration of security into their electronic architecture. Finally, further expansion of staff training and awareness-raising on personal data protection is envisaged, ensuring proper processing of information and reinforcing the trust of customers, authorities and end users.
RESULTS OBTAINED [S4.MDR-A_05]	**2024-2025** During the period, **CAF** completed the deployment of the cybersecurity model across all of the Group's activities, making decisive progress in integrating cybersecurity into project management processes and in the development of products and services. A specific corporate procedure for projects and product development has been implemented to consolidate the systematic application of cybersecurity requirements in all phases of the life cycle, strengthening consistency between areas and businesses. Cybersecurity has also been fully incorporated into the supplier approval tool, which has improved risk assessment in the supply chain and strengthened the alignment of third parties with corporate standards. This integration has contributed to a general improvement in cybersecurity maturity levels across the Group's activities, also supported by significant progress in the identification and management of supplier risk, both in sign-off processes and in regular assessments. Another important milestone was the successful progress of the RAIL Cybertrust project, aimed at strengthening cybersecurity in projects, products and services in the railway sector. This programme has enabled the integration of IEC 62443 and TS 50701 standards into the project life cycle, product development and cybersecurity requirements applicable to train equipment and systems. This has consolidated a uniform approach based on international standards, in line with the expectations of customers, regulatory authorities and technology partners. Overall, the progress achieved reflects a solid evolution consistent with the objectives set: greater maturity in cybersecurity, deep integration into the project and product life cycle and more robust, structured management of supply chain risks.

ACTION NO. 2:	DIGITALISATION PLATFORM FOR SUSTAINABLE, EFFICIENT MAINTENANCE AND OPERATION (ASSOCIATED IRO: NO. 88-IP)
DESCRIPTION: [S4.MDR-A_01]	**CAF's** Digital Platforms are a pillar of our strategy to transform the rail sector and improve operating sustainability. By integrating data, Artificial Intelligence (AI) and advanced analysis, the platform helps operators to optimise resources, reduce costs and improve efficiency and service quality. In the rail segment, the transformation programme RSNext (2023–2026) sets operational improvement targets through its strategic initiative 2 and work stream 4 and provides the necessary resources and monitoring to achieve them. Through the LeadMind platform, the data we collect not only improves our daily operations but also boosts the innovation and competitiveness of our products, allowing us to optimise design, increase reliability and reduce Life Cycle Costs (LCC). AI is key in this process: we combine it with different applications to manage large volumes of data and meet two central objectives of the railway sector: reducing LCC and optimising service, increasing availability, managing incidents and improving punctuality. With a focus on continuous evolution and the incorporation of new data sources – infrastructure, signalling, maintenance – we position our Digital Platform as a key ally in the design, operation and maintenance of more sustainable transport systems. In the same way, in the bus segment, Solaris provides its customers with the **eSConnect** system allowing operators to monitor and efficiently manage the operation of their buses. eSConnect provides real-time information on bus energy consumption, enabling adaptation to local speed limits or low emission zones. In the same way, eSConnect also provides remote access to the vehicle's diagnostic data, so technicians can often remotely diagnose a faulty component and prepare the workshop to carry out any repairs, if necessary. In addition, in certain cases, the system allows service technicians to correct the defect remotely without the need to be physically present at the customer's premises, which significantly reduces repair times, travel costs and the related environmental impact. Solaris also has the eSSyncroService system, which uses augmented reality for remote repair and maintenance services, as well as vehicle delivery and acceptance. The eSSyncroService uses glasses to give the mechanic a simultaneous view of the bus and a full scan of the vehicle. Using voice commands, the necessary documentation can be accessed. These elements form an image, accompanied by instructions and the steps to follow. For more complex problems, the mechanic can remotely connect to a Solaris expert, who transmits the image. At the same time, the Solaris expert can apply markers indicating the specific components to be repaired. With eSSyncroService, our customers can reduce repair time to a minimum and get the buses back on the road immediately. By contacting Solaris experts remotely, the time it takes for them to come to the customer is eliminated.
SCOPE: [S4.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.
TIME HORIZON [S4.MDR-A_03]	Medium term.
EXPECTED RESULTS [S4.MDR-A_01]	Improve the reliability, operating efficiency, sustainability and technical support of vehicles placed on the market.
RESULTS OBTAINED [S4.MDR-A_05]	**2023-2024-2025** **LeadMind:** more than 60 fleets (>2,000 vehicles) connected to LeadMind in more than 20 countries on five continents **eSConnect:** improved troubleshooting times after fault diagnosis through the incorporation of chronological steps to guide the technician. **eSSyncroService:** -Reduced operating costs and reduced employee training costs thanks to an intuitive interface. -Reduced repair time and increased efficiency; technicians can quickly access documentation and technical support. -Green approach; elimination of additional equipment reduces carbon footprint. -Improved image and customer satisfaction; faster, more efficient repairs that reduce bus downtime and contribute to a reliable brand image.

ACTION NO. 3:	INCREASED USEFUL LIFE AND OPTIMISED MAINTENANCE (ASSOCIATED IRO: NO. 88-IP)
DESCRIPTION: [S4.MDR-A_01]	At **CAF**, we work on extending the useful life of components subject to wear (batteries, wheels, tyres, axles, gearboxes, brakes, bearings, shock absorbers, seals, filters, lubricants, etc.) and optimise the use of consumables thanks to our experience in vehicle supply and maintenance. In the bus segment, new or modified models undergo an endurance test of up to one million kilometres under extreme conditions to fine-tune the design and ensure the expected service life and maximum safety standards. We link the service life of vehicles to their Maintenance Plan and have a specific department to improve reliability, availability, maintainability (RAM) and life cycle costs (LCC). We have our own maintenance optimisation process, applicable to all our contracts, which reviews and adjusts preventive maintenance frequencies, prolonging the useful life of components. We apply the EN 50126 standard to demonstrate the maintainability and repairability of our railway products. Systematic vehicle monitoring allows us to detect deviations early and act on years of data, improving maintenance strategies and extending the service life of systems and components. In addition, using a tool that combines technical information on spare parts, environmental impact databases and artificial intelligence, at the customer's request, we calculate the carbon footprint of the spare parts supplied.
SCOPE: [S4.MDR-A_02]	Bus, Rolling Stock and Railway Maintenance Service Activities.
TIME HORIZON [S4.MDR-A_03]	Medium term.
EXPECTED RESULTS [S4.MDR-A_01]	Extend the service life of components subject to wear (batteries, wheels, tyres, axles, gearboxes, brakes, bearings, shock absorbers, seals, filters, lubricants, etc.) and optimise the use of consumables.
RESULTS OBTAINED [S4.MDR-A_05]	**2020-2025**
	Optimisation of wheel life has achieved lifespan increases of between 20% and 200%.

ACTION NO. 4:	END-USER SECURITY PROTECTION (ASSOCIATED IRO: NO. 77-R)	
DESCRIPTION: [S4.MDR-A_01]	In terms of safety, at **CAF** we maintain high performance standards, as reflected in our Products and Services Safety Policy, which applies to all our activities. In product *safety*, there is no other overall goal than the maximum protection of the users of our products and the recipients of our services. Accordingly, the main objectives pursued by **CAF** are inherently derived from the Policy Principles themselves: zero tolerance of unsafe behaviour and zero accidents involving personal injury. These objectives are, by their very nature, invariant (no improvement on them can be envisaged). The CAF Group's efforts to maintain the highest safety standards and, where appropriate, introduce improvement measures, are directly focused on each of the CAF Group's activities and its Safety Management Systems. It is really here, among product developers and service providers, that initiatives can be considered that seek improvements that result in a substantial reinforcement of the safety guarantee depending on the particular needs of the projects.	
SCOPE: [S4.MDR-A_02]	All activities of the CAF Group that develop products and provide services related to Safety activities.	
TIME HORIZON [S4. MDR-A_03]	Medium term.	
EXPECTED RESULTS [S4.MDR-A_01]	To ensure maximum protection for the users of our products. Improving the security culture in **CAF**.	
RESULTS OBTAINED [S4.MDR-A_05]	**2023-2024**	**2025**
	Internal programme "GPS – Practical Safety Guides", aimed at disseminating knowledge and best practices in all CAF Group activities and contributing to a common safety culture.	-Award of the first project to develop an advanced signalling, control and protection CBTC (Communications Based Train Control) system requiring excellent levels of safety management capability and competence. -Successful completion of the first two tramway rail projects with SIL 3 safety integrity emergency braking systems for the whole vehicle. -The definition of a Corporate Procedure for dealing with possible accidents is currently at an advanced stage of development. Expected to be approved in 2026. Collective awareness-raising on the importance of safety, through different dynamics (safety pills, training sessions, simulation exercises, etc.), in the definition phase, after an initial period of review of individual practices and contribution of new ideas. Planned for 2026.

3.4.6. OBJECTIVES RELATED TO THE MANAGEMENT OF NEGATIVE MATERIAL IMPACTS, THE PROGRESS OF POSITIVE IMPACTS AND THE MANAGEMENT OF MATERIAL RISKS AND OPPORTUNITIES [S4-5]

[S4-5_04][S4-5_05][S4-5_06]

At **CAF**, we have established objectives and metrics designed to manage the impacts, risks and opportunities that have proven material in relation to our consumers and end users. These objectives are part of our Sustainability Master Plan and are aligned with the objectives of the end-user policies mentioned in the previous section. These are detailed below:

3.4.6.1. Cybersecurity

ASSOCIATED METRICS[1] S4.MDR-M_01	METHODOLOGY AND SIGNIFICANT ASSUMPTIONS S4.MDR-M_02	EVOLUTION S4.MDR-T_13			ASSOCIATED OBJECTIVES S4.MDR-T_01 S4.MDR-T_02 S4.MDR-T_03	SCOPE OF THE OBJECTIVE S4.MDR-T_04	YEAR AND BASE VALUE S4.MDR-T_05 S4.MDR-T_06	OBJECTIVE 2025	2026 OBJECTIVE S4.MDR-T_08
		2025	2024	2023					
Associated IRO: No. 107-IP Protecting the well-being of customers and end users by developing cybersecurity monitoring and services to support customers during the operation and maintenance of products (threat and vulnerability management, patch management, monitoring and response to cybersecurity incidents, etc.),									
Number of cybersecurity communication pills	Number of pills sent to all employees in the financial year	18	15	-	Improve cybersecurity culture and awareness	All entities that make up **CAF**	2024 15	>15	>15
Number of social engineering campaigns carried out (phishing, etc.)	Number of campaigns sent during the year	6	6	-	Improve cybersecurity culture and awareness	All entities that make up **CAF**	2024 6	>5	>5
Associated IRO: No. 106-IP Protecting the well-being of customers and end users by developing cybersecurity activities (following international standards IEC62443, IEC 62443-4-1, IEC 62443-4-2 and TS50701) at all stages of creation and delivery of projects, products and services.									
Number of certified internal and external system audits (ISO27001 + ENS + R155/156)	Number of system audits in the year	17	13	-	Improving Cybersecurity resilience and risk management	All entities that make up **CAF**	2024 13	>15	>15
Number of technical audits/ Pen tests performed (Internal, external and applications)	Number of technical audits in the year	27	5	-	Improving Cybersecurity resilience and risk management	All entities that make up **CAF**	2024 5	>20	>20

[1] [S4.MDR-T_07] No long-term targets have been set for these metrics. The objectives will be reviewed in the new strategic cycle, together with the publication of the Strategic Plan and the Sustainability Master Plan 2027–2030; [S4.MDR-M_02] [S4.MDR-T_09] [S4.MDR-T_10] The methodologies applied to define these objectives are those specific to the area and are aligned with the provisions of the Strategic Plan and Sustainability Master Plan; there are no relevant limitations associated with these goals [S4.MDR-T_11] As they are part of the company's Sustainability Master Plan, the objectives have been set taking into consideration the perspectives of the stakeholders; [S4.MDR-T_12] No significant changes to the above objectives are reported; [S4.MDR-T_13] Details of the performance of this objective are detailed both in this table, as well as throughout chapter "3.4. Consumers and end users".
[2] [S4.MDR-M_03] The metrics reflected in this table are not subject to external validation beyond that provided by the third-party verification provider of the CAF Sustainability Report ("Appendix 8.3.").

3.4.6.2. Quality

ASSOCIATED METRICS[1][2] S4.MDR-M_01	METHODOLOGY AND SIGNIFICANT ASSUMPTIONS S4.MDR-M_02	EVOLUTION S4.MDR-T_13 2025	2024	2023	ASSOCIATED OBJECTIVES S4.MDR-T_01 S4.MDR-T_02 S4.MDR-T_03	SCOPE OF THE OBJECTIVE S4.MDR-T_04	YEAR AND BASE VALUE S4.MDR-T_05 S4.MDR-T_06	OBJECTIVE 2025	2026 OBJECTIVE S4.MDR-T_08
Associated IRO: No. 88-IP. Protecting the safety and well-being of end users (passengers) through the development of quality products and services.									
Satisfaction with Complaints and Claims resolution	Survey results 0–10	7.8	-	-	Maintain values close to 8.0 in satisfaction with the resolution of complaints and claims.	99% on **CAF** sales.	2025 7.8	Not applicable	7.9
Associated IRO: No. 77-R. Reduction in revenue, positioning and share value due to reputational impact, imposition of fines and penalties and implementation of corrective actions as a result of events affecting the physical safety of end users (passengers) of vehicles manufactured by the CAF Group due to quality failures, design/manufacturing errors, derailments, terrorist attacks, etc.									
% ISO 9001 certification coverage	%	94%	92%	92%	Maintain coverage at values close to 90% of **CAF** employees.	% of **CAF** employees in ISO9001 certifiable companies	2020 89%	>90%	>90%
% ISO 22163 certification (IRIS) coverage	%	91%	91%	87%	Maintain coverage at values close to 90% of **CAF** employees.	% of **CAF** employees in companies with railway activities in design and manufacturing	2020 82%	>90%	>90%

[1] [S4.MDR-T_07] Long-term targets have not been set for these metrics. The objectives will be reviewed in the new strategic cycle, together with the publication of the Strategic Plan and the Sustainability Master Plan 2027–2030; [S4.MDR-M_02] [S4.MDR-T_09] [S4.MDR-T_10] The methodologies applied to define these objectives are those specific to the area and are aligned with those established in the Strategic Plan and Sustainability Master Plan.There are no relevant limitations associated with these goals; [S4.MDR-T_11] As they are part of the company's Sustainability Master Plan, the goals have been set taking into consideration the perspectives of the stakeholders; [S4.MDR-T_12] No significant changes are reported in the previous goals.
[2] [S4.MDR-M_03] The metrics reflected in this table are not subject to external validation beyond that provided by the third-party verification provider of the CAF Sustainability Report (Appendix 8.3.).

3.4.6.3. Products and services safety

ASSOCIATED METRICS[1] S4.MDR-M_01	METHODOLOGY AND SIGNIFICANT ASSUMPTIONS S4.MDR-M_02	EVOLUTION S4.MDR-T_13 2025	2024	2023	ASSOCIATED OBJECTIVES S4.MDR-T_01 S4.MDR-T_02 S4.MDR-T_03	SCOPE OF THE OBJECTIVE S4.MDR-T_04	YEAR AND BASE VALUE S4.MDR-T_05 S4.MDR-T_06	OBJECTIVE 2025	2026 OBJECTIVE S4.MDR-T_08
Associated IRO: No. 77-R. Reduction of revenue, positioning and share value due to reputational impact, imposition of fines and penalties and implementation of corrective actions as a result of events affecting the physical safety of end users (passengers) of vehicles manufactured by **CAF** due to quality failures, design/manufacturing errors, derailments, terrorist attacks, etc.									
Number of incidents related to product safety	Incidents recorded during the financial year	20	26	35	Maintain incidence values below 25	CAF	Base value year: 2023 Base value 35	<25	<25
Number of accidents with personal injury to passengers	Accidents recorded during the financial year	0	0	0	Ensure zero accidents with passenger injuries	CAF	Base value year: 2022 Base value 0	0	0
Associated IRO: No. 88-IP. Protecting the safety and well-being of end users (passengers) through the development of quality products and services.									
% Coverage of Safety Management System certification	%	71%	62%	71%	Maintain certification coverage above 70%	Employees of **CAF** activities with a Safety Management System in place	2023 71%	>70%	>70%

[1] [S4.MDR-T_07] No long-term targets have been set for these metrics. The objectives will be reviewed in the new strategic cycle, together with the publication of the Strategic Plan and the Sustainability Master Plan 2027–2030; [S4.MDR-M_02] [S4.MDR-T_09] [S4.MDR-T_10] The methodologies applied to define these objectives are those specific to the area and are in line with the Strategic Plan and the Sustainability Master Plan. There are no relevant limitations associated with these goals; [S4.MDR-T_11] As part of the company's Sustainability Master Plan, the targets have been set taking into consideration the perspectives of stakeholders; [S4.MDR-T_12] No significant changes to the above targets are reported; [S4.MDR-M_03] The metrics reflected in this table are not subject to external validation beyond that provided by the third-party verification provider of the CAF Sustainability Report (Appendix 8.3.).

4/GOVERNANCE

4.1 Business conduct [G1]

4/GOVERNANCE

4.1 BUSINESS CONDUCT [G1]

TABLE OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES (IROS)

TYPE	THEME	SUB-THEME	DEFINITION	VALUE CHAIN	TYPE (R/P)[1]	ASSOCIATED POLICIES [G1.MDR-P_01]
Positive impact	G1: Business Conduct	Corporate culture	(93-IP) Robust corporate culture in own operations underpinned by, among other mechanisms, an in-house Code of Conduct that encourages conducting business in an ethical manner and in compliance with applicable regulations, thus contributing to a fair/ethical corporate environment and supporting the best outcomes for society.	Own operations	R	Code of Conduct
	G1: Business Conduct	Corruption and bribery	(102-IP) Prevention of corruption and bribery in own operations through the establishment of internal legal and ethical regulations, as well as through the holding of regular compliance training.	Own operations	R	Crime Prevention, Anti-Corruption and Anti-Fraud Policy
	G1: Business Conduct	Whistleblower protection	(95-IP) Protection of whistleblowers as a sign of **CAF's** commitment to ethical culture and regulatory compliance, integrating all the channels of the Group's entities into a single IT platform so that its own personnel can report (anonymously if they prefer) actions, breaches, non-compliance or indications of non-compliance with applicable internal and external regulations.	Own operations	R	Internal Reporting System Policy
	G1: Business Conduct	Management of relationships with suppliers, including payment practices	(100-IP) Negotiation of fair hiring conditions and avoidance of collusion and price fixing to ensure fair payment practices in the procurement of key products.	Own operations	R	Purchasing Policy Supplier Code of Conduct
Negative impact	G1: Business Conduct	Management of relationships with suppliers, including payment	(99-IN) Delays in payments to suppliers, in particular SMEs, which are particularly vulnerable to such practices.	Own operations	R	Supplier Code of Conduct
	G1: Business Conduct	Corruption and bribery	(104-IN) Affecting investors or employees as a result of material incidents of corruption and bribery in risk countries in which **CAF** operates.	Own operations	P	Crime Prevention, Anti-Corruption and Anti-Fraud Policy

TABLE OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES (IROS)						
TYPE	**THEME**	**SUB-THEME**	**DEFINITION**	**VALUE CHAIN**	**TYPE (R/P)[1]**	**ASSOCIATED POLICIES [G1.MDR-P_01]**
Risk	G1: Business Conduct	Corporate culture	(80-R) Imposition of fines and penalties for non-compliance with regulations applicable to **CAF** on sustainability (CSRD, CS3D, European Taxonomy, European Green Pact, European Union Climate Law, Climate Change and Energy Transition Law, European Union Circular Economy Plan, Climate Emergency Declaration in Spain, Energy Efficiency Directive, EU Deforestation Regulation and the Sustainable Mobility Law, among others).	Own operations	Not applicable	Sustainability Policy Code of Conduct
	G1: Business Conduct	Corporate culture	(86-R) Reduced revenue due to reputational impact and disruption of operations and increased expenses to repair systems affected by cyberattacks affecting the Group's various stakeholders.	Own operations	Not applicable	Cybersecurity Policy
Opportunity	G1: Business Conduct	Corporate culture	(97-O) Increased revenue and access to funding as well as reduced cost of capital due to improved transparency and communication channels with **CAF** stakeholders.	Own operations	Not applicable	General Policy regarding Communication of Economic and Financial, Non-Financial and Corporate Information, and Contacts with Shareholders, Institutional Investors and Proxy Advisors.

[1]R=Real, P=Potential.

4.1.1. THE ROLE OF ADMINISTRATIVE, MANAGEMENT AND SUPERVISORY BODIES [ESRS 2 GOV-1]

[G1.GOV-1_01][G1.GOV-1_02] The disclosure of the role and experience of the administrative, management and supervisory bodies in relation to sustainability is reported in detail in chapter "1. General information", specifically under "1.2.1. The Role of the Governing Bodies" of this Report.

In addition, the role and experience of administrative, management and supervisory bodies in relation to business conduct is set out below.

The Board of Directors, together with its Committees, plays an essential role in defining, implementing and supervising the Group's business conduct. This body is responsible for approving and updating the Code of Conduct, a document that sets out the set of general rules and principles of corporate governance and professional conduct that serve as a guide to establish the guiding parameters of the corporate culture. This Code is the cornerstone that serves as the basis for the internal policies and rules of conduct that are integrated into the Group's Corporate Governance System and its Corporate Management and Sustainability System to ensure ethical, transparent, responsible management, and has been developed taking into account the Group's structure and activities. The Board is also responsible, in general terms, for defining the policies and ethical principles that guide **CAF's** actions.

For its part, the Appointments and Remuneration Committee oversees the proper implementation of and compliance with the Corporate Governance System, ensuring consistency between **CAF's** purpose and values and our corporate culture. The Audit Committee supervises the Internal Control and Risk Management System, verifying the effectiveness of controls and the correct application of internal rules of conduct, and promotes and supervises the Group's Internal Reporting System and the correct functioning of the Corporate Compliance System. Section "1.2.1. The Role of the Governing Bodies" of this Report provides more detail on the roles of each Committee in sustainability.

Senior management implements the translation of these policies into daily operations, ensuring that the principles of the Code of Conduct are integrated into business processes and decisions. It also facilitates internal communication and promotes training and awareness of ethics and compliance amongst all staff. Both the supervisory bodies and senior management guarantee the accessibility and reliability of relevant information for stakeholders.

CAF's Board of Directors and Senior Management are made up of people with diverse and complementary profiles, with solid experience in corporate governance, business ethics and regulatory compliance, acquired both within the Group and in other relevant companies and institutions. For more information, please refer to section "1.2. Sustainability Governance" in the General Information chapter of this Report. This experience is reflected in its involvement in the definition and review of the Group's main conduct policies, the supervision of control systems and the management of ethical and reputational risks. At the same time, they have supervised and promoted the processes developed to adapt **CAF** to international best practices in terms of sustainability, transparency and responsibility, ensuring the integration of ESG criteria in the corporate strategy at all levels of the Group. In addition, the supervisory bodies have received specific training in these matters.

4.1.2. PROCESSES FOR IDENTIFYING AND ASSESSING MATERIAL IMPACTS, RISKS AND OPPORTUNITIES [ESRS 2 IRO-1]

[G1.IRO-1_01] In the framework of the Double Materiality Assessment carried out by **CAF**, management of business conduct has been consolidated as a fundamental pillar of our Sustainability Master Plan, in line with the results obtained in said analysis and with its 2025 update, which identified this area as a priority for **CAF**.

To this end, we have systematically reviewed our site locations and our overall business activities, as well as the stages upstream and downstream in the value chain, to identify potential pollution-related impacts, risks and opportunities that may arise from our operations.

As a result of this analysis, issues related to corporate culture management; corruption and bribery; whistleblower protection; and supplier relationship management, including payment practices, have been identified as material, with the sites where manufacturing plants are located having the highest likelihood of generating pollution-related impacts.

The process has also incorporated consultations with relevant stakeholders, such as interviews, internal workshops and other participatory mechanisms that have allowed the views of potentially affected groups and key areas of the organisation to be gathered. This participatory approach has contributed to a more robust identification and prioritisation of pollution-related impacts, risks and opportunities, reinforcing the integration of these aspects into **CAF's** strategic decision-making.

For more information on the execution of the dual materiality analysis, please refer to section "1.4. Double Materiality Assessment", of this Report.

4.1.3. CORPORATE CULTURE AND BUSINESS CONDUCT POLICIES [G1-1]

KEY CONTENT OF THE POLICY[1,2,3]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
G1.MDR-P_01	G1.MDR-P_02	G1.MDR-P_03	G1.MDR-P_04	G1.MDR-P_05
CODE OF CONDUCT				
This establishes the ethical principles, values and standards of behaviour that must guide the actions of all people and entities of the Group and its stakeholders. Its objective is to promote a corporate culture based on ethics, integrity, sustainability and good governance, guaranteeing responsible management and generating trust with all stakeholders.	All people and entities that form part of the Group, in any country in which they operate, and third parties linked to the value chain.	Board of Directors	Guiding Principles on Business and Human Rights published by the United Nations International Human Rights Charter UN Global Compact ILO Declaration on Fundamental Principles and Rights at Work and the Monitoring thereof OECD Guidelines for Multinational Enterprises on Responsible Business Conduct (OECD 2023)	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
SUSTAINABILITY POLICY				
This policy aims to integrate sustainability into all the Group's activities, reconciling its business purpose with the needs of its stakeholders to create long-term sustainable value, complying with applicable regulations and best practices in good governance, risk management and compliance.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	Corporate Sustainability Reporting Directive (CSRD) Thematic regulations included in other related policies	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
GENERAL POLICY REGARDING COMMUNICATION OF ECONOMIC AND FINANCIAL, NON-FINANCIAL AND CORPORATE INFORMATION, AND CONTACT WITH SHAREHOLDERS, INSTITUTIONAL INVESTORS AND PROXY ADVISORS				
To establish a general framework for communication of the financial, non-financial and corporate information of the companies that make up **CAF** through the appropriate channels, which contributes to maximising the dissemination and quality of the information available to the market and **CAF's** stakeholders.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	Good Governance Code for listed companies, approved by the National Securities Market Commission (CNMV) in February 2015 and revised in June 2020.	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

KEY CONTENT OF THE POLICY [1,2,3]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
G1.MDR-P_01	G1.MDR-P_02	G1.MDR-P_03	G1.MDR-P_04	G1.MDR-P_05
SUPPLIER CODE OF CONDUCT				
This code establishes the minimum expectations that **CAF's** suppliers must meet in terms of conduct, ensuring that their practices respect ethics, legality, Human Rights and the principles of the Group's Code of Conduct, in order to ensure responsible, solid, sustainable business relationships throughout the supply chain.	Suppliers in the different supply chains related to **CAF's** products and services. In addition, direct suppliers are committed to transferring the principles to their value chains.	Chief Financial and Strategy Officer (CFSO)	Guiding Principles on Business and Human Rights published by the United Nations International Human Rights Charter UN Global Compact ILO Declaration on Fundamental Principles and Rights at Work and the Monitoring thereof OECD Guidelines for Multinational Enterprises on Responsible Business Conduct (OECD 2023)	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
CRIME PREVENTION, ANTI-CORRUPTION AND ANTI-FRAUD POLICY[4]				
Establishes mechanisms to prevent crime, corruption and fraud; includes Anti-Corruption Management System.	Applicable to employees, managers and directors of any Group entity. The principles can also be extended to third parties in the value chain.	Board of Directors	Anti-corruption standards, OECD, Global Compact	It protects the Company against illegal practices, offers employees an ethical and safe working environment, guarantees fair and transparent relations with third parties, protects the value and sustainability of the Company for shareholders and investors, and reinforces the trust and reliability of the CAF Group in the eyes of its customers.
PURCHASING POLICY				
Defines the corporate principles and criteria to ensure responsible supplier management in line with our Sustainability Policy. It aims to strengthen an optimal, resilient, sustainable value chain, based on a network of reliable suppliers that contribute to the Group's competitiveness and the achievement of our objectives. The Policy establishes a collaboration framework that promotes efficient, safe, flexible and responsible relationships with all our suppliers.	Applicable to all Group purchases and to all suppliers and subcontractors; no exclusions are identified.	Chief Financial and Strategy Officer (CFSO)	Global Compact Principles; OECD Due Diligence Guide; Railsponsible; SRI.	Customer and supplier expectations are incorporated through communication processes and ESG assessments.

KEY CONTENT OF THE POLICY [1,2,3]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
G1.MDR-P_01	G1.MDR-P_02	G1.MDR-P_03	G1.MDR-P_04	G1.MDR-P_05
INTERNAL REPORTING SYSTEM POLICY				
This policy establishes the principles and bases of the preferred channel for reporting criminal offences, serious or very serious administrative offences, breaches of the Code of Conduct and other internal rules. Its purpose is to ensure an effective system, in line with European and national whistleblower protection regulations, that guarantees the confidentiality, security and protection of whistleblowers, replacing and updating the Group's previous whistleblowing channels.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	This Policy complies with international and national regulations on whistleblower protection and anti-corruption and on personal data protection, in line with European standards and ISO 37002:2021 on whistleblower management systems.	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
CYBERSECURITY POLICY				
This policy sets out the basic principles and commitments to protect the Group's data, systems and operations, defining the framework for developing business-aligned cybersecurity strategies, procedures and standards, and ensuring that **CAF** offers secure, trusted products and services to its customers and stakeholders.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	ISO27001 IEC62443 TS50701 ISS2 ENS (National Security Scheme) GDPR	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
ARTIFICIAL INTELLIGENCE AND DATA POLICY				
This policy sets out the general principles and commitments governing the development and use of artificial intelligence and data in the Group. It is part of the Corporate Governance System and ensures that AI is used in a responsible, transparent, secure and compliant manner. It reflects the commitment to apply Artificial Intelligence and data according to corporate ethical values, the highest standards of security and privacy, and orienting all its applications to the creation of sustainable value, in coherence with the Group's activity and structure.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	Regulation (EU) 2024/1689	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

[1] [G1.MDR-P_06] All policies are available on **CAF's** corporate website:

[2] [G1-1_01][G1.MDR-P_01] Through our corporate policies, at **CAF** we establish and develop the principles, values and behavioural criteria that make up our corporate culture, promoting their application throughout the organisation and assessing their effectiveness through monitoring, governance and periodic review mechanisms implemented by the Corporate Quality Manager. This Function coordinates and implements the appropriate communication, training and awareness actions to raise awareness in this regard and put the policies into practice.

[3] [G1.MDR-P_09] All sustainability issues are covered in the Group's public policies, either as a stand-alone policy or as part of another policy.

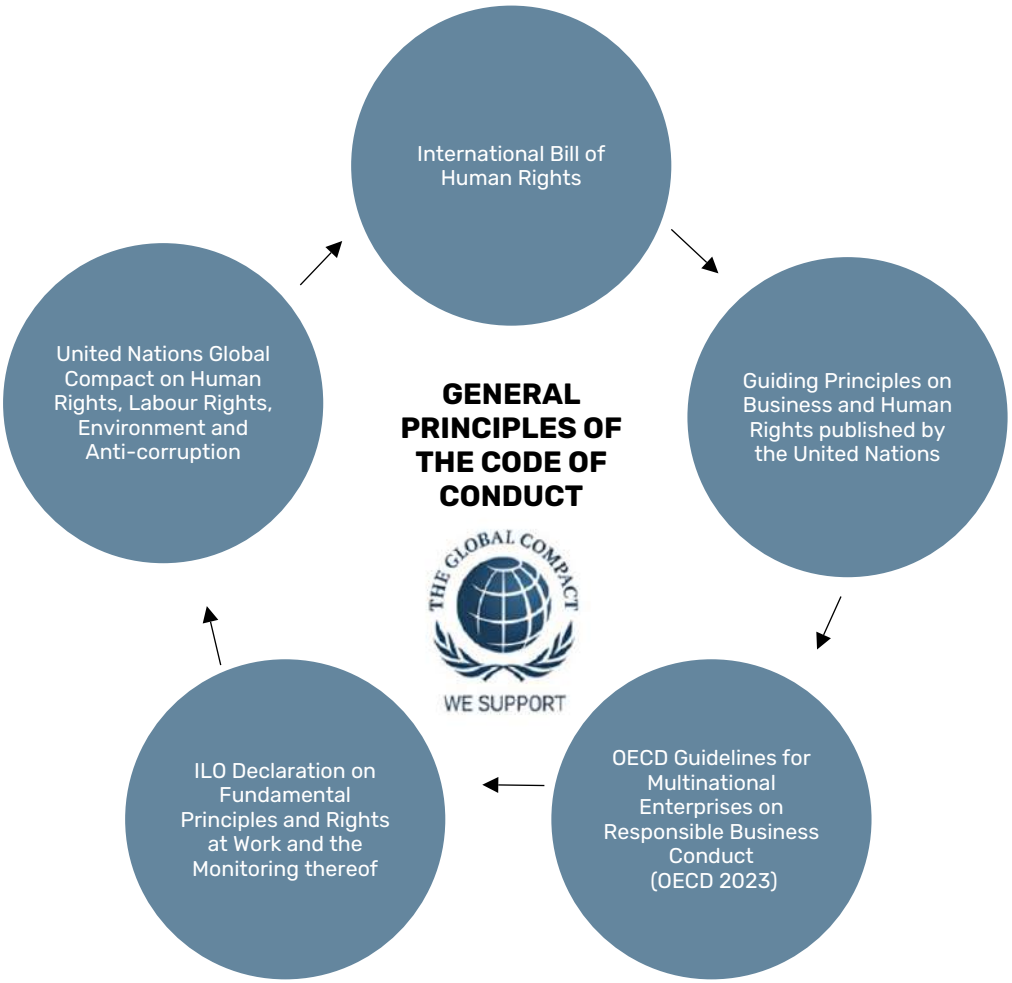
[4] [G1-1_03] [G1-1_04] **CAF** has anti-corruption and bribery policies and discloses the information required in relation to those policies. Therefore, these data points do not apply.

4.1.3.1. Code of Conduct

[2-23] [2-24] The Board of Directors of **CAF** keeps the CAF Group's Code of Conduct (the initial version of which was dated 27 July 2011) updated. The Code establishes the commitments and standards of good practice in force at all times in terms of business ethics.

[2-23] Thus, the Code of Conduct reflects a statement of compliance at the highest level and a guarantee of leadership and commitment to ethics, sustainability and good governance of the CAF Group, and is the cornerstone that serves as the basis for internal policies and operating standards.

The General Principles of the Group's Code of Conduct are imperative rules of conduct and ethical standards that are founded in scrupulous respect for laws, Human Rights, public freedoms and Fundamental Rights, the principles of equal treatment and non-discrimination, protection against child labour and any other principles contained as a minimum, in the following instruments and their corresponding current and future implementing regulations:



Furthermore, the General Principles of the Code of Conduct are the minimum basis that must govern any conduct or business actions of **CAF** and its value chain in general, and will therefore be mandatory for both Members of the Group[36] and Business Partners[37] in accordance with the particularity of each type and in accordance with the levels set out in the relevant standards and best practice guidelines.

[36] Employees, shareholders, directors or members of a management body of any Group entity.
[37] Third parties in the value chain with whom the CAF Group has established some type of business relationship and especially project partners, agents, suppliers and clients.

[2-24] In accordance with the General Principles of the Code of Conduct, a series of behavioural criteria have been defined that contribute to greater precision of the ethical requirements and facilitate the knowledge and application of the ethical standards established.

	BEHAVIOURAL CRITERIA	
General Aspects	Business Ethics Due Diligence Approach Respect for Human Rights Limitations arising from International Sanctions	**2025 update** Updating of the Crime Prevention, Anti-Corruption and Anti-Fraud Manual
Crime Prevention, Anti-Corruption and Conflict of Interests	Criminal Compliance Anti-corruption and prevention of bribery, policy regarding gifts, favours, donations and sponsorships Conflict of interests	
Competition and promotional activity	Antitrust Prevention of Unfair Competition Advertising	
Market abuse and insider information		
Personal data protection and privacy	Confidentiality and privacy Special personal data protection	
Protection of company assets	Cybersecurity Responsible use of technology and artificial intelligence Protection of intangible assets	
Fiscal responsibility		
Respect for and protection of people	Occupational Health & Safety Equal opportunities and work-life balance Training and information Equality Moral integrity	
Solvency and professionalism of **CAF**.	Quality and excellence Reputation and prestige Honesty and integrity	
Commitment to Sustainability	Sustainable business model Commitment to the environment Commitment to the community	
Transparency of information		

These General Principles, in turn, are further developed through specific policies in each area, which complement the above-mentioned behavioural criteria with more specific guidelines for action.

The Group's Code of Conduct is available on the corporate website since its adoption, in an easily identifiable section.

4.1.3.2. Sustainability policy and other commitments

Considering the new sustainability legislation applicable in the short and medium term and the demands of stakeholders, on 17 December 2024, the Board of Directors resolved to update the Sustainability Policy of 17 December 2020.
CAF's main objective in terms of Sustainability is to reconcile the development of the purpose with the balanced satisfaction of stakeholders' needs and expectations in order to create value in a sustainable manner, throughout the value chain and in the long term. We therefore comply not only with legal obligations, but also with best practices in Corporate Governance, Risk Management, Compliance and Sustainability.

BASIC PRINCIPLES

To achieve the stated objective, at **CAF**, we are guided by the following principles of action in carrying out our activities:

- Good Corporate Governance
- Due Diligence Approach
- Ethics and Compliance
- Respect for human and fundamental rights
- Crime prevention and anti-corruption
- Risk and opportunity management
- Transparency, Confidentiality and Responsible Communication
- Fiscal responsibility
- Commitment to innovation and cybersecurity
- Environmental protection

The strategic initiatives that the Group establishes in terms of Sustainability are in line with these principles, implement the commitments included in the Strategic Plan and respond to the material impacts, risks and opportunities in environmental, social and governance aspects identified in the Double Materiality Assessment. Our commitment to sustainability is also outlined in **CAF's** Code of Conduct.

COMMITMENTS TO STAKEHOLDERS

At **CAF**, we are committed to generating value for our shareholders and investors, guaranteeing safe, sustainable transportation systems for our customers, promoting the professional development, safety and equality of our employees and the value chain, fostering a responsible supply chain and contributing to the development of the communities in which we operate.

We also disclose information to our stakeholders in an accessible, up-to-date and comprehensive manner through the various communication channels established in the General Policy regarding Communication of Economic and Financial, Non-Financial and Corporate Information, and contact with Shareholders, Institutional Investors and Proxy Advisors.
More information in section "1.3.4 Perspectives and opinions of the stakeholders" of this Report.

METRICS AND TARGETS

In order to guarantee compliance with the principles and commitments established in the Sustainability Policy, **CAF** has established a Sustainability Master Plan with specific initiatives that materialise through a dashboard available on the company's website.

Additionally, we have performance indicators and short, medium and long-term objectives that are part of the Sustainability Report in accordance with the best practices adopted by the Group. The robustness of these metrics is ensured through appropriate internal control systems.

More information in section "1.4.3 Management of Impacts, Risks and Opportunities" in which the Internal Control System over Sustainability Reporting can be found.

Additionally, **CAF** has made the following voluntary commitments to aspects of sustainability:

	Corporate Management and Sustainability System in line with ISO 26000:2021: the management model is aligned with the ISO 26000:2021 corporate social responsibility guide, which has allowed CAF S.A. to secure a positive third-party verification (LRQA).		**Contribution to the Sustainable Development Goals (SDGs): CAF** contributes to various SDGs through our mobility solutions, technological innovation and responsible management of the value chain, reinforcing our positive impact on the environment and communities.
	Independent third-party verified Sustainability Report: CAF continues to publish its Sustainability Report in accordance with the requirements of the ESRS and Spanish Law 11/2018 on Non-Financial Reporting and Diversity, verified with limited assurance by an independent entity (E&Y), thus ensuring the quality, credibility and comparability of the information disclosed.		**Participation in sector-specific initiatives:** our collaboration with Railsponsible and other initiatives promotes the adoption of sustainable practices throughout the rail sector supply chain, greatly amplifying the impact of responsible actions.
	Adherence to the United Nations Global Compact: since 2020, **CAF** has supported the ten principles of the Global Compact, reinforcing its contribution to the 2030 Agenda and the UN Sustainable Development Goals (SDGs).		Adherence to the Science Based Targets initiative (SBTi) and emission reduction targets: in line with the Paris Agreement, **CAF's** emission reduction targets for 2030 and 2045 have been validated by SBTi. The targets are rooted in scientific rigour and enable CAF to transparently measure, verify and communicate its actions on climate change, helping to limit global warming to below 2 °C (or 1.5 °C) compared to pre-industrial levels.

4.1.3.3. Artificial Intelligence and Data Policy

The Artificial Intelligence and Data Policy, publicly available on the corporate website and approved by the Board of Directors, establishes the framework that allows us to ensure the ethical, safe and secure development and use of Artificial Intelligence (AI) in line with Regulation (EU) 2024/1689. This policy incorporates essential principles such as privacy protection, cybersecurity, prevention of bias, transparency and explainability of systems, as well as prior validation of any AI-based solution and adequate information to users. It also assigns specific responsibilities in our governance structure and prohibits harmful practices such as manipulation, social scoring or unauthorised biometric surveillance.

In the CAF Group we have consolidated a structured approach that allows us to ensure responsible, sustainable deployment of AI in all our activities. This model is articulated around the principles, supervision mechanisms and controls defined in the Policy, ensuring that each initiative is implemented with maximum guarantees and in compliance with current regulations.

The AI and Data Committee leads the oversight of AI and Data developments and implementations, ensuring that all solutions are adopted in a manner consistent with internal and external standards. To this end, we have established a corporate catalogue of authorised tools, restricting the use of non-assessed applications and activating a formal application, analysis and approval procedure when it is necessary to use tools not included in the catalogue. Likewise, any new AI system must undergo a review and approval process before becoming operational.

In our proprietary applications we issue a clear report when a functionality incorporates AI, and we incorporate feedback and monitoring mechanisms to reinforce transparency and technical quality. In addition, we maintain the possibility of human intervention in the results generated, ensuring supervised use in line with our principles of control and accountability.

To foster a strong culture of responsible use, we have continued to roll out our AI Literacy Plan, which combines mandatory training on safe, ethical, responsible use of these technologies with specific modules according to roles and needs. This programme is complemented by a demand management process that allows us to evaluate and prioritise use cases, ensuring their regulatory appropriateness and their effective contribution of value in relation to the resources required for their development and operation. We also incorporate efficiency and sustainability criteria into the design and operation of AI and Data solutions in order to reduce the associated energy consumption and contribute to our sustainability commitments.

We take the international standard ISO 42001 as a reference, which allows us to move towards a management system aligned with the highest standards of technological governance and to reinforce compliance with both the Corporate Policy and the applicable regulations on Artificial Intelligence and data protection.

In addition, we have established a specific governance framework for artificial intelligence initiatives that requires us to identify, before launching any project, the expected return for each use case, including the type of impact (such as efficiency gains, cost reduction or revenue generation) and its corresponding quantitative estimate. This process is complete with a subsequent review aimed at verifying the degree of compliance with the defined objectives, reinforcing accountability and continuous improvement.

With these actions, we reinforce our commitment to a responsible, safe and people-centric digital transformation, ensuring that the use of AI contributes in a transparent, efficient and sustainable way to the creation of value for all our stakeholders.

4.1.4. SUPPLIER RELATIONSHIP MANAGEMENT [G1-2]

[G1-2_01] **CAF** has a number of policies related to supplier management, including the Purchasing Policy. Through this policy, **CAF** establishes principles and guidelines that integrate ethical compliance, sustainability and the promotion of competitiveness. This is achieved through transparent processes, standardisation of digital tools and continuous monitoring of results through a clear and efficient governance system.

[G1-2_02] **CAF** integrates due diligence into supply chain management through a risk-based approach. The Purchasing Policy and associated procedures establish a pre-qualification process that incorporates the identification, assessment and mitigation of sustainability, the environment, climate change, human rights and compliance risks. This model is based on a systematic mapping of risks that is considered in the selection and approval of suppliers, making it possible to anticipate and manage potential impacts on the value chain in a preventive manner.

[G1-2_03] Likewise, **CAF's** Purchasing Policy integrates its expectations in terms of responsible business conduct and sustainability into all stages of its relationships with suppliers. These expectations are explicitly communicated during the pre-qualification, evaluation and monitoring processes, ensuring consistency between operational practice and **CAF's** corporate commitments to integrity, respect for human rights and environmental and social performance.

4.1.4.1. Supply chain monitoring methodology

At **CAF,** we have implemented the following measures designed to identify and mitigate risks related to these groups, ensuring that their working conditions are monitored and that corrective measures are taken when necessary. [308-1]

- **EcoVadis IQ + Vitals:** to identify and classify the preliminary risk of active and potential suppliers, we use EcoVadis IQ, a platform that provides detailed analyses of the potential risk of suppliers in real time. This tool assesses suppliers in multiple key areas, including sustainability, business ethics, environment, labour practices, human rights and anti-corruption, providing a comprehensive overview of their social and environmental performance. [308-1][414-1]
- **Risk Mapping and Assessments in Agencies:** once a supplier has been identified as a Target, according to the selection criteria explained above, it is required to share the result of its ESG assessment. This assessment must be carried out on EcoVadis or an equivalent platform. If the results are not sufficient, specific audits and, where appropriate, corrective action plans adapted to the context are implemented. [308-2][414-2]
- **ARIBA SLP (Supplier Lifecycle Performance):** this system ensures that suppliers comply with established qualification requirements, including relevant certifications such as ISO, IRIS, OHSAS, our Supplier Code of Conduct, the Group's corporate policies and other applicable regulatory requirements.
- **ARIBA Risk:** to monitor the most critical risks, the tool collects information from various sources, including EcoVadis, and issues alerts on potential risks such as human rights violations, negative environmental impacts or ethically questionable behaviour. Moreover, it scrutinises financial data and checks for the presence of suppliers on global sanctions lists using platforms like D&B and Exiger, enabling timely corrective measures to be undertaken. [308-1][414-1]

The methodology applied in the Responsible Purchasing Programme is the same for all the suppliers included and is periodically reviewed to ensure its coherence and effectiveness. Thanks to these mechanisms, during 2025, 74% of Target suppliers (491 of 666) were assessed according to our approach. Said assessment did not lead to the blocking of the qualification of necessary suppliers or the identification of significant deviation with respect to our Supplier Code of Conduct. These actions highlight our commitment to transparency, continuous improvement and proactive management of social and labour aspects all along our value chain. [308-2][414-2]

4.1.4.2. Results of the Responsible Purchasing Programme

Information related to the risk level of suppliers is available in different **CAF** tools for those responsible for supplier selection, as well as for the award of contracts and services. With the aim of guaranteeing a transparent selection process in line with our principles of sustainability and compliance with legislation, the activities included in the Responsible Programme use ARIBA RISK or EcoVadis IQ to analyse the level of risk of suppliers registered on the ARIBA SLP platform, or in their ERP. This assessment is performed based on specific criteria and information collected from various sources integrated into ARIBA RISK, including, but not limited to, Exiger, D&B and EcoVadis, which provide complete and up-to-date data by default.

Out of a total of approximately 13,000 suppliers with receipts in 2025 in the Group, around 10,000 are covered by **CAF's** Responsible Purchasing Programme, and their receipts represent around 97% of the Group's total procurement volume, considering both railway and bus activities, as well as those related to civil engineering, signalling and rehabilitation. [308-1][414-1].

The Responsible Purchasing Programme combines the use of tools that allow us to analyse and prioritise suppliers according to their environmental, social and ethical performance, together with the application of systematic processes for defining corrective actions and, where appropriate, carrying out audits on the results obtained. This approach allows us to anticipate potential areas for improvement and promote responsible practices, contributing to the strengthening of environmental, social and governance performance throughout our supply chain. During 2025, a specific action plan per supplier has been defined based on the result of their assessment in EcoVadis. At year-end, a total of 30 suppliers have an action plan in place, totalling 179 corrective actions that each supplier will have to manage and implement. [308-2] [414-2]

As proof of the improvements that have arisen from the implementation of the Responsible Purchasing Programme, during 2025, 171 of these Target suppliers achieved a material improvement in their assessment result, with 14 of them moving out of the risk zone. These results show that, thanks to the implementation of this operation, **CAF** consolidates a supply chain that is increasingly solid and aligned with ESG criteria, avoiding the incorporation of suppliers with poor labour or social practices, such as precarious working conditions or situations of vulnerability, and at the same time reinforcing the protection of the environment and biodiversity.

[308-2][414-2] At the same time, the opportunities we identify are related to continuous improvement in compliance with our ethical and sustainability criteria by our suppliers, which results in greater stability in our supply chain and a reduction in operational risk. By ensuring that our suppliers comply with appropriate labour standards and environmental conditions, we are not only promoting a fairer and safer work environment but are also generating opportunities for improvement for the workers themselves, such as their professional training, improved working conditions and access to a more inclusive work environment.

In this regard, within the framework of our commitment to continuous improvement in the value chain, we carry out actions of assistance and support aimed at certain suppliers, especially those prioritised within the Responsible Purchasing Programme, with the aim of facilitating the obtaining and improvement of their sustainability assessments. This assistance takes the form of exchanges of good practices, technical guidelines and operational recommendations in the environmental, social and governance areas.

Once the total supplies and external services contracted during 2025 in the companies that are part of the Responsible Purchasing Programme have been analysed, each business draws up its own list of Target suppliers based on the criteria already specified in the previous sections of this Sustainability Report. This analysis has resulted in the identification of 666 suppliers as Target, which are subject to reinforced monitoring in ethical, social and sustainability matters, and whose purchases account for around 57% of the total external procurement and services considered in the Programme. Only 0.15% of these purchases correspond to high-risk suppliers, as indicated in the following table.[308-1] [414-1].

The target set by **CAF** is to achieve 80% of Target suppliers assessed with results above 44 points in EcoVadis, or equivalent agency. That is to say, they must at least complete the questionnaire that includes aspects aligned with international standards and the responses must be subject to analysis by experts. This process must measure supplier performance in relation to sustainability and the results of the assessment are expressed in a score ranging from 0 to 100 points, reflecting better sustainability management by suppliers the higher the score obtained.

When an assessment does not meet the standard set by **CAF**, the supplier is required to implement an action plan to address the identified weaknesses. For suppliers that have not been able to improve, or communicate, their sustainability score, an audit plan is proposed. At year-end, 74% of Target suppliers have been assessed. [308-2] [414-2]

During 2025, approval audits, including sustainability criteria, were carried out on 62 new suppliers by the Supplier Quality Area (SQA). Additionally, SEDEX has access to the report resulting from nine audits carried out under SMETA sustainability methodology in the facilities of these Group suppliers. [308-1] [414-1]

To monitor the indicators of the Responsible Purchasing Programme, the SAC (System for Analytical Control) is used with the goal of facilitating the consolidation of the necessary data to calculate the KPIs associated with each programme. This tool, integrated with purchasing ERPs for S4/HANA, BAAN and GMAO and, via file upload for NAVISION, LN and other *SAP*, optimises the collection and processing of information related to responsible purchasing, improving efficiency and reliability in tracking results.

At the end of 2025, the following results have been obtained from *SAC* in the activities included in the Responsible Purchasing Programme:

	NO. OF TARGET SUPPLIERS ASSESSED (WITH SUPPLIES ACCOUNTED FOR)	% HIGH RISK PURCHASE <25	% MEDIUM PURCHASE RISK <45 >25	% PURCHASING FROM ASSESSED SUPPLIERS	% PURCHASING FROM TARGET SUPPLIERS
CAF GROUP	491	0.15	1.14	47.20	57.40

- To further strengthen our sustainable practices in the procurement of products and services, we have defined the following improvements and actions to be implemented in the coming months: establish processes that include the participation of workers in social audits or direct consultation mechanisms (surveys, on-site visits, communication with union representatives).
- Implementation of traceability strategies that enable risk identification and mitigation at all levels of the chain (Tier-2, Tier-3, etc.)
- Consolidation of the use of SEDEX as a key tool for conducting on-site audits under the standard SMETA methodology and monitoring of the results of these audits, thus reinforcing more systematic and reliable control over the performance of our suppliers.
- Development of specific programmes (e.g. carbon footprint reduction in transport, circular economy initiatives for electronic components) and reporting of the associated results.

4.1.5. CORPORATE COMPLIANCE SYSTEM AND COMPLIANCE FUNCTION

[2-12][2-13][2-15] Our Corporate Compliance System is aimed at the prevention, detection and early management of compliance risks.

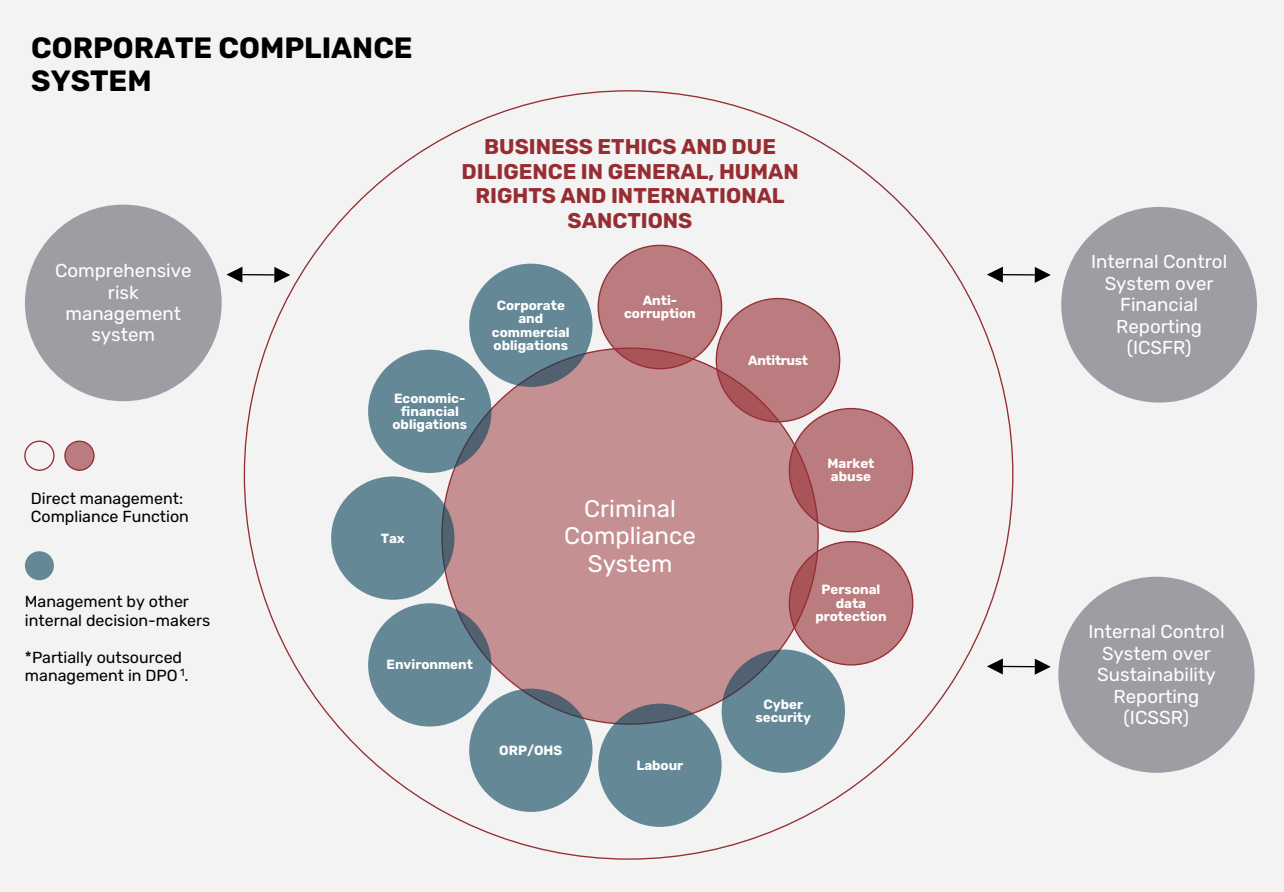
It is made up, among other things, of those rules, formal procedures and material actions that aim to ensure that the Group acts in accordance with ethical principles and applicable legislation, preventing and acting against incorrect conduct or conduct contrary to ethics, the law or the Internal Regulatory System, which may be committed within the organisation or in its activity.

The Board of Directors approves the general Compliance policies and ensures that they are aligned with the Group's strategy. It also attributes the supervisory powers of the aforementioned Corporate Compliance System to the Audit Committee, and appoints the Compliance Function.

[2-12][2-13] The Audit Committee exercises reasonable oversight over the implementation of the Corporate Compliance System and its effectiveness. Senior Management, in turn, supports the Compliance Function in achieving the Group's objectives in terms of Compliance in all matters necessary within the scope of its own competencies.

The CAF Group Compliance Function is the body with autonomous surveillance and control powers, which is tasked with supervising the operation and compliance of the Corporate Compliance System as a whole and the direct management of at least the following areas: (i) Business Ethics and Due Diligence in general, Human Rights and International Sanctions, (ii) Criminal Compliance, (iii) Anti-Corruption, (iv) Antitrust, (v) Market Abuse and (vi) Personal Data Protection. In addition, this function is responsible for supervising other areas managed by different managers.

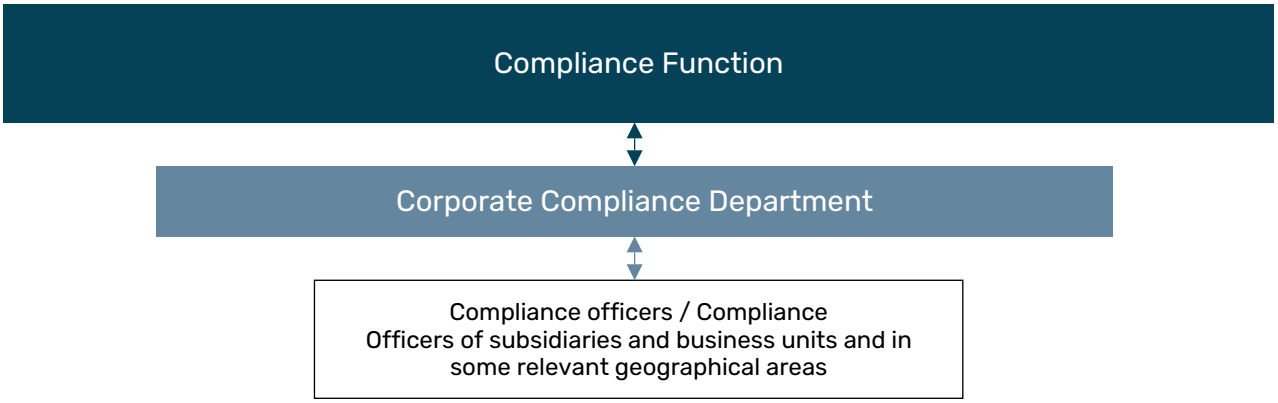
It also coordinates with the other corporate functions with other internal control and risk management responsibilities. All of the above is done based on the following diagram:



To this end, the Compliance Function must, at a minimum, have the appropriate knowledge, skills and experience and at all times have the integrity, autonomy and independence necessary to be able to carry out its responsibilities.

In the event of a collegiate Compliance Function, one of its members shall act as the Delegate of the Internal Reporting System (whistleblowing channels) mentioned later in this Report and will be considered the Corporate Head of Compliance, without simultaneously being able to be the head of other Functions or Departments outside Compliance, thus permanently having the necessary independence.

Furthermore, the Compliance Function has the necessary competencies and powers to carry out the principles and objectives defined in the Policies corresponding to each of the areas and has a Corporate Department and Compliance Delegates with functional dependence within the Group, being able to delegate their own powers to any of the above, with sufficient organisational freedom to ensure the correct implementation of the Corporate Compliance System.



The Compliance Function issues various reports annually (including the Compliance Function annual report) which is presented to the Audit Committee, to which it reports periodically regarding the relevant aspects of the various areas of Compliance and their significant risks and, in particular, regarding compliance with the internal Codes of Conduct and regarding the Internal Reporting System (whistleblowing channels). For more details about the structure, functions and competencies of the Board Committees, please refer to section "1.2.1. The Role of Governing Bodies" of this Report.

4.1.6. COMPLIANCE COMMITMENTS

4.1.6.1. Due Diligence Approach

[2-23] Within the Group, we take a due diligence approach in accordance with applicable regulations, which determines a set of obligations and responsibilities for identifying, measuring and monitoring the impact of our activities in relation to the prevention of actual or potential adverse effects.

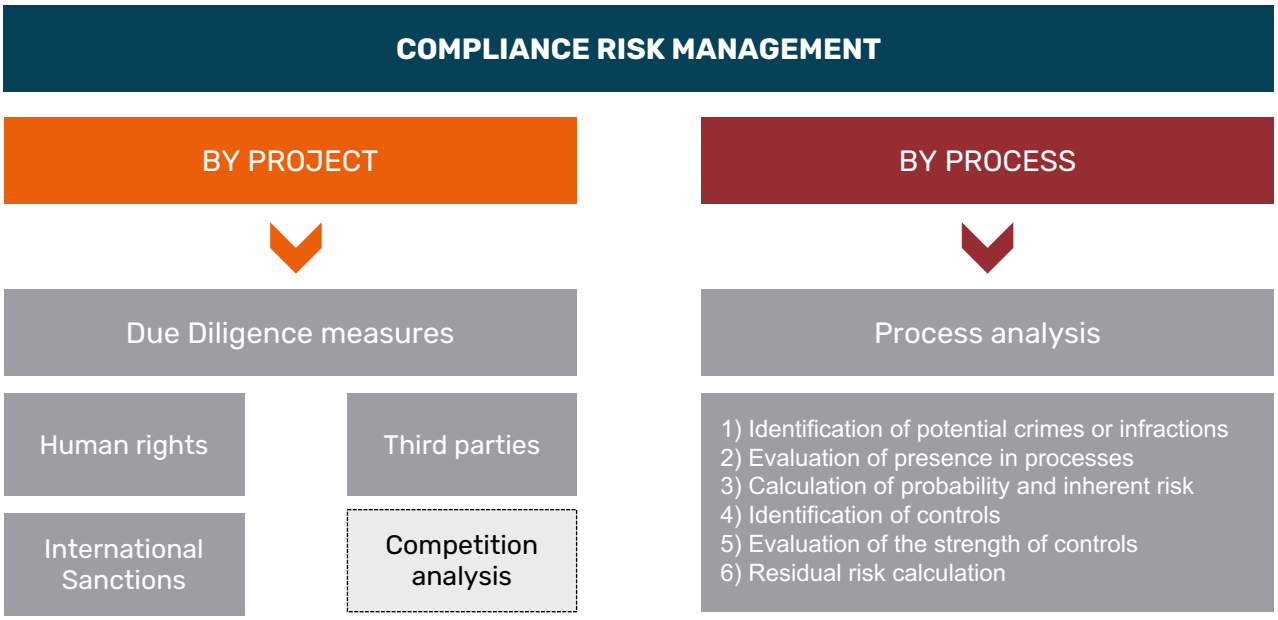
In this regard, we take a proactive approach to due diligence throughout our global value chain on an ongoing basis, which is why we structure the appropriate frameworks, procedures and processes to monitor and mitigate potential negative compliance impacts.

4.1.6.2. Compliance risk management

For **CAF**, compliance risks go far beyond mere compliance with the applicable legal and regulatory framework, extending the assumed ethical standards to all geographies in which we operate, even where local legal requirements may be less demanding, thus ensuring consistent global performance.

Consequently, Compliance risks also cover compliance with our commitments regarding Business Ethics, contained in the Code of Conduct and in the internal policies and standards

Based on the above, our approach to risk management is twofold: by projects and by processes.



4.1.7. PREVENTION AND DETECTION OF CORRUPTION AND BRIBERY [G1-3]

4.1.7.1. Ethical commitments in business processes and relationships with third parties

[2-23][2-24] The General Principles of the Code of Conduct and other standards that make up the Corporate Compliance System lay the foundations for the adoption of controls and procedures that are incorporated and executed directly in the business processes that make up the Corporate Management and Sustainability System.

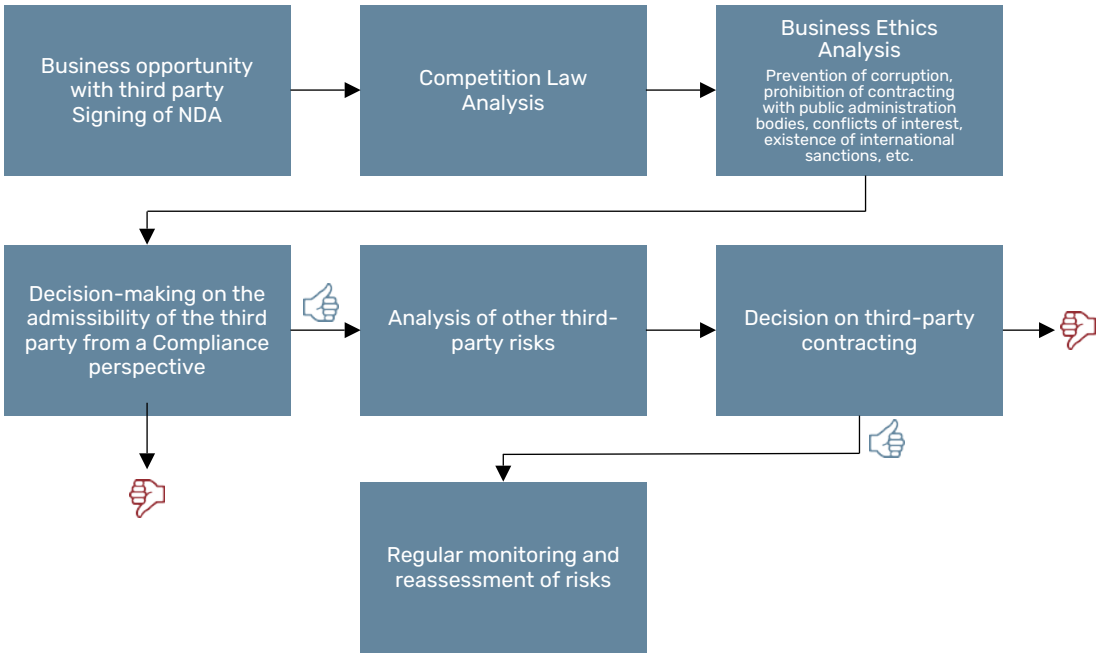
4.1.7.2. Internal coordination

To ensure the harmonisation of the application of internal rules of conduct at a corporate level, the Corporate Compliance Department coordinates with the Compliance Delegates of the business units and with the area of Responsible Purchasing for the proper interpretation of the controls and, where appropriate, for their adaptation to the processes of each of the activities, taking into account their special characteristics. Due diligence is also monitored on major projects.

4.1.7.3. Formalisation of relationships with third parties

The Group's Due Diligence Manual for contracting with third parties formalises and standardises the due diligence measures that allow the verification of the degree of compliance with the General Principles of the Code of Conduct prior to establishing a contractual relationship with a third party.

The basic controls included in this Due Diligence procedure for contracting with third parties, with regard to project partners and agents, are carried out on an individual basis and are, in summary, the following:



For this assessment of project partners and agents, several international sources and databases are used to monitor and assess risks and in particular to check the existence of potential contingencies and the possible inclusion of said third parties in international sanctions lists. In 2025, the use of artificial intelligence for data screening and improved analysis has been enhanced.

Compliance requirements for suppliers are defined in a similar way, although adapted to the different categories, with a higher degree of automation in order to manage their high volume and are in accordance with the circumstances of the supply chain, using a specific tool that in turn is linked to the queries to the aforementioned international databases. Customer requirements are tailored to different customer circumstances.

Consequently, the Business Partners with whom we enter into a contract are assessed beforehand in accordance with the requirements described, as the Group can only enter into a contract with third parties that obtain a favourable assessment as 'suitable' at Compliance level.

4.1.8. DISSEMINATION, TRAINING AND CONSULTATIONS

4.1.8.1. Disclosure

[2-23][2-24][2-26][205-2][412-2] **CAF's** corporate internal communications app has a specific Compliance section that gives all Group employees (more than 17,500) access, in a single common place, to the most relevant rules and working documents on Compliance, distinguishing between corporate and country-specific, and can be accessed from any device at any time.

[2-23][2-24][G1-3_05] Additionally, the Company's Articles of Association and the Regulations of the General Shareholders' Meeting, Board of Directors and Committees and the Policies and other Corporate Governance, Ethics and Compliance Rules, as well as other relevant information about **CAF**, are also available to the general public on the corporate website itself in an updated and permanent manner in accordance with the applicable regulations.

Compliance documents are systematically translated into the languages of corporate use, being Spanish, Basque and English and, on occasions, into additional languages of countries in which the Group operates, including, among others: Polish, French, Brazilian Portuguese, Swedish, Italian and German.

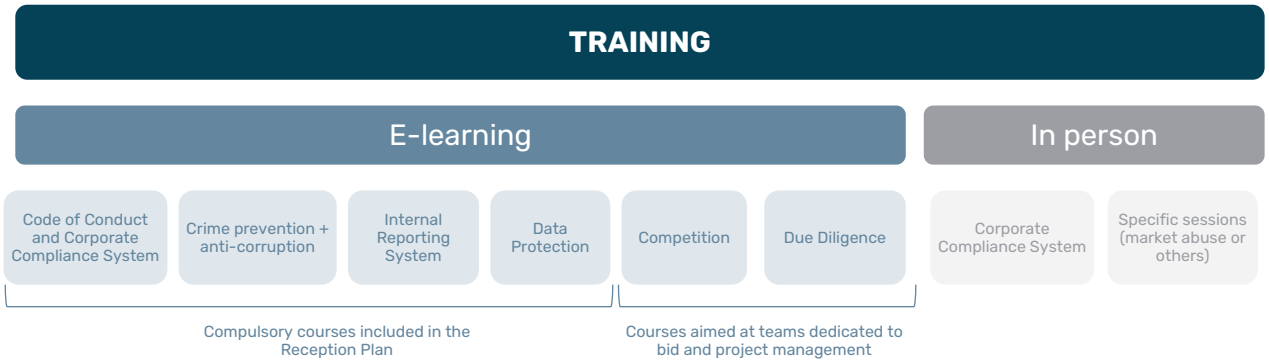
4.1.8.2. Training

Training is one of the fundamental pillars to ensure knowledge and compliance with the requirements of the Corporate Compliance System by all professionals of the Group companies. [205-2]

This training, provided by Compliance, includes global training initiatives on topics of a general nature and applicable to the majority of the workforce, and additionally develops specific training plans aimed at certain groups of professionals for whom specific Compliance needs have been identified. [412-2]

[G1-1_10][2-24][205-2] Thus, in 2025 the permanent actions aimed at raising awareness and disseminating the different Compliance regulations have continued and two new training modules have been launched relating to i) Code of Conduct and Corporate Compliance System, and ii) Internal Reporting System, incorporating measures for the dynamisation and evaluation of knowledge for those trained. Both training courses are compulsory for all eligible Group personnel. In addition, the existing crime prevention and anti-corruption training has been updated, with specific training for the Board of Directors in 2025 and training for other target groups planned for the coming year.

The main figures in this area are shown below:



[G1-3_07][G1-3_06] At the end of the year, although the dissemination of the Code of Conduct and the Crime Prevention Manual has been generalised to all employees, the corresponding training has been launched in accordance with plans adjusted to the needs of the different recipients within the Group, including 100% of the roles most exposed to the risk covered by the corresponding area.

In 2025, 91% of the people included in the training plan on the Code of Conduct and the Crime Prevention Manual have completed it. Since the start of the plan, 8,965 people have been trained (465 of whom in 2025). General anti-corruption training is included in this training plan, without prejudice to the forthcoming development of specific training in this area.

YEAR	Total people trained	Total % of people trained out of the eligible group	Persons trained in the year
2025	8,965	91%	465
2024	8,500	90%	934
2023[1]	8,000	90%	1,045

[1] The total number of trained persons also takes into account persons who have left the Organisation.

In the area of personal data protection, 85% of the persons included in the training plan have completed the training by 2025, equivalent to 5,492 persons trained (of which 992 in 2025).

YEAR	Total people trained	% of people trained out of the eligible group	People trained in the year
2025	5,492	85%	992
2024	4,500	80%	1,292
2023[1]	2,800	78%	323

[1] The total number of trained persons also takes into account persons who have left the Organisation.

Likewise, a training system is maintained, including the aforementioned programmes, in the welcome plans for new employees. Training materials are constantly revised and updated.

Likewise, 86% of people have completed the internal training plan on Due Diligence for contracting with Third Parties and Due Diligence in matters of Human Rights, which is equivalent to 875 people trained in these areas as at the date of this Report (75 of whom in 2025).

YEAR	Total people trained	% of people trained out of the eligible group	People trained in the year
2025	875	86%	75
2024	800	76%	505
2023[1]	375	72%	95

[1] The total number of trained persons also takes into account persons who have left the Organisation.

As of the date of this document, 93% of the people included in the Competence training plan have completed it. Since the start of the programme, 1,369 people have been trained (169 of whom in 2025).

YEAR	Total people trained	% of people trained out of the eligible group	People trained in the year
2025	1,369	93%	169
2024	1,200	90%	232
2023[1]	1,000	92%	72

[1] The total number of trained persons also takes into account persons who have left the Organisation.

In addition, the Corporate Department and the Compliance Officers give general presentations on the Corporate Compliance System, as well as presentations on specific areas to the Business Management Committees and to key people in the Organisation.

In addition, the Group's project partners, in all the regions where it operates, are informed of the existence and mandatory compliance with the General Principles of the **CAF** Code of Conduct.

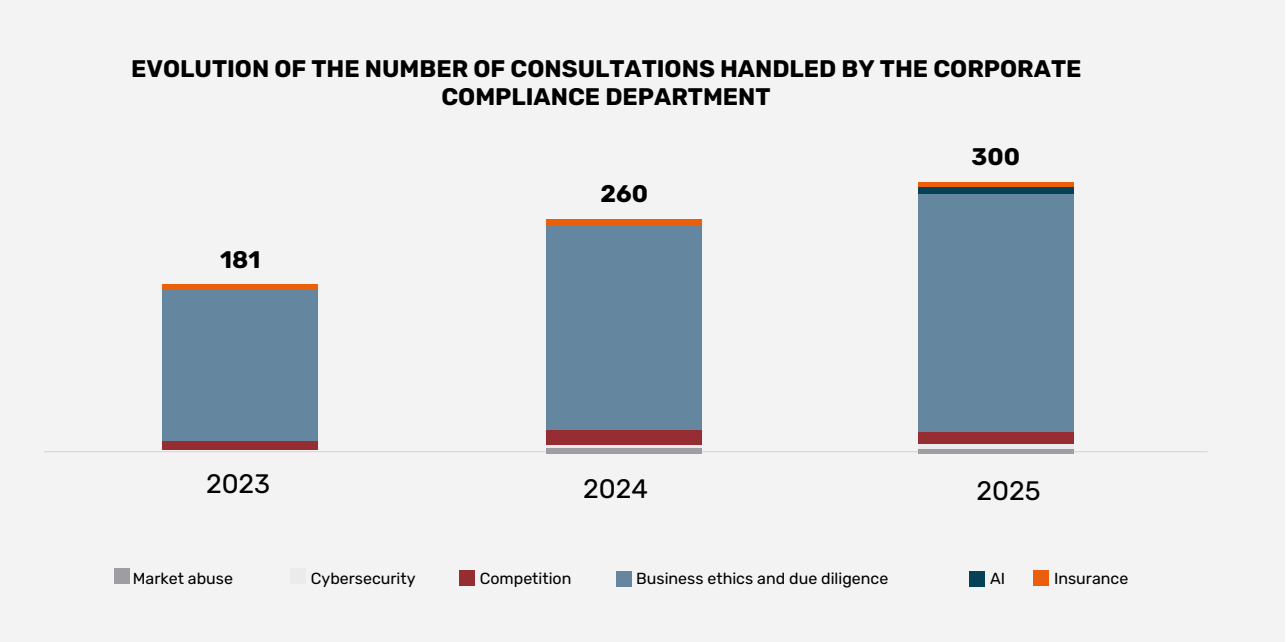
4.1.8.3. Consultations

All **CAF** professionals are obliged to attend the training scheduled on Ethics and Compliance when these are convened and the possibility and duty of diligence, where appropriate, to communicate or pass on to the Compliance Function any queries, doubts and concerns that may arise in relation to the content of the Code of Conduct, as well as its internal regulations for development and practical implementation. The Compliance Function keeps open, discloses and manages the appropriate channels for this purpose.

This consultation formula is the ordinary and most agile mechanism for obtaining answers to any doubts or questions that may arise in this area. However, the Internal Reporting System must be used if a breach or irregularity is to be reported, applying the corresponding whistleblower protection guarantees, in accordance with its specific applicable regulations and as indicated in the following section.

Likewise, the “Compliance Help Desk” is kept up to date and serves as a directory accessible to the entire staff to identify the person of reference in Compliance matters depending on the subject, business or country on which the queries are made. [2-26]

As a result of the foregoing, the Group’s compliance culture has been evolving favourably, obtaining very significant support as demonstrated, among others, by the figures for annual queries received internally:



4.1.9. INTERNAL REPORTING SYSTEM (WHISTLEBLOWING CHANNELS)

[2-25][G1-1_02] The Internal Reporting System Policy[38], and the Corporate Procedure of the Internal Reporting System approved by the Board of Directors of **CAF**, after consultation with the legal representatives of the employees, establish the basic rules for the management and operation of the Internal Reporting System which integrates all whistleblowing channels in a single IT tool. Both the Policy and the Procedure comply with the different international and national regulatory requirements for the protection of whistleblowers and the fight against corruption and remain publicly accessible on the corporate website.

[G1-1_08][G1-1_13] The main characteristics of said Internal Reporting System are summarised below:

The Group's Internal Reporting System is managed by means of an IT tool, as the preferred channel for reporting actions or omissions constituting a criminal, serious or very serious administrative or criminal offence, as well as breaches related to the Code of Conduct or any other rule of the Group's Internal Regulatory System.		
WHO CAN REPORT? Anyone can make a communication. In addition, the Group's internal regulations provide special protection for certain whistleblowers in accordance with the applicable legislation in each case.	**HOW?** By accessing the corporate website, the link through which **anonymous** or **nominative**, **verbal** or written communications may be made, indicating the Group entity to which they are addressed.	**WHEN?** When there is knowledge of one of the aforementioned infractions, or reasonable grounds and indications to think so, even when there is no conclusive evidence.
WHO MANAGES THE INFORMATION?	• Manager of the Internal Reporting System. • Manager of the Reporting Channels. • Case managers.	They will have the appropriate competence, integrity, authority and independence to perform their duties.

The Internal Reporting System is permanently active and configured for all subsidiaries of the Group with 50 or more employees or others required by local legal requirements, having followed in each case the corresponding procedures for its approval and implementation.

[G1-3_02] The Head of the Internal Reporting System Manager is a collegiate body appointed by the Board of Directors of the parent company, which has delegated to one of its members the powers of management and processing of investigation files. This System Delegate is a manager of the organisation who exercises their role independently of the administrative and governing body of the organisation, who does not receive instructions of any kind in the performance of their duties and who has all the personal and material means necessary to carry them out. Likewise, the Managers of each specific channel have the appropriate competence, integrity, authority and independence, as well as the necessary resources to perform their functions.

They have all received the necessary training to manage the cases and share common models of procedure and documentation to ensure homogeneous processing.

[G1-3_03] The main indicators of the Internal Reporting System are reported by the Compliance Function to the Audit Committee through periodic activity reports and, in particular, through the Compliance Function's annual report. The Audit Committee supervises this report and refers any relevant issues to the Board of Directors.

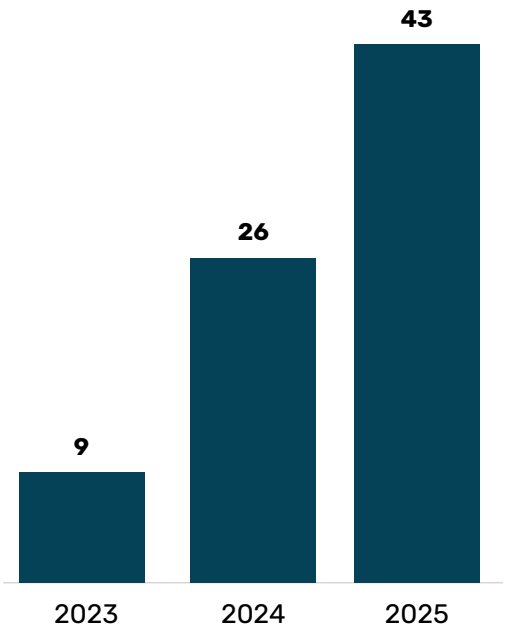
[S3-3_14] The implementation of the Internal Reporting System was communicated to all Group employees and remains accessible on the corporate website, informational documentation on the operation of the whistleblowing channels, whistleblower protection measures and whistleblower recipients for each channel. Additionally, during the 2025 financial year, a new specific training module was launched on the Internal Reporting System.

[38] [G1-1_06][G1-1_07] **CAF** has whistleblower protection policies and discloses the information required in relation to those policies. Therefore, these data points do not apply.

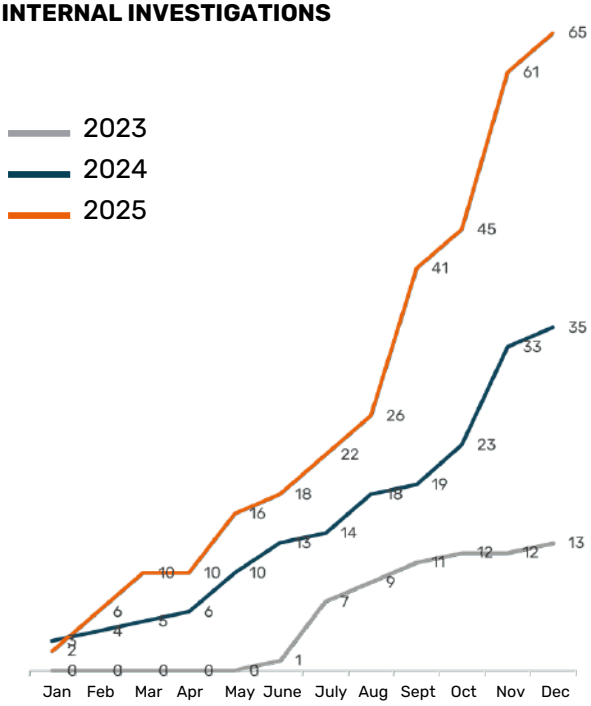
[G1-1_05][S3-3_15][G1-1_14] As one of the principles governing the processing of information, the Internal Reporting System Policy, establishes that the investigation must protect any information that may identify any person affected by the communication, guaranteeing the confidentiality of the informant and the absence of reprisals arising from the communications made at all times.

[S3-3_13] During 2025, the different whistleblowing channels were monitored continuously and their proper functioning was periodically checked, with 63 complaints being registered, which gave rise to 22 cases in the Internal Reporting System. Two internal investigations have also been initiated ex officio. The breakdown and trends in complaints and internal investigations carried out in the Group in the last three years are shown below:

ANNUAL EVOLUTION OF THE NUMBER OF COMPLAINTS ADMITTED FOR PROCESSING AND INTERNAL INVESTIGATIONS OPENED AS CASES

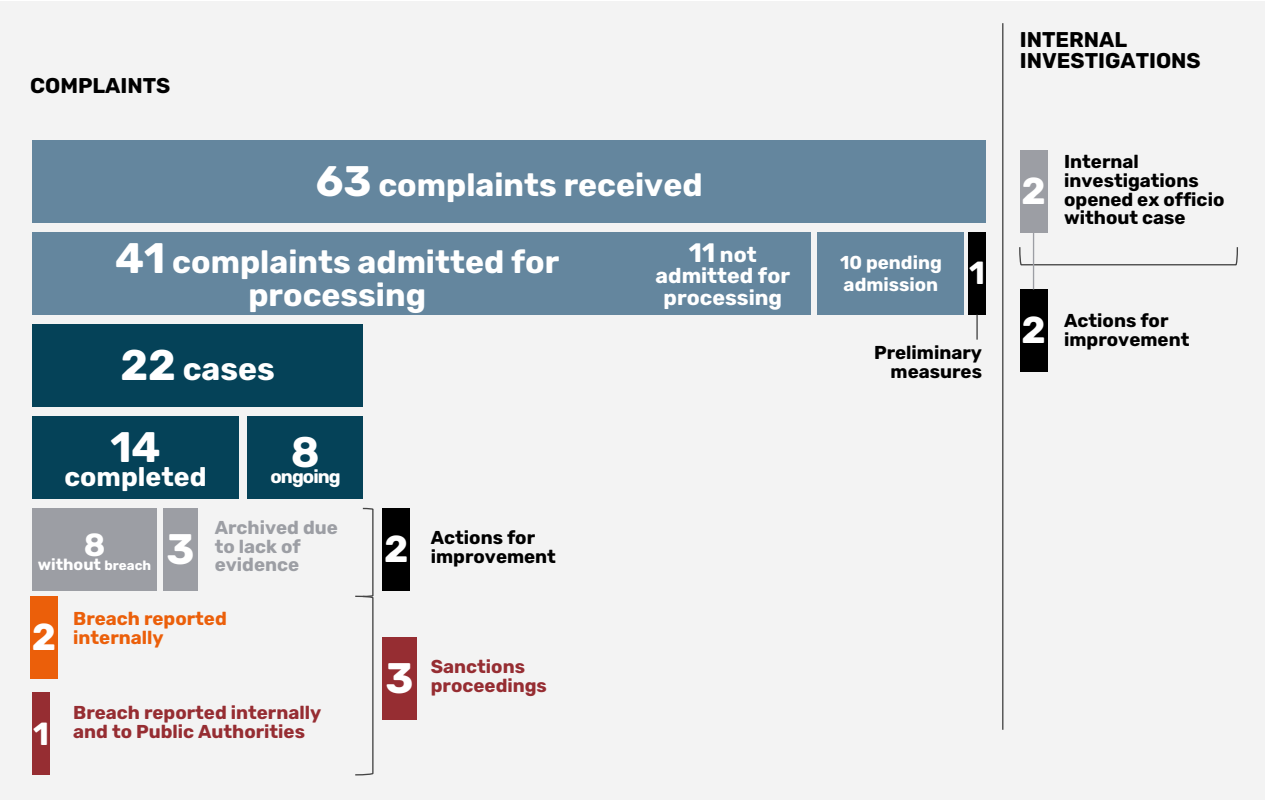


TRENDS IN THE TOTAL NUMBER OF WHISTLEBLOWING CASES AND INTERNAL INVESTIGATIONS



COMPLAINTS RECEIVED THROUGH THE INTERNAL REPORTING AND INTERNAL INVESTIGATIONS SYSTEM BY TYPE IN 2025

Following the conducted inquiries, by the close of 2025, enhancements were implemented in certain internal procedures, while in other instances, appropriate disciplinary actions were initiated.



The cases that remained open at year-end 2025 are still being managed within the procedural timeframe set for this purpose and, although not concluded within the reporting period, at the date of this Report they are well advanced and no contingencies are expected to exist in any of them.

Further details on human rights complaints can be found in section "1.2.4.6 Human Rights complaint Handling" of this Report .

4.1.10. COMPLIANCE WITH LAWS AND REGULATIONS

It should be noted that in 2025, no fines or sanctions have been received for significant breaches of laws, regulations or commitments. [2-27]

With regard to the management during the year 2025 of the significant contingencies of previous years as described in Note 25 of the consolidated annual report, the following should be noted:

CAF Brasil is part of a consortium in Brazil, the purpose of which is the performance of a construction contract for a new tramway and the supply of rolling stock for the tramway. **CAF's** scope in the consortium basically entails the supply of the rolling stock and the signalling.

Various administrative and court proceedings have been initiated in relation to this project, in which, among other issues, the potential termination of the contract, alleged irregular practices, the imposition of payments for damages, fines and penalties or the potential breach of contract by both the consortium and the customer are under analysis, mainly in relation to civil engineering work. The Group's subsidiary in Brazil is a defendant in these proceedings. In one of these proceedings, the competent judge granted an interim injunction against the subsidiary in Brazil in the form of a prohibition to dispose of real estate and vehicles as security for possible liabilities that may result from an eventual court ruling against the subsidiary. The subsidiary is continuing to defend its interests in these proceedings.

Additionally, in another administrative procedure initiated by the Authorities of the State of Mato Grosso in relation to said project, in the second half of 2021 the administrative body sanctioned the Consortium and its members with a fine amounting to 96,170,604.55 Brazilian reals (the subsidiary company participates in the Consortium with 36.8%) and the prohibition of contracting with public entities for five years in the State of Mato Grosso and for two years in Brazil. The Consortium and the subsidiary appealed this administrative sanction in court and obtained from the judicial authorities a precautionary suspension of the effectiveness of the prohibition to contract in Brazil and of the fine applied. Also in relation to this project, the subsidiary continues to challenge in court the termination of the contract requested by the State of Mato Grosso and the consequences arising from this decision, in relation to which the competent courts ordered the precautionary suspension of the effectiveness of the fine imposed as a result of the termination. In connection with the above, the fines and penalties imposed by the State of Mato Grosso on the Consortium have been suspended pursuant to an agreement with the State of Mato Grosso signed in July 2024, which provides for the definitive cancellation of such fines and penalties upon the fulfilment of certain conditions. Likewise, the subsidiary continues to monitor the potential involvement of any employee of the subsidiary in alleged corrupt practices.

[2-27] Finally, contingency management during the 2025 financial year in the field of Competition Law is included later in its specific section.

4.1.11. CRIME PREVENTION, ANTI-CORRUPTION AND CONFLICTS OF INTEREST [G1-3]

4.1.11.1. Crime Prevention

[2-15][205-3][415-] The Crime Prevention, Anti-Corruption and Anti-Fraud Policy approved by the Board of Directors identifies the fundamental principles and objectives that must be complied with and defines the reference framework and essential elements of the Criminal Compliance System (in place since 2015) and the Anti-Corruption Management System, as detailed areas of the Group's Corporate Compliance System, based on respect for the law and the application of the main good practice guides in the prevention of corruption.

The aforementioned Policy, together with the Code of Conduct, in their most recent versions, represent a common framework of good practices and basic action policies that must be systematically observed as a minimum established at the corporate level for the management and prevention of the risks of committing crimes within the Group, without detriment to the specificities approved in each case derived from the requirements of the legal system applicable to international subsidiaries, and which will prevail where applicable.

Likewise, in implementing the aforementioned Policy, on 19 November 2025, the Compliance Function, within the competences and powers conferred upon it, approved the updating of the Group's Crime Prevention and Anti-Corruption and Anti-Fraud Manual. This Manual establishes and references controls, procedures, aspects of compliance culture and other provisions that constitute effective measures for managing risks of crimes of all kinds, including corruption and other non-criminal acts that may not be ethically acceptable to the Group.

INTERNATIONAL ADAPTATION

The international dimensions of the Group as at 31 December 2025 encompassed 86 foreign subsidiaries in 43 countries across the five continents.

When the application of the framework established by the corporate rules is insufficient, an adaptation can be made at the international level in terms of crime prevention for a specific country, and in some cases for a specific subsidiary, either by adapting the content of the general corporate guidelines of the Crime Prevention Manual, or by developing a complete Compliance sub-programme to establish specific guidelines, all of which will largely depend on the existing legal regulation in the country in question and the greater or lesser flexibility that these rules provide to maintain or not maintain the common corporate model.

Internationally, in 2025, the Group continued to develop the Compliance sub-programmes that feed the Criminal Compliance System.

RISK MANAGEMENT

At **CAF**, we periodically analyse the various activities in the exercise of which risk situations may arise that give rise to the commission of any of the crimes that have been classified as “Relevant Crimes”, generating a matrix of Criminal Compliance risks. This matrix allows the identification of actions that merit further attention from the perspective of crime prevention and the development of the inventory of controls and other risk management measures.

The activities of the Group that deserve special attention for the purposes of the above are: (i) public calls for tender; (ii) performance of public and private contracts; and (iii) integrated projects.

The risks identified in the risk map are specifically managed: (i) through the implementation of the guidance policies and the introduction of controls and risk mitigation measures; (ii) by raising the awareness of all the individuals in the Group to which the Criminal Compliance System applies through training and dissemination activities; (iii) by managing an Internal Reporting System that enables detection of behaviours that breach the Code of Conduct or the Crime Prevention Manual; and (iv) by adapting the corporate Criminal Compliance System to the Group subsidiaries to ensure the implementation of the general guidelines across all the Group companies as well as compliance with local regulations in countries that require the establishment of specific guidelines in accordance with their own legislation.

The impacts arising from such risks are economic penalties and other more serious penalties in relation to the offences described above, in addition to damaging **CAF’s** brand image or reputation. The aforementioned impacts have a direct effect on **CAF’s** activity in both the short and the medium-long term. During the 2025 financial year, criminal risk assessments were conducted on some of the Group’s entities to ensure greater adaptation to their specific business processes.

The implementation of the harmonised IT tool for risk and control management continued for several of **CAF’s** internal control systems and, in particular, for the Compliance areas – including Criminal Compliance and Anti-Corruption – seeking to standardise the key elements so that the platform can be used by different areas, obtaining synergies between the aforementioned systems. The tool will enable the deployment of key controls in the Group’s various organisations, as well as recording the design and effectiveness evaluations carried out on them.

4.1.11.2. Anti-corruption and prevention of bribery

The fight against corruption and bribery is one of the most relevant issues in terms of corporate responsibility, both from an ethical point of view, as it undermines commitments to transparency and integrity, as well as criminal prevention, and from an economic point of view, as it jeopardises the basis for the correct functioning of the market, including free competition. [205]

In this context, at **CAF**, we are aware of the importance of our efforts, as a key player in the business community, in the fight against corruption and bribery and, consequently, we show zero tolerance for any act of corruption and bribery, whether in the public or private sector, in line with the highest levels of compliance with the applicable legal and ethical standards and with our Compliance culture. [205-3]

[G1-3_01] The Crime Prevention and Anti-Corruption and Anti-Fraud Policy[39] lays the foundations for uniform application of the corruption prevention principles for all the countries in which the Group operates and the Anti-Corruption Management System complements the Crime Compliance system for the management of corruption and fraud, both in the strictest sense and with respect to other acts that, depending on the circumstances and applicable regulations, could potentially be considered acts of corruption. The prohibited acts and those subject to control, as set out in the aforementioned Policy, are shown below:

PROHIBITED ACTS

CORRUPTION	Abuse of power, which is used by the people to whom it was entrusted for their own personal benefit. This concept includes both facilitation payments and extortion payments in accordance with the provisions of the Group's Code of Conduct.
BRIBERY	Offer, give or even promise or acceptance of money, gifts, pecuniary advantage or other type of undue advantage as an incentive to do something dishonest, illegal or that constitutes a violation of trust in the course of commercial activity, either directly or through the intermediation of commercial agents or other third-party intermediaries, such as consultants, representatives, distributors, contractors and suppliers, etc.
FRAUD	In addition to offences that have such legal status, any deliberate act of deception for gaining profit or to harming another party and shall be treated in the same manner as corruption.

ACTS SUBJECT TO CONTROL

Gifts and hospitality	**Relations with public officials**	**Donations, sponsorship and partnership agreements**

[G1-3_08] As a result of the update of the Crime Prevention and Anti-Corruption and Anti-Fraud Manual, specific training on Crime Prevention and Anti-Corruption for the members of the Board of Directors has been provided during the 2025 financial year.

The main risks related to the fight against corruption and bribery are the following: (i) corruption between individuals; (ii) bribery; (iii) corruption in international transactions; (iv) influence peddling; and (v) illegal financing of political parties.

Money laundering is also included in the catalogue of significant offences for the Group.

[G1-1_11] The functions with the highest exposure to risks associated with corruption and bribery include those with decision-making power, such as directors, area managers or project managers, within purchasing, business strategy and sales, accounting and finance, institutional relations, recruitment and personnel management, exports or others involved in international transactions.

[39] [G1-3_04] **CAF** has policies and procedures in place to prevent, detect and act on allegations or incidents of corruption and bribery, and discloses information related to said policies and procedures in this Report. Therefore, this *data point* does not apply.

4.1.11.3. Confirmed cases of corruption or bribery [G1-4]

[G1-4_01][G1-4_02][G1-4_03][G1-4_04][G1-4_05][G1-4_06][G1-4_07][G1-4_08][205-3].

There have been no cases of corruption or bribery during the 2025 financial year[40,41]. Likewise, there have been no convictions or fines for violations of anti-corruption laws.

4.1.11.4. Policy on gifts and hospitality, donations and sponsorship. Political influence and lobbying activities[G1-5]

CAF promotes the prohibition of accepting or offering gifts and hospitality (including favours) the value of which is not merely symbolic and intended to promote the Group's brand image as an essential principle.

In accordance with that established in the Group's Code of Conduct and the Crime Prevention and Anti-Corruption and Anti-Fraud Manual, donations, sponsorship or collaboration agreements must take place under the umbrella of that set out in the applicable laws and never directly or indirectly linked to illegal acts, in addition to following the authorisation procedures in force at any given time. The Manual also establishes the basic procedure for the acceptance of gifts and the management of hospitality, donations, sponsorships and collaboration agreements that will be applied according to the circumstances and the place where the related activity is carried out.

[G1-5_02][G1-5_06][G1-5_07] In compliance with the legislation of each country in which it operates, the Group will refrain from carrying out any prohibited activity in relation to the financing of political parties or sponsorship of events whose sole purpose is political activity. In addition, the provisions of the above-mentioned basic procedure shall also apply to donations, sponsorships or collaboration agreements whose counterparts are political parties.

G1-5_03 [G1-5_08] No political contributions of a direct or indirect nature with significant scope were made during the reporting period. **CAF** is a company with a neutral position regarding political parties. [415-1]

[G1-5_01][G1-5_09][G1-5_10] On the other hand, the actions of the Group in the event that it participates directly or indirectly in a lobby or pressure group in accordance with the applicable legislation and aimed at obtaining a specific legislative or regulatory objective shall in any case be governed by the internal rules in force in this respect, as well as by the legal obligations applicable in each jurisdiction.

CAF is indirectly active in lobbying, through its participation in sectoral associations such as UNIFE or UITP, amongst others. The organisation's areas of interest in this field include transport, energy, environment, competition, regional policy and international cooperation and development. These issues are closely related to the impacts, risks and opportunities identified as material in the Dual Materiality Analysis available in section "1.4.2. Material impacts, risks and opportunities and their interaction with the strategy and business model" and "Appendix 6" of this Report. Thus, for example, aspects related to climate change, circular economy, substances of concern or end-user safety are addressed.

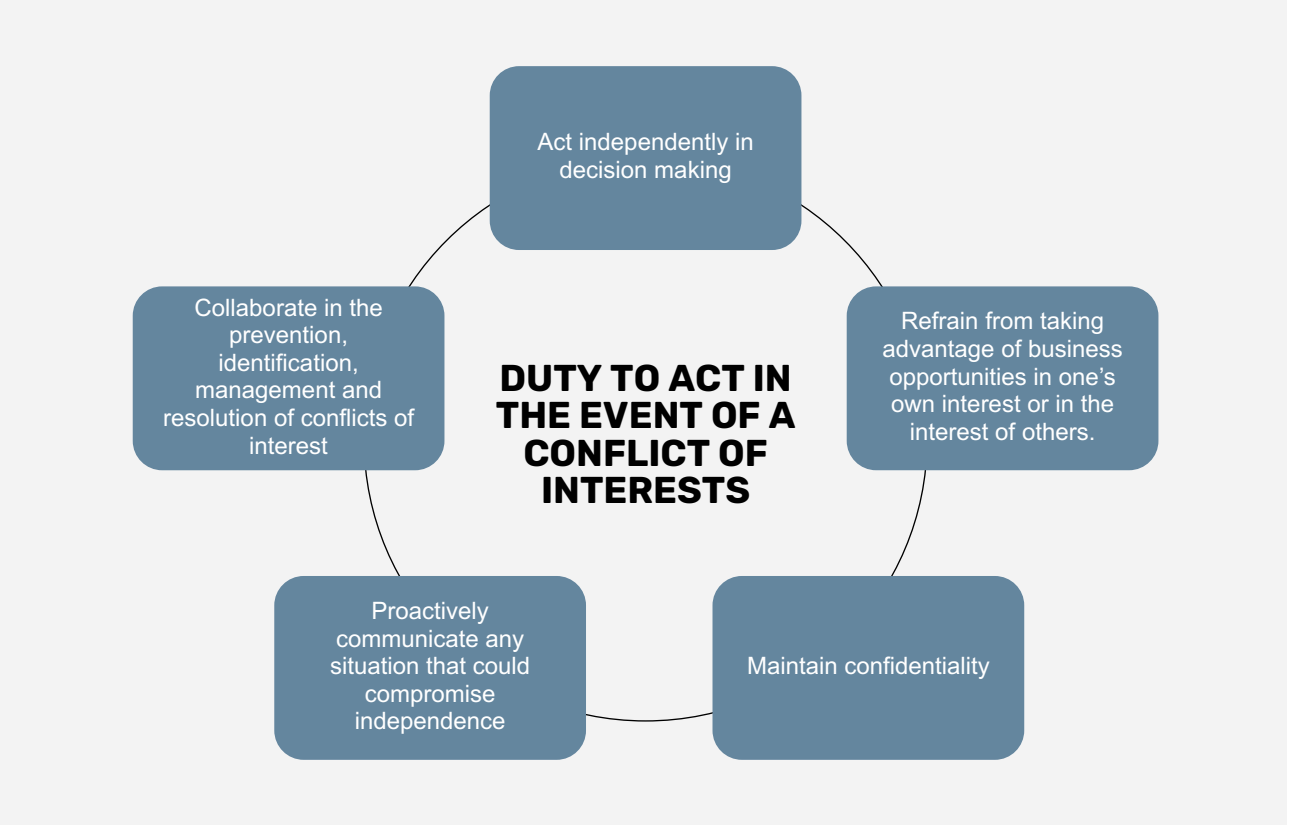
Therefore, the Group maintains the Organisation's information active in the EU Transparency Register under the number 008431330155-37, with the Economic, Finance and Strategy Directorate (CFSO) responsible for its timely updating.

[G1-5_11]No member of the Board of Directors has held comparable positions in public administration in the two years prior to their appointment, in the current reporting period.

[40] [G1-4_03] No action is warranted, as no cases of violation of anti-corruption and bribery procedures or standards have been recorded.
[41] [G1-4_04][G1-4_05][G1-4_06][G1-4_07][G1-4_08] These data points are not applicable, as it is stated that there have been no cases of corruption or bribery, convictions or fines for breaches of anti-corruption laws during the financial year 2025.

4.1.11.5. Conflict of interests

All Members of the Group must avoid any conflict of interest to which they may be exposed and which may alter the independence of decision-making or pose a potential risk of unfair action, based on the general principles or parameters of behaviour developed in detail in the Group's Code of Conduct, the essential elements of which are set out below:



Thus, the Group's Internal Regulatory System has mechanisms for the prevention and management of conflicts of interest for specific cases in various regulations.

For example, as part of their duty of loyalty, the members of the CAF Group's management bodies must avoid situations of conflict of interest and, in particular, observe the specific provisions included in the **CAF** Regulations of the Board of Directors, which contain, among others, the regime applicable to the duties of abstention of Directors, waiver of prohibitions and reporting duties; as well as the provisions of the CAF Group's Related Party Transactions Manual.

Likewise, the shareholders and participants of the Group's companies may find themselves in a situation of conflict of interest on the occasion of the General Meetings of the Group's companies, which, if applicable, will affect the exercise of their respective rights of representation and voting at such meetings, in accordance with the terms of the applicable regulations in this respect.

Additionally, the Group requires its Business Partners to conduct themselves or behave in a way that does not jeopardise compliance with the obligations, principles and limits assumed by **CAF** in matters of conflicts of interest, ensuring, in any case, compliance with its due diligence obligations, through timely coordination, transparency and communication.

The Company publishes information related to conflicts of interest and related matters in accordance with the provisions of the regulations applicable to listed companies. In this respect, the Annual Corporate Governance Report indicates the mechanisms established to detect, determine and resolve possible conflicts between the Company and/or its Group and its directors, executives, significant shareholders or other related parties. For their part, the Rules of the Board of Directors stipulate that any conflicts of interest in which Directors may be involved must be disclosed in the notes to the annual accounts.

4.1.12. COMPETITION

[EG 206][206-1] At **CAF** we are committed to promoting free competition and complying with any local, national or international Competition Law regulations in order to prevent any conduct that may constitute a breach of such regulations, such as collusive or restrictive agreements, abuse of dominant position or prohibited concentrations, and we also undertake to cooperate with the authorities that regulate the market and to compete in the markets freely and in accordance with competition law. [206][206-1]

In order to meet this commitment and effectively prevent competition compliance risks, we decided to implement a specific Compliance System in this area at the corporate level.

In execution of the above, in 2025, the Group's Antitrust Law Compliance Manual approved by the **CAF** Board of Directors remains in force, establishing the premises of the Compliance System in matters of Competition Law, specifically within a corporate context.

Likewise, the Compliance Function has created the Competition Law Compliance System through a Corporate Procedure for Competition Inspections (dawn raids) and a Procedure for the Assessment of Consortia with Competitors. This system shall be systematically employed whenever the shareholders involved in potential contracts are also competitors.

As far as due diligence measures in the field of Competition Law are concerned, as mentioned above, once a business opportunity with a third party that is a competitor is identified, the professional must comply with the provisions of the Evaluation Procedure for consortiums with competitors.

In this regard, it should be noted that 100% of the consortiums entered into with competitors are analysed and evaluated beforehand in accordance with the provisions of the aforementioned Procedure.

With regard to risk management in this area, in 2025, the Competition Compliance risk maps for each activity in the railway segment remained in force.

The following is an update of the status of the main issues or specific contingencies managed during the year 2025 in this area as described in Note 25 to the consolidated financial statements:

In March 2014, following completion of an administrative investigation process initiated in May 2013 into the participation of several rolling stock manufacturers, one of which is a subsidiary of the Group in Brazil, in public tenders, the Brazilian Administrative Council for Economic Defence (CADE) initiated administrative proceedings arising from possible anti-competitive practices.

In July 2019, the CADE tribunal issued an administrative decision ordering the subsidiary to pay a fine of BRL 167,057,982.53 and advised the competent authorities not to grant the subsidiary certain tax benefits for a period of five years. The subsidiary has appealed the decision in court following the completion of the CADE administrative process. In addition, as a result of the investigations conducted by CADE, other authorities, including the State Public Prosecutor's Office of Sao Paulo-MP/SP, initiated administrative and judicial proceedings, both against CAF Brasil, CAF, S.A. or any of its employees, in one of which an injunction has been issued in January 2026 blocking the partial payment of certain revenues of the subsidiary, to which the corresponding appeal has been filed.

[206][206-1] On the other hand, with regard to the sanctioning procedure initiated in December 2017 by the National Markets and Competition Commission (CNMC), at the date of this Report, the proceedings concluded with the notification of the resolution on 30 September 2021, putting an end to the administrative process and which has been the subject of a contentious-administrative appeal before the National High Court. The main aspects of the file and the resolution, which affect **CAF**'s subsidiary, CAF S.L.U., is that this entity allegedly joined in 2015 the cartel initiated in 2002 by other entities, consisting of sharing agreements between the different companies involved. The subsidiary company was charged with exercising this conduct for a shorter duration than all the other sanctioned companies (from April 2015 to December 2017) and received a fine of 1.7 million euros. CAF, S.A. is jointly and severally liable for payment of the fine based on the economic unit that makes up the parent company and subsidiary for the purposes of competition regulations. Two former directors of CAF S.L.U. have also been sanctioned in the aforementioned case. As of today, CAF, S.A. and CAF S.L.U. have filed a contentious administrative appeal with the National Court against the CNMC's Resolution, having accepted the precautionary suspension of the payment of the penalty until the National Court rules on the merits of the case. The proceedings relating to the prohibition on public tendering are also suspended.

4.1.13. MARKET ABUSE AND INSIDER TRADING

The Internal rules of Conduct in the Securities Market, available on the corporate website, is the internal rule approved by the Board of Directors to establish the basic rules for the prevention of market abuse. To this end, the aforementioned Regulation defines certain rules for the management of insider lists, the control and transparent communication of Inside Information, as well as for the carrying out of treasury stock transactions or market research, among other matters.

Said Regulation is applicable to: (i) Members of the Board of Directors of the parent company; (ii) Senior management personnel of **CAF** or of the entities of the Group with regular access to inside information and powers to take management decisions affecting the future development and business prospects of the Company and (iii) Other personnel of the Company and/or companies of its Group who, by reason of the activities and services in which they engage, may have regular or occasional access to inside information, either on a permanent basis or for such period as may be determined from time to time, as well as other external persons who provide advisory services to **CAF**.

The Compliance Function and the Economic, Financial and Strategy Department of the parent company keep the CAF Group's Manual for Management and Communication of Insider Information and Other Relevant Information up to date, serving to implement the aforementioned Regulation.

In 2025, the update of the market abuse risk matrix has been completed and a review of the criteria for determining the people to whom the Regulation applies has been carried out and will be completed in the following year.

4.1.14. PERSONAL DATA PROTECTION

[EG 418][418-1] The Group's Code of Conduct includes in a specific section the special protection required for the management of personal data. All information of a sensitive nature that we manage at **CAF** must be treated with absolute confidentiality and secrecy and, in particular, that which includes personal data.

In this regard, at **CAF**, we have developed and deployed a Personal Data Protection Policy to ensure compliance with current legislation in all territories in which **CAF** carries out its activities. This Policy, and the Manual that develops it, establishes the organisational and technical measures necessary to guarantee the correct management of the personal data processed by **CAF** professionals and by third parties related to any Group company. The following is a summary of the basic principles that should govern this type of treatment:

To guarantee compliance with the regulations applicable in each jurisdiction, the Group has, among others, Data Protection Delegates appointed in legally obligated entities, with a data protection office that can be external or internal made up of experts in the matter and with regulatory developments adapted to the needs of each of them.

This is without prejudice to the fact that each **CAF** company is, in any case, responsible for the processing of personal data in the sphere of its own activity and in accordance with the provisions of the applicable legislation.

Additionally, the risks in relation to personal data processing are assessed, taking the rights and freedoms of individuals into account, and the necessary security measures are applied in order to avoid possible negative impacts on the different stakeholders.

CAF has established the necessary mechanisms for appropriate coordination with the cybersecurity area in the event of breaches affecting personal data. In particular, the Compliance Function appoints one of the participants in the Group's Cybersecurity crisis cabinet.

During 2025, there have been no serious incidents related to personal data protection.

Likewise, we have not received any substantiated complaints regarding violations of customer privacy.

For its part, in 2025, a request for information was received from the Spanish Data Protection Agency in relation to an exercise of rights by an employee, which was answered and the case was closed.

4.1.15. INFORMATION SECURITY

Our Cybersecurity Policy specifically addresses protection against digital threats, ensuring that both our customers and end users are protected against potential cyber incidents. In the event that negative impacts or incidents related to our products or services are identified, we have clear mechanisms for remediation.

The new policy has been implemented in response to the provisions of the Group's Code of Conduct, Sustainability Policy and General Risk Control and Management Policy. Its content responds to the information security requirements derived from European, Spanish Directives and other international references.

As stated above in section "3.4.2. Policies related to consumers and end users", the Cybersecurity Policy defines the Group's internal governance framework in this area, establishing the distribution of responsibilities and the relationships between the Board, Management and the respective Committee.

The Board of Directors sets the foundations for this governance by approving the policy and its monitoring, assigning the audit committee the supervision of the cybersecurity function. The Corporate Head of the Cybersecurity Function reports regularly to the committee and other forums on the status of the function in **CAF**.

The Corporate Cybersecurity Committee manages all activities in this area, together with the Corporate Head of the Cybersecurity Function (CISO) and with the presence of the Chief Technology Officer (CTO). All of this greatly reinforces information security management and its continuous improvement, guaranteeing the deployment of an information security culture across the entire organisation and establishing all the necessary organisational and technical measures to guarantee the confidentiality, integrity and availability of information.

4.1.15.1. Adoption of measures related to internal cybersecurity IROs

As part of the overall monitoring process of the corporate cybersecurity programme, the Corporate Cybersecurity Committee periodically reviews indicators to assess progress, detect deviations and anticipate areas for improvement. These monitoring mechanisms provide an up-to-date and rigorous overview of the Group's security level. During 2025, there have been no serious incidents affecting operations and no privacy-related incidents or data leaks have been identified, reflecting the effectiveness of the prevention and operating model in place.

In the area of information security, we have significantly strengthened the internal control cycle through a thorough review of the controls and measures deployed in the Group. The number of controls has been expanded to respond to the current risk and threat environment and their monitoring has been automated by integrating management into a Governance, Risk and Compliance (GRC) platform, allowing for centralised, agile, data-driven oversight.

Cybersecurity in the supply chain has been another area of focus within the programme, as it is one of the most relevant risks for any organisation. In this regard, cybersecurity has been incorporated into the Supplier Code of Conduct and the homologation process, sending specific questionnaires to determine the level of risk, promote improvement plans and ensure that the Group's commitments are passed on to third parties.

The Corporate Managed Cybersecurity Service (SOC-Security Operations Centre) has also been revamped, expanding our monitoring and response capabilities. This reinforcement includes improvements in detection through cyber threat intelligence services, the incorporation of new protection measures and advanced response capabilities, including digital forensics. This contributes to earlier detection and more effective response to potential incidents.

Consistent with our zero-tolerance approach to security breaches, **CAF** regularly undergoes independent audits that assess both its ISO 27001-compliant Information Security Management System and the technical robustness of our infrastructures and applications. We also maintain continuous monitoring of our exposure through external platforms, such as Bitsight, which provide a market-recognised cybersecurity rating.

Finally, culture and the raising of awareness remain essential pillars of our strategy. Throughout the year, we have carried out multiple initiatives – training, awareness campaigns, phishing simulations and regular communications – aimed at reinforcing the idea that cybersecurity is a shared responsibility and an integral part of daily work across the organisation.

ACTION NO. 1:	CYBERSECURITY PROGRAMME (ASSOCIATED IRO: NO. 86-R)
DESCRIPTION: [G1.MDR-A_01]	Deploying and implementing the Corporate Cybersecurity Policy with the objective of complying with the applicable regulatory and legislative framework, meeting the contractual requirements of customers or other stakeholders, and improving the level of maturity, training and awareness in the organisation.
SCOPE: G1.MDR-A_02]	All activities and geographical areas in which **CAF** is present.
TIME HORIZON G1.MDR-A_03]	Medium term
EXPECTED RESULTS [G1.MDR-A_01]	• **CAF** aims to consolidate a uniform cybersecurity model throughout the Group by extending corporate policies, technologies and services, including the SOC service, so that all business areas operate under a common framework and with reinforced monitoring and response capabilities. • In parallel, the deployment of the internal cybersecurity control solution based on SAP GRC Process Control is expected to be completed, allowing centralised management and monitoring of the effectiveness of controls and ensuring greater reliability in decision-making. • Another expected result is the improvement of classification and data protection solutions, with the aim of preventing information leakage and strengthening compliance with privacy requirements. • **CAF** also plans to fully integrate cybersecurity into the supply chain both through the approval processes and through SAP Ariba, ensuring that suppliers and partners comply with the standards required by the Group. • Similarly, cyberattack drills are envisaged to identify opportunities for improvement and strengthen the Group's cyber resilience in the face of adverse scenarios. • In the cultural sphere, the aim is to continue promoting awareness and training in cybersecurity in order to reinforce its adoption as a shared responsibility throughout the organisation. Finally, progress is expected to be made in employee training and awareness in the area of personal data protection, guaranteeing the appropriate processing of information and reinforcing the trust of customers, users and other stakeholders.
RESULTS OBTAINED [G1.MDR-A_05]	**2024-2025** • **CAF** has completed the deployment of the cybersecurity model in all its activities, extending the corporate SOC's services to the main areas of the Group, which has significantly strengthened our capacity to monitor and respond to incidents. In addition, SAP GRC Process Control has been implemented and integrated as a centralised tool for the management of internal cybersecurity control, configuring the controls and ensuring their uniform application in all the Group's activities. • Cybersecurity has also been effectively incorporated into supplier homologation processes, strengthening third-party risk assessment and ensuring stronger alignment between our supply chain and the Group's cybersecurity commitments. In parallel, there has been a general improvement in the level of cybersecurity maturity across all activities, driven by the implementation of new controls in SAP GRC Process Control, the strengthening of internal practices and the extension of the coverage of ISO 27001 certifications within the Group. • In the area of culture and awareness, phishing campaigns and various training pills have been launched to raise staff awareness. In data protection, a cumulative total of 5,492 people – 88% of eligible staff – have completed mandatory training, with 992 people trained in 2025, significantly exceeding the previous year's figures and reinforcing the Group's ability to correctly manage personal information. The progress initiated in 2024 has also been consolidated, with 4,500 people, equivalent to 80% of the target group, having already received training. • Overall, these results reflect significant progress in the consolidation of the corporate cybersecurity model, greater organisational maturity, a strengthening of risk management within third parties and a notable increase in the security culture throughout the organisation.

4.1.15.2. Objectives related to the management of material negative impacts on internal cybersecurity

At **CAF**, we have established objectives and metrics designed to manage the impacts, risks and opportunities that have proven material in relation to cybersecurity. These objectives form part of our Sustainability Master Plan and are in line with the objectives of the policies in relation to cybersecurity, mentioned in the previous paragraph. These are detailed below:

ASSOCIATED METRICS[2] G1.MDR-M_01	METHODOLOGY AND SIGNIFICANT ASSUMPTIONS G1.MDR-M_02	EVOLUTION			ASSOCIATED OBJECTIVES G1.MDR-T_01 G1.MDR-T_02 G1.MDR-T_03	SCOPE OF THE OBJECTIVE G1.MDR-T_04	YEAR AND BASE VALUE G1.MDR-T_05 G1.MDR-T_06	OBJECTIVE 2025	2026 OBJECTIVE G1.MDR-T_08[1]
		2025	2024	2023					
Associated IRO: No. 86-R. Reduced revenues due to reputational impact and disruption of operations and increased costs to repair systems affected by cyberattacks affecting the Group's various stakeholders.									
Major incidents	Number of major incidents occurred. (The impact and dangerousness must be high to be categorised as Major).	0	0	-	Ensure zero serious cybersecurity incidents	CAF Group	2024 0	0	0
GDPR incidents	Number of major incidents involving personal data	0	0	-	Ensure zero incidents related to the GDPR	CAF Group	2024 0	0	0
Number of cybersecurity communication pills	Number of pills sent to all employees in the financial year	18	15	-	Improve cybersecurity culture and awareness	CAF Group	2024 15	>15	>15
Number of social engineering campaigns carried out (phishing, etc.)	Number of campaigns sent during the year	6	6	-	Improve cybersecurity culture and awareness	CAF Group	2024 6	>5	>5
Number of cyber exercises / simulations + Testing of contingency scenarios	Number of exercises and tests during the year	1+9	1+8	-	Improve resilience and risk management in the area of Cybersecurity	CAF Group	2024 1+8	1+7	1+7

[1] [G1.MDR-T_07] No long-term targets have been set for these metrics. The objectives will be reviewed in the new strategic cycle, together with the publication of the Strategic Plan and the Sustainability Master Plan 2027–2030; [G1.MDR-T_02][G1.MDR-T_09][G1.MDR-T_10] The methodologies applied to define these objectives were those related to the Strategic Plan and the Master Plan; [G1.MDR-T_11] As part of the company's Sustainability Master Plan, the objectives have been set taking into consideration the perspectives of the stakeholders; [G1.MDR-T_12] No significant changes are reported in the previous objectives; [G1.MDR-T_13] The details of the performance of this objective are detailed in this table, as well as in chapter "4.1.15. Information security".

[2] [G1.MDR-M_03] The metrics reflected in this table are not subject to external validation beyond that provided by the third-party verification supplier of **CAF's** Sustainability Report ("Appendix 8.3").

4.1.16. PAYMENT PRACTICES [G1-6]

The 2024 Double Materiality Assessment established that the issue of “Late payments to suppliers (especially SME suppliers)” is a material concern for **CAF**. This has led to the incorporation of this issue into **CAF’s** Sustainability Master Plan. It is worth noting that **CAF** makes payments in accordance with the commercial practices of each country and the different sectors in which it operates, considering the legal regulations existing in each jurisdiction and without a standardised payment policy in the Group.

[G1-6_01][G1-6_02][G1-6_03][G1-6_05] The Group’s average ratio of transactions settled in 2025 was 62 days (63 days in 2024), although there is dispersion by jurisdiction. In Spain, the average ratio of operations paid was 75 days (76 days in 2024), where the Group is making an effort to reduce payment times. In the rest of Europe, the average paid transaction ratio is 51 days (56 days in 2024), and in the rest of the world, 52 days (45 days in 2024).

In the case of Spain, in order to facilitate the financing of its suppliers (particularly those of small to medium-size), the Group has created a *reverse factoring* without recourse service, allowing early collection for its suppliers, where **CAF** will fulfil the payment obligation to the credit institution on maturity. At 31 December 2025, 222 suppliers have access to this policy, with a total of EUR 279 million paid out in 2025 through this method (247 suppliers and a volume of EUR 292 million paid in 2024).

[G1-6_04] During the 2025 financial year, the Group had no legal proceedings due to late payments.

5/ SPECIFIC THEME OF THE ENTITY: INNOVATION

5.1 Material Impacts, Risks and Opportunities from Innovation and their interaction with strategy and the business model [SBM-1][SBM-2][SBM-3]
5.2 Innovation-related policies [MDR-P]
5.3 Innovation-related actions and initiatives [MDR-A]
5.4 Innovation-related objectives and metrics [MDR-T][MDR-M]
5.5 Innovation Governance

5/ SPECIFIC THEME OF THE ENTITY: INNOVATION

5.1 MATERIAL IMPACTS, RISKS AND OPPORTUNITIES FROM INNOVATION AND THEIR INTERACTION WITH STRATEGY AND THE BUSINESS MODEL [SBM-1][SBM-2][SBM-3]

TABLE OF MATERIAL IMPACTS, RISKS AND OPPORTUNITIES (IROS)

IRO TYPE	SPECIFIC MATERIAL THEME	DEFINITION	TYPE (R/P)[1]	VALUE CHAIN	ASSOCIATED POLICIES [MDR-P_01]
Positive impact	Innovation	(110-IP) An increase in our own staff's knowledge as a result of R&D activities, enabling the acquisition of new skills, know-how and practical experience that can be applied in the creation of innovative products or services.	R	Own operations	Artificial Intelligence and Data Policy
	Innovation	(112-IP) Increased customer and end user safety as a result of R&D activities and increased internal technological capacity, ensuring the quality and safety of products and services.	R	Own operations / Downstream	Products and Services Safety Policy Quality Excellence Policy
	Innovation	(97-IP) Increased well-being of society as a result of the promotion of the competitiveness of the railway industry and the integration of new and advanced technologies into innovative railway product solutions that the Group carries out through its membership and participation in industry associations that advocate the above issues.	R	Own operations	Ecodesign Policy Quality Excellence Policy
Risk	Innovation	(93-R) Reduced revenues as a result of loss of ability to offer interesting products to customers due to insufficient innovation.	Not applicable	Own operations	Ecodesign Policy Quality Excellence Policy
Opportunity	Innovation	(95-O) Increased revenue and positioning as well as reduced cost of capital as a result of customer loyalty through the offering of innovative products.	Not applicable	Own operations	Products and Services Safety Policy Quality Excellence Policy
	Innovation	(90-O) Increased revenue as a result of **CAF's** good positioning in the global trend towards autonomous operation of vehicles and mobility systems. **CAF** has the initiative to create a common technology base for all applications, serving as a backbone for future implementations. This initiative is conceived as a long-term project, aimed at keeping pace with competitor developments and customer demand.	Not applicable	Own operations	Products and Services Safety Policy Quality Excellence Policy Cybersecurity Policy

[1] R=Real, P=Potential.

In recent decades, innovation has been fundamental to **CAF's** growth and has allowed us to offer products at the forefront of technology. Innovation is thus one of the Group's four strategic axes in the 2026 Strategic Plan, along with business focus, operational efficiency and sustainability. Within this framework, we have identified specific material impacts, risks and opportunities (IROs) linked to Innovation.

At **CAF** we drive constant innovation in our products and services to respond to the growing global demand for mobility and the need for truly sustainable transport. The Group's innovation strategy is implemented annually through our Innovation Management Plan. This plan includes both activities to develop and evolve our products and services and activities to generate knowledge and our own technology. These activities set the CAF Group apart from its competitors, allowing it to offer high-value products in the field of sustainable mobility.

CAF's innovation activity is currently structured into four innovation programmes:

- **Zero emissions:** efforts to develop alternative propulsion systems to diesel, reduce fuel consumption and minimise emissions from our vehicles.
- **Autonomous and automatic mobility:** focussed on developing automated vehicles, increasing the safety and efficiency of transport systems.
- **Digitalisation:** encompasses various activities that optimise internal processes through digitalisation, digital evolution for the exploitation of our product data and the development of innovations in cybersecurity.
- **Product portfolio extension:** includes activities aimed at developing more advanced, more competitive products and services for both the Group's customers and passengers.

Aware that innovation is born of knowledge and the people who drive it, at **CAF** we give priority to strengthening our internal capabilities to advance technological development. This desire manifests itself through the promotion of the Group's Centres of Excellence (CoEs), which have tackled various challenges in 2025:

- Supporting the adaptation of new advanced communication technologies, in particular those based on 5G, to mobility applications. Adoption of the new European FRMCS system.
- Incorporation and adaptation of the technologies necessary to respond to current and future cybersecurity requirements in **CAF** products and services.
- Technological evolution of the Group's digital platform, enabling the development of new data-driven applications for innovative products and services and the optimisation of internal processes.
- Development and deployment of capabilities in artificial intelligence, both analytical and generative, to address the challenges associated with the implementation of these technologies.
- Evaluation of the latest battery technologies and analysis of their use in bus and rail applications, including the study and exploitation of synergies between the two.

To accelerate innovation, **CAF** has also established a number of open innovation strategies, collaborating with a wide network of suppliers, business partners, technology companies, startups, technology centres and universities. In addition, European and national R&D funding programmes, such as EU-Rail, actively support and promote such collaborations.

The Group's collaboration with the startup ecosystem is channelled through the Venture Client unit, CAF Startup Station, created in 2020, dedicated to promoting collaboration with startups that provide innovative solutions to the challenges we face in the railway and bus segments.

5.2 INNOVATION-RELATED POLICIES [MDR-P]

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
IN.MDR-P_01	IN.MDR-P_02	IN.MDR-P_03	IN.MDR-P_04	IN.MDR-P_05
CYBERSECURITY POLICY				
This policy sets out the basic principles and commitments to protect the Group's data, systems and operations, defining the framework for developing business-aligned cybersecurity strategies, procedures and standards, and ensuring that **CAF** offers secure, trusted products and services to its customers and stakeholders.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	ISO27001 IEC62443 TS50701 ISS2 ENS (National Security Scheme) GDPR	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
QUALITY EXCELLENCE POLICY				
The policy establishes the basic principles that allow us to satisfy the needs and expectations of our customers, offering high-quality, reliable and available products and services	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Financial and Strategy Officer (CFSO)	ISO9001:2015 IRIS - ISO22163 ISO10002:2004 ISO10004-2018	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
PRODUCTS AND SERVICES SAFETY POLICY				
Establish the basic principles that allow us to offer safe products and services to users, customers and other stakeholders. Safety is understood as everything that concerns the physical safety of the users of our products and services.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Technology Officer (CTO)	EU 779/2020 EU 402/2013-EN 50126	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.
ARTIFICIAL INTELLIGENCE AND DATA POLICY				
This policy sets out the general principles and commitments governing the development and use of artificial intelligence and data in the Group. It is part of the Corporate Governance System and ensures that AI is used in a responsible, transparent, secure and compliant manner. It reflects the commitment to apply Artificial Intelligence and data according to corporate ethical values, the highest standards of security and privacy, and orienting all its applications to the creation of sustainable value, in coherence with the Group's activity and structure.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Board of Directors	Regulation (EU) 2024/1689	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

KEY POLICY CONTENT[1,2]	SCOPE OF THE POLICY AND ITS EXCLUSIONS	CAF MANAGER ULTIMATELY RESPONSIBLE FOR POLICY IMPLEMENTATION	THIRD-PARTY INITIATIVES THAT ARE RESPECTED THROUGH POLICY IMPLEMENTATION	CONSIDERATION GIVEN TO STAKEHOLDER INTERESTS IN ESTABLISHING POLICY
IN.MDR-P_01	IN.MDR-P_02	IN.MDR-P_03	IN.MDR-P_04	IN.MDR-P_05
ECODESIGN POLICY				
Defines the corporate principles to ensure that our products and services continuously improve their environmental performance, minimising their impact throughout the entire life cycle: from material procurement, design and manufacturing, to installation, use, maintenance, reuse and end-of-life treatment. Its aim is to integrate ecodesign criteria in all processes, in line with the Sustainability Policy and the Group's commitment to increasingly efficient and environmentally-friendly mobility solutions.	All Group entities and individuals. Its principles extend to non-controlled investees and third parties in the value chain, in proportion to the risk and degree of influence.	Chief Technology Officer (CTO)	ISO 14040 ISO 14025 ISO 14044 ESPR Directive (Ecodesign for Sustainable Product Regulation) REACH	At **CAF**, ongoing dialogue and transparency are the basis of our relationship with our stakeholders. We therefore consider the impact of our activity on each of them when designing our policies.

[1] [IN_MDR-P_06] All policies are available on the corporate website.
[2][IN_MDR-P_01] Through our corporate policies, at **CAF** we establish and develop the principles, values and behavioural criteria that make up our corporate culture, promoting their application throughout the organisation and assessing their effectiveness through monitoring, governance and periodic review mechanisms implemented by the Corporate Quality Manager. This Function coordinates and implements the appropriate communication, training and actions to raise awareness and put the policies into practice.

[IN.MDR-P-07][IN.MDR-P-08] We recognise the strategic importance of innovation and, although we do not have a specific formal policy today, innovative initiatives are fully governed by existing corporate policies, which set out the principles and requirements necessary to ensure responsible, safe, sustainable innovation in line with corporate values.

In addition, **CAF's** Innovation Model sets out the governance, strategy and management plan for innovation at the corporate level. Innovation activities are developed in a structured manner through existing organisational frameworks, in line with the Group's strategic objectives and its commitment to sustainability and continuous improvement.

5.3 INNOVATION-RELATED ACTIONS AND INITIATIVES

[MDR-A] While we do not currently have an Innovation Policy, the corporate approach to innovation is articulated across the Group through various established corporate policies. These policies integrate principles, commitments and guidelines that effectively guide innovative initiatives, ensuring that the development of new products, services and processes is in line with corporate values and applicable regulatory requirements.

In particular, the Product Safety, Quality, Cybersecurity, Ecodesign and Artificial Intelligence and Data Policies act as essential reference frameworks guiding decision-making and the definition of innovation priorities. Each provides principles, ethical criteria, operational safeguards and performance expectations that condition and reinforce the way in which innovative initiatives are conceived, developed and deployed within the organisation. Thus, even in the absence of a specific innovation policy, all these policies together guarantee that any technological or conceptual advance is implemented under criteria of security, sustainability, quality and digital responsibility.

In this context, the four actions identified in this report in the field of Innovation demonstrate full and verifiable alignment with existing policies:

1. Development of zero-emission products (Ecodesign)

This initiative is based directly on the principles set out in the Ecodesign Policy, which establishes the need to integrate environmental sustainability from the product conception phase. The innovation action aimed at zero-emission product design operates within the methodological criteria established by the policy (life cycle analysis, impact minimisation and material and energy efficiency), so that innovative progress is not only in line with the policy but also constitutes a direct application of its principles.

ACTION NO. 1:	**ZERO EMISSIONS** [1]	
DESCRIPTION: [IN.MDR-A_01].	As part of a strategy aimed at minimising the environmental impact of transport, at **CAF** we develop and apply technological solutions that contribute to the decarbonisation of our vehicles. These initiatives include the development of alternative propulsion systems based on batteries and hydrogen, aimed at eliminating direct CO_2 emissions and reducing dependence on fossil fuels. We also promote the improvement of the energy efficiency of our vehicles through the optimisation of their components and systems, as well as through more efficient management of the consumption of on-board equipment and the use of the different energy sources available. The incorporation of higher performance power electronics solutions, intelligent energy management systems and advanced drive optimisation technologies allows us to significantly reduce the energy consumption of our vehicles over their entire lifetime. In addition, at **CAF** we work to reduce the weight and and running resistance of our vehicles, as well as reducing noise, vibrations and other associated emissions, improving comfort and the integration of transport systems into the environment. These lines of work are reinforced by participation in European collaborative innovation projects, which promote the development of more sustainable solutions for the railway sector. For more information on zero and low emission products, see section E1 Climate Change.	
SCOPE: [IN.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.	
TIME HORIZON [IN.MDR-A_03]	Medium term.	
EXPECTED RESULTS [IN.MDR-A_01]	• Development of technological solutions to be adopted in vehicles with battery and hydrogen-based propulsion systems. • Development of a battery-equipped train demonstrator (BEMU) with greater autonomy, capable of operating over longer distances using only the energy stored in its batteries. • Improved battery-based energy storage systems for trains and buses. • Development of solutions to reduce the energy consumption of vehicles through improvements in the efficiency of their components. • Optimisation of intelligent systems for energy management and efficient driving systems. • Reduction of fuel consumption by reducing vehicle running resistance and weight. • Reduction of noise and vibrations both inside and outside vehicles, as well as minimisation of electromagnetic emissions.	
RESULTS OBTAINED [IN.MDR-A_04, 05].	**2024**	**2025**
	• Completion of testing of the hydrogen train demonstrator for the European FCH2Rail project. • Development of the innovative light rail concept for SNCF.	• Development of a high-efficiency silicon carbide (SiC)-based drive system for the BEMU demonstrator. • Adoption of high performance batteries based on optimised LFP chemistry solutions. • Adoption of second generation hydrogen fuel cells for the bus sector. • Adaptation of zero emission buses to the latest generation of electrochemical battery packs available.

[1] The IROs associated with this action have been placed in ESRS E1 Climate Change. For more information see section "2.2.6 Actions and resources related to Climate Change policies" of this report.

2. Innovation in autonomous and automated mobility (Product Safety)

The Products and Services Safety Policy sets out the fundamental principles to ensure that any technology associated with product safety meets rigorous standards of user protection, operating reliability and risk management. Innovation in autonomous and automated mobility systems is developed precisely within the framework of this policy, which guides the criteria for the design, validation and safe deployment of these technologies. Thus, the innovation action is a practical realisation of corporate safety principles applied to new technological applications.

<table>
<tr><th>ACTION NO. 2</th><th colspan="2">AUTONOMOUS AND AUTOMATIC MOBILITY
(ASSOCIATED IRO: NO. 112-IP, 90-O)</th></tr>
<tr><td>DESCRIPTION:
[IN.MDR-A_01].</td><td colspan="2">Autonomous and automated mobility is a fundamental pillar in moving towards safer, more efficient and sustainable rail transport. The automation of the operation increases the capacity of the system, improves the punctuality and fluidity of journeys and optimises energy consumption, contributing to a more sustainable, comfortable, reliable travel experience for users, both in urban and interurban environments.
In this context, at CAF we develop advanced solutions aimed at the automatic and autonomous operation of vehicles in the Urban (Tram and Bus), Metro and Mainline environments:
• Rail signalling systems (automatic train protection systems – ATP– and automatic train operation systems – ATO) that meet the most demanding current and future standards (TSI CCS),
• Communications-based train control systems (CBTC) for Metro transport systems.
• Advanced Driving Assistance Systems (ADAS).
• Remote driving.
• Autonomous driving in depots, in train movements without passengers and in operation.
This requires key advanced technological developments in areas such as perception, safe positioning and advanced communications.
Likewise, at CAF we promote and actively participate in collaborative innovation projects at the national and international level that allow us to validate these technologies in real operating conditions. Initiatives in urban and metropolitan areas, as well as on conventional rail networks, have demonstrated the potential of automated and remote driving to improve operational efficiency, optimise infrastructure use and enhance safety and service reliability.</td></tr>
<tr><td>SCOPE:
[IN.MDR-A_02]</td><td colspan="2">All activities and geographical areas in which the CAF Group is present.</td></tr>
<tr><td>TIME HORIZON
[IN.MDR-A_03]</td><td colspan="2">Medium term.</td></tr>
<tr><td>EXPECTED RESULTS
[IN.MDR-A_01]</td><td colspan="2">• Promotion of tractor projects for the automation of Metro vehicles (CBTC - OPTIO), Trams (ALIVE), Mainline vehicles (ATO on ETCS) and Buses.
• Definition of the common technological base to exploit synergies in the developments for each of the Group's business segments.
• Development of CBTC product with functionalities that meet customer requirements in current (Metro Helsinki and Metro Naples) and future contracts.
• Development of ALIVE product: remote driving, autonomous depot, collision protection, autonomous driving and autonomous operation.
• ATO development on ETCS for compliance with current and future regulations (TSI CCS) and GoA3/4 automation grades.
• Autonomous driving in depots for the Bus segment.</td></tr>
<tr><td rowspan="2">RESULTS OBTAINED
[IN.MDR-A_04, 05].</td><td>2024</td><td>2025</td></tr>
<tr><td>• Development of CBTC Moving Block solution.
• ATO over ETCS GoA2 in passenger service.
• Completion of testing of the stand-alone operation demonstrator (GoA4) without passengers with NS (The Netherlands).
• Proof of concept for remote operation.
• Integration of ADAS solutions according to GSR2 - 2024 standards for the Bus segment.</td><td>• CBTC Moving Block solution certification.
• Proof of concept autonomous depot movements.
• Integration of ADAS solutions according to GSR2 - 2026 for the Bus segment.</td></tr>
</table>

3. Digitalisation

The Artificial Intelligence and Data Policy and the Cybersecurity Policy provide the ethical, technical and operational framework necessary to ensure that the introduction of algorithms, intelligent systems and digital processes is carried out in a safe, reliable, transparent manner in line with corporate values. The innovation action focused on digitalisation and the application of Artificial Intelligence is based on these policies, which delimit aspects such as privacy, information security, explainability, robustness of models and responsible risk management. The innovative initiative is therefore fully framed and supported by these documents.

ACTION NO. 3:	**DIGITALISATION (ASSOCIATED IRO NO: 110-IP, 97-IP)**	
DESCRIPTION: [IN.MDR-A_01].	Digitalisation is a strategic element for **CAF** and a key enabler of sustainability, operating efficiency and continuous improvement of the customer experience. In a context of global digital transformation, at **CAF** we devote a significant part of our innovation efforts to the development of advanced digital solutions applied to rail and bus transport. In the area of products and services, at **CAF** we push forward the development of technologies aimed at capturing, transmitting and analysing data throughout the entire life cycle of our products. Using *Big Data,* Artificial Intelligence and advanced information analysis techniques, we develop applications that optimise new designs, asset diagnosis and maintenance, improve energy efficiency and support operational decision making. In addition, real-time monitoring of vehicles and infrastructure, both on-board and on the ground, contributes to the increased reliability, availability and safety of transport systems. Furthermore, the digitalisation of internal design and validation processes is one of the cornerstones of the Group's Digitalisation Innovation Programme. Within this framework, we have made significant progress in the digitalisation and automation of key processes, such as design, virtual validation and approval, physical testing and trials, as well as administrative and technical support tasks. Thanks to these initiatives and proper data governance, it is possible to optimise resources, reduce time and minimise errors. These developments are reinforced by the incorporation of advanced digital methodologies, including the use of systems based on generative Artificial Intelligence, which has become a strategic enabler for the automation of increasingly complex technical and operational processes. Cybersecurity of products and services is also an essential part of this programme and represents a major line of work. Developments in this area are aimed at equipping our products and services with the necessary measures to prevent cyber-attacks, following the latest regulations and anticipating the future needs of the sector. The objective is to ensure that **CAF** solutions incorporate robust, upgradeable protection mechanisms in line with international best practices. The improvement in the protection of our products, together with the new functionalities incorporated, allows us to offer our customers higher value-added services in the field of cybersecurity.	
SCOPE: [IN.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.	
TIME HORIZON [IN.MDR-A_03]	Medium term	
EXPECTED RESULTS [IN.MDR-A_01]	• Digitalisation and automation of processes: working digitally in the different phases of the life cycle, from design to maintenance. • Exploitation of product data and internal processes. In this area, the improvement of vehicle diagnostics and maintenance stands out. • Automation of inspection tasks by means of artificial vision. • Remote software updates. • Product cybersecurity in both securitisation and the sale of services. Expansion of the portfolio of cybersecurity services. • Implementation of the Artificial Intelligence and Data Policy. • Deployment of Data Governance. • Deployment of AI applications for prioritised use cases.	
RESULTS OBTAINED [IN.MDR-A_04, 05].	**2024**	**2025**
	• Development of a functional analysis methodology that ensures a correct functional breakdown by means of functional architecture diagrams in SysML. • Improvement of rail vehicle validation processes through the application of functional simulation, hybrid environments and record automation. • Development of the Smart Maintenance Scheduler for the optimisation of the Maintenance Plan.	• Approval and start of deployment of the Artificial Intelligence and Data Policy. • Proof of concept of Data Governance. • Pilot testing and implementation of commercial AI-based tools. • Development of **CAF** Artificial Intelligence tools: conversational assistant for internal knowledge, **CAF** translator and automated requirements manager. • Product cybersecurity developments to offer advanced cybersecurity services.

4. Extending the product portfolio

The product portfolio extension initiative is fully supported by the corporate Quality and Product Safety policies, which act as an internal reference for any industrial or technological development. The Quality Excellence Policy sets out the principles that all products must comply with from conception to delivery to the customer, ensuring consistency, reliability and compliance with applicable internal and external standards. This includes the need to ensure robust design, validation, industrialisation and control processes, which are key elements in any portfolio expansion.

In addition, the Products and Services Safety Policy provides the necessary guidelines to ensure that any new product or technological evolution is developed under criteria of user protection, risk management and regulatory compliance in terms of functional and operational safety. Thus, innovation associated with the creation or adaptation of new products is conditioned by this policy, which ensures that future solutions integrate essential safety requirements from the outset.

ACTION NO. 4:	**EXTENDING THE PRODUCT PORTFOLIO (ASSOCIATED IRO NO: 95-O, 93-R)**	
DESCRIPTION: [IN.MDR-A_01].	The Innovation Programme Extension of the product portfolio drives the development of more advanced and competitive solutions for both our customers and passengers. Its main objective is to evolve the current offering to bring products and services with greater added value to the market, capable of increasing competitiveness and strengthening the position of **CAF** in the different segments in which we operate. In this way, the programme integrates both incremental improvements on existing products and the development of substantially novel proposals compared to their predecessors, significantly extending **CAF's** technological and commercial reach. Given the extensiveness of the Group's portfolio, the initiative encompasses a wide variety of lines of work, including rail vehicles and their components, infrastructure and associated systems, and services related to the maintenance and operation of the products. In addition, the programme promotes the design of safer and more sustainable products, integrating Ecodesign criteria to reduce their environmental impact throughout their life cycle and contributing to the Group's sustainability commitments.	
SCOPE: [IN.MDR-A_02]	All activities and geographical areas in which the CAF Group is present.	
TIME HORIZON [IN.MDR-A_03]	Medium term	
EXPECTED RESULTS [IN.MDR-A_01]	• Integration into the Group's products of the advances of the Zero Emissions, Autonomous and Automated Mobility and Digitalisation programmes. • Development of LRV/EMU/BEMU platforms/Double-decker trains/High Speed Trains for focus markets. • Development of electric buses for North America and electric intercity buses for Europe. • Optimisation of the Group's portfolio through higher value solutions for customers and users.	
RESULTS OBTAINED [IN.MDR-A_04, 05].	**2024**	**2025**
	• New conceptual LRV engineering for USA. • Conceptual engineering of electric buses for North America and electric intercity buses for Europe. • Development of safe emergency brakes (SIL) for tramway vehicles. • Publication of the chemical substances management procedure and configuration of a software tool for the correct management of chemical products in the railway vehicle manufacturing activity (Ecodesign).	• Safe emergency brakes (SIL) for tramway vehicles approved and implemented in Tr projects. Montpellier and Tr. Marseille. • Finalisation of the design for the NAe40 North American electric bus. • Progress in the design of the intercity eIC13 LE prototype electric bus.

5.4 INNOVATION-RELATED OBJECTIVES AND METRICS

[IN.MDR-T] [IN.MDR-M]

At **CAF** we boost innovation by managing innovation programmes and their associated innovation activities within the Innovation Management Plan.

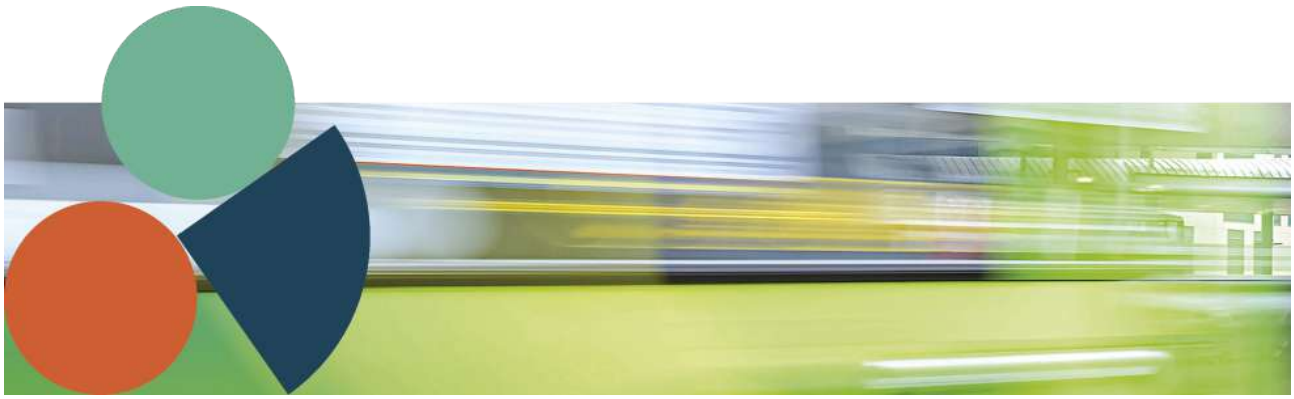
The monitoring of this plan is carried out at the level of the Executive Committee and Corporate Technology Innovation Committee (CTIC) on a quarterly basis, reporting on the achievements during the quarter, the expected achievements for the next quarter and the difficulties identified. In turn, the report cards include metrics on technical and cost progress, as well as the objectives established.

Specifically, compliance with the annual technical progress, compliance with the annual cost and compliance with the annual internal dedication of the Innovation Management Plan is monitored on an annual basis. Monitoring of technical, cost and dedication progress is done at project level and reported on an aggregate basis for each programme and the total plan. These three monitoring parameters are referenced to each other and are directly related to the innovation programmes established in section "5.3. Innovation-related actions and initiatives" of this Report.

ASSOCIATED METRICS[1,2] IN.MDR-M_01	METHODOLOGY AND SIGNIFICANT ASSUMPTIONS IN.MDR-M_02	EVOLUTION IN.MDR-T_13			ASSOCIATED OBJECTIVES IN.MDR-T_01 IN.MDR-T_02 IN.MDR-T_03	SCOPE OF THE OBJECTIVE IN.MDR-T_04	YEAR AND BASE VALUE IN.MDR-T_05 IN.MDR-T_06	2025 OBJECTIVE	2026 OBJECTIVE IN.MDR-T_08
		2025	2024	2023					
Associated IRO: No. 90-O Increase in revenues as a result of the CAF Group's good positioning in the face of the opportunity presented by the global trend towards the autonomous operation of vehicles and mobility systems. CAF has the initiative to create a common technology base for all applications, serving as a backbone for future implementations. This initiative is conceived as a long-term project, aimed at keeping pace with competitor developments and customer demand. Other associated IROs: No. 110-IP, No. 112-IP, No. 97-IP, No. 93-R, No. 95-O,									
Fulfilment of the annual technical progress programmed for innovation	Difference in actual vs. planned compliance at start of year	92%	89%	89%	Innovation programme development compliance target	Own operations	2023/90%	100%	100%
Compliance with the annual cost allocated to innovation	Difference in actual vs planned compliance at start of year	102%	95%	91%	Compliance target for the cost allocated to innovation	Own operations	2023/90%	100%	100%
Fulfilment of the annual internal dedication of the Innovation Plan	Difference in actual vs planned compliance at start of year	84%	100%	90%	Annual internal dedication target of the innovation plan	Own operations	2023/90%	100%	100%

[1] [IN.MDR-T_07] No long-term targets have been set for these metrics. The objectives will be reviewed in the new strategic cycle, together with the publication of the Strategic Plan and the Sustainability Master Plan 2027–2030; [IN.MDR-T_02] [IN.MDR-T_09] [IN.MDR-T_10] The methodologies applied to define these objectives were those related to the Strategic Plan and the Master Plan; [IN.MDR-T_11] As part of the company's Sustainability Master Plan, the objectives have been set taking into consideration the perspectives of the stakeholders; **[IN.MDR-T_12]** No significant changes are reported in the previous objectives; [IN.MDR-T_13] The details of the performance of this objective are detailed in this table, as well as in chapter 4.1.15. Information security".

[2] [IN.MDR-M_03] The metrics reflected in this table are not subject to external validation beyond that provided by the third-party verification provider of the **CAF** Sustainability Report (Appendix 8.3.).



5.5. INNOVATION GOVERNANCE

Innovation is managed at **CAF** under a defined governance framework that ensures adequate oversight, strategic alignment and control of associated risks. The governing body and senior management play a key role in guiding and monitoring innovation activities, ensuring consistency with corporate strategy, sustainability objectives and long-term value creation.

Innovation supervision is articulated through the corresponding committees and internal structures defined in the Group's Innovation Model:

- **Corporate Technology Innovation Committee (CTIC):** this committee defines the Group's innovation strategy, prioritising the activities to be carried out and allocating the necessary funding for their implementation. It also establishes and guides the Programmes and Centres of Excellence (CoEs) that materialise innovation within the organisation.
- **Programmes:** they structure and manage the innovation projects that are integrated into each of them, ensuring their progress and their contribution to the strategic objectives.
- **Centres of Excellence (CoEs):** Organised around transversal technologies, they provide specialised knowledge and advanced tools that support the Group's different businesses in solving their technological and business challenges.

These bodies have clearly assigned responsibilities and regularly monitor progress, results and major risks, with a review frequency commensurate with the strategic relevance of the projects. This approach helps to identify, prevent and mitigate potential adverse impacts, as well as to ensure compliance with applicable regulatory and internal control requirements.

The definition of innovation priorities and strategic lines of action is articulated through the Strategic Innovation Plan, which takes the form of specific roadmaps. In parallel, innovation management is developed through the Innovation Management Plan, which is formally approved at the beginning of the year and serves as a reference for the planning, execution and control of innovation activities.

6/APPENDICES

APPENDIX 1. Additional information concerning Law 11/2018 and other relevant issues to our stakeholders

APPENDIX 2. Table of contents of the Non-Financial Statement (Law 11/2018)

APPENDIX 3. Table of contents of the Consolidated Non-Financial Statement and Sustainability Information (ESRS).

APPENDIX 4. Table of contents of the Global Reporting Initiative Index

APPENDIX 5. Degree of eligibility and alignment with the European Taxonomy of Sustainable Activities on Turnover, CapEx and OpEx

APPENDIX 6. Impacts, Risks and Opportunities identified in the Double Materiality Assessment

APPENDIX 7. Detail table - Indicators

APPENDIX 8. External assurance

APPENDIX 1. ADDITIONAL INFORMATION CONCERNING LAW 11/2018 AND OTHER RELEVANT ISSUES TO OUR STAKEHOLDERS

1.1. GENERAL

Contribution to the objectives of the sustainable development goals (SDGS)

In 2015, the United Nations General Assembly unanimously adopted the 2030 Agenda for Sustainable Development, which establishes 17 Sustainable Development Goals (SDGs). These goals provide a global framework that inspires governments, businesses and civil society to end poverty, protect the planet and improve the lives and prospects of people everywhere.

At **CAF** we remain committed to achieving these goals, actively contributing through our business activity and our approach to sustainability. **CAF** has the greatest positive influence over the following SDGs in accordance with the Railsponsible initiative guidelines**.**

ENVIRONMENTAL AXIS

PROMOTION OF SUSTAINABLE MOBILITY

- Continuous research and development of products and services to respond to the global trend of increasing mobility, climate change and the limitation of fossil fuels.
- Designing greener means of transport, with lower noise emissions, consuming less energy in use and generating less pollution.
- Involvement with the network of national and international innovation-oriented associations.

REDUCING THE ENVIRONMENTAL FOOTPRINT OF OPERATIONS

- Development of strategies to combat climate change, such as reducing energy consumption and promoting energy efficiency.
- Efficient management of natural resources in production.
- Reduction, reuse and recycling of the waste produced.

PROMOTING RESPONSIBLE PURCHASING

- Sustainability commitment requirements in the Supplier Code of Conduct.
- Requirement of compliance with the REACH Regulation and the UNIFE Railway Industry Substance List for suppliers.
- Assessment of supplier sustainability management through the EcoVadis platform.
- Participation in the Railsponsible sector initiative for the development of sustainable practices along the rail industry value chain.
- Employee training and awareness-raising on sustainability issues.
- Development of small and medium-sized local suppliers.

SOCIAL AND ETHICAL AXIS

PROFESSIONAL AND ETHICAL DEVELOPMENT IN BUSINESSES

- Commitment to scrupulous respect for basic rights, equal treatment and non-discrimination.
- Promotion of high standards of professional ethics, prevention of fraud and corruption and respect for competition law.
- Implementation of people development and occupational health and safety policies, shared among all the Group's activities in the different geographical areas.

CONTRIBUTION TO SOCIETY

- Economic promotion of the environment through the hiring of local workers and suppliers.
- Provision of products and services in accordance with high quality and safety standards for customers and users.
- Support for entrepreneurship, through collaboration with start-ups and entrepreneurs.

True to this commitment, and following the preparation of the Sustainability Master Plan and the Double Materiality Assessment in 2024, we are addressing the implementation of the actions defined in this reporting year. This process reinforces the strategic alignment of **CAF's** initiatives with the SDGs identified as priorities, maximising our positive impact on the people, environment and communities in which we operate.

1.2. ENVIRONMENT

1.2.1. PROTECTION OF BIODIVERSITY [EG 304][304-1]

With reference to the actions carried out by the Group in relation to the protection of biodiversity, the Group is aware of its responsibility to protect biodiversity and to avoid deforestation in the places where it operates, and therefore controls this impact by carrying out Environmental Impact Assessments (EIA), in the places/projects that require it, and by developing products that respect the environment (more information in the section 2.4 “Resource Use and Circular Economy”).

Currently, the Group’s sites are not located in protected areas where there may be a particular impact on biodiversity.

It should be noted that in the Double Materiality Assessment conducted during 2024, it was concluded that biodiversity protection is not a material issue for the Group, so no new initiatives were defined in the Sustainability Master Plan.

1.3. SOCIETY

1.3.1. SOCIETY

At **CAF** we are aware of the direct and indirect impacts we generate through our activities on the development of the local communities in which we operate and on the well-being of society as a whole. Consequently, and in accordance with the provisions of the Sustainability Policy, the Group is committed to contributing to the socially and environmentally sustainable development of these communities. This commitment materialises through the reduction of the environmental impact associated with our operations and products and services, as well as through the promotion of initiatives that favour economic development, the generation of knowledge, the promotion of education and social and cultural promotion.

Contributions to associations and non-profit organisations in 2025 have increased by 8% compared to 2024:

	2025	2024	2023
Contributions to non-profit organisations and associations (€)	962,772	889,079	829,480

This commitment is articulated through the Manual for the Development of Social Commitments, which defines the areas of contribution of **CAF’s** social commitments to the Society stakeholders, and seeks to ensure that **CAF’s** collaborative activities that impact local communities in the area of social commitments are in accordance with the Code of Conduct, the Sustainability Policy, and the measures established in the Crime Prevention Manual.

In addition to respecting the social, economic, cultural and linguistic environments in which the Group carries on its activity, the following risks are associated with these commitments: (i) the adverse impact of its activities on local communities; (ii) lack of alignment between the corporate objectives of the Group and respect for the various communities; (iii) the difficulty in establishing sustainable, enduring relationships with local communities; (iv) ineffective cooperation with the public authorities and local entities; and (v) lack of respect for social, economic, cultural and linguistic scenarios.

These risks are integrated into the Comprehensive corporate Risk control and Management system detailed in section 3 of the Director's Report, which provides a sequence of activities aimed exclusively at their management. This process meets the requirement of performing the risk and opportunity analysis of the frame of reference.

1.3.1.1. Economic promotion in the environment

The Group contributes to the promotion of industrial transformation and competitiveness in the area by collaborating with a different intensity and scope with specific initiatives and actions that can affect the economy of the localities in which it operates at domestic and international level.

Among these initiatives, the collaboration at regional level, started more than 12 years ago, stands out, which resulted in the creation of Goierri Valley and **CAF's** participation in the project as a driving company and member of the Anchor Companies Committee. Created in 2017 with the vision of being the driving force behind the industrial transformation of the Goierri region, its aim is to promote the development of industry in the Goierri region by encouraging collaboration between companies and other public agents in areas that affect their competitiveness (diversification of markets and products, innovation and training). In terms of the activities carried out by **CAF** in this partnership during 2025, the following stand out:

- Active participation in the various forums organised by the association (Anchor Committees, Anchor Forums, Multilevel Forums), sharing experiences and needs, to collaborate in solving common problems detected.
- Active participation in several of the sessions of the Hydrogen Round Table and the Prevention Round Table, analysing the opportunities and possible collaborations that may result in the coming years between the companies of the association.
- Active participation in the Goierri Investment Board initiative, as part of the DIBERTSIFIKAZIORANTZ project, financed by the Eskualdeak scheme of the Provincial Council of Gipuzkoa, to explore the collaboration interests of companies in the region, crossing the strategic challenges and investment interests of the companies.

Furthermore, as part of the BarNETik initiative promoted by the Development Agency of the Region (GOIEKI) and piloted by the Lehendakari Agirre centre on the future Governance Model of Goierri, in recent years, **CAF** has actively participated in the definition of the agreement that will govern the Governance Model together with the representatives of the municipalities of the region and the main economic agents in order to address the strategic challenges of said region.

In 2025, the collaboration agreement has been signed between the participating agents: town councils of the region, social agents and main companies. This agreement includes **CAF's** participation in the decision-making forum of this grouping.

Furthermore, **CAF** has actively participated in the working groups on the ENERGIA strategic challenge under the BarNETik initiative, the mission of which is to reduce the region's level of emissions to 55% by 2030. This year, the scope of participation has not only focused on the SUSTAINABLE MOBILITY working forums together with local councils and anchor companies but has also proposed an emission reduction project that would contribute to the achievement of the aforementioned mission.

CAF continues to participate in the activities of economic entities with business or sectoral relevance to a different extent. Below are some of the entities in which it has participated during 2025:

ADEGI	CÍRCULO DE EMPRESARIOS	Alamys Asociación Latinoamericana de Metros y Subterráneos
apd	Foro de Marcas Renombradas Españolas	unife THE EUROPEAN RAIL INDUSTRY
CEOE Empresas Españolas	CAMARA DE GIPUZKOA GIPUZKOAKO BAZKUNDEA	MAFEX SPANISH RAILWAY ASSOCIATION
KUDEAKETA AURRERATUA EUSKALIT GESTIÓN AVANZADA	CLUB DE EXPORTADORES E INVERSORES	DIPC Donostia International Physics Center
CÍRCULO DE EMPRESARIOS VASCOS	UITP ADVANCING PUBLIC TRANSPORT	IE BUSINESS FOUNDATION
Spanish Chamber of Commerce in the United Kingdom EST. 1886	Cámara de Comercio de España	CNMV COMISIÓN NACIONAL DEL MERCADO DE VALORES

In these entities, **CAF's** goal is both to represent **CAF's** interests and contribute through its position and promote aspects that may be of general interest.

1.3.1.2. Knowledge generation

At **CAF**, we are actively dedicated to generating knowledge in our operating environment. We achieve this by collaborating closely with innovative networks, participating in standardisation committees, and promoting learning alongside academic institutions and leading technology centres. Below, we mention some of the most fruitful alliances that have emerged in the field of innovation. These collaborations have allowed us to make significant progress in developing innovative ideas and solutions that make a difference in our industry.

PARTICIPATION IN THE NETWORK OF INNOVATION-ORIENTED ASSOCIATIONS

CAF is part of various national and international associations linked to transportation and innovation, which include:

	ASSOCIATIONS AIMED AT RESEARCH AND DEVELOPMENT OF THE RAILWAY SECTOR • Europe's Rail Joint Undertaking (EU-Rail JU) • European Rail Research Advisory Council (ERRAC) • Chips Joint Undertaking (JU Chips) (formerly KDT JU) • Railway Innovation Hub (RIH) • Spanish Railway Technological Platform (PTFE)
	RAIL INDUSTRY ASSOCIATIONS THAT ENCOURAGE INNOVATION AND THE DEVELOPMENT OF STANDARDS • UNIFE (European Rail Supply Industry Association) • UNISIG (Signalling Industry Association) • ERWA (European Railway Wheels Association) • MAFEX (Spanish Railway Association)
	PUBLIC TRANSPORT BUSINESS PARTNERSHIPS • UITP (International Association of Public Transport) • VDV (Industry Association for Public Transport in Germany)
	ASSOCIATIONS AIMED AT THE DEPLOYMENT OF SUSTAINABLE MOBILITY SOLUTIONS • Clean Bus Deployment Initiative
	ASSOCIATIONS AIMED AT THE DEPLOYMENT OF HYDROGEN TECHNOLOGIES AND HYDROGEN VALLEYS • Hydrogen Europe (NEW – IG) • European Clean Hydrogen Alliance • Basque Hydrogen Corridor (BH2C) • Masovian Hydrogen Valley • Greater Polish Hydrogen Valley
	ASSOCIATIONS FOCUSED ON INNOVATION IN SPECIFIC AREAS • Information Technology for Public Transport (ITxPT) • Polish Scientific Society of Combustion Engines (PTNSS) • Cybersecurity Forums

PARTICIPATION IN STANDARDISATION COMMITTEES

The standardisation entities in which **CAF** has the most relevant representation are listed below:

CEN CENELEC IEC	**INTERNATIONAL STANDARDS ORGANISATIONS** • IEC (International Electrotechnical Commission) • CEN (European Committee for Standardisation) • CENELEC (European Committee for Electrotechnical Standardisation)
AENOR PKN POLSKI KOMITET NORMALIZACYJNY	**NATIONAL STANDARDS ORGANISATIONS** • AENOR/UNE (Spanish Association for Standardisation and Certification) • PKN (Polish Committee for Standardisation)

PROMOTION OF KNOWLEDGE IN COLLABORATION WITH TECHNOLOGY CENTRES AND UNIVERSITIES

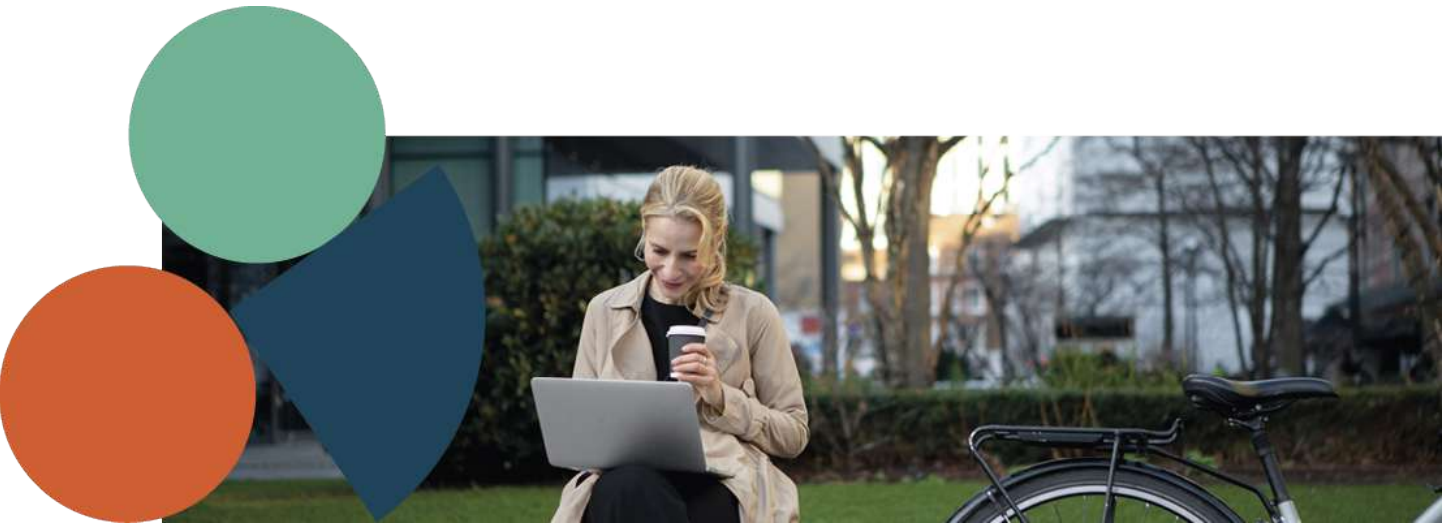
CAF is constantly developing innovative solutions and expanding its knowledge and competence through various means, including important collaborations with technological and educational centres. In some cases, it even participates in the governing bodies of these centres.

TECHNOLOGY CENTRES

- BAIC (Basque Artificial Intelligence Centre)
- CEIT
- CiCnanoGUNE
- Cidetec
- CITEF (Research Centre for Railway Technologies)
- CNH2
- DLR (German Aerospace Centre)
- DIPC (Donostia International Physics Centre)
- Eurecom
- FCITICG (Foundation for the Galician Information and Communication Technologies Research Centre)
- Foundation for the development of new Hydrogen Technologies in Aragon
- IIT (Technological Research Institute)
- Ideko
- Idonial
- Ikerlan
- Itainnova
- Leartiker
- Lortek
- Naitec
- Tecnalia
- Vicomtech
- Vivratec
- Others Austrian Institute Of Technology (AIT) – Austria, Cetim – France, CiCenergiGUNE – Spain, Spanish National Research Council (CSIC) – Spain, French Alternative Energies and Atomic Energy Commission – France, Community of universities and establishments University of Burgundy - Franche-Comté (COMUE UBFC) – France, Ferrocampus – France, IDEKO – Spain, IDONIAL – Spain, French Institute of Science and Technology for Transport (IFSTTAR) – France, Institute of Communication and Computer Systems – Greece, Pilsen Research and Testing Institute – Czech Republic, Railenimum – France, SINTEF – Norway, Tekniker – Spain, TNO – Netherlands, Virtual Vehicle Research GmbH – Austria, VTT – Finland, etc.

UNIVERSITIES

- University of Navarre - Tecnun
- Mondragon University
- University of the Basque Country
- Deusto
- University of Oviedo
- Polytechnic University of Valencia
- University of Zaragoza
- AGH University of Science and Technology in Krakow
- Poznan University of Technology
- University of Ghent
- University of Huddersfield
- University of Melbourne
- Others Université Burgundy Franche-Comté (UBFC) – France, University of Patras – Greece, Politecnico di Torino – Italy, University of Leeds – United Kingdom, Vrije Universiteit Brussel (VUB) – Belgium, University of West Bohemia – Czech Republic, Public University of Navarre – Spain, etc.



1.3.1.3. Collaboration in the educational field [2-28][EG 203][203-2][EG 413]

CAF remains committed to training future professionals and with this in mind establishes a number of agreements to collaborate with educational institutions or entities that foster youth employment in the area in which it operates.

EDUCATIONAL ENTITIES OR ENTITIES FOR THE PROMOTION OF EMPLOYMENT

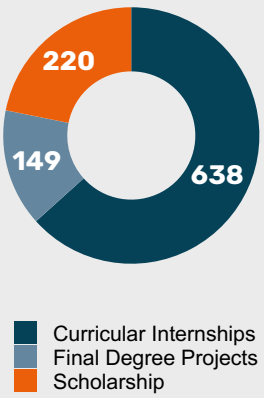
NATIONAL	INTERNATIONAL
• University of the Basque Country • University of Mondragon • Deusto University • University of Navarre (Tecnun) • Public University of Navarre • University of Zaragoza • Polytechnic University of Madrid • Complutense University of Madrid • Novia Salcedo Foundation • University of Navarre Foundation • Goierri Eskola • CIFP Don Bosco • FP Tolosaldea • CIFP Plaiaundi • La Salle FP • FP Bidasoa • La Caparrella Vocational Training Institute • University of Jaén • University of Granada • University of Linares • International University of Rioja (UNIR) • Open University of Catalonia (UOC) • Comillas Pontifical University • IES San Valero	• Corning Community College • IUT Haguenau • Lycée heinrich nessel Haguenau • Autonomous Mexico State University • University of the Valley of Mexico • Poland Poznan University of Technology, Poland • Higher Technological Studies College of Cuautitlán • CFAI Reichshoffen • School Complex No. 1 in Swarzędz • Agricultural School Complex in Środa Wielkopolska • Practice and Career Centre - Poznań University of Technology • YH Tågtekniker Hässleholm • YH Tågmekaniker Hallsberg • YH Tågmekaniker Kristinehamn • Reskills ProTrain - Stockholm • Riyadh Technical College • Myerscough College • Edinburgh College • First-level vocational school in Murowana Goślina

These collaboration agreements can provide access to training programmes for **CAF** employees, but their main objective is to offer opportunities for transition between education and the world of work through placements at the various CAF Group sites both locally and internationally.

In this area during 2025, the collaboration agreements that **CAF** maintains with the main engineering schools in key geographies, such as the university-business classrooms at Tecnun-University of Navarre, Mondragon Unibertsitatea, University of the Basque Country and University of Deusto, and the collaboration with the Polytechnic University of Madrid, were maintained. These agreements foster closer contact with students early on, allowing them to have contact with the reality of **CAF** from the facilities of the different educational entities. The 3rd “Encuentro Alumn@s Aulas **CAF**” was held in 2025, where students from different universities were able to present the projects they have carried out during this academic year, an occasion on which the corresponding diplomas were also awarded.

With this objective, the Group encourages managing placements to facilitate completing studies through curricular internships, undertaking final projects for university degrees and master’s degrees, as well as scholarships for postgraduates, providing students with their first work experience complemented by training. Around 1,000 placements have been offered this year. To carry out this activity, both the parent company and some of the Group’s subsidiaries collaborate with the Novia Salcedo Foundation and the Fundación Empresa Universidad de Navarra with the aim of accompanying young people in their professional integration from a vocation of anticipation and collaboration.

“Around 1,000 company placements”.



INTERNATIONALISATION SCHOLARSHIP PROGRAMMES

CAF is clearly committed to internationalisation and is aware of the need for people with an international profile. It is considered important to promote this profile in society and, to this end, **CAF** collaborates annually with the Basque Government on the Global Training scholarships and BEINT scholarships. These programmes provides young people with university degrees and higher vocational training with a powerful mechanism that allows them to carry out paid internships in companies and organisations abroad, in activities and projects related to their academic and professional profile for at least six months.

In 2025, the international activity promoting scholarships for graduates at Group headquarters has been carried out in countries such as the United States, Germany, the Netherlands, Belgium, Sweden, Chile, Portugal and Italy.

1.3.1.4. COLLABORATION WITH SOCIAL AND/OR CULTURAL INITIATIVES

In addition to the various initiatives mentioned above, **CAF** collaborates with public and/or private entities to support social, knowledge and cultural projects that have a positive impact on the communities in which it operates.

Below are some of the institutions with which **CAF** has actively collaborated throughout 2025, contributing to their development.

COLLABORATION IN SOCIAL ACTIVITIES

SuEskola Foundation

CAF collaborates with this foundation, which is a training centre for fire prevention and extinguishing, using innovative technology with real fire.

Green Dachshund Foundation

Foundation created in 2012 by Solaris Bus&Coach to help the most vulnerable. It aims to help people and animals in need close to the company, implementing aid programmes for children and young people, spreading the culture of animal protection and popularising the volunteer service by involving employees and external stakeholders.

PROMOTION OF CULTURE AND LINGUISTICS

Bikain Certificate

At **CAF** we promote the use of Basque in our workplaces. Proof of this is the possession of the Bikain certificate, both in Beasain and Irún plants. In both cases, the certificate is silver and that of Irun was renewed in 2023. Despite having been awarded the same grade, it should be noted that the result was higher than the previous time, a sign of the work done in recent years. This certificate measures the management of language policy and is regulated by the Department of Culture and Language Policy of the Basque Government.

1.4. GOVERNANCE

1.4.1. TAX TRANSPARENCY

1.4.1.1. MISSION AND COMMITMENT IN TAX MATTERS [207-1]

The approval by the Board of Directors of a Fiscal Policy in 2017 enabled, inter alia, the principles that were already applicable internally to be expressly embodied and crystallised in the drawing up of CAF's tax objective and commitments; all of this was made accessible to all stakeholders through the publication of the aforementioned Policy on the corporate website, together with the other Corporate Policies. This Policy is reviewed annually by the Audit Committee and the Board of Directors.

A second element, designed to supplement the previous one, was the Fiscal Policy Implementation Handbook, approved on 4 December 2018 and updated in May 2022, which is published on the CAF Group's corporate website and is applicable to all the Group companies in all countries in which the Group operates.

CAF's tax objective consists essentially of ensuring compliance with the tax legislation in force in each territory in which it operates, thus avoiding tax contingencies and fostering cooperation with the tax authorities.

CAF ultimately aims to generate trust and distribute value in the national and international market through responsible action, particularly in the tax sphere, which in turn enables the design of a corporate strategy and the assurance of consistent tax behaviour within the organisation, and through which this is ultimately achieved: (i) satisfy the stakeholders; (ii) maintain a relationship based on mutual trust with the tax authorities; and (iii) contribute to improving communities by paying taxes.

1.4.1.2. Fiscally responsible behaviour [207-1]

The Fiscal Policy includes the following principles of action in tax matters of the Group, which expand on the fundamentals of the Code of Conduct, the Sustainability Policy and the General Risk Control and Management Policy, and which must guide the actions of all those persons and entities to which it is applicable:

1) Comply with their tax obligations at all times.

2) Collaborate with the tax authorities at all times.

3) Avoid the use of opaque structures, processes or systems designed solely for tax purposes.

4) Avoid making investments or carrying out operations in or through territories classified as tax havens or non-cooperative jurisdictions, in accordance with Spanish legislation, or territories with low or no taxation, with the sole purpose of reducing the tax burden. Investments or operations in these territories will only be permitted when they are required for business reasons and are aimed at undertaking the activity included in **CAF's** corporate purpose, subject to prior approval by the Board of Directors in the cases provided for by law and regulations.

5) Commit to ensuring that there is always a valid economic rationale for tax actions.

6) Prevent and reduce, as far as possible, tax risks in the course of their activities, while maintaining a prudent risk profile.

7) Ensure compliance at all times with the obligations relating to related party transactions, maintaining a responsible transfer pricing policy in accordance with the arm's length principle, thus avoiding the erosion of tax bases through non-arm's length pricing.

8) Manage their intangible assets responsibly, avoiding the use and generation of intangible assets for purely tax purposes.

CAF's Fiscal Policy specifies that all the principles mentioned above will be implemented in accordance with **CAF's** general principles, specifically those relating to good faith and integrity vis-à-vis all stakeholders.

1.4.1.3. fiscal governance and risk management

[207-2] As a general rule, the Audit Committee, and ultimately the Board of Directors, is responsible for ensuring that the whole Group complies with the Fiscal Policy. To this end, said policy establishes the internal control mechanisms and the flow of information from the Economic, Financial and Strategy Department to the Audit Committee, for subsequent referral to the Board of Directors.

Periodically, at least once a year, the Corporate Tax Function reports to the Audit Committee on **CAF's** performance in tax matters.

In addition, the Audit Committee and the Board of Directors must approve any investment transaction of the Group in non-cooperative jurisdictions to ensure that the Group's activity in these countries is strictly business driven.

Tax risk is managed within the Comprehensive Risk Management and Control System and it is headed by the Corporate Tax Function, which controls and monitors the main corporate tax risks affecting all the activities and geographical areas.

Fiscal management, in turn, is subject to the internal risk management system and, consequently, is subject to close scrutiny by Internal Audit.

In addition, the Group has implemented an open Internal Reporting System so that any employee or stakeholder outside **CAF** can make any communication regarding **CAF's** fiscal management.

The tax-related content was primarily obtained from internal reporting used to prepare the Group's Consolidated Financial Statements, which are subject to external audit.

1.4.1.4. Relationship with Stakeholders on tax matters

[207-3] The Sustainability Policy approved by **CAF's** Board of Directors defines the Sustainability objective, principles and commitments to stakeholders that **CAF** adopts in the course of its activities. These principles specifically include tax responsibility.

The Group has a cooperative relationship with the various tax authorities with which it has dealings as a result of its activity, based on the principles of transparency and good faith. In this regard, on 3 December 2024, the Group's subsidiary Solaris Bus & Coach signed a cooperation agreement with the Polish Treasury. Adherence to this Cooperation Programme demonstrates a conscious responsibility for the proper fulfilment of tax obligations and the desire to establish cooperative relations with the tax administration.

It thus promotes transparent, clear and responsible reporting of its main tax aggregates. The CAF Group is committed to preparing and filing the Country-by-Country Report in due time and form. This annual report discloses key aspects of the financial statements for each of the jurisdictions in which the Group is present, and they provide the local tax authorities with visibility as to the earnings, tax paid, employees and other significant information regarding the business activities.

The commitments assumed by the Group in its Fiscal Policy regarding tax compliance in all territories and jurisdictions in which it operates, always opting for a prudent tax policy, also apply to its relationship with external tax policy advisors.

1.4.1.5. Submission of country-by-country reports

Below is the significant information on the profits obtained by country and the taxes on profits paid in the main locations where the Group operates:

COUNTRY	2025		2024		2023	
	PROFIT/(LOSS) BEFORE TAX[1]	INCOME TAX PAID (RECOVERED)[2]	PROFIT/(LOSS) BEFORE TAX[1]	INCOME TAX PAID (RECOVERED)	PROFIT/(LOSS) BEFORE TAX[1]	INCOME TAX PAID (RECOVERED)
Germany	1,280	(149)	1,523	818	2,261	965
Saudi Arabia	10,333	3,153	6,566	112	4,737	483
Australia	1,153	84	1,358	524	1,068	512
Brazil	41,463	12,980	45,552	11,952	38,618	10,348
Chile	1,166	(328)	1,446	1,003	3,160	2,637
Colombia	(212)	61	(455)	(1,480)	277	250
Spain	43,777	15,096	3,533	8,049	(2,684)	5,825
Israel	1,265	958	2,024	532	2,000	446
NAFTA [3]	26,303	28,367	49,414	31,582	54,905	24,756
Poland	69,209	6,566	19,551	6,104	(8,281)	(625)
United Kingdom	13,313	5,079	9,516	(550)	3,875	1,658
Sweden	6,396	13	2,158	24	(4,566)	42
France	14,600	482	9,428	0	14,387	0
Italy	2,573	733	3,600	191	337	490
Norway	2,154	49	(1,079)	31	(2,154)	34
Other	1,858	1,838	1,434	846	3,527	1,212
Adjustments [4]	(20,992)	0	5,061	0	29,191	0
Total (thousands of euros)	**215,639**	**74,982**	**160,630**	**59,738**	**140,658**	**49,033**

[1] Profit before taxes for each country including dividend elimination adjustments.
[2] Income tax payments for the 2025 financial year obtained from the consolidated cash flow statement in the consolidated financial statements. Note 17 to the consolidated financial statements details the significant tax adjustments that determine the tax bases of each country, mainly the tax credits the Group maintains in Spain and the temporary adjustments to the tax base in Brazil and NAFTA due to accelerated depreciation.
[3] This grouping includes countries whose breakdown would involve revealing information protected by contractual confidentiality clauses. With the current breakdown and that included in the individual and consolidated financial statements, investors and other stakeholders receive sufficient information to understand the Group's performance, results and situation and the impact of its activities.
[4] Results of entities accounted for using the equity method and the elimination of the provision for investees in the consolidation process.

With regard to public subsidies received, the support of the public administrations for the Group's activity is noteworthy, especially in the conduct of Research, Development and Innovation (R&D), as indicated in the corresponding section of the Director's Report. The amount of operating subsidies recognised in the accompanying consolidated profit and loss statement for financial year 2025 amounts to EUR 19,146 million (versus EUR 15,143 million in 2024).

ANNEX 2.

TABLE OF CONTENTS OF THE NON-FINANCIAL STATEMENT (LAW 11/2018)

The correlation between the information reported under Law 11/2018 and its corresponding place in the Sustainability Report is shown below.

TABLE OF CONTENTS OF LAW 11/2018		
REQUIREMENT	**2025 SUSTAINABILITY REPORT CHAPTERS**	**ESRS DISCLOSURE REQUIREMENT**
GENERAL AFFAIRS		
Business model		
Brief description of the group's business model	1.1 Basis for the preparation of the report	ESRS 2-SBM-1 ESRS 2-SBM-2
Markets in which it operates and Organisation and structure	1.3.1. Business model 1.2.1. The role of the governing bodies	ESRS 2-SBM-1 ESRS 2-GOV-1
Organisational objectives and strategies	1.3.1. Business model 1.3.3. Strategy and business model resilience 3.1.6. Objectives related to the management of negative material impacts, the progress of positive impacts and the management of material risks and opportunities. 2.2.8. Energy consumption 2.3.4. Pollution-related targets and metrics 2.2.4. Processes for identifying and assessing material climate-related impacts, risks and opportunities 3.1.6. Objectives related to the management of material negative material impacts, the progress of positive impacts and the management of material risks and opportunities 5.4 Innovation-related objectives and metrics	ESRS 2-SBM-1 ESRS 2-MDR-T ESRS E1-4 ESRS E2-3 ESRS E5-3 ESRS S1-5 ESRS S2-5 ESRS S3-5 ESRS S4-5
Main factors and trends that may affect its future development	1.3.1. Business model	ESRS 2-SBM-1
General		
Reporting framework	1.1.1 General Basis for Preparation of the Sustainability Statements 1.1.2 Specific circumstances	ESRS 2-BP-1 ESRS 2 BP-2
Principle of materiality	1.1.1. General Basis for Preparation of the Sustainability Statements 1.4.1. Description of the process for identifying and assessing impacts, risks and opportunities 1.4.2. Material impacts, risks and opportunities and their interaction with the strategy and business model	ESRS 2-BP-1 ESRS 2-IRO-1 ESRS 2-IRO-2 ESRS 2-SBM-3

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REQUIREMENT	2025 SUSTAINABILITY REPORT CHAPTERS	ESRS DISCLOSURE REQUIREMENT
ENVIRONMENTAL ISSUES		
Management approach		
Description of the policies they apply, their results and the main risks related to these issues linked to the Group's activities.	1.4.1. Description of the process for identifying and assessing impacts, risks and opportunities 2.2.5. Policies related to climate change mitigation and adaptation 2.3.2. Pollution-related Policies 2.4.2. Policies related to resource use and circular economy 3.1.2. Policies related to own workforce 3.2.2. Policies related to workers in the value chain 3.3.2. Policies related to affected groups 3.4.2. Policies related to consumers and end users 4.1.3.Corporate Culture and Business Conduct Policies	ESRS 2 MDR-P ESRS E1-2 ESRS E1-3 ESRS E2-1 ESRS E5-1 ESRS S1-1 ESRS S2-1 ESRS S3-1 ESRS S4-1 ESRS G1-1
Detailed general information		
Detailed information on the current and foreseeable effects of the Group's activities on the environment and, where applicable, health and safety	1.4.2. Material Impacts, Risks and Opportunities and their interaction with the strategy and business model 2.2.2. Transition plan for climate change mitigation 2.2.10. GHG removals and GHG mitigation projects financed by carbon credits	ESRS 2-SBM-3 ESRS E1-1 ESRS E1-6
Environmental certification or assessment procedures	2.2.2. Transition plan for climate change mitigation 2.3.2. Pollution-related Policies 2.4.2. Policies related to resource use and circular economy	ESRS E1-1 ESRS E2-1 ESRS E5-1
Resources used to prevent environmental risks	2.2.7. Targets and metrics related to climate change mitigation and adaptation 2.3.3. Actions and resources related to pollution 2.4.4. Targets related to resource use and the circular economy	ESRS E1-3 ESRS E2-2 ESRS E5-3
Application of the precautionary principle	2.2.7. Targets and metrics related to climate change mitigation and adaptation 2.3.3. Actions and resources related to pollution 2.4.4. Targets related to resource use and the circular economy	ESRS E1-3 ESRS E2-2 ESRS E5-3
Provisions and guarantees for environmental risks	2.2.7. Targets and metrics related to climate change mitigation and adaptation 2.3.3. Actions and resources related to pollution 2.4.4. Targets related to resource use and the circular economy	ESRS E1-3 ESRS E2-2 ESRS E5-3
POLLUTION		
Detailed general information		
Measures to prevent, reduce or remedy emissions that seriously affect the environment; taking into account any activity-specific form of air pollution	2.3.1. Processes for identifying and assessing material impacts, risks and opportunities related to pollution 2.3.2. Pollution-related Policies 2.3.3. Actions and resources related to pollution 2.3.4. Pollution-related targets and metrics 2.3.5. Air pollution	ESRS E2.IRO-1 ESRS E2-1 ESRS E2-2 ESRS E2-3 ESRS E2-4
Including noise and light pollution	Not applicable	Not applicable

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REQUIREMENT	2025 SUSTAINABILITY REPORT CHAPTERS	ESRS DISCLOSURE REQUIREMENT
ENVIRONMENTAL ISSUES		
CIRCULAR ECONOMY, SUSTAINABLE USE OF RESOURCES AND WASTE PREVENTION		
Detailed general information		
Measures for prevention, recycling, reuse, other forms of recovery and disposal of waste	2.4.1. Processes for identifying and assessing material impacts, risks and opportunities related to resource use and the circular economy 2.4.2. Policies related to resource use and the circular economy 2.4.4. Targets related to resource use and the circular economy 2.4.6. Resource outflows	ESRS E5.IRO-1 ESRS E5-1 ESRS E5-2 ESRS E5-3 ESRS E5-5
Actions to combat food waste	Not applicable	Not applicable
USE OF RESOURCES		
Detailed general information		
Water consumption and supply according to local constraints	Not applicable	Not applicable
Consumption of raw materials and measures taken to improve the efficiency of raw material use	2.3.1. Processes for identifying and assessing material impacts, risks and opportunities related to pollution 2.4.3. Actions and resources related to resource use and circular economy	ESRS E5.IRO-1 ESRS E5-2 E5-3 E5-4
Direct and indirect energy consumption	2.2.9. Scope 1, 2 and 3 gross GHG emissions and total GHG emissions	ESRS E1-5
Measures adopted to improve energy efficiency	2.2.7. Targets and metrics related to climate change mitigation and adaptation	ESRS E1-3
Use of renewable energies	2.2.7. Targets and metrics related to climate change mitigation and adaptation 2.2.9. Scope 1, 2 and 3 gross GHG emissions and total GHG emissions	ESRS E1-3 ESRS E1-5
CLIMATE CHANGE		
Detailed general information		
Greenhouse gas emissions	2.2.10. GHG removals and GHG mitigation projects financed by carbon credits	ESRS E1-6
Measures taken to adapt to climate change	2.2.2. Transition plan for Climate Change mitigation 2.2.7. Targets and metrics related to climate change mitigation and adaptation	ESRS E1-1 ESRS E1-3
Greenhouse gas reduction targets	2.2.2. Transition plan for Climate Change mitigation 2.2.8. Energy consumption	ESRS E1-1 ESRS E1-4
Taxonomy of sustainable finance - Regulation (EU) 2020/852 of the European Parliament and of the Council - Commission Delegated Regulation (EU) 2021/2139 - Commission Delegated Regulation (EU) 2022/1214	2.1.1. European Union Taxonomy for Sustainable Activities Appendix 5. Degree of eligibility and alignment with the European Taxonomy of sustainable activities on Turnover, CapEx and OpEx.	Company criterion
BIODIVERSITY		
Detailed general information		
Measures to preserve or restore biodiversity	Annex 1 - 1.2.1. Protection of biodiversity	GRI 304:
Impacts caused by the activity	Annex 1 - 1.2.1. Protection of biodiversity	GRI 304:
ENVIRONMENTAL ISSUES		

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REQUIREMENT	2025 SUSTAINABILITY REPORT CHAPTERS	ESRS DISCLOSURE REQUIREMENT
HUMAN RIGHTS INFORMATION		
Detailed general information		
Implementation of due diligence procedures	1.2 Sustainability governance 1.2.1.1. General Shareholders' Meeting 1.2.4. CAF's due diligence statement 1.2.4.1. Human Rights Commitments 1.2.4.3. Due diligence and general risk management in matters of Human Rights and International sanctions in operations 1.2.4.5. Management of the interests of affected groups 1.3.1. Business model 3.2.3. Processes for interacting with workers in the value chain regarding impacts 3.2.4 Processes to remediate negative impacts and channels for value chain workers to raise concerns 4.1.3.1. Code of Conduct 4.1.6.1. Due Diligence Approach 4.1.7.1. Ethical commitments in business processes and relationships with third parties 4.1.8.1. Disclosure 4.1.8.3. Consultations	ESRS 2 SBM-1 ESRS 2 GOV 4 GRI 2-23 GRI 2-26
Measures for the prevention of the risk of breaches of human rights Human Rights and, where appropriate, measures to mitigate, manage and remedy possible abuses	1.2.4. CAF's due diligence statement 3.1.5. Actions and resources related to our own workforce 3.2.5 Actions and resources related to our own workers in the value chain 3.3.5 Actions and resources related to affected groups	ESRS 2 GOV 4 ESRS S1-4 ESRS S2-4 ESRS S3-4
Complaints of violations of Human Rights	3.1.15. Serious human rights incidents, complaints and impacts 3.2.5 Actions and resources related to our own workers in the value chain 3.3.2 Policies related to affected groups 3.3.5 Actions and resources related to affected groups 3.4.5. Actions and resources related to consumers and end users 4.1.11.2. Anti-corruption and prevention of bribery	ESRS S1-17 ESRS S2-4 ESRS S3-1 ESRS S3-4 ESRS S4-4 ESRS G1-4
Promotion and enforcement of the provisions of fundamental ILO conventions related to respect for freedom of association and the right to collective bargaining. Elimination of forced labour or compulsory labour and the effective abolition of child labour	3.1.2. Policies related to own workforce 3.1.3. Processes for engaging with own workforce and workers' representatives about impacts 3.1.8. Coverage of collective bargaining and social dialogue	ESRS S1-1 ESRS S1-2 ESRS S1-8 ESRS S2-1 ESRS S2-4 ESRS S3-1 ESRS S4-1
GOVERNANCE MATTERS		
INFORMATION RELATING TO CORRUPTION AND BRIBERY		
Measures adopted to prevent corruption and bribery	4.1.3. Corporate culture and business conduct policies 4.1.11.3 Confirmed cases of corruption or bribery	ESRS G1-1 ESRS G1-3 ESRS G1-4

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REQUIREMENT	2025 SUSTAINABILITY REPORT CHAPTERS	ESRS DISCLOSURE REQUIREMENT
Anti-money laundering measures	4.1.3. Corporate culture and business conduct policies 4.1.11.3 Confirmed cases of corruption or bribery	ESRS G1-1 ESRS G1-3 ESRS G1-4
Contributions to foundations and not-for-profit entities	3.3.6 Objectives related to the management of material impacts, the boosting of positive impacts and the management of material risks and opportunities	ESRS S3-5
SOCIAL MATTERS		
THE COMPANIES' COMMITMENTS TO SUSTAINABLE DEVELOPMENT		
Impact of the company on local employment - Impact of the company's activity on local populations and on the territory - Relationships and dialogue with local community players and the business modes therewith - Association or sponsorship activities	3.2.5 Actions and resources related to our own workers in the value chain 3.3.3 Processes for engaging with affected groups in realtion to incidents 3.3.4 Processes to remediate negative impacts and channels for affected groups to raise concerns 3.3.5Actions and resources related to affected groups	ESRS S2-4 ESRS S3-2 ESRS S3-3 ESRS S3-4
RESPONSIBLE SUPPLY CHAIN MANAGEMENT		
- Inclusion of social, gender equality and environmental issues in the purchasing policy - Consideration of social and environmental responsibility in relations with suppliers and subcontractors - Monitoring systems and audits	1.2.4. CAF's due diligence statement 1.3.1. Business model 3.2.2. Policies related to workers in the value chain 3.2.3 Processes for interacting with workers in the value chain regarding impacts 3.2.5 Actions and resources related to our own workers in the value chain	ESRS GOV-4 ESRS SBM-1 ESRS G1-2 ESRS S2-1 ESRS S2-2 ESRS S2-4
MANAGEMENT OF THE RELATIONSHIP WITH CONSUMERS		
Consumer health and safety measures - Complaints systems - Complaints received and resolution thereof	2.3.2. Pollution-related Policies 2.3.3. Actions and resources related to pollution 3.4.2. Policies related to consumers and end users 3.4.4. Processes to remediate negative impacts and channels for consumers and end users to raise concerns. 3.4.5. Actions and resources related to consumers and end users	ESRS S4-1 ESRS S4-3 ESRS S4-4 ESRS E2-1 ESRS E2-2
SOCIAL ISSUES		

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REQUIREMENT	2025 SUSTAINABILITY REPORT CHAPTERS	ESRS DISCLOSURE REQUIREMENT
TAXATION		
Earnings on a country-by-country basis - Taxes on profits paid - Government grants received	1.4.1.1. Mission and commitment in tax matters 1.4.1.2. Fiscally responsible behaviour 1.4.1.3. Fiscal governance and risk management 1.4.1.4. Relationship with stakeholders on tax matters	GRI 201-1 GRI 207-1 GRI 207-2 GRI 207-3

APPENDIX 3. TABLE OF CONTENTS OF THE CONSOLIDATED NON-FINANCIAL STATEMENT AND SUSTAINABILITY INFORMATION (ESRS)

APPENDIX 3.1.

TABLE OF CONTENTS OF THE CONSOLIDATED NON-FINANCIAL STATEMENT AND SUSTAINABILITY INFORMATION (ESRS)

The table of contents of the material disclosure requirements included in the Sustainability Report is shown below.

[IRO-2_02]

TABLE OF CONTENTS OF THE MATERIAL DISCLOSURE REQUIREMENTS INCLUDED IN THE CONSOLIDATED NON-FINANCIAL STATEMENT AND SUSTAINABILITY INFORMATION			
Material disclosure requirement			**Section/Chapter of the Sustainability Report**
ESRS 2: GENERAL INFORMATION			
Basis of preparation	BP-1	General principles for the preparation of sustainability statements	1.1.1. General basis for the preparation of the sustainability statements
	BP-2	Information relating to specific circumstances	1.1.2. Specific circumstances
Governance	GOV-1	Role of administrative, management and supervisory bodies	1.2.1 The role of the governing bodies
	GOV-2	Information provided to administrative, management and supervisory bodies	1.2.2. Information provided to the company's administrative, management and supervisory bodies and sustainability issues addressed by them
	GOV-3	Integration of sustainability-related performance into incentive schemes	2.2.1. Integrating sustainability-related performance into incentive schemes
	GOV-4	Due diligence statement	1.2.4. CAF's due diligence statement
	GOV-5	Risk management and internal controls regarding sustainability disclosures	1.2.5 Risk management and internal controls for sustainability reporting
Strategy	SBM-1	Strategy, business model and value chain	1.3.1 Business model 1.3.2 Value chain 1.3.3 Strategy and business model resilience 5.1 Material impacts, risks and opportunities from innovation and their interaction with the strategy and business model
	SBM-2	Stakeholder interests and views	1.3.4. Stakeholder perspectives and opinions 5.1 Material impacts, risks and opportunities from innovation and their interaction with the strategy and business model
	SBM-3	Material impacts, risks and opportunities and their interaction with the strategy and business model	1.3.3 Strategy and business model resilience 1.4.2. Material impacts, risks and opportunities and their interaction with the strategy and business model 5.1 Material impacts, risks and opportunities from innovation and their interaction with the strategy and business model

TABLE OF CONTENTS OF THE MATERIAL DISCLOSURE REQUIREMENTS INCLUDED IN THE CONSOLIDATED NON-FINANCIAL STATEMENT AND SUSTAINABILITY INFORMATION

Material disclosure requirement			Section/Chapter of the Sustainability Report
ESRS 2: GENERAL INFORMATION			
Impact, risk and opportunity management	IRO-1	Description of the processes to identify and assess material impacts, risks and opportunities	1.4.1. Description of the processes for identifying and assessing Impacts, Risks and Opportunities
	IRO-2	Disclosure requirements set out in the ESRS covered by the company's sustainability statement	1.4.3. Management of Impact, Risk and Opportunity
Minimum disclosure requirement	MDR-P	Policies adopted to manage material sustainability issues	Information included in each corresponding chapter throughout the document
	MDR-A	Actions and resources in relation to material sustainability issues	
	MDR-M	Parameters in relation to material sustainability issues	
	MDR-T	Monitoring the effectiveness of policies and actions through targets	
ESRS E1: CLIMATE CHANGE			
Governance	ESRS 2 GOV-3	Integration of sustainability-related performance into incentive schemes	2.2.1. Integrating sustainability-related performance into incentive schemes
Strategy	ESRS 2 SBM-3	Material impacts, risks and opportunities and their interaction with the strategy and business model	2.2.3. Material impacts, risks and opportunities and their interaction with the strategy and business model
	E1-1	Climate change mitigation transition plan	2.2.2. Transition plan for Climate Change mitigation
Impact, risk and opportunity management	ESRS 2 IRO-1	Description of the processes to identify and assess material climate-related impacts, risks and opportunities	2.2.4. Processes for identifying and assessing material climate-related Impacts, Risks and Opportunities
	E1-2	Policies related to climate change mitigation and adaptation to climate change	2.2.5. Policies related to climate change mitigation and adaptation
	E1-3	Actions and resources related to climate change policies	2.2.6. Actions and resources related to Climate Change policies
Parameters and targets	E1-4	Targets related to climate change mitigation and adaptation	2.2.7. Targets and metrics related to climate change mitigation and adaptation
	E1-5	Energy consumption and mix	2.2.8. Energy consumption
	E1-6	Gross scope 1, 2 and 3 GHG emissions and total GHG emissions	2.2.9. Scope 1, 2 and 3 gross GHG emissions and total GHG emissions
	E1-7	GHG removals and GHG mitigation projects financed by carbon credits	2.2.10. GHG removals and GHG mitigation projects financed by carbon credits
	E1-8	Internal carbon pricing system	2.2.11. Internal carbon pricing system
	E1-9	Expected financial impact of the material physical and transition risks and potential opportunities related to climate change.	Omitted as a phased in requirement

TABLE OF CONTENTS OF THE MATERIAL DISCLOSURE REQUIREMENTS INCLUDED IN THE CONSOLIDATED NON-FINANCIAL STATEMENT AND SUSTAINABILITY INFORMATION

Material disclosure requirement			Section/Chapter of the Sustainability Report
ESRS E2: POLLUTION			
Impact, risk and opportunity management	ESRS 2 IRO-1	Description of the processes to identify and assess material impacts, risks and opportunities	2.3.1. Processes for identifying and assessing material Impacts, Risks and Opportunities related to pollution
Policies and processes	E2-1	Policies related to pollution	2.3.2. Pollution-related policies
	E2-2	Actions and resources related to pollution	2.3.3. Actions and resources related to pollution
Parameters and targets	E2-3	Objectives related to pollution	2.3.4. Pollution-related targerts and metrics
	E2-4	Air, water and soil pollution	2.3.5. Air pollution
	E2-5	Substances of concern and substances of very high concern	2.3.6. Substances of concern and substances of very high concern
	E2-6	Expected financial impact of pollution-related risks and opportunities	Transitory provision
ESRS E5: RESOURCE USE AND CIRCULAR ECONOMY			
Impact, risk and opportunity management	ESRS 2 IRO-1	Description of processes to identify and assess material impacts, risks and opportunities (Biodiversity and ecosystems)	2.4.1. Processes to identifying and assessing material impacts, risks and opportunities related to resource use and the circular economy
Policies and processes	E5-1	Policies related to resource use and circular economy	2.4.2. Policies related to resource use and circular economy
	E5-2	Actions and resources related to resource use and circular economy	2.4.3. Actions and resources related to resource use and circular economy
Parameters and targets	E5-3	Targets related to resource use and circular economy	2.4.4. Targets related to resource use and circular economy
	E5-4	Resource inflows	2.4.5. Resource inflows
	E5-5	Resource outflows	2.4.6. Resource outflows
	E5-6	Expected financial impact of risks and opportunities related to resource use and circular economy	Omitted as a phased-in requirement
ESRS S1: OWN WORKFORCE			
Strategy	SBM-3	Material impacts, risks and opportunities and their interaction with the strategy and business model	3.1.1. Material Impacts, Risks and Opportunities and their interaction with strategy and Business Model
Impact, risk and opportunity management	S1-1	Policies related to own workforce	3.1.2. Policies related to own workforce
	S1-2	Processes for engaging with own workforce and workers' representatives about impacts	3.1.3. Processes for engaging with own workforce and workers' representatives about impacts
	S1-3	Processes to remedy negative impacts and channels for own workers to raise concerns	3.1.4. Processes to remedy negative impacts and channels for own workers to raise concerns
	S1-4	Adoption of measures related to material impacts on our own workforce, approaches to mitigate material risks and take advantage of material opportunities related to our own workforce, and effectiveness of such actions	3.1.5. Actions and resources in relation to our own workforce

TABLE OF CONTENTS OF THE MATERIAL DISCLOSURE REQUIREMENTS INCLUDED IN THE CONSOLIDATED NON-FINANCIAL STATEMENT AND SUSTAINABILITY INFORMATION

Material disclosure requirement			Section/Chapter of the Sustainability Report
ESRS S1: OWN WORKFORCE			
Parameters and targets	S1-5	Objectives related to the management of negative material impacts, the progress of positive impacts and management of material risks and opportunities.	3.1.6. Objectives related to the management of negative material impacts, the progress of positive impacts and management of material risks and opportunities.
	S1-6	Characteristics of the company's employees	3.1.7. Characteristics of the company's employees
	S1-7	Characteristics of workers not directly employed by the company	Omitted as a phased-in requirement
	S1-8	Collective bargaining and social dialogue coverage	3.1.8. Coverage of collective bargaining and social dialogue
	S1-9	Diversity parameters	3.1.9. Diversity metrics
	S1-10	Adequate wages	3.1.10. Adequate wages
	S1-11	Social protection	Omitted as a phased-in requirement
	S1-12	People with disabilities	3.1.11. People with disabilities
	S1-13	Training and skill-building parameters	3.1.12. Training and skills development metrics
	S1-14	Health and Safety	3.1.13. Health and safety metrics
	S1-15	Work-life balance	Omitted as a phased-in requirement
	S1-16	Pay parameters (pay gap and total pay)	3.1.14. Pay metrics (pay gap and total pay)
	S1-17	Serious human rights-related incidents, complaints and impacts	3.1.15. Serious human rights incidents, complaints and impacts
ESRS S2: WORKERS IN THE VALUE CHAIN			
Strategy	SBM-2	Stakeholder interests and views	3.2.3. Processes for interacting with workers in the value chain regarding impacts
	SBM-3	Material impacts, risks and opportunities and their interaction with the strategy and business model	3.2.1 Interaction of IROs with the strategy and business model
Impact, risk and opportunity management	S2-1	Policies related to workers in the value chain	3.2.2 Policies related to workers in the value chain
	S2-2	Processes for workers in the value chain to collaborate regarding impacts	3.2.3 Processes for interacting with workers in the value chain regarding impacts
	S2-3	Processes to remedy negative impacts and channels for consumers and end users to raise concerns.	3.2.4 Processes to remediate negative impacts and channels for value chain workers to raise concerns
	S2-4	Adoption of measures related to material impacts on workers in the value chain, approaches to mitigate material risks and take advantage of material opportunities related to workers in the value chain and end users and the effectiveness of such actions	3.2.5 Actions and resources related to workers in the value chain
Parameters and targets	S2-5	Objectives related to the management of material negative impacts, boosting of positive impacts and management of material risks and opportunities.	3.2.6 Objectives related to the management of negative material impacts, the progress of positive impacts and the management of material risks and opportunities

TABLE OF CONTENTS OF THE MATERIAL DISCLOSURE REQUIREMENTS INCLUDED IN THE CONSOLIDATED NON-FINANCIAL STATEMENT AND SUSTAINABILITY INFORMATION

Material disclosure requirement			Section/Chapter of the Sustainability Report
ESRS S3: AFFECTED GROUPS			
Strategy	SBM-2	Stakeholder interests and views	3.3.3. Processes for engaging with affected groups in relation to incidents
	SBM-3	Material impacts, risks and opportunities and their interaction with the strategy and business model	3.3.1. Material impacts, risks and opportunities and their interaction with the strategy and business model
Impact, risk and opportunity management	S3-1	Policies related to affected groups	3.3.2. Policies related to affected groups
	S3-2	Processes to collaborate with affected groups	3.3.3. Processes for engaging with affected groups in relation to incidents
	S3-3	Processes to remedy negative impacts and channels for affected groups to raise concerns.	3.3.4. Processes to remediate negative impacts and channels for affected groups to raise concerns
	S3-4	Adoption of measures related to material impacts on affected groups, approaches to mitigate material risks and take advantage of material opportunities related to affected groups, and the effectiveness of such actions.	3.3.5. Actions and resources in relation to the affected groups
Parameters and targets	S3-5	Objectives related to the management of material negative impacts, boosting of positive impacts and management of material risks and opportunities.	3.3.6. Objectives related to the management of material impacts, boosting of positive impacts and the management of material risks and opportunities
ESRS S4: CONSUMERS AND END USERS			
Strategy	SBM-2	Stakeholder interests and views	3.4.3. Processes for interacting with consumers and end users regarding impacts
	SBM-3	Material impacts, risks and opportunities and their interaction with the strategy and business model	3.4.1. Impacts, risks and opportunities and their interaction with the strategy and business model
Impact, risk and opportunity management	S4-1	Policies related to consumers and end users	3.4.2. Policies related to consumers and end users
	S4-2	Processes for collaborating with consumers and end users regarding impacts	3.4.3. Processes for interacting with consumers and end users regarding impacts
	S4-3	Processes to remedy negative impacts and channels for consumers and end users to raise concerns.	3.4.4. Processes to remedy negative impacts and channels for consumers and end users to raise concerns.
	S4-4	Adoption of measures related to material impacts on consumers and end users, approaches to mitigate material risks and take advantage of material opportunities related to consumers and end users, and the effectiveness of such actions	3.4.5. Actions and resources related to consumers and end users
Parameters and targets	S4-5	Objectives related to the management of material negative impacts, boosting of positive impacts and management of material risks and opportunities.	3.4.6. Objectives related to the management of negative material impacts, the progress of positive impacts and the management of material risks and opportunities

TABLE OF CONTENTS OF THE MATERIAL DISCLOSURE REQUIREMENTS INCLUDED IN THE CONSOLIDATED NON-FINANCIAL STATEMENT AND SUSTAINABILITY INFORMATION			
Material disclosure requirement			**Section/Chapter of the Sustainability Report**
ESRS G1: BUSINESS CONDUCT			
Governance	GOV-1	Role of administrative, management and supervisory bodies	4.1.1. The role of administrative, management and supervisory bodies
Impact, risk and opportunity management	IRO-1	Description of the processes to identify and assess material impacts, risks and opportunities	4.1.2. Processes for identifying and assessing material impacts, risks and opportunities
	G1-1	Corporate culture and corporate culture and business conduct policies	4.1.3. Corporate culture and business conduct policies
	G1-2	Supplier relationship management	4.1.4. Supplier relationship management
	G1-3	Prevention and detection of corruption and bribery	4.1.7. Prevention and detection of corruption and bribery 4.1.11. Crime prevention, anti-corruption and conflicts of interest
Parameters and targets	G1-4	Confirmed cases of corruption or bribery	4.1.11.3 Confirmed cases of corruption or bribery
	G1-6	Payment practices	4.1.16 Payment practices

APPENDIX 3.2.
INFORMATION INCLUDED IN CROSS-CUTTING STANDARDS AND THEMED STANDARDS DERIVED FROM OTHER EU LEGISLATION

The following is a list of information included in cross-cutting standards and themed standards derived from other EU legislation.

[IRO-2_01]

DISCLOSURE REQUIREMENT AND RELATED DATA POINT	REFERENCE TO THE REGULATION ON SUSTAINABILITY DISCLOSURES IN THE FINANCIAL SERVICES SECTOR (1)	REFERENCE TO PILLAR 3 (2)	REFERENCE OF THE REGULATION ON REFERENCE INDICES (3)	EUROPEAN LEGISLATION REFERENCE TO CLIMATE (4)	SECTION/CHAPTER
ESRS 2 GOV-1 Gender diversity of the board of directors, section 21(d)	Indicator No. 13 in Annex 1, Table 1		Commission Delegated Regulation (EU) 2020/1816 (5), Annex II		1.2.1. The role of Governing bodies
ESRS 2 GOV-1 Percentage of board members who are independent, paragraph 21(e)			Delegated Regulation (EU) 2020/1816, Annex II		1.2.1. The role of governing bodies
ESRS 2 GOV-4 Due diligence statement, section 3	Indicator No. 10 in Annex 1, Table 3				1.2.4. **CAF's** due diligence statement
ESRS 2 SBM-1 Engagement in fossil fuel activities, section 40(d)(i)	Indicator No. 4 in Annex 1, Table 1	Article 449a of Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453 (28) Table 1: Qualitative information on environmental risk and Table 2: Qualitative information on social risk	Delegated Regulation (EU) 2020/1816, Annex II		1.3.2. Value chain
ESRS 2 SBM-1 Engagement in activities related to the production of chemicals, section 40(d)(ii)	Indicator No. 9 in Annex 1, Table 2		Delegated Regulation (EU) 2020/1816, Annex II		1.3.2. Value chain
ESRS 2 SBM-1 Participation in activities related to controversial arms, section 40(d)(iii)	Indicator No. 14 in Annex 1, Table 1		Delegated Regulation (EU) 2020/1818 (7), Article 12(1) Delegated Regulation (EU) 2020/1816, Annex II		1.3.2. Value chain

DISCLOSURE REQUIREMENT AND RELATED DATA POINT	REFERENCE TO THE REGULATION ON SUSTAINABILITY DISCLOSURES IN THE FINANCIAL SERVICES SECTOR (1)	REFERENCE TO PILLAR 3 (2)	REFERENCE OF THE REGULATION ON REFERENCE INDICES (3)	EUROPEAN LEGISLATION REFERENCE TO CLIMATE (4)	SECTION/CHAPTER
ESRS 2 SBM-1 Participation in activities linked to the growing and production of tobacco, section 40(d)(iv)			Delegated Regulation (EU) 2020/1818, Article 12(1) Delegated Regulation (EU) 2020/1816, Annex II		1.3.2. Value chain
ESRS E1: CLIMATE CHANGE					
ESRS E1-1 Transition plan to achieve climate neutrality by 2050, paragraph 1			Regulation (EU) 2021/1119, Article 2(1)		2.2.2. Transition plan for climate change mitigation
ESRS E1-1 Companies excluded from benchmarks harmonised with the Paris Agreement, section 16, letter		Article 449(a) of Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453, template 1: Banking portfolio – Climate change transition risk: credit quality of exposures by sector, issues and residual maturity	Delegated Regulation (EU) 2020/1818, Article 12(1)(d) to (g) and Article 12(2)		2.2.2. Transition plan for climate change mitigation
ESRS E1-4 GHG Emission Reduction Targets paragraph 3	Indicator No. 4 in Annex 1, Table 2	Article 449(a) of Regulation (EU) No 575/ Commission Implementing Regulation (EU) 2022/2453, template 3: Banking portfolio - Transition risk linked to climate change: harmonisation parameters	Delegated Regulation (EU) 2020/1818, Article 6		2.2.8. Energy consumption
ESRS E1-5 Energy consumption from non-renewable fossil fuels, disaggregated by source (only sectors with high climate impact) section 3	Indicator No 5 in Table 1 and Indicator No 5 in Table 2 of Annex 1				2.2.9. Scope 1, 2 and 3 gross GHG emissions and total GHG emissions
ESRS E1-5 Energy consumption and mix, section 37	Indicator No. 5 in Annex 1, Table 1				2.2.9. Scope 1, 2 and 3 gross GHG emissions and total GHG emissions

DISCLOSURE REQUIREMENT AND RELATED DATA POINT	REFERENCE TO THE REGULATION ON SUSTAINABILITY DISCLOSURES IN THE FINANCIAL SERVICES SECTOR (1)	REFERENCE TO PILLAR 3 (2)	REFERENCE OF THE REGULATION ON REFERENCE INDICES (3)	EUROPEAN LEGISLATION REFERENCE TO CLIMATE (4)	SECTION/CHAPTER
ESRS E1-6 Gross scope 1, 2, 3 and GHG emissions and total emissions, paragraph 4	Indicators 1 and 2 of Table 1, Annex 1	Article 449a; Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453, template 1: Banking portfolio – Climate change transition risk: credit quality of exposures by sector, issues and residual maturity	Delegated Regulation (EU) 2020/1818, Article 5(1) and Articles 6 and 8(1)		2.2.10. GHG removals and GHG mitigation projects financed by carbon credits
ESRS E1-6 Gross GHG emissions intensity, paragraphs 53–5	Indicator No. 3 in Annex 1, Table 1	Article 449a Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453 Template 3: Banking portfolio - Transition risk linked to climate change: harmonisation parameters	Delegated Regulation (EU) 2020/1818, Article 8(1)		2.2.10. GHG removals and GHG mitigation projects financed by carbon credits
ESRS E1-7 Paragraph 56 on GHG removals and carbon credits			Regulation (EU) No 2021/1119, Article 2(1)		2.2.11. Internal carbon pricing system
ESRS E1-9 Exposure of the benchmark portfolio to physical climate-related risks, section 6			Delegated Regulation (EU) 2020/1818, Annex II Delegated Regulation (EU) 2020/1816, Annex II		Transitory provision
ESRS E1-9 Disaggregation of monetary amounts for acute and chronic physical risk, paragraph 66 (a) ESRS E1-9 Location of major assets with significant physical risk, paragraph 66		Article 449a of Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453, paragraphs 46 and 47; Template 5: Banking portfolio – Physical risk of climate change: Exposures subject to physical risk.			Transitory provision

DISCLOSURE REQUIREMENT AND RELATED DATA POINT	REFERENCE TO THE REGULATION ON SUSTAINABILITY DISCLOSURES IN THE FINANCIAL SERVICES SECTOR (1)	REFERENCE TO PILLAR 3 (2)	REFERENCE OF THE REGULATION ON REFERENCE INDICES (3)	EUROPEAN LEGISLATION REFERENCE TO CLIMATE (4)	SECTION/CHAPTER
ESRS E1-9 Breakdown of the carrying amount of its real estate assets by energy efficiency class, section 67(c).		Article 449a of Regulation (EU) No 575/2013; Commission Implementing Regulation (EU) 2022/2453, section 34; Template 2: Banking portfolio – Climate change transition risk: Loans secured by collateral consisting of immovable property – Energy efficiency of real guarantees			Transitory provision
ESRS E1-9 Degree of exposure of the portfolio to climate-related opportunities, section 6			Delegated Regulation (EU) 2020/1818, Annex II		Transitory provision
ESRS E2: POLLUTION					
ESRS E2-4 Amount of each pollutant listed in Annex II of the European PRTR Regulation (European Pollutant Release and Transfer Register) emitted to air, water and land, section 2	Indicator No. 8 in Annex 1, Table 1, indicator No. 2 in Annex 1, Table 2, indicator No. 1 in Annex 1, Table 2, indicator No. 3 in Annex, Table 2				2.3.5. Air pollution
ESRS E3: WATER AND MARINE RESOURCES					
ESRS E3-1 Water and marine resources, section	Indicator No. 7 in Annex 1, Table 2				Non-material
ESRS E3-1 Specific policies, section 1	Indicator No. 8 in Annex 1, Table 2				Non-material
ESRS E3-1 Sustainable management of oceans and seas,	Indicator No. 12 in Annex 1, Table 2				Non-material
ESRS E3-4 Total recycled and reused water, section 28(c)	Indicator No. 6.2 in Annex 1, Table 2				Non-material
ESRS E3-4 Total water consumption in m3 by net income from own operations, section 2	Indicator No. 6.1 in Annex 1, Table 2				Non-material

DISCLOSURE REQUIREMENT AND RELATED DATA POINT	REFERENCE TO THE REGULATION ON SUSTAINABILITY DISCLOSURES IN THE FINANCIAL SERVICES SECTOR (1)	REFERENCE TO PILLAR 3 (2)	REFERENCE OF THE REGULATION ON REFERENCE INDICES (3)	EUROPEAN LEGISLATION REFERENCE TO CLIMATE (4)	SECTION/CHAPTER
ESRS E4: BIODIVERSITY AND ECOSYSTEMS					
ESRS 2 - IRO 1 - E4 section 16(a)(i)	Indicator No. 7 in Annex 1, Table 1				Non-material
ESRS 2 - IRO 1 - E4 section 16(b)	Indicator No. 10 in Annex 1, Table 2				Non-material
ESRS 2 - IRO 1 - E4 section 16(c)	Indicator No. 14 in Annex 1, Table 2				Non-material
ESRS E4-2 Sustainable agricultural or land-use practices or policies, section 24(b)	Indicator No. 11 in Annex 1, Table 2				Non-material
ESRS E4-2 Sustainable marine or oceanic practices or policies, section 24(c)	Indicator No. 12 in Annex 1, Table 2				Non-material
ESRS E4-2 Policies to address deforestation, section 24, point d	Indicator No. 15 in Annex 1, Table 2				Non-material
ESRS E5: RESOURCE USE AND CIRCULAR ECONOMY					
ESRS E5-5 Non-recycled waste, section 37(d)	Indicator No. 13 in Annex 1, Table 2				2.4.6. Resource outflows
ESRS E5-5 Hazardous waste and radioactive waste, section 3	Indicator No. 9 in Annex 1, Table 1				2.4.6. Resource outflows
ESRS S1: OWN WORKFORCE					
ESRS 2 - SBM3 - S1 Risk of forced labour cases, section 14(f)	Indicator No. 13 in Annex I, Table 3				3.1.1. Material impacts, risks and opportunities and their interaction with the strategy and business model
ESRS 2 - SBM3 - S1 Risk of child labour cases, section 14(g)	Indicator No. 12 in Annex I, Table 3				3.1.1. Material impacts, risks and opportunities and their interaction with the strategy and business model

DISCLOSURE REQUIREMENT AND RELATED DATA POINT	REFERENCE TO THE REGULATION ON SUSTAINABILITY DISCLOSURES IN THE FINANCIAL SERVICES SECTOR (1)	REFERENCE TO PILLAR 3 (2)	REFERENCE OF THE REGULATION ON REFERENCE INDICES (3)	EUROPEAN LEGISLATION REFERENCE TO CLIMATE (4)	SECTION/CHAPTER
ESRS S1-1 Human Rights Policy Commitments, section 2	Indicator No. 9 of Annex I, Table 3 and Indicator No. 11 of Annex I, Table 1				3.1.2. Policies relating to own workforce
ESRS S1-1 Due diligence policies in respect of matters covered by core conventions 2 to 8 of the International Labour Organisation, section 1			Delegated Regulation (EU) 2020/1816, Annex II		3.1.2.1. Policies to guarantee human rights risk management in the workplace
ESRS S1-1 Processes and measures to prevent trafficking in human beings, section 2	Indicator No. 11 in Annex I, Table 3				3.1.2. Policies relating to own workforce
ESRS S1-1 Workplace accident prevention policies or management system, section 2	Indicator No. 1 in Annex I, Table 3				3.1.2.3. Policies to guarantee occupational health and safety
ESRS S1-3 Mechanisms for handling complaints and claims, section 32(c)	Indicator No. 5 in Annex I, Table 3				3.1.4. Processes to remedy negative impacts and channels for our own workers to raise concerns
ESRS S1-14 Number of fatalities and number and rate of occupational accidents, section 88(b) and (c)	Indicator No. 2 in Annex I, Table 3		Delegated Regulation (EU) 2020/1816, Annex II		3.1.13. Health and safety metrics
ESRS S1-14 Number of days lost due to injury, accident, death or illness, section 88(e)	Indicator No. 3 in Annex I, Table 3				3.1.13. Health and safety metrics
ESRS S1-16 Gender pay gap, unadjusted, section 97(a)	Indicator No. 12 in Annex I, Table 1		Delegated Regulation (EU) 2020/1816, Annex II		3.1.14. Pay metrics (Pay gap and total remuneration)
ESRS S1-16 Excessive pay gap between the executive director and employees, section 97(b)	Indicator No. 8 in Annex I, Table 3				3.1.14. Pay metrics (Pay gap and total remuneration)

DISCLOSURE REQUIREMENT AND RELATED DATA POINT	REFERENCE TO THE REGULATION ON SUSTAINABILITY DISCLOSURES IN THE FINANCIAL SERVICES SECTOR (1)	REFERENCE TO PILLAR 3 (2)	REFERENCE OF THE REGULATION ON REFERENCE INDICES (3)	EUROPEAN LEGISLATION REFERENCE TO CLIMATE (4)	SECTION/CHAPTER
ESRS S1-17 Cases of discrimination, section 103(a)	Indicator No. 7 in Annex I, Table 3				3.1.15. Serious Human Rights incidents, complaints and impacts
ESRS S1-17. Non-compliance with the UN Guiding Principles on Business and Human Rights and the OECD Guidelines, section 104(a)	Indicator No. 10 of Annex I, Table 1 and Indicator No. 14 of Annex I, Table 3		Delegated Regulation (EU) 2020/1816, Annex II Delegated Regulation (EU) 2020/1818, Article 12, section		3.1.15. Serious Human Rights incidents, complaints and impacts
ESRS S2: WORKERS IN THE VALUE CHAIN					
ESRS 2 - SBM3 - S2 Significant risk of child labour or forced labour in the value chain, section 11(b)	Indicators No. 12 and 13 of Annex I, Table 3				3.2.1.2. Geographical areas with with specific conditions for monitoring
ESRS S2-1 Human Rights Policy Commitments, section 1	Indicator No. 9 in Table 3 and indicator No. 11 in Annex 1, Table 1				3.2.1.2. Geographical areas with with specific conditions for monitoring
ESRS S2-1 Policies related to workers in the value chain, section 18	Indicators No. 11 and 4 in Annex 1, Table 3				3.2.2. Policies related to workers in the value chain
ESRS S2-1. Non-compliance with UN Guiding Principles on Business and Human Rights and the OECD Guidelines, section 19	Indicator No. 10 in Annex 1, Table 1		Delegated Regulation (EU) 2020/1816, Annex II Delegated Regulation (EU) 2020/1818, Article 12, section		3.2.2. Policies related to workers in the value chain
ESRS S2-1 Due diligence policies in respect of matters covered by core conventions 1 to 8 of the International Labour Organisation, section 1			Delegated Regulation (EU) 2020/1816, Annex II Delegated Regulation (EU) 2020/1818, Article 12, section		3.2.2. Policies related to workers in the value chain

DISCLOSURE REQUIREMENT AND RELATED DATA POINT	REFERENCE TO THE REGULATION ON SUSTAINABILITY DISCLOSURES IN THE FINANCIAL SERVICES SECTOR (1)	REFERENCE TO PILLAR 3 (2)	REFERENCE OF THE REGULATION ON REFERENCE INDICES (3)	EUROPEAN LEGISLATION REFERENCE TO CLIMATE (4)	SECTION/CHAPTER
ESRS S2-4 Human Rights issues and incidents related to the upstream and downstream phases of its value chain, section 3	Indicator No. 14 in Annex 1, Table 3				3.2.5. Actions and resources related to Value Chain workers
ESRS S3: AFFECTED GROUPS					
ESRS S3-1 Human Rights Policy Commitments, section 1	Indicator No. 9 in Table 3 and indicator No. 11 in Annex 1, Table 1				3.3.2. Policies related to affected groups
ESRS S3-1 Non-compliance with UN Guiding Principles on Business and Human Rights, ILO principles and OECD Guidelines, section 1	Indicator No. 10 in Annex 1, Table 1		Delegated Regulation (EU) 2020/1816, Annex II Delegated Regulation (EU) 2020/1818, Article 12, section		3.3.2. Policies related to affected groups
ESRS S3-4 Human Rights Problems and Incidents, section 3	Indicator No. 14 in Annex 1, Table 3				3.3.5. Actions and resources in relation to the affected groups

DISCLOSURE REQUIREMENT AND RELATED DATA POINT	REFERENCE TO THE REGULATION ON SUSTAINABILITY DISCLOSURES IN THE FINANCIAL SERVICES SECTOR [1]	REFERENCE TO PILLAR 3 [2]	REFERENCE OF THE REGULATION ON REFERENCE INDICES [3]	EUROPEAN LEGISLATION REFERENCE TO CLIMATE [4]	SECTION/CHAPTER
ESRS S4: CONSUMERS AND END USERS					
ESRS S4-1 Policies related to consumers and end users, section 16	Indicator No. 9 in Table 3 and indicator No. 11 in Annex 1, Table 1				3.4.2. Policies related to consumers and end users
ESRS S4-1 Non-compliance with the UN Guiding Principles on Business and Human Rights and the OECD Guidelines, section 1	Indicator No. 10 in Annex 1, Table 1		Delegated Regulation (EU) 2020/1816, Annex II Delegated Regulation (EU) 2020/1818, Article 12, section		3.4.2. Policies related to consumers and end users
ESRS S4-4 Human Rights Problems and Incidents, section 3	Indicator No. 14 in Annex 1, Table 3				3.4.5. Actions and resources related to consumers and end users
ESRS G1: BUSINESS CONDUCT					
ESRS G1-1 United Nations Convention against Corruption, section 10(b)	Indicator No. 15 in Annex 1, Table 3				4.1.3. Policies on corporate culture and business conduct
ESRS G1-1 Whistleblower protection, section 10(d)	Indicator No. 6 in Annex 1, Table 3				4.1.3. Policies on corporate culture and business conduct
ESRS G1-4 Fines for breaches of anti-corruption and anti-bribery laws, section 24(a)	Indicator No. 17 in Annex 1, Table 3		Delegated Regulation (EU) 2020/1816, Annex II		4.1.11.3 Confirmed cases of corruption or bribery
ESRS G1-4 Anti-bribery and anti-corruption standards, section 24, point b	Indicator No. 16 in Annex 1, Table 3				4.1.11.3 Confirmed cases of corruption or bribery

[1] Regulation (EU) 2019/2088 of the European Parliament and of the Council of 27 November 2019 on sustainability disclosures in the financial services sector (OJ L 317, of 9/12/2019, p. 1).

[2] Regulation (EU) No 575/2013 of the European Parliament and of the Council of 26 June 2013 on prudential requirements for credit institutions and investment firms and amending Regulation (EU) No 648/2012 (Capital Requirements Regulation, "CRR") (OJ L 176, of 27/6/2013, p. 1).

[3] Regulation (EU) 2016/1011 of the European Parliament and of the Council of 8 June 2016 on indices used as benchmarks in financial instruments and financial contracts or to measure the performance of investment funds, and amending Directives 2008/48/EC and 2014/17/EU and Regulation (EU) No 596/2014 (OJ L 171, of 26/6/2016, p. 1).

[4] Regulation (EU) 2021/1119 of the European Parliament and of the Council of 30 June 2021 establishing the framework for achieving climate neutrality and amending Regulations (EC) No 401/2009 and (EU) 2018/1999 ("European climate legislation") (OJ L 243, of 9/7/2021, p. 1).

APPENDIX 4. TABLE OF CONTENTS OF THE GLOBAL REPORTING INITIATIVE INDEX

GLOBAL REPORTING INITIATIVE INDEX (GRI)			
GRI STANDARD	**CONTENT OF THE GRI STANDARD**	**ESRS INTEROPERABILITY**	**SECTION/CHAPTER OF THE SUSTAINABILITY REPORT**
GRI 2: GENERAL CONTENTS	**2-1 Organisational details**	ESRS 2 BP-1	1.1.1.
	2-2 Entities covered by sustainability reporting	ESRS 1 ESRS 2 BP-1	1.1.1.
	2-3 Reporting period, frequency and contact point	ESRS 1	1.1.1. ; 1.1.2.
	2-4 Information updates	ESRS 2 BP-2	1.1.1.
	2-5 External verification		Appendix 8.3.
	2-6 Activities, value chain and other business relationships	ESRS 2 SBM-1	1.3.2.; 1.3.3. ; 1.3.4.
	2-7 Employees	ESRS 2 SBM-1 ESRS S1 S1-6	3.1.7.
	2-8 Non-salaried workers	ESRS S1 S1-8	3.1.8.
	2-9 Governance structure and composition	ESRS 2 GOV-1 ESRS G1	1.2.1.
	2-10 Appointment and selection of the highest governance body	Not covered	1.2.1
	2-11 Chairperson of the highest governing body	Not covered	1.2.1
	2-12 Role of the highest governing body in supervising impact management	ESRS 2 GOV-1 ESRS 2 GOV-2 ESRS 2 SBM-2 ESRS G1	1.2.1. ; 4.1.5.
	2-13 Delegation of responsibility for impact management	ESRS GOV-1 ESRS GOV-2 ESRS G1 G1-3	1.2.1 4.1.5.
	2-14 Role of the highest governance body in sustainability reporting	ESRS 2 GOV-5 ESRS 2 IRO-1	1.2.1
	2-15 Conflicts of interest	Not covered	4.1.5
	2-16 Communication of critical concerns	ESRS 2 GOV-2 ESRS G1 G1-1	1.2.1
	2-17 Collective knowledge of the highest governance body	ESRS 2 GOV-1	1.2.1
	2-18 Evaluation of the performance of the highest governing body	Not covered	1.2.3.
	2-19 Remuneration policies	ESRS 2 GOV-3 ESRS E1	1.2.3.
	2-20 Process for determining remuneration	ESRS GOV-3	1.2.3.
	2-21 Total annual compensation ratio	ESRS S1 S1-16	1.2.3.; 3.1.14.
	2-22 Sustainable Development Strategy Statement	ESRS 2 SBM-1	1.3

GLOBAL REPORTING INITIATIVE INDEX (GRI)

GRI STANDARD	CONTENT OF THE GRI STANDARD	ESRS INTEROPERABILITY	SECTION/CHAPTER OF THE SUSTAINABILITY REPORT
GRI 2: GENERAL CONTENTS	**2-23 Commitments and policies**	ESRS 2 GOV-4; MDR-P ESRS S1 S1-1 ESRS S3 S3-1 ESRS S4 S4-1 ESRS G1 G1-1	1.2.1.; 1.2.4.; 4.1.6.; 4.1.7.; 4.1.3.; 4.1.6.; 4.1.7.; 4.1.8,.
	2-24 Mainstreaming commitments and policies	ESRS 2 GOV-2; MDR-P ESRS S1 S1-4 ESRS S2 S2-4 ESRS S3 S3-4 ESRS S4 S4-4 ESRS G1 G1-1	4.1.3; 4.1.7.; 4.1.8.
	2-25 Processes to remedy negative impacts	ESRS S1 S1-1; S1-3 ESRS S2 S2-1; S2-3; S2-4 ESRS S3 S3-1; S3-3; S3-4 ESRS S4 S4-1; S4-3; S4-4	1.2.4.
	2-26 Mechanisms for seeking advice and raising concerns	ESRS S1 S1-3 ESRS S2 S2-3 ESRS 3 S3-3 ESRS S4 S4-3 ESRS G1 G1-1	1.2.1.; 3.2.3.; 3.2.4; 4.1.8.
	2-27 Compliance with legislation and regulations	ESRS 2 SBM-3 ESRS E2 E2-4 ESRS S1 S1-17 ESRS G1 G1-4	2.3.5. ;1.2.4 ; 4.1.10 ; 4.1.11.
	2-28 Membership of associations	ESRS 2 MDR-P; MDR-A; MDR-T ESRS G1	4.1.11.
	2-29 Approach to Stakeholder Engagement	ESRS 2 SBM.2 ESRS S1 S1-1; S1-2 ESRS S2 S2-1; S2-2 ESRS S3 S3-1; S3-2 ESRS S4 S4-1; S4-2	3.1.3. ; 3.2.3.; 3.3.3.; 3.4.3.
	2-30 Collective bargaining agreements	ESRS S1 S1-8	3.1.8.
GRI 3: MATERIAL ISSUES	**3-1 Process for determining material issues**	ESRS 2 BP-1; IRO-1	1.4.1.
	3-2 List of material topics	ESRS 2 SBM-3	1.4.2.
	3-3 Management of material topics	ESRS 2 SBM-1; SBM-3; MDR-P; MDR-A; MDR-M; MDR-T ESRS E1 E1-2; E1-3; E1-4; E1-7 ESRS E2 E2-1; E2-2; E2-3; S2-4; S2-5 ESRS E3 E3-1; E3-2; E3-3 ESRS E4 E4-1; E4-2; E4-3; E4-4 ESRS E5 E5-1; E5-2; E5- 3 ESRS S1 S1-1; S1-2; S1-4; S1-5 ESRS S2 S2-1; S2-2; S2-4; S2-5 ESRS S3 S3-2; S3-4; S3-5 ESRS S4 S4-1; S4-2; S4-4; S4-5 ESRS G1 G1-1; G1-2; G1-3	1.4.3. ; 2.2.5.; 2.2.6.;2.2.7.; 2.3.2.; 2.3.3.; 2.4.2.: 2.4.3.; 3.1.2.; 3.1.5.; 3.2.2.; 3.2.5.: 3.3.2.; 3.3.5.; 3.4.2.; 3.4.5.; 4.1.3.;
GRI 201: FINANCIAL PERFORMANCE	**201-2 Financial implications and other risks and opportunities arising from climate change**	ESRS 2 SBM-3 ESRS E1 E1-3 ESRS E1 E1-9	2.2.3.; 2.2.4
	201-3 Defined benefit and other post-retirement plan obligations	Not covered	Consolidated Group Financial Statements for 2025
	201-4 Financial assistance received from the government	Not covered	Consolidated Group Financial Statements for 2025

GLOBAL REPORTING INITIATIVE INDEX (GRI)

GRI STANDARD	CONTENT OF THE GRI STANDARD	ESRS INTEROPERABILITY	SECTION/CHAPTER OF THE SUSTAINABILITY REPORT
GRI 202: MARKET PRESENCE	**202-1 Ratios between the standard entry level wage by gender and the local minimum**	ESRS S1 S1-10	3.1.10.
GRI 203: INDIRECT ECONOMIC IMPACTS	**203-2 Significant indirect economic impacts**	ESRS S1 S1-4 ESRS S2 S2-4 ESRS S3 S3-4	3.1.5
GRI 204: SOURCING PRACTICES	**204-1 Proportion of expenditure on local suppliers**	ESRS 2 MDR-P; MDR-A; MDR-T ESRS S3	3.2.1.
GRI 205: ANTI-CORRUPTION	**205-1 Operations assessed for corruption-related risks**	ESRS G1 G1-3	4.1.7.
	205-2 Communication and training on anti-corruption policies and procedures	ESRS G1 G1-3	4.1.7.; 4.1.8.
	205-3 Confirmed incidents of corruption and actions taken	ESRS G1 G1-4	4.1.11.
GRI 206: UNFAIR COMPETITION	**206-1 Legal action related to unfair competition and monopolistic practices and against free competition**	Not covered	Group Annual Accounts 2025 financial year consolidated
GRI 207: TAXATION	**207-1 Fiscal approach**	Not covered	1.4.1.
	207-2 Governance, control and management of tax risks	Not covered	1.4.1.
	207-3 Stakeholder engagement and management of stakeholder concerns in tax matters	Not covered	1.4.1.
	207-4 Country-by-country reporting	Not covered	1.4.1.
GRI 301: MATERIALS	**301-1 Materials used by weight or volume**	ESRS E5 E5-4	2.4.3.
	301-2 Recycled consumables used	ESRS E5 E5-4	2.4.3.
	301-3 Recovered packaging products and materials	ESRS 2 MDR-P; MDR-A; MDR-T ESRS E5	2.4.3.
GRI 302: ENERGY	**302-1 Energy consumption within the organisation**	ESRS E1 E1-5	2.2.8.
	302-2 Energy consumption outside the organisation	ESRS 2 MDR-P; MDR-A; MDR-T ESRS E1	2.2.8.
	302-3 Energy intensity	ESRS E1 E1-5	2.2.8.
	302-4 Reduction of energy consumption	ESRS 2 MDR-P; MDR-A; MDR-T ESRS E1	2.2.8.
	302-5 Reduction of energy requirements of products and services	ESRS 2 MDR-P; MDR-A; MDR-T ESRS E1	5 Innovation
GRI 303: WATER AND EFFLUENTS	**303-1 Interaction with Water as a Shared Resource**	ESRS 2 SBM-3; MDR-T ESRS E3 E3-2	2.4.5.
	303-2 Management of impacts related to water discharge	ESRS E2 E2-3	2.4.5.
	303-3 Water extraction	ESRS 2 MDR-P; MDR-A; MDR-T ESRS E3	2.4.5.
	303-4 Water discharge	ESRS 2 MDR-P; MDR-A; MDR-T ESRS E3	2.4.5.
	303-5 Water consumption	ESRS E3 E3-4	2.4.5.

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GRI STANDARD	CONTENT OF THE GRI STANDARD	ESRS INTEROPERABILITY	SECTION/CHAPTER OF THE SUSTAINABILITY REPORT
GRI 305: EMISSIONS	**305-1 direct GHG emissions (Scope 1)**	ESRS E1 E1-4; E1-6	2.2.3.; 2.2.9.
	305-2 Indirect GHG emissions from energy (Scope 2)	ESRS E1 E1-4; E1-6	2.2.3.; 2.2.9.
	305-3 Other indirect GHG emissions (Scope 3)	ESRS E1 E1-4; E1-6	2.2.3.; 2.2.9.
	305-4 GHG emission intensity	ESRS E1 E1-6	2.2.3.; 2.2.9.
	305-5 Reduction of GHG emissions	ESRS E1 E1-3; E1-4; E1-7	2.2.3.; 2.2.9.
	305-6 Emissions of Ozone Depleting Substances (ODS)	ESRS 2 MDR-P; MDR-A; MDR-T ESRS E2	2.3.5.
	305-7 Nitrogen oxides (NOx), sulphur oxides (SOx) and other significant emissions to air	ESRS E2 E2-4	2.3.5.
GRI 306: WASTE	**306-1 Waste generation and significant waste-related impacts**	ESRS 2 SBM-3 ESRS E5 E5-4	2.4.6.
	306-2 Management of significant impacts related to waste	ESRS E5 E5-2; E5-5	2.4.6.
	306-3 Waste generated	ESRS E5 E5-5	2.4.6.
	306-4 Waste not destined for disposal	ESRS E5 E5-5	2.4.6.
	306-5 Waste destined for disposal	ESRS E5 E5-5	2.4.6.
GRI 308: ENVIRONMENTAL ASSESSMENT OF SUPPLIERS	**308-1 New suppliers that have passed selection filters according to environmental criteria**	ESRS G1 G1-2	3.2.1.; 3.2.5.; 4.1.4.;
	308-2 Negative environmental impacts in the supply chain and measures taken	ESRS 2 SBM-3	3.2.1.; 3.2.5.; 4.1.4.
GRI 401: EMPLOYMENT	**401-1 New employee hires and employee turnover**	ESRS S1 S1-6	3.1.7.

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GRI STANDARD	CONTENT OF THE GRI STANDARD	ESRS INTEROPERABILITY	SECTION/CHAPTER OF THE SUSTAINABILITY REPORT
GRI 403: HEALTH AND SAFETY IN THE WORKPLACE	**403-1 Occupational health and safety management system**	ESRS S1 S1-1	3.1.13.
	403-2 Hazard identification, risk assessment and incident investigation	ESRS S1 S1-3	3.1.13.
	403-3 Health services in the workplace	ESRS 2 MDR-P; MDR-A; MDR-T ESRS S1	3.1.13.
	403-4 Participation of workers, consultations and communication regarding occupational health and safety	ESRS 2 MDR-P; MDR-A; MDR-T ESRS S1	3.1.13.
	403-5 Training for workers on occupational health and safety	ESRS 2 MDR-P; MDR-A; MDR-T ESRS S1	3.1.13.
	403-6 Promotion of worker health	ESRS 2 MDR-P; MDR-A; MDR-T ESRS S1	3.1.13.
	403-7 Prevention and mitigation of occupational health and safety impacts directly linked through business relationships	ESRS S2 S2-4	3.1.13.
	403-8 Coverage of the occupational health and safety management system	ESRS S1 S1-14	3.1.13.
	403-9 Work-related injuries	ESRS S1 S1-4; S1-14	3.1.13.
	403-10 Occupational diseases and ailments	ESRS S1 S1-4; S1-14	3.1.13.
GRI 404: TRAINING AND EDUCATION	**404-1 Average training hours per year per employee**	ESRS S1 S1-13	3.1.12.
	404-2 Programmes to develop employee skills and transition assistance programmes	ESRS S1 S1-1	3.1.12.
	404-3 Percentage of employees receiving regular performance and career development reviews	ESRS S1 S1-13	3.1.12.
GRI 405: DIVERSITY AND EQUAL OPPORTUNITIES	**405-1 Diversity of governing bodies and employees**	ESRS 2 GOV-1 ESRS S1 S1-6; S1-9	3.1.7.; 3.1.9.; 4.1.1.
	405-2 Ratio between basic salary and remuneration of women and men	ESRS S1 S1-16	3.1.14.
GRI 406: NON-DISCRIMINATION	**406-1 Cases of discrimination and corrective actions taken**	ESRS S1 S1-17	3.1.15.
GRI 407: FREEDOM OF ASSOCIATION AND COLLECTIVE BARGAINING	**407-1 Operations and suppliers in relation to which the right to freedom of association and collective bargaining could be at risk**	ESRS 2 MDR-P; MDR-A; MDR-T ESRS S1	3.1.2.; 3.2.1.
GRI 408: CHILD LABOUR	**408-1 Operations and suppliers with significant risk of child labour cases**	ESRS S1 S1-1 ESRS S2 S2-1	3.2.1.
GRI 409: FORCED OR COMPULSORY LABOUR	**409-1 Operations and suppliers at significant risk of cases of forced or compulsory labour**	ESRS S1 S1-1 ESRS S2 S2-1	3.2.1.
GRI 411: INDIGENOUS PEOPLES' RIGHTS	**411-1 Cases of violations of indigenous peoples' rights**	ESRS S3 S3-1	3.3.2.

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GRI STANDARD	CONTENT OF THE GRI STANDARD	ESRS INTEROPERABILITY	SECTION/CHAPTER OF THE SUSTAINABILITY REPORT
GRI 413: LOCAL COMMUNITIES	**413-1 Operations with local community engagement programmes, impact assessments and development**	ESRS S3 S3-2; S3-4	3.3.3.; 3.3.5.
	413-2 Operations with significant negative impacts - actual or potential - on local communities	ESRS 2 SBM-3 ESRS S3	3.3.1. ; 3.3.2.; 3.3.3.; 3.3.4.; 3.3.5.
GRI 414: SOCIAL EVALUATION OF SUPPLIERS	**414-1 New suppliers that have passed selection filters according to social criteria**	ESRS G1 G1-2	3.2.3 ; 3.2.5.; 4.1.4.;
	414-2 Negative social impacts in the supply chain and action taken	ESRS 2 SBM-3	3.2.1.; 3.2.3 ; 3.2.5.; 4.1.4.;
GRI 415: PUBLIC POLICY	**415-1 Contribution to political parties and/or representatives**	ESRS G1 G1-5	4.1.11.
GRI 416: CUSTOMER HEALTH AND SAFETY	**416-1 Assessment of the health and safety impacts of products and services categories**	ESRS 2 MDR-P; MDR-A; MDR-T ESRS S4	3.4.1.; 3.4.2.; 3.4.3.; 3.4.4.; 3.4.5.; 3.4.6.
	416-2 Cases of non-compliance concerning health and safety impacts of products and services categories	ESRS S4 S4-4	3.4.1.; 3.4.2.; 3.4.3.; 3.4.4.; 3.4.5.; 3.4.6.
GRI 418: CUSTOMER PRIVACY	**418-1 Substantiated complaints concerning breaches of customer privacy and losses of customer data**	ESRS S4 S4-3; S4-4	3.4.1.; 3.4.2.; 3.4.3.; 3.4.4.; 3.4.5.; 3.4.6.

APPENDIX 5.

DEGREE OF ELIGIBILITY AND ALIGNMENT WITH THE EUROPEAN TAXONOMY OF SUSTAINABLE ACTIVITIES ON TURNOVER, CAPEX AND OPEX

Methodological notes on the calculation of taxonomic indicators

SCOPE

All the companies that fall within the Group's consolidation perimeter have been considered in the analysis carried out to establish the eligible activities under the European Commission's Taxonomy criteria.

In the process of preparing and calculating the indicators, the absence of any double counting has been ensured by obtaining Turnover, OpEx and CapEx (excluding intra-group movements) from the consolidation tool, a single and complete source which is subject to continuous internal control reviews established by the Group. Also, considering that **CAF's** activities contribute mainly to the Climate Change Mitigation objective, the process has been designed in such a way that no assignment of projects to other objectives is possible, thus avoiding double counting of a project/activity under more than one taxonomic objective.

It is worth mentioning that some of the Group's activities, namely those listed under headings 3.3., 4.1., 6.14 of Annexes I and II of the Climate Delegated Act, are eligible under both the Mitigation and Adaptation to Climate Change objectives. However, our activities fit the substantial contribution criteria defined for the Climate Change Mitigation objective, but have a lesser fit with the Climate Change Adaptation objective. For this reason, it has been decided to carry out the analysis with respect to the objective of Climate Change Mitigation, as reflected below.

On the other hand, the assumption is made that the activities and the degree of eligibility and alignment on sales for a company are applicable to the CapEx and OpEx of the same company. [BP-2_09]

DESCRIPTION OF ELIGIBILITY AND ALIGNMENT INDICATORS

General aspects

For the Climate Change Mitigation objective, with which the Group's operations have a higher degree of alignment, the attached table lists the activities that **CAF** carries out, the activities included in the taxonomy that have been considered eligible and the substantial contribution criteria applicable to our activities.

ACTIVITY GROUP	CLIMATE CHANGE MITIGATION
Manufacture, repair, maintenance, renewal, reconversion and modernisation of railway rolling stock.	**3.19 Manufacturing of railway rolling stock components** As explained in the description of this activity in Annex 1 of the Regulation amending the Climate Delegated Act, this includes not only manufacturing, but also installation, consultancy, renewal, upgrading, repair, maintenance, retrofitting of products, equipment, systems and software related to railway components detailed in point 2.7 of Annex II to Directive (EU) 2016/797 and which are necessary for the activities covered by 3.3. The Group has carried out an analysis of the activity or activities carried out by each Group company, identifying the aforementioned activities. Regarding the substantial contribution criteria applicable to **CAF** activities in this category, the following stand out: • Essential components and services for environmental behaviour, use and functioning throughout the useful life, zero direct CO_2 emission trains, passenger coaches and carriages (exhaust emissions), as described in section 3.3 of Annex I of the June 2023 Regulation amending the Climate Delegated Act.
Manufacture, repair, maintenance, renewal, reconversion and modernisation of vehicles (railway and buses).	**3.3 Manufacture of low-carbon technologies for transport** As explained in the description of this activity in Annex 1 of the Climate Delegated Act, this includes not only manufacturing, but also repair, maintenance, refurbishment and modernisation. The Group has carried out an analysis of the activity or activities carried out by each Group company, identifying the aforementioned activities. Regarding the substantial contribution criteria applicable to **CAF** activities in this category, the following stand out: • trains, passenger coaches and freight wagons that have zero direct CO_2 emissions (exhaust emissions); • trains, passenger coaches and freight wagons that have zero direct CO_2 emissions (exhaust emissions) when running on a track with the necessary infrastructure, and use a conventional engine when said infrastructure is not available (bimode); • urban and suburban passenger land transport devices with zero direct CO_2 emissions (exhaust emissions); • Until 31 December 2025, vehicles classified in categories M2 and M3 (75) with a body type classified as 'CA' (single-decker vehicle), 'CB' (double-decker vehicle), 'CC' (articulated single-decker vehicle) or 'CD' (articulated double-decker vehicle) (76), and which comply with the latest Euro VI standard.
Engineering, Procurement and Construction (*EPC*) of photovoltaic plants	**4.1 Generation of electricity through solar photovoltaic technology** As explained in the description of this activity in Annex 1 of the Climate Delegated Act, this includes the construction or operation of solar photovoltaic (PV) electricity generation facilities. The Group has carried out an analysis of the activity or activities carried out by each Group company, identifying the aforementioned activities. Regarding the substantial contribution criteria applicable to **CAF** activities in this category, the following stand out: • The activity generates electricity through solar photovoltaic technology.

ACTIVITY GROUP	CLIMATE CHANGE MITIGATION
Construction and modernisation of infrastructure for railway transport, as well as engineering and associated services (signalling, testing, comprehensive project management, etc.)	**6.14 Infrastructure for rail transport** As explained in the description of this activity in Annex 1 of the Climate Delegated Act and the Regulation of June 2023 amending it, it is defined as the manufacture, installation, technical consultancy, renewal, upgrading, repair, maintenance and retrofitting of products, equipment, systems and software in relation to track mounted items and/or railway components specified in points 2.2 to 2.6 of Annex II to Directive (EU) 2016/797. The Group has carried out an analysis of the activity or activities carried out by each Group company, identifying some of the aforementioned activities. Regarding the substantial contribution criteria applicable to **CAF** activities in this category, the following stand out: • Electrified ground infrastructure and associated subsystems: infrastructure, power, on-board control-command and signalling and track-side control-command and signalling subsystems. • Infrastructure and facilities are intended for the transfer of passengers from rail to rail or from other modes to rail.
Data-driven digital solutions for efficient performance and sustainable mobility	**8.2 Data-driven solutions to reduce greenhouse gas emissions** As explained in the description of this activity in Annex 1 of the Delegated Climate Act, it is defined as the development or use of ICT solutions for the collection, transmission, storage, modelling and use of data, where these activities are primarily aimed at providing data and analysis to reduce GHG emissions. The Group has carried out an analysis of the activity or activities carried out by each Group company, identifying the aforementioned activities. In this case, the activity is not considered to be aligned due to the difficulties in demonstrating the substantial contribution criterion, as accounting criteria group together different types of software projects in the same category, which may be more or less in line with the criteria referred to in Annex I of the Climate Delegated Act.

It should be noted that all eligible activities for the Group indicated in the table above are considered “facilitating activities”, as described in Annex I of the Climate Delegated Act.

Furthermore, the Group does not engage in nuclear and fossil gas activities covered by the Supplementary Delegated Climate Regulation, as shown in the table below:

ROW	ACTIVITIES RELATED TO NUCLEAR POWER	
1	The company conducts, finances or is exposed to research, development, demonstration and deployment of innovative power generation facilities that produce energy from nuclear processes with a minimum of fuel cycle waste.	NO
2	The company undertakes, finances or is exposed to the safe construction and operation of new nuclear facilities to produce electricity or process heat, including for urban heating purposes or industrial processes such as hydrogen production, as well as their safety upgrades, using the best available technologies.	NO
3	The company carries out, finances or is exposed to the safe operation of existing nuclear facilities that produce electricity or process heat, including for urban heating purposes or industrial processes such as the production of hydrogen from nuclear energy, as well as their safety upgrades.	NO
	FOSSIL GAS ACTIVITIES	
4	The company carries out, finances or is exposed to the construction or operation of electricity generation facilities that produce electricity from gaseous fossil fuels.	NO
5	The company carries out, finances or is exposed to the construction, renovation and operation of combined heat/cold and power generation facilities using gaseous fossil fuels.	NO
6	The company carries out, finances or is exposed to the construction, renovation and operation of heat generation facilities producing heat/cooling from gaseous fossil fuels.	NO

Compliance with the DNSH (Do No Significant Harm) criteria has been evidenced by various means at the corporate and project level, including:

- Analysis of climate change risks and opportunities, as described in section 2.2.3 “Material impacts, risks and opportunities and their interaction with the strategy and business model” of this report;
- Environmental Policy and the corresponding development Manual;
- Environmental Impact Assessments or similar, if applicable;
- Ecodesign and recyclability criteria;
- Waste management plans and evidence of corresponding waste removal;
- Technical data sheets of products and components used in our projects;
- Procedures for handling and using dangerous chemical substances;
- Noise and emission measurements at our facilities and projects, amongst others.

For more information on the corporate criteria regarding the management of the main environmental aspects, you can consult the corresponding sections in Chapter “2 Environment".

Regarding minimum social safeguards, the main evidence focuses on the Corporate Compliance System and the people management approach, as well as the policies and documents associated with these areas, among which the following stand out:

- Code of Conduct;
- Human Rights Due Diligence Policy;
- Human rights risk assessments;
- Internal Reporting System (whistleblowing channels);
- Fiscal Policy, amongst others.

For more information on these matters, see sections “1.2.4. CAF’s due diligence statement” and 4.1. “ Business Conduct” of this Report.

The calculation methodology used for the taxonomic indicators referred to in this Report is described below.

TURNOVER

The proportion of Turnover referred to in Article 8(2)(a) of Regulation (EU) 2020/852 shall be calculated as the part of the net turnover derived from products or services, including intangible ones, associated with economic activities that conform to the taxonomy (numerator), divided by the net turnover (denominator) as defined in Article 2(5) of the Directive 2013/34/EU.

Specifically, in the Group's case, the denominator corresponds to the net turnover of the Consolidated Financial Statements for 2025.

For the calculation of eligibility, the numerator corresponds to the net turnover of the Consolidated Annual Accounts of the activities that have been considered as eligible in the Taxonomy.

For the calculation of the alignment or fit with the Taxonomy, the numerator meets, in addition to the above, the criteria of substantial contribution to the climate change mitigation objective (detailed in the table above), does not cause significant prejudice to the other objectives (climate change adaptation, water protection, circular economy, pollution prevention and biodiversity) and meets the minimum social safeguards, as indicated in the general aspects section of this methodological note.

OPEX:

The proportion of OpEx referred to in article 8, section 2(b) of Regulation (EU) 2020/852 will be calculated as the numerator divided by the denominator; the latter including non-capitalised direct costs that relate to research and development, building renovation measures, short-term leases, maintenance and repairs, as well as other direct costs related to the day-to-day maintenance of tangible fixed assets, by the company or a third party to whom activities are outsourced, and which are necessary to ensure the continuous and efficient operation of those assets.

Specifically, in the Group's case, the denominator corresponds to the 2025 consolidated operating expense accounts associated with R&D, short-term leases, and maintenance and repairs.

For the calculation of eligibility, the numerator corresponds to R&D expenditure, and the amount of expenditure accounts for short-term leases and maintenance and repairs associated with the activities that have been considered as eligible in the Taxonomy.

For the calculation of the alignment or fit with the Taxonomy, the numerator meets, in addition to the above, the criteria of substantial contribution to the climate change mitigation objective, does not cause significant prejudice to the other objectives (climate change adaptation, water protection, circular economy, pollution prevention and biodiversity) and meets the minimum social safeguards, as indicated in the general aspects section of this methodological note.

CAPEX:

The CapEx ratio referred to in Article 8(2)(b) of Regulation (EU) 2020/852 shall be calculated as the numerator divided by the denominator; the denominator is the additions to tangible and intangible assets during the relevant financial year before depreciation, amortisation and any revaluations, including those resulting from revaluations and impairments, for the relevant financial year, excluding changes in fair value. The denominator shall also include additions to tangible and intangible assets resulting from business combinations.

Specifically, in the Group's case, the denominator corresponds to all the cost additions in financial year 2025 of tangible fixed assets and intangible fixed assets, reflected in the movement of fixed assets in the Consolidated Annual Accounts.

For the calculation of eligibility, the numerator corresponds to the amount of additions in cost to tangible fixed assets and intangible fixed assets of the activities that have been considered as eligible in the Taxonomy.

For the calculation of the alignment or fit with the Taxonomy, the numerator meets, in addition to the above, the criteria of substantial contribution to the climate change mitigation objective, does not cause significant prejudice to the other objectives (climate change adaptation, water protection, circular economy, pollution prevention and biodiversity) and meets the minimum social safeguards, as indicated in the general aspects section of this methodological note.

It should be noted that there have been no changes, with respect to previous years, in the criteria used and/or the calculation methodologies applied to obtain the eligibility and alignment indicators reflected in this Report.

Turnover - Consolidated

FINANCIAL YEAR		YEAR 2025		SUBSTANTIAL CONTRIBUTION CRITERIA						CRITERIA OF NO SIGNIFICANT INJURY ("DOES NOT CAUSE SIGNIFICANT INJURY")									
Economic activities (1)	Codes (2)	Turnover (3)	Share of turnover, year N (4)	Climate change mitigation (5)	Climate change adaptation (6)	Water (7)	Pollution (8)	Circular economy (9)	Biodiversity (10)	Climate change mitigation (11)	Climate change adaptation (12)	Water (13)	Pollution (14)	Circular economy (15)	Biodiversity (16)	Minimum guarantee (17)	Proportion of turnover conforming to taxonomy (A.1) or eligible according to taxonomy (A.2), year N-1 (18)	Facilitating activity category (19)	Transition activity category (20)
Text		thousands of euros	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	F	T
A. ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY																			
A.1. ENVIRONMENTALLY SUSTAINABLE ACTIVITIES (CONFORMING TO THE TAXONOMY)																			
Manufacturing of railway rolling stock components	MCC 3.19.	2,183	0%	Y	N/EL	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	0%	F	
Manufacturing of low-carbon technologies for transport	MCC 3.3.	3,495,907	78%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	68%	F	
Generation of electricity through solar photovoltaic technology	MCC 4.1.	25,457	0.6%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	0%	F	
Infrastructure for rail transport	MCC 6.14.	357,652	8%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	14%	F	
Turnover from environmentally sustainable activities (conforming to the taxonomy) (A.1)		3,881,200	86%	86%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	82%	F	
Of which: facilitators		3,881,200	86%	86%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	82%	F	
Of which: transitional		0	0%	0%						Y	Y	Y	Y	Y	Y	Y	0%		T
A.2 ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY BUT NOT ENVIRONMENTALLY SUSTAINABLE (ACTIVITIES THAT DO NOT COMPLY WITH THE TAXONOMY)																			
				EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL										
Manufacturing of railway rolling stock components	MCC 3.19.	10,706	0.2%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0%		
Manufacturing of low-carbon technologies for transport	MCC/CCA 3.3.	487,412	11%	EL	EL	N/EL	N/EL	N/EL	N/EL								15%		
Infrastructure for rail transport	MCC/CCA 6.14.	- 0	0%	EL	EL	N/EL	N/EL	N/EL	N/EL								-0%		
Data-driven solutions for GHG emission reductions	MCC 8.2.	4,198	0.1%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0.2%		
Turnover from taxonomy-eligible but not environmentally sustainable activities (non-taxonomy compliant activities) (A.2)		502,316	11%	11%	0%	0%	0%	0%	0%								15%		
A. Turnover from ineligible activities according to taxonomy (A.1+A.2)		4,383,515	98%	98%	0%	0%	0%	0%	0%								97%		
B. ACTIVITIES NOT ELIGIBLE ACCORDING TO THE TAXONOMY																			
Turnover from non-ineligible activities according to taxonomy		103,019	2%																
Total		4,486,534[42]	100%																

To calculate the indicators related to the European Taxonomy of Sustainable Activities, the following parameters have been considered: Turnover corresponds to the net turnover in the 2025 Consolidated Financial Statements; CapEx corresponds to the total additions in cost in 2025 of property, plant and equipment and intangible assets, as reflected in the movement in property, plant and equipment in the Consolidated Financial Statements; and finally, OpEx corresponds to the 2025 consolidated operating expense accounts associated with R&D expenses, short-term leases, and maintenance and repairs.

Proportion of turnover/total turnover		
	that conforms to the taxonomy by objective	that is eligible according to taxonomy by objective
MCC	86.5%	97.7%
CCA	0%	97%
WTR	0%*	0%
EC	0%*	0%
PPC	0%*	0%
BIO	0%*	0%
*In line with the reporting obligations, this year 0% is reported for these four objectives as it was not possible to analyse the alignment of these objectives.		

[42] This figure corresponds to External Sales, without intersegments.

CapEx - Consolidated

FINANCIAL YEAR		YEAR 2025		SUBSTANTIAL CONTRIBUTION CRITERIA						CRITERIA OF NO SIGNIFICANT INJURY ("DOES NOT CAUSE SIGNIFICANT INJURY")									
Economic activities (1)	Codes (2)	Turnover (3)	Share of turnover, year N (4)	Climate change mitigation (5)	Climate change adaptation (6)	Water (7)	Pollution (8)	Circular economy (9)	Biodiversity (10)	Climate change mitigation (11)	Climate change adaptation (12)	Water (13)	Pollution (14)	Circular economy (15)	Biodiversity (16)	Minimum guarantee (17)	Proportion of turnover conforming to taxonomy (A.1) or eligible according to taxonomy (A.2), year N-1 (18)	Facilitating activity category (19)	Transition activity category (20)
Text		thousands of euros	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	F	T
A. ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY																			
A.1. ENVIRONMENTALLY SUSTAINABLE ACTIVITIES (CONFORMING TO THE TAXONOMY)																			
Manufacturing of railway rolling stock components	MCC 3.19.	28	0%	Y	N/EL	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	0%	F	[redacted]
Manufacturing of low-carbon technologies for transport	MCC 3.3.	100,567	70%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	76%	F	
Generation of electricity through solar photovoltaic technology	MCC 4.1.	1,302	1%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	0%	F	
Infrastructure for rail transport	MCC 6.14.	4,668	3%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	5%	F	
Environmentally sustainable activities (conforming to the taxonomy) (A.1)		106,565	74%	74%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	81%	F	
Of which: facilitators		106,565	74%	74%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	81%	F	
Of which: transitional		0	0%	0%	[redacted]					Y	Y	Y	Y	Y	Y	Y	0%	[redacted]	T
A.2 ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY BUT NOT ENVIRONMENTALLY SUSTAINABLE (ACTIVITIES THAT DO NOT COMPLY WITH THE TAXONOMY)																			
				EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	[redacted]									
Manufacturing of railway rolling stock components	MCC 3.19.	427	0.3%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0%		
Manufacturing of low-carbon technologies for transport	MCC/CCA 3.3.	17,045	12%	EL	EL	N/EL	N/EL	N/EL	N/EL								14%		
Infrastructure for rail transport	MCC/CCA 6.14.	235	0%	EL	EL	N/EL	N/EL	N/EL	N/EL								0%		
Data-driven solutions for GHG emission reductions	MCC 8.2.	176	0%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0%		
CapEx of taxonomy-eligible but not environmentally sustainable activities (activities that do not comply with the taxonomy) (A.2)		17,883	12%	12%	0%	0%	0%	0%	0%								14%		
A. CapEx from ineligible activities according to taxonomy (A.1+A.2)		124,447	86%	86%	0%	0%	0%	0%	0%								96%		
B. ACTIVITIES NOT ELIGIBLE ACCORDING TO THE TAXONOMY																			
Turnover from ineligible activities according to taxonomy		19,735	14%	[redacted]															
Total		144,179	100%																

To calculate the indicators related to the European Taxonomy of Sustainable Activities, the following parameters have been considered: Turnover corresponds to the net turnover in the 2025 Consolidated Financial Statements; CapEx corresponds to the total additions in cost in 2025 of property, plant and equipment and intangible assets, as reflected in the movement in property, plant and equipment in the Consolidated Financial Statements; and finally, OpEx corresponds to the 2025 consolidated operating expense accounts associated with R&D expenses, short-term leases, and maintenance and repairs.

Proportion of turnover/total turnover		
	that conforms to the taxonomy by objective	that is eligible according to taxonomy by objective
MCC	74%	86%
CCA	0%	86%
WTR	0%*	0%
EC	0%*	0%
PPC	0%*	0%
BIO	0%*	0%
*In line with the reporting obligations, this year 0% is reported for these four objectives as it was not possible to analyse the alignment of these objectives.		

OpEx - Consolidated

FINANCIAL YEAR		YEAR 2025		SUBSTANTIAL CONTRIBUTION CRITERIA						CRITERIA OF NO SIGNIFICANT INJURY ("DOES NOT CAUSE SIGNIFICANT INJURY")									
Economic activities (1)	Codes (2)	Turnover (3)	Share of turnover, year N (4)	Climate change mitigation (5)	Climate change adaptation (6)	Water (7)	Pollution (8)	Circular economy (9)	Biodiversity (10)	Climate change mitigation (11)	Climate change adaptation (12)	Water (13)	Pollution (14)	Circular economy (15)	Biodiversity (16)	Minimum guarantee (17)	Proportion of turnover conforming to taxonomy (A.1) or eligible according to taxonomy (A.2), year N-1 (18)	Facilitating activity category (19)	Transition activity category (20)
Text		thousands of euros	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	F	T
A. ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY																			
A.1. ENVIRONMENTALLY SUSTAINABLE ACTIVITIES (CONFORMING TO THE TAXONOMY)																			
Manufacturing of railway rolling stock components	MCC 3.19.	7	0%	S	N/EL	N/EL	N/EL	N/EL	N/EL	S	S	S	S	S	S	S	0%	F	[redacted]
Manufacturing of low-carbon technologies for transport	MCC 3.3.	61,510	76%	S	N	N/EL	N/EL	N/EL	N/EL	S	S	S	S	S	S	S	68%	F	
Generation of electricity through solar photovoltaic technology	MCC 4.1.	409	0.5%	S	N	N/EL	N/EL	N/EL	N/EL	S	S	S	S	S	S	S	1%	F	
Infrastructure for rail transport	MCC 6.14.	5,809	7%	S	N	N/EL	N/EL	N/EL	N/EL	S	S	S	S	S	S	S	13%	F	
Business OpEx of environmentally sustainable activities (conforming to the taxonomy) (A.1)		67,735	83%	83%	0%	0%	0%	0%	0%	S	S	S	S	S	S	S	82%	F	
Of which: facilitators		67,735	83%	83%	0%	0%	0%	0%	0%	S	S	S	S	S	S	S	82%	F	
Of which: transitional		0	0%	0%	[redacted]					S	S	S	S	S	S	S	0%	[redacted]	T
A.2 ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY BUT NOT ENVIRONMENTALLY SUSTAINABLE (ACTIVITIES THAT DO NOT COMPLY WITH THE TAXONOMY)																			
				EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	[redacted]									
Manufacturing of railway rolling stock components	MCC 3.19.	748	1%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0%		
Manufacturing of low-carbon technologies for transport	MCC/CCA 3.3.	9,670	12%	EL	EL	N/EL	N/EL	N/EL	N/EL								15%		
Infrastructure for rail transport	MCC/CCA 6.14.	- 0	0%	EL	EL	N/EL	N/EL	N/EL	N/EL								0%		
Data-driven solutions for GHG emission reductions	MCC 8.2.	128	0.2%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								1%		
OpEx of taxonomy-eligible but not environmentally sustainable activities (activities that do not conform to the taxonomy) (A.2)		10,546	13%	13%	0%	0%	0%	0%	0%								16%		
A. OpEx from ineligible activities according to taxonomy (A.1+A.2)		78,281	96%	96%	0%	0%	0%	0%	0%								98%		
B. ACTIVITIES NOT ELIGIBLE ACCORDING TO THE TAXONOMY																			
OpEx from ineligible activities according to taxonomy		3,079	4%	[redacted]															
Total		81,360	100%																

To calculate the indicators related to the European Taxonomy of Sustainable Activities, the following parameters have been considered: Turnover corresponds to the net turnover in the 2025 Consolidated Financial Statements; CapEx corresponds to the total additions in cost in 2025 of property, plant and equipment and intangible assets, as reflected in the movement in property, plant and equipment in the Consolidated Financial Statements; and finally, OpEx corresponds to the 2025 consolidated operating expense accounts associated with R&D expenses, short-term leases, and maintenance and repairs.

Proportion of turnover/total turnover		
	that conforms to the taxonomy by objective	that is eligible according to taxonomy by objective
MCC	83%	96%
CCA	0%	95%
WTR	0%*	0%
EC	0%*	0%
PPC	0%*	0%
BIO	0%*	0%

*In line with the reporting obligations, this year 0% is reported for these four objectives as it was not possible to analyse the alignment of these objectives.

Turnover - Railway

FINANCIAL YEAR		YEAR 2025		SUBSTANTIAL CONTRIBUTION CRITERIA						CRITERIA OF NO SIGNIFICANT INJURY ("DOES NOT CAUSE SIGNIFICANT INJURY")									
Economic activities (1)	Codes (2)	Turnover (3)	Share of turnover, year N (4)	Climate change mitigation (5)	Climate change adaptation (6)	Water (7)	Pollution (8)	Circular economy (9)	Biodiversity (10)	Climate change mitigation (11)	Climate change adaptation (12)	Water (13)	Pollution (14)	Circular economy (15)	Biodiversity (16)	Minimum guarantee (17)	Proportion of turnover conforming to taxonomy (A.1) or eligible according to taxonomy (A.2), year N-1 (18)	Facilitating activity category (19)	Transition activity category (20)
Text		thousands of euros	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	F	T
A. ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY																			
A.1. ENVIRONMENTALLY SUSTAINABLE ACTIVITIES (CONFORMING TO THE TAXONOMY)																			
Manufacturing of railway rolling stock components	MCC 3.19.	2,183	0%	Y	N/EL	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	0%	F	
Manufacturing of low-carbon technologies for transport	MCC 3.3.	2,335,640	71%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	59%	F	
Generation of electricity through solar photovoltaic technology	MCC 4.1.	25,457	0%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	1.1%	F	
Infrastructure for rail transport	MCC 6.14.	357,652	11%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	17%	F	
Turnover from environmentally sustainable activities (conforming to the taxonomy) (A.1)		2,720,932	82%	82%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	78%	F	
Of which: facilitators		2,720,932	82%	82%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	78%	F	
Of which: transitional		0	0%	0%						Y	Y	Y	Y	Y	Y	Y	0%		T
A.2 ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY BUT NOT ENVIRONMENTALLY SUSTAINABLE (ACTIVITIES THAT DO NOT COMPLY WITH THE TAXONOMY)																			
				EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL										
Manufacturing of railway rolling stock components	MCC 3.19.	10,706	0.3%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0%		
Manufacturing of low-carbon technologies for transport	MCC/CCA 3.3.	464,916	14%	EL	EL	N/EL	N/EL	N/EL	N/EL								18%		
Infrastructure for rail transport	MCC/CCA 6.14.	- 0	0%	EL	EL	N/EL	N/EL	N/EL	N/EL								0%		
Data-driven solutions for GHG emission reductions	MCC 8.2.	4,198	0.1%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0.2%		
Turnover from taxonomy-eligible but not environmentally sustainable activities (non-taxonomy compliant activities) (A.2)		479,819	15%	15%	0%	0%	0%	0%	0%								19%		
A. Turnover from ineligible activities according to taxonomy (A.1+A.2)		3,200,752	97%	97%	0%	0%	0%	0%	0%								96%		
B. ACTIVITIES NOT ELIGIBLE ACCORDING TO THE TAXONOMY																			
Turnover from non-ineligible activities according to taxonomy		103,019	3%																
Total		3,303,771	100%																

To calculate the indicators related to the European Taxonomy of Sustainable Activities, the following parameters have been considered: Turnover corresponds to the net turnover in the 2025 Consolidated Financial Statements; CapEx corresponds to the total additions in cost in 2025 of property, plant and equipment and intangible assets, as reflected in the movement in property, plant and equipment in the Consolidated Financial Statements; and finally, OpEx corresponds to the 2025 consolidated operating expense accounts associated with R&D expenses, short-term leases, and maintenance and repairs.

Proportion of turnover/total turnover		
	that conforms to the taxonomy by objective	that is eligible according to taxonomy by objective
MCC	82%	97%
CCA	0%	96%
WTR	0%*	0%
EC	0%*	0%
PPC	0%*	0%
BIO	0%*	0%
*In line with the reporting obligations, this year 0% is reported for these four objectives as it was not possible to analyse the alignment of these objectives.		

CapEx - Railway

FINANCIAL YEAR		YEAR 2025		SUBSTANTIAL CONTRIBUTION CRITERIA						CRITERIA OF NO SIGNIFICANT INJURY ("DOES NOT CAUSE SIGNIFICANT INJURY")									
Economic activities (1)	Codes (2)	Turnover (3)	Share of turnover, year N (4)	Climate change mitigation (5)	Climate change adaptation (6)	Water (7)	Pollution (8)	Circular economy (9)	Biodiversity (10)	Climate change mitigation (11)	Climate change adaptation (12)	Water (13)	Pollution (14)	Circular economy (15)	Biodiversity (16)	Minimum guarantee (17)	Proportion of turnover conforming to taxonomy (A.1) or eligible according to taxonomy (A.2), year N-1 (18)	Facilitating activity category (19)	Transition activity category (20)
Text		thousands of euros	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	F	T
A. ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY																			
A.1. ENVIRONMENTALLY SUSTAINABLE ACTIVITIES (CONFORMING TO THE TAXONOMY)																			
Manufacturing of railway rolling stock components	MCC 3.19.	28	0%	Y	N/EL	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	0%	F	[redacted]
Manufacturing of low-carbon technologies for transport	MCC 3.3.	58,641	58%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	72%	F	
Generation of electricity through solar photovoltaic technology	MCC 4.1.	1,302	1%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	0%	F	
Infrastructure for rail transport	MCC 6.14.	4,668	5%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	6%	F	
Environmentally sustainable activities (conforming to the taxonomy) (A.1)		64,638	64%	64%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	78%	F	
Of which: facilitators		64,638	64%	64%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	78%	F	
Of which: transitional		0	0%	0%	[redacted]					Y	Y	Y	Y	Y	Y	Y	0%	[redacted]	T
A.2 ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY BUT NOT ENVIRONMENTALLY SUSTAINABLE (ACTIVITIES THAT DO NOT COMPLY WITH THE TAXONOMY)																			
				EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	[redacted]									
Manufacturing of railway rolling stock components	MCC 3.19.	427	0.4%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0%		
Manufacturing of low-carbon technologies for transport	MCC/CCA 3.3.	15,501	15%	EL	EL	N/EL	N/EL	N/EL	N/EL								16%		
Infrastructure for rail transport	MCC/CCA 6.14.	235	0.2%	EL	EL	N/EL	N/EL	N/EL	N/EL								0%		
Data-driven solutions for GHG emission reductions	MCC 8.2.	176	0.2%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0%		
CapEx of taxonomy-eligible but not environmentally sustainable activities (activities that do not comply with the taxonomy) (A.2)		16,339	16%	16%	0%	0%	0%	0%	0%								16%		
A. CapEx from ineligible activities according to taxonomy (A.1+A.2)		80,977	80%	80%	0%	0%	0%	0%	0%								95%		
B. ACTIVITIES NOT ELIGIBLE ACCORDING TO THE TAXONOMY																			
Turnover from ineligible activities according to taxonomy		19,735	20%	[redacted]															
Total		100,713	100%																

To calculate the indicators related to the European Taxonomy of Sustainable Activities, the following parameters have been considered: Turnover corresponds to the net turnover in the 2025 Consolidated Financial Statements; CapEx corresponds to the total additions in cost in 2025 of property, plant and equipment and intangible assets, as reflected in the movement in property, plant and equipment in the Consolidated Financial Statements; and finally, OpEx corresponds to the 2025 consolidated operating expense accounts associated with R&D expenses, short-term leases, and maintenance and repairs.

Proportion of turnover/total turnover		
	that conforms to the taxonomy by objective	that is eligible according to taxonomy by objective
MCC	64%	80%
CCA	0%	80%
WTR	0%*	0%
EC	0%*	0%
PPC	0%*	0%
BIO	0%*	0%
*In line with the reporting obligations, this year 0% is reported for these four objectives as it was not possible to analyse the alignment of these objectives.		

OpEx - Railway

FINANCIAL YEAR		YEAR 2025		SUBSTANTIAL CONTRIBUTION CRITERIA						CRITERIA OF NO SIGNIFICANT INJURY ("DOES NOT CAUSE SIGNIFICANT INJURY")									
Economic activities (1)	Codes (2)	Turnover (3)	Share of turnover, year N (4)	Climate change mitigation (5)	Climate change adaptation (6)	Water (7)	Pollution (8)	Circular economy (9)	Biodiversity (10)	Climate change mitigation (11)	Climate change adaptation (12)	Water (13)	Pollution (14)	Circular economy (15)	Biodiversity (16)	Minimum guarantee (17)	Proportion of turnover conforming to taxonomy (A.1) or eligible according to taxonomy (A.2), year N-1 (18)	Facilitating activity category (19)	Transition activity category (20)
Text		thousands of euros	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	F	T
A. ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY																			
A.1. ENVIRONMENTALLY SUSTAINABLE ACTIVITIES (CONFORMING TO THE TAXONOMY)																			
Manufacturing of railway rolling stock components	MCC 3.19.	7	0%	Y	N/EL	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	0%	F	
Manufacturing of low-carbon technologies for transport	MCC 3.3.	42,048	69%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	62%	F	
Generation of electricity through solar photovoltaic technology	MCC 4.1.	409	0.7%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	1%	F	
Infrastructure for rail transport	MCC 6.14.	5,809	10%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	16%	F	
Business OpEx of environmentally sustainable activities (conforming to the taxonomy) (A.1)		48,273	79%	79%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	78%	F	
Of which: facilitators		48,273	79%	79%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	78%	F	
Of which: transitional		0	0%	0%						Y	Y	Y	Y	Y	Y	Y	0%		T
A.2 ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY BUT NOT ENVIRONMENTALLY SUSTAINABLE (ACTIVITIES THAT DO NOT COMPLY WITH THE TAXONOMY)																			
				EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL										
Manufacturing of railway rolling stock components	MCC 3.19.	748	1%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0%		
Manufacturing of low-carbon technologies for transport	MCC/CCA 3.3.	8,721	14%	EL	EL	N/EL	N/EL	N/EL	N/EL								18%		
Infrastructure for rail transport	MCC/CCA 6.14.	0	0%	EL	EL	N/EL	N/EL	N/EL	N/EL								0%		
Data-driven solutions for GHG emission reductions	MCC 8.2.	128	0.2%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								2%		
OpEx of taxonomy-eligible but not environmentally sustainable activities (activities that do not conform to the taxonomy) (A.2)		9,597	16%	16%	0%	0%	0%	0%	0%								19%		
A. OpEx from ineligible activities according to taxonomy (A.1+A.2)		57,870	95%	95%	0%	0%	0%	0%	0%								98%		
B. ACTIVITIES NOT ELIGIBLE ACCORDING TO THE TAXONOMY																			
OpEx from ineligible activities according to taxonomy		3,079	5%																
Total		60,949	100%																

To calculate the indicators related to the European Taxonomy of Sustainable Activities, the following parameters have been considered: Turnover corresponds to the net turnover in the 2025 Consolidated Financial Statements; CapEx corresponds to the total additions in cost in 2025 of property, plant and equipment and intangible assets, as reflected in the movement in property, plant and equipment in the Consolidated Financial Statements; and finally, OpEx corresponds to the 2025 consolidated operating expense accounts associated with R&D expenses, short-term leases, and maintenance and repairs.

Proportion of turnover/total turnover		
	that conforms to the taxonomy by objective	that is eligible according to taxonomy by objective
MCC	79%	95%
CCA	0%	93%
WTR	0%*	0%
EC	0%*	0%
PPC	0%*	0%
BIO	0%*	0%
*In line with the reporting obligations, this year 0% is reported for these four objectives as it was not possible to analyse the alignment of these objectives.		

Turnover - Bus

FINANCIAL YEAR		YEAR 2025		SUBSTANTIAL CONTRIBUTION CRITERIA						CRITERIA OF NO SIGNIFICANT INJURY ("DOES NOT CAUSE SIGNIFICANT INJURY")									
Economic activities (1)	Codes (2)	Turnover (3)	Share of turnover, year N (4)	Climate change mitigation (5)	Climate change adaptation (6)	Water (7)	Pollution (8)	Circular economy (9)	Biodiversity (10)	Climate change mitigation (11)	Climate change adaptation (12)	Water (13)	Pollution (14)	Circular economy (15)	Biodiversity (16)	Minimum guarantee (17)	Proportion of turnover conforming to taxonomy (A.1) or eligible according to taxonomy (A.2), year N-1 (18)	Facilitating activity category (19)	Transition activity category (20)
Text		thousands of euros	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	F	T
A. ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY																			
A.1. ENVIRONMENTALLY SUSTAINABLE ACTIVITIES (CONFORMING TO THE TAXONOMY)																			
Manufacturing of low-carbon technologies for transport	MCC 3.3.	1,160,267	98%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	98%	F	
Turnover from environmentally sustainable activities (conforming to the taxonomy) (A.1)		1,160,267	98%	98%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	98%	F	
Of which: facilitators		1,160,267	98%	98%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	98%	F	
Of which: transitional		0	0%	0%						Y	Y	Y	Y	Y	Y	Y	0%		T
A.2 ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY BUT NOT ENVIRONMENTALLY SUSTAINABLE (ACTIVITIES THAT DO NOT COMPLY WITH THE TAXONOMY)																			
				EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL										
Manufacturing of low-carbon technologies for transport	MCC/CCA 3.3.	22,496	2%	EL	EL	N/EL	N/EL	N/EL	N/EL								2%		
Turnover from taxonomy-eligible but not environmentally sustainable activities (non-taxonomy compliant activities) (A.2)		22,496	2%	2%	0%	0%	0%	0%	0%								2%		
A. Turnover from ineligible activities according to taxonomy (A.1+A.2)		1,182,763	100%	100%	0%	0%	0%	0%	0%								100%		
B. ACTIVITIES NOT ELIGIBLE ACCORDING TO THE TAXONOMY																			
Turnover from non-ineligible activities according to taxonomy		-	0%																
Total		1,182,763	100%																

To calculate the indicators related to the European Taxonomy of Sustainable Activities, the following parameters have been considered: Turnover corresponds to the net turnover in the 2025 Consolidated Financial Statements; CapEx corresponds to the total additions in cost in 2025 of property, plant and equipment and intangible assets, as reflected in the movement in property, plant and equipment in the Consolidated Financial Statements; and finally, OpEx corresponds to the 2025 consolidated operating expense accounts associated with R&D expenses, short-term leases, and maintenance and repairs.

Proportion of turnover/total turnover		
	that conforms to the taxonomy by objective	that is eligible according to taxonomy by objective
MCC	98%	100%
CCA	0%	100%
WTR	0%*	0%
EC	0%*	0%
PPC	0%*	0%
BIO	0%*	0%
*In line with the reporting obligations, this year 0% is reported for these four objectives as it was not possible to analyse the alignment of these objectives.		

CapEx - Bus

FINANCIAL YEAR		YEAR 2025		SUBSTANTIAL CONTRIBUTION CRITERIA						CRITERIA OF NO SIGNIFICANT INJURY ("DOES NOT CAUSE SIGNIFICANT INJURY")									
Economic activities (1)	Codes (2)	Turnover (3)	Share of turnover, year N (4)	Climate change mitigation (5)	Climate change adaptation (6)	Water (7)	Pollution (8)	Circular economy (9)	Biodiversity (10)	Climate change mitigation (11)	Climate change adaptation (12)	Water (13)	Pollution (14)	Circular economy (15)	Biodiversity (16)	Minimum guarantee (17)	Proportion of turnover conforming to taxonomy (A.1) or eligible according to taxonomy (A.2), year N-1 (18)	Facilitating activity category (19)	Transition activity category (20)
Text		thousands of euros	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	F	T
A. ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY																			
A.1. ENVIRONMENTALLY SUSTAINABLE ACTIVITIES (CONFORMING TO THE TAXONOMY)																			
Manufacturing of low-carbon technologies for transport	MCC 3.3.	41,925	96%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	97%	F	
Environmentally sustainable activities (conforming to the taxonomy) (A.1)		41,925	96%	96%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	97%	F	
Of which: facilitators		41,925	96%	96%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	97%	F	
Of which: transitional		0	0%	0%						Y	Y	Y	Y	Y	Y	Y	0%		T
A.2 ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY BUT NOT ENVIRONMENTALLY SUSTAINABLE (ACTIVITIES THAT DO NOT COMPLY WITH THE TAXONOMY)																			
				EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL										
Manufacturing of low-carbon technologies for transport	MCC/CCA 3.3.	1,542	4%	EL	EL	N/EL	N/EL	N/EL	N/EL								3%		
CapEx of taxonomy-eligible but not environmentally sustainable activities (activities that do not comply with the taxonomy) (A.2)		1,542	4%	4%	0%	0%	0%	0%	0%								3%		
A. CapEx from ineligible activities according to taxonomy (A.1+A.2)		43,466	100%	100%	0%	0%	0%	0%	0%								100%		
B. ACTIVITIES NOT ELIGIBLE ACCORDING TO THE TAXONOMY																			
Turnover from ineligible activities according to taxonomy		0	0%																
Total		43,466	100%																

To calculate the indicators related to the European Taxonomy of Sustainable Activities, the following parameters have been considered: Turnover corresponds to the net turnover in the 2025 Consolidated Financial Statements; CapEx corresponds to the total additions in cost in 2025 of property, plant and equipment and intangible assets, as reflected in the movement in property, plant and equipment in the Consolidated Financial Statements; and finally, OpEx corresponds to the 2025 consolidated operating expense accounts associated with R&D expenses, short-term leases, and maintenance and repairs.

Proportion of turnover/total turnover		
	that conforms to the taxonomy by objective	that is eligible according to taxonomy by objective
MCC	96%	100%
CCA	0%	100%
WTR	0%*	0%
EC	0%*	0%
PPC	0%*	0%
BIO	0%*	0%
*In line with the reporting obligations, this year 0% is reported for these four objectives as it was not possible to analyse the alignment of these objectives.		

OpEx - Bus

FINANCIAL YEAR		YEAR 2025		SUBSTANTIAL CONTRIBUTION CRITERIA						CRITERIA OF NO SIGNIFICANT INJURY ("DOES NOT CAUSE SIGNIFICANT INJURY")									
Economic activities (1)	Codes (2)	Turnover (3)	Share of turnover, year N (4)	Climate change mitigation (5)	Climate change adaptation (6)	Water (7)	Pollution (8)	Circular economy (9)	Biodiversity (10)	Climate change mitigation (11)	Climate change adaptation (12)	Water (13)	Pollution (14)	Circular economy (15)	Biodiversity (16)	Minimum guarantee (17)	Proportion of turnover conforming to taxonomy (A.1) or eligible according to taxonomy (A.2), year N-1 (18)	Facilitating activity category (19)	Transition activity category (20)
Text		thousands of euros	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	F	T
A. ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY																			
A.1. ENVIRONMENTALLY SUSTAINABLE ACTIVITIES (CONFORMING TO THE TAXONOMY)																			
Manufacturing of low-carbon technologies for transport	MCC 3.3.	19,461	95%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	96%	F	
Business OpEx of environmentally sustainable activities (conforming to the taxonomy) (A.1)		19,461	95%	95%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	96%	F	
Of which: facilitators		19,461	95%	95%	0%	0%	0%	0%	0%	Y	Y	Y	Y	Y	Y	Y	96%	F	
Of which: transitional		0	0%	0%						Y	Y	Y	Y	Y	Y	Y	0%		T
A.2 ELIGIBLE ACTIVITIES ACCORDING TO THE TAXONOMY BUT NOT ENVIRONMENTALLY SUSTAINABLE (ACTIVITIES THAT DO NOT COMPLY WITH THE TAXONOMY)																			
				EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL	EL;N/EL										
Manufacturing of low-carbon technologies for transport	MCC/CCA 3.3.	949	5%	EL	EL	N/EL	N/EL	N/EL	N/EL								4%		
OpEx of taxonomy-eligible but not environmentally sustainable activities (activities that do not conform to the taxonomy) (A.2)		949	5%	5%	0%	0%	0%	0%	0%								4%		
A. OpEx from ineligible activities according to taxonomy (A.1+A.2)		20,410	100%	100%	0%	0%	0%	0%	0%								100%		
B. ACTIVITIES NOT ELIGIBLE ACCORDING TO THE TAXONOMY																			
OpEx from ineligible activities according to taxonomy		0	0%																
Total		20,410	100%																

To calculate the indicators related to the European Taxonomy of Sustainable Activities, the following parameters have been considered: Turnover corresponds to the net turnover in the 2025 Consolidated Financial Statements; CapEx corresponds to the total additions in cost in 2025 of property, plant and equipment and intangible assets, as reflected in the movement in property, plant and equipment in the Consolidated Financial Statements; and finally, OpEx corresponds to the 2025 consolidated operating expense accounts associated with R&D expenses, short-term leases, and maintenance and repairs.

Proportion of turnover/total turnover		
	that conforms to the taxonomy by objective	that is eligible according to taxonomy by objective
MCC	95%	100%
CCA	0%	100%
WTR	0%*	0%
EC	0%*	0%
PPC	0%*	0%
BIO	0%*	0%
*In line with the reporting obligations, this year 0% is reported for these four objectives as it was not possible to analyse the alignment of these objectives.		

APPENDIX 6.

IMPACTS, RISKS AND OPPORTUNITIES IDENTIFIED IN THE DOUBLE MATERIALITY ASSESSMENT

[SBM-3_01, SBM-3_02]

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SUSTAINABILITY RANKING			DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY			CATEGORISATION		
ID	ESRS THEME	ESRS SUB-THEME	LOCATION IN THE VALUE CHAIN	DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY	DEPENDENCY	TYPE[1]	R/P[2]	TIME HORIZON[3]
1 -PI	E1: Climate Change	Climate change mitigation	Own operations	Contribution to climate change mitigation through the reduction of GHG emissions achieved as a result of the use of certain products and services developed and solutions offered by the CAF Group.	Dependency of PI-1 on O-5	PI	R	Short term
112 - PI	Entity-specific	NI: Innovation	Own operations	Increased safety for customers and end users as a result of R&D activities and increased internal technological capacity, ensuring the quality and safety of products and services.		PI	R	Short term
17-PI	E2: Pollution	Air pollution	Downstream	Reduction of air pollution as a result of the use of rail vehicles and buses powered by electricity or hydrogen developed by the CAF Group.		PI	R	Short term
99-NI	G1: Business Conduct	Management of relationships with suppliers, including payment practices	Own operations	Delays in payments to suppliers, in particular SMEs, which are particularly vulnerable to such practices.		NI	R	Short term
104-NI	G1: Business Conduct	Corruption and bribery	Own operations	Effect on investors or employees as a result of material incidents of corruption and bribery in at-risk countries in which **CAF** operates.	Dependence of NI-104 on R-84	NI	P	Medium term
108-PI	E1: Climate Change	Climate change mitigation	Own operations	Development of environmentally-friendly products and technologies through investment in R&D in sustainability (e.g. ecodesign), digitalisation and autonomy.		PI	R	Short term
110-PI	Entity-specific	NI: Innovation	Own operations	Increased knowledge of own workforce as a result of R&D activities, enabling the acquisition of new skills, know-how and practical experience that can be applied in the creation of innovative products or services.	Dependence of PI-110 on O-89	PI	R	Short term
8-NI	E1: Climate Change	Climate change mitigation	Downstream	Contribution to climate change through downstream GHG emissions associated with the distribution services for **CAF's** products to its customers (Scope 3 category 9) and the use of rail vehicles and buses (Scope 3 category 11), amongst others.	Dependence of NI-9 on R-3	NI	R	Short term
25-NI	E2: Pollution	Substances of concern	Cross-cutting	Pollution of the environment and impact on people's health as a result of the use of biocidal products and other substances of concern along the value chain in the manufacture and maintenance of rail vehicles, buses and parts and components by the CAF Group.	Dependence of NI-25 on R-17	NI	R	Short term

[1] PI=Positive Impact; NI=Negative Impact; Risk=R; Opportunity=O.
[2] R= Real, P=Potential.
[3] Short term=1 year; Medium term=1–5 years; Long term=more than 5 years.

SUSTAINABILITY RANKING			DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY			CATEGORISATION		
ID	ESRS THEME	ESRS SUB-THEME	LOCATION IN THE VALUE CHAIN	DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY	DEPENDENCY	TYPE[1]	R/P[2]	TIME HORIZON[3]
27-NI	E2: Pollution	Substances of very high concern	Cross-cutting	Pollution of the environment and impact on people's health as a result of the use of PFAS and other substances of very high concern along the value chain in the manufacture and maintenance of rail vehicles, buses and parts and components (coolants, electronic components, batteries, fuel cells, plastics, textiles, lubricants, adhesives, paints, hydraulic fluids, fire fighting foams, etc.) by the CAF Group.	Dependence of NI-27 on R-19 and R-20	NI	R	Short term
6-NI	E1: Climate Change	Climate change mitigation	Own operations	Contribution to climate change through GHG emissions in our own operations associated with fuel consumption, fugitive emissions from recharging of fluorinated gases and consumption of electricity from fossil sources and thermal energy (Scope 1 and 2).		NI	R	Short term
46-NI	E5: Resource Use and Circular Economy	Resource inflows, including resource use	Upstream	Extraction and use of finite non-renewable resources (raw materials such as iron and bauxite, critical minerals such as nickel and cobalt, etc.) upstream in the value chain for the production of processed materials and key components supplied by the CAF Group, leading to their gradual depletion.	Dependence of NI-46 on R-37	NI	R	Short term
12-NI	E1: Climate Change	Energy	Downstream	Fuel consumption in the CAF Group's product distribution services to customers and consumption of fuel and electricity from fossil fuel sources in the operation of the CAF Group's rail vehicles and buses.	Dependence of NI-10 and NI-12 on R-9	NI	R	Short term
13-NI	E2: Pollution	Air pollution	Upstream	Air pollution through the emission of nitrogen oxides (NOx), Volatile Organic Compounds (VOC) and other pollutants upstream in the value chain, for example in the development of subcontracted services (welding), in the manufacture of procured products (materials, parts and components, electrical and electronic equipment, etc.), as well as in the transport of these to CAF Group facilities.		NI	R	Short term
7-NI	E1: Climate Change	Climate change mitigation	Upstream	Contribution to climate change through upstream GHG emissions associated with the procurement of goods and services by suppliers (Scope 3 category 1) and transport services of these goods and services to **CAF** (Scope 3 category 4).		NI	R	Short term
117-NI	S1: Own workforce	Equal treatment and opportunities for all our own workforce	Own operations	Affecting employees arising from isolated incidents of discrimination and/or unequal treatment in the Group, which may influence equal opportunities and well-being at work.		NI	R	Short term
116-NI	E5: Resource Use and Circular Economy	Waste	Downstream	Impact on the environment due to the generation and incorrect management of waste associated with the activities carried out in the subsequent phases of the value chain in the maintenance and end-of-life management of CAF Group vehicles.	Dependence of NI-116 on R-42	NI	R	Short term
97-O	G1: Business Conduct	Corporate culture	Own operations	Increased revenue and access to funding as well as reduced cost of capital due to improved transparency and communication channels with **CAF's** stakeholders.	Dependence of PI-93 on O-97	O	Not applicable	Medium term
3-NI	S1: Own workforce	Working conditions of own workforce	Own operations	Reduced health and safety of our own workforce as a result of a lack of anticipation of climate change adaptation measures (e.g. through extreme weather events).	Dependence of NI-3 on R-51	NI	P	Long term

[1] PI=Positive Impact; NI=Negative Impact; Risk=R; Opportunity=O.
[2] R= Real, P=Potential.
[3] Short term=1 year; Medium term=1–5 years; Long term=more than 5 years.

SUSTAINABILITY RANKING			DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY			CATEGORISATION		
ID	ESRS THEME	ESRS SUB-THEME	LOCATION IN THE VALUE CHAIN	DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY	DEPENDENCY	TYPE[1]	R/P[2]	TIME HORIZON[3]
82-NI	S3: Affected Groups	Economic, social and cultural rights of communities	Upstream / Downstream	Negative impacts on the economic, social and cultural rights of affected communities in relation to business activities carried out in the area.	Dependence of NI-82 on R-72	NI	P	Long term
74-NI	S2: Workers in the value chain	Other labour rights of workers in the value chain	Upstream	Violation of the human rights of workers in the **CAF** supply chain in terms of child and forced labour, especially in at-risk countries with lax labour regulation.	Dependence of NI-74 on R-66	NI	P	Medium term
54-NI	E5: Resource Use and Circular Economy	Waste	Own operations	Impact on the environment due to sending to landfill, incineration and other types of waste disposal generated in our own operations.	Dependence of NI-54 on R-41	NI	R	Short term
93-PI	G1: Business Conduct	Corporate culture	Own operations	Robust corporate culture in own operations underpinned by an in-house Code of Conduct, among other mechanisms, which encourages conducting business in an ethical manner and in compliance with applicable regulations, thus contributing to a fair/ethical corporate environment and supporting the best outcomes for society.	Dependence of PI-93 on O-97	PI	R	Short term
5-NI	S2: Workers in the value chain	Working conditions of workers in the value chain	Upstream / Downstream	Reduced health and safety of workers in the value chain as a result of companies' own upstream and downstream activities.	Dependence of NI-5 on R-64	NI	R	Short term
102-PI	G1: Business Conduct	Corruption and bribery	Own operations	Prevention of corruption and bribery in our own operations through the establishment of internal legal and ethical regulations as well as the conducting of regular compliance training.		PI	R	Short term
88-PI	S4: Consumers and End Users	Personal safety of consumers or end users	Own operations	Protecting the safety and well-being of end users (passengers) through the development of quality products and services.		PI	R	Short term
2-PI	E1: Climate Change	Climate change adaptation	Upstream / Downstream	Contribution to the adaptation of transport infrastructure to climate change and extreme weather events that may occur more frequently through the use of different materials, installation of increased drainage capacity, proper maintenance of the track and track bed, proper adjustment of stress-free rail temperature, adaptation of infrastructure design to sea level rise and other similar activities in the construction activity carried out by **CAF's** business partners.	Dependence of PI-2 on O-1	PI	R	Short term
95-PI	G1: Business Conduct	Whistleblower protection	Own operations	Whistleblower protection as a sign of the CAF Group's commitment to ethical culture and regulatory compliance, integrating all the channels of the Group's entities into a single IT platform so that its own workforce can report (anonymously if they prefer) actions, infringements, breaches or indications of breaches of applicable internal and external regulations.		PI	R	Short term
107-PI	S4: Consumers and End Users	Personal safety of consumers or end users	Own operations	Protecting the well-being of customers and end users by developing cybersecurity monitoring and services to support customers during the operation and maintenance of products (threat and vulnerability management, patch management, monitoring and response to cybersecurity incidents, etc.).		PI	R	Short term

[1] PI=Positive Impact; NI=Negative Impact; Risk=R; Opportunity=O.
[2] R= Real, P=Potential.
[3] Short term=1 year; Medium term=1–5 years; Long term=more than 5 years.

SUSTAINABILITY RANKING			DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY			CATEGORISATION		
ID	ESRS THEME	ESRS SUB-THEME	LOCATION IN THE VALUE CHAIN	DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY	DEPENDENCY	TYPE[1]	R/P[2]	TIME HORIZON[3]
106-PI	S4: Consumers and End Users	Personal safety of consumers or end users	Own operations	Protecting the well-being of customers and end users by conduction cybersecurity activities (following international standards IEC62443, IEC 62443-4-1, IEC 62443-4-2 and TS50701) at all stages of creation and delivery of projects, products and services.		PI	R	Short term
50-PI	E5: Resource Use and Circular Economy	Resource outputs related to products and services	Own operations	Contribution to circular economy in the CAF Group's own operations through the design, manufacture, maintenance, repair and modernisation of products and components.	Dependence of PI-50 on O-40	PI	R	Short term
49-PI	E5: Resource Use and Circular Economy	Resource outputs related to products and services	Upstream	Contribution to circular economy upstream of the CAF Group's value chain through the selection and sourcing of materials to increase the potential recyclability rate of manufactured products and the development of circularity actions in collaboration with the supply chain to reduce the consumption of finite, non-renewable resources.		PI	R	Short term
61-PI	S1: Own workforce	Working conditions of own workforce	Own operations	Protection of the health and safety of the CAF Group's own workforce by ensuring the best conditions and measures for the prevention of accidents and illnesses.		PI	R	Short term
91-PI	S4: Consumers and End Users	Social inclusion of consumers and end users	Own operations	Increasing the well-being of end users through the accessibility of the vehicles manufactured by the CAF Group and the infrastructures built by its commercial partners.		PI	R	Short term
59-PI	S1: Own workforce	Working conditions of own workforce	Own operations	Balanced working conditions through the promotion of collective bargaining.		PI	R	Short term
63-PI	S1: Own workforce	Equal treatment and opportunities for all our own workforce	Own operations	Promotion of gender equality through the selection, promotion, training and remuneration of our own workforce based on principles of equality and without regard to gender criteria.		PI	R	Short term
100-PI	G1: Business Conduct	Management of relationships with suppliers, including payment practices	Own operations	Negotiation of fair contracting terms and avoidance of collusion and price fixing to ensure fair payment practices in the procurement of key products.	Dependence of PI-100 on O-98	PI	R	Short term
105-PI	S1: Own workforce	Working conditions of own workforce	Own operations	Protecting the well-being of employees and the integrity of business assets through the conducting of business cybersecurity activities.		PI	R	Short term
55-PI	S1: Own workforce	Working conditions of own workforce	Own operations	Promotion of quality, stable employment for our own workforce.	Dependence of PI-55 on O-44	PI	R	Short term
64-PI	S1: Own workforce	Equal treatment and opportunities for all our own workforce	Own operations	Development of our own workforce through the implementation of training plans (combining face-to-face, virtual and e-learning formats), performance appraisals (in both general and technical competencies) and as part of their regular work practice.	Dependence of PI-64 on O-54	PI	R	Short term
57-PI	S1: Own workforce	Working conditions of own workforce	Own operations	Decent remuneration, commensurate with the training, experience, responsibilities and functions of employees.		PI	R	Short term

[1] PI=Positive Impact; NI=Negative Impact; Risk=R; Opportunity=O.
[2] R= Real, P=Potential.
[3] Short term=1 year; Medium term=1–5 years; Long term=more than 5 years.

SUSTAINABILITY RANKING			DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY			CATEGORISATION		
ID	ESRS THEME	ESRS SUB-THEME	LOCATION IN THE VALUE CHAIN	DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY	DEPENDENCY	TYPE[1]	R/P[2]	TIME HORIZON[3]
1-O	E1: Climate Change	Climate change adaptation	Upstream / Downstream	Increased revenue resulting from the growing demand for railway infrastructure construction projects developed by the CAF Group's business partners with specifications for adaptation to climate change and related extreme weather events (consideration of climate predictions in design standards, use of construction materials more resistant to high temperatures, provision of natural ventilation systems, etc.).	Dependence of PI-2 on O-1	O	Not applicable	Long term
8-O	E1: Climate Change	Energy	Own operations	Increased revenue as a result of the development of energy-efficient products, setting specific, quantified energy efficiency targets per year, meeting market demand in this area.		O	Not applicable	Long term
89-O	S1: Own workforce	Equal treatment and opportunities for all our own workforce	Own operations	Increased revenue as a result of increased internal operating efficiency due to the gradual digitalisation and integration of CAF Group functions and systems.	Dependence of PI-110 on O-89	O	Not applicable	Medium term
97-PI	Entity-specific	NI: Innovation	Own operations	Increase in the welfare of society as a result of the promotion of the competitiveness of the railway industry and the integration of new and advanced technologies in innovative railway product solutions that the CAF Group undertakes through its membership and participation in sector associations that advocate the aforementioned issues.		PI	R	Short term
95-O	Entity-specific	NI: Innovation	Own operations	Increased revenue and positioning as well as reduced cost of capital as a result of customer loyalty by offering innovative products.		O	Not applicable	Long term
40-O	E5: Resource Use and Circular Economy	Resource outputs related to products and services	Own operations	Increased revenue as a result of the competitive advantage of the production of rail vehicles and buses manufactured by the CAF Group with recyclable raw materials and materials, which meet ecodesign criteria, and based on other characteristics relating to the circular use of resources valued by the market.	Dependence of PI-50 on O-40	O	Not applicable	Long term
7-O	E1: Climate Change	Energy	Cross-cutting	Reduction of operating expenses and exposure to variability as a result of the establishment of specific, quantified targets per year regarding the progressive abandonment of non-renewable energy consumption (fuels and electricity from fossil fuels) throughout the CAF Group's value chain.		O	Not applicable	Long term
90-O	Entity-specific	NI: Innovation	Own operations	Increased revenue as a result of the CAF Group's good positioning in relation to the opportunity presented by the global trend towards the autonomous operation of vehicles and mobility systems. CAF has the initiative to create a common technology base for all applications, serving as a backbone for future implementations. This initiative is conceived as a long-term project, aimed at keeping pace with competitor developments and customer demand.		O	Not applicable	Long term
99-O	S1: Own workforce	Equal treatment and opportunities for all our own workforce	Own operations	Increased revenue and positioning, as well as increased access to funding as a result of promoting diversity and inclusion.		O	Not applicable	Medium term
5-O	E1: Climate Change	Climate change mitigation	Own operations	Increased revenue associated with the CAF Group's appropriate positioning in relation to increased demand for zero or low-emission transport solutions in order to mitigate the effects of climate change.	Dependency of PI-1 on O-5	O	Not applicable	Long term

[1] PI=Positive Impact; NI=Negative Impact; Risk=R; Opportunity=O.
[2] R= Real, P=Potential.
[3] Short term=1 year; Medium term=1–5 years; Long term=more than 5 years.

SUSTAINABILITY RANKING			DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY			CATEGORISATION		
ID	ESRS THEME	ESRS SUB-THEME	LOCATION IN THE VALUE CHAIN	DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY	DEPENDENCY	TYPE[1]	R/P[2]	TIME HORIZON[3]
93-R	Entity-specific	NI: Innovation	Own operations	Reduced revenue as a result of loss of ability to offer interesting products to customers due to insufficient innovation.		R	Not applicable	Long term
3-R	E1: Climate Change	Climate change mitigation	Own operations	Financial impacts associated with the transition to decarbonisation of **CAF's** portfolio of products and solutions due to regulatory or market factors.	Dependence of NI-9 on R-3	R	Not applicable	Medium term
37-R	E5: Resource Use and Circular Economy	Resource inflows, including resource use	Upstream	Increased operating expenses as a result of the increase in prices of raw materials or relevant/ strategic materials necessary for the manufacture of CAF Group products due to their scarcity, being vulnerable to external factors that may seriously affect their extraction and the entire supply chain.	Dependence of NI-46 on R-37	R	Not applicable	Medium term
11-R	E2: Pollution	Air pollution	Own operations	Imposition of fines and penalties and implementation of remedial actions as a result of litigation arising from non-compliance on air and noise pollution.	Dependency of NI-14 on R-11	R	Not applicable	Short term
80-R	G1: Business Conduct	Corporate culture	Own operations	Imposition of fines and penalties for non-compliance with regulations applicable to **CAF** on sustainability (CSRD, CS3D, European Taxonomy, European Green Pact, European Union Climate Law, Climate Change and Energy Transition Law, European Union Circular Economy Plan, Climate Emergency Declaration in Spain, Energy Efficiency Directive, EU Deforestation Regulation and the Sustainable Mobility Law, among others).		R	Not applicable	Short term
43-R	S1: Own workforce	Working conditions of own workforce	Own operations	Reduced revenue from slower operations and increased recruitment costs as a result of increased turnover of our own workforce		R	Not applicable	Medium term
86-R	G1: Business Conduct	Corporate culture	Own operations	Reduced revenue due to reputational impact and interruption of operations and increased expenses to repair systems affected by cyber-attacks affecting **CAF's** various stakeholders.		R	Not applicable	Long term
51-R	S1: Own workforce	Working conditions of own workforce	Own operations	Reduced revenue due to reputational impact and slowdown in operations as well as increased expenses due to litigation resulting from injuries or occupational illnesses of the CAF Group's own workforce in the ordinary course of their work at the Group's own facilities.	Dependence of NI-3 on R-51	R	Not applicable	Medium term
2-R	E1: Climate Change	Climate change adaptation	Own operations	Reduced revenue due to a slowdown in operations, increased expenses and a reduction in the value of the CAF Group's assets as a result of them being affected by physical events associated with climate change (increased temperatures, increased precipitation, etc.).		R	Not applicable	Long term
6-R	E1: Climate Change	Climate change mitigation	Cross-cutting	Increased costs as a result of the imposition of a carbon tax or taxes applicable to the entire CAF Group value chain.		R	Not applicable	Long term
19-R	E2: Pollution	Substances of very high concern	Own operations	Imposition of fines and penalties and implementation of remedial actions as a result of litigation arising from non-compliance with regard to the use of substances of very high concern (e.g. PFAS) in the CAF Group's own operations.	Dependence of NI-27 on R-19 and R-20	R	Not applicable	Medium term
36-R	E5: Resource Use and Circular Economy	Resource inflows, including resource use	Own operations	Increase in expenses to replace the entry of products and services not designed with circularity criteria, with intensive use of primary raw materials, etc. with products and services that do meet these criteria, due to growing market demand or future regulatory requirements on the CAF Group's own operations.	Dependency of NI-47 on R-36	R	Not applicable	Long term

[1] PI=Positive Impact; NI=Negative Impact; Risk=R; Opportunity=O.
[2] R= Real, P=Potential.
[3] Short term=1 year; Medium term=1–5 years; Long term=more than 5 years.

SUSTAINABILITY RANKING			DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY			CATEGORISATION		
ID	ESRS THEME	ESRS SUB-THEME	LOCATION IN THE VALUE CHAIN	DESCRIPTION OF THE IMPACT, RISK OR OPPORTUNITY	DEPENDENCY	TYPE[1]	R/P[2]	TIME HORIZON[3]
59-R	S1: Own workforce	Other labour rights of own workforce	Own operations	Risk of fines and sanctions arising from inadequate management and possible breaches of personal data protection.		R	Not applicable	Medium term
77-R	S4: Consumers and End Users	Personal safety of consumers or end users	Downstream	Reduction in revenue, positioning and share value due to reputational impact, imposition of fines and penalties and implementation of corrective actions as a result of events affecting the physical safety of end users (passengers) of vehicles manufactured by the CAF Group due to quality failures, design/manufacturing errors, derailments, terrorist attacks, etc.		R	Not applicable	Long term
44-O	S1: Own workforce	Working conditions of own workforce	Own operations	Increased revenue from improved productivity and reduced recruitment costs as a result of building staff loyalty and attracting new talent by ensuring secure and stable employment with appropriate working conditions.	Dependence of PI-55 on O-44	O	Not applicable	Medium term

[1] IP=Positive Impact; IN=Negative Impact; Risk=R; Opportunity=O.
[2] R=Real, P=Potential.
[3] Short term=1 year; Medium term=1–5 years; Long term=more than 5 years.

APPENDIX 7. DETAIL TABLE - INDICATORS

The quantitative information relating to chapter "2.4. resource use and circular economy" is detailed below.

[E5-5_12][E5-5_13][E5-5_14]

a) Waste generated in the CAF Group by type of waste and final destination (t)

WASTE GENERATED IN THE CAF GROUP BY TYPE OF WASTE AND FINAL DESTINATION (KG)										
WASTE TYPE	2025									
	REUSE 25	RECYCLING 25	OTHER REUSE 25	TOTAL REUSED	%VAL.	INCINERATION 25	LANDFILL 25	OTHER ELIMINATION 25	TOTAL ELIMINATED	%ELIM.
NON- HAZARDOUS WASTE (NHW)	**522,457**	**31,112,622**	**4,071,590**	**35,706,669**	**99%**	**15,216**	**88,484**	**154,643**	**258,343**	**1%**
Packaging waste (wood, paper, cardboard and plastic)	87,576	4,668,515	937,963	5,694,054	100%	0	0	760	760	0.01%
Metal waste	0	26,344,263	1,823,627	28,167,890	100%	0	0	0	0	0%
Other NHW	434,881	99,844	1,310,000	1,844,725	88%	15,216	88,484	153,883	257,583	12%
HAZARDOUS WASTE (HW)	**304,545**	**1,793,740**	**689,716**	**2,788,001**	**71%**	**109,963**	**50,723**	**990,966**	**1,151,652**	**29%**
Paint waste	13,644	0	80,663	94,307	50%	16,822	0	76,815	93,637	50%
Oily waste	30,447	1,226,647	419,174	1,676,268	65%	75,028	496	830,909	906,433	35%
Packaging waste	78,255	124,747	72,245	275,247	94%	13,879	364	3,699	17,942	6%
Cells and batteries	0	132,818	17,048	149,866	99.9%	220	0	0	220	0.1%
Other HW	182,199	309,528	100,586	592,313	82%	4,014	49,863	79,543	133,420	18%
TOTAL WASTE GENERATED (Kg)	**827,002**	**32,906,362**	**4,761,306**	**38,494,670**	**96%**	**125,179**	**139,207**	**1,145,609**	**1,409,994**	**4%**

APPENDIX 8. EXTERNAL ASSURANCE

Appendix 8.1. GHG Emissions Report Verification Statement

LRQA Independent Assurance Statement

Relating to CAF GROUP's GHG Inventory for the 2025 calendar year

Terms of Engagement

This Assurance Statement has been prepared for CAF GROUP.

LRQA was commissioned by Construcciones y Auxiliar de Ferrocarriles, S.A. to assure its GHG Inventory for the calendar year 2025 (hereafter referred to as "the Inventory").

The Inventory relates to direct GHG emissions, indirect GHG emissions from imported energy and other indirect GHG emissions related to transport, goods and services used by CAF GROUP and use of CAF GROUP's products

CAF GROUP's geographical boundary includes its HO operations located at Beasain, España and other sites included in Annex 1 to this Assurance Statement.

The main activities of the organization include the design and manufacture of railway vehicles, railway maintenance services, Integral Systems and services in the railway sector, and design and manufacture of urban and intercity buses and the GHG emissions have been consolidated using Operational control.

The following GHG emissions were excluded from the Inventory:

Due their low contribution, representing less than 1% of the total GHG emissions:

- GHG emissions from water consumption in companies whose activity is limited to offices with less than 10 employees and
- GHG emissions from transport flows of the product.

Due to the lack of an accepted calculation method:

- GHG emissions related to the components that are included directly into the vehicle and that are not transformed by CAF GROUP;
- GHG emissions associated with testing at customer facilities;
- GHG emissions associated with subcontracted civil works;
- GHG emissions associated with the product at end of life.

Management Responsibility

CAF GROUP 's Environmental Manager was responsible for preparing the claim, Inventory, the consideration with ISO 14064-1:2018, and for maintaining effective internal controls over the data and information disclosed. LRQA's responsibility was to carry out an assurance engagement on the Inventory in accordance with our contract with CAF S.A., parent entity of the CAF Group. Ultimately, the Inventory has been approved by, and remains the responsibility of CAF GROUP

Page 1 of 4

LRQA's Approach
Our verification has been conducted in accordance with ISO 14064–3:2019, '*Specification with guidance for verification and validation of greenhouse gas statements*' to provide limited assurance that GHG data as presented in the Inventory have been prepared considering ISO 14064–1:2018, '*Specification with guidance at the organizational level for quantification and Reporting of greenhouse gas emissions and removals*'.

To form our conclusions the assurance engagement was undertaken as a sampling exercise and covered the following activities:

- conducted site tours of the facilities and reviewed processes related to the control of GHG emissions data and records;
- interviewed relevant staff of the organization responsible for managing GHG emissions data and records;
- verified historical data and records at an aggregated level for the calendar year 2025.

Level of Assurance & Materiality
In accordance with our contract agreement, the assurance was conducted at a limited level of assurance at a materiality of 5%. The opinion expressed in this Assurance Statement has been accordingly formed.

LRQA's Opinion
Based on LRQA's approach nothing has come to our attention that would cause us to believe that the GHG emissions for direct GHG emissions, energy indirect GHG emissions and other indirect GHG disclosed in the Inventory as summarized in Table 1 below are not materially correct and that the Inventory has not been prepared considering ISO 14064–1:2018 t except for the following qualification:
Full traceability could not be evidenced for certain data points in Categories 1 and 2. The potentially affected emissions total approximately 605 tCO_2e, equivalent to about 1.5% of the combined emissions reported for these categories.

LRQA's Recommendations
CAF has implemented improvements in the consistency of the calculation methodology, governance, and internal controls, which have contributed to enhanced systematic traceability and greater comparability of results over time. CAF has also implemented a tool that facilitates traceability from aggregated data through to specific underlying data. Nevertheless, further progress is required to fully consolidate and mature the overall process.

Signed

Dated: 02 February 2026

UKAS VALIDATION & VERIFICATION 0001

Silvia Matabuena
LRQA Lead Verifier
LRQA ref: SGI00002144

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Table 1. Summary of CAF GROUP's, GHG Emissions Inventory calendar year 2025

Scope of GHG emissions	Tonnes CO2e 2025
Direct GHG emissions (Category 1)	31 728
Energy indirect GHG emissions (Category 2, Location-based)	13 832
Energy indirect GHG emissions (Category 2, Market-based)	6 141
Indirect GHG emissions from transport (Category 3)	36 884
Indirect GHG emissions from goods and services used by CAF GROUP (Category 4)	90 779
Indirect GHG emissions from use of CAF S.A.'s products (Category 5)	3 274 570
Location-based and Market-based are terminologies from Annex E of ISO 14064-1:2018.	

Annex 1. Location of companies included in CAF GROUP's GHG Inventory, calendar year 2025

• Australia	• Germany	• Norway
• Austria	• Greece	• Poland
• Belgium	• India	• Turkey
• Brazil	• Israel	• Saudi Arabia
• Chile	• Italy	• Slovak Republic
• Colombia	• Latvia	• Spain
• Czech Republic	• Lithuania	• Sweden
• Denmark	• Mauritius	• Switzerland
• France	• Mexico	• United Kingdom
	• New Zealand	United States

This Assurance Statement is subject to the provisions of this legal section:
LRQA its affiliates and subsidiaries, and their respective officers, employees or agents are, individually and collectively, referred to in this clause as 'LRQA'. LRQA assumes no responsibility and shall not be liable to any person for any loss, damage or expense caused by reliance on the information or advice in this document or howsoever provided, unless that person has signed a contract with the relevant LRQA entity for the provision of this information or advice and in that case any responsibility or liability is exclusively on the terms and conditions set out in that contract.
The English version of this Assurance Statement is the only valid version. LRQA assumes no responsibility for versions translated into other languages.

This Assurance Statement is only valid when published with the inventory to which it refers. It may only be reproduced in its entirety.

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Appendix 8.2. Independent assurance report on the key performance indicators included in CAF's Green and Sustainable Finance Framework.

Independent Assurance Report on the Key Performance Indicators Included in the Green and Sustainable Finance Framework of CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES, S.A.

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C/ Raimundo Fernández Villaverde, 65
28003 Madrid

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INDEPENDENT ASSURANCE REPORT

To the Management of CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES, S.A.

Scope

In accordance with your request, we have undertaken a limited assurance engagement over the Key Performance Indicators based on consolidated information and by segments (railway and bus) (hereinafter, the "Subject Matter") included in the CAF, S.A. and subsidiaries' 2025 Green Bonds Report attached (hereinafter "CAF" or "the Group") for the period from 1 January 2025 to 31 December 2025.

The Report includes additional information that is not within the scope described in the previous paragraph and on which we have not performed any procedures; accordingly, we do not express any conclusion thereon.

Criteria applied by Construcciones y Auxiliar de Ferrocarriles, S.A.

To prepare the Subject Matter, Construcciones y Auxiliar de Ferrocarriles, S.A. applied the calculation and reporting criteria defined in the CAF Green and Sustainable Finance Framework (hereinafter, the "Criteria"). These Criteria were specifically designed to establish a green and sustainable financing framework through which CAF issues financial instruments intended to finance and/or refinance projects that generate environmental benefits. Therefore, the Subject Matter may not be suitable for any other purpose.

Responsibilities of Construcciones y Auxiliar de Ferrocarriles, S.A.

Management of Construcciones y Auxiliar de Ferrocarriles, S.A. is responsible for selecting the Criteria, as well as for presenting the Subject Matter in accordance with such Criteria, in all material respects. This responsibility includes implementing and maintaining internal controls, maintaining adequate records, and applying the estimates deemed necessary to ensure that the Subject Matter is free from material misstatement, whether due to fraud or error.

Our responsibility

Our responsibility is to express a conclusion on the presentation of the Subject Matter based on the evidence we have obtained.

We conducted our limited assurance engagement in accordance with International Standard on Assurance Engagements (ISAE) 3000 (Revised), *Assurance Engagements Other than Audits or Reviews of Historical Financial Information*, issued by the International Auditing and Assurance Standards Board (IAASB), and in accordance with the terms of our engagement letter. This standard requires that we plan and perform the engagement to obtain limited assurance about whether any material modifications should be made to the Subject Matter in order for it to be in accordance with the Criteria, and to issue a report. The nature, timing, and extent of procedures selected depend on our professional judgement, including an assessment of the risks of material misstatement, whether due to fraud or error.

We believe that the evidence we have obtained is sufficient and appropriate to provide a basis for our limited assurance conclusion.

Domicilio Social: Calle de Raimundo Fernández Villaverde, 65. 28003 Madrid - Inscrita en el Registro Mercantil de Madrid, tomo 9.364 general, 8.130 de la sección 3ª del Libro de Sociedades, folio 68, hoja nº 87.690-1, inscripción 1ª. C.I.F. B-78970506.

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Our independence and quality management

We have complied with the independence requirements and other ethical requirements of the International Ethics Standards Board for Accountants (IESBA) Code of Ethics, and we have the competencies and experience necessary to conduct this assurance engagement.

Our firm applies International Standard on Quality Management (ISQM) 1, which requires the firm to design, implement, and operate a system of quality management that includes policies or procedures addressing compliance with ethical requirements, professional standards, and applicable legal and regulatory requirements.

Procedures performed

In a limited assurance engagement, the procedures performed vary in nature and timing and are less extensive than in a reasonable assurance engagement. Consequently, the level of assurance obtained in a limited assurance engagement is substantially lower. Our procedures were designed to obtain limited assurance to support our conclusion and do not provide all the evidence that would be required in a reasonable assurance engagement.

- Although, in determining the nature and extent of our procedures, we considered the effectiveness of Management's internal controls, our engagement was not designed to provide assurance on those controls. Our procedures did not include tests of controls or procedures to verify data aggregation or calculations within IT systems.
- A limited assurance engagement consists primarily of inquiries of the personnel responsible for preparing and calculating the following indicators and the related information, as well as performing analytical procedures and other appropriate procedures based on consolidated information and by segments (railway and bus):
  - KPI 1: Reduction of Scope 1 and 2 emissions (%).
  - KPI 2: Reduction of Scope 3 emissions (use of product) (%).
  - KPI 3: Degree of alignment with the EU Taxonomy for Sustainable Activities (% of turnover).
  - KPI 4: Frequency rate.
- Our procedures included:
  - Conduct interviews with relevant personnel to understand the process for collecting, compiling, and reporting the Subject Matter during the period.
  - Verifying the correct application of the calculation criteria in accordance with the methodologies described in the Criteria.
  - Performing analytical review procedures to support the reasonableness of the data.
  - Identifying and testing the assumptions underlying the calculations.
  - Performing tests, through sampling, on the underlying source information to verify the accuracy of the data.

Additionally, we performed any other procedures we considered necessary.

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Other matters

This report should not be regarded as an audit report as defined under Spanish audit regulation. This matter does not modify our conclusion.

Conclusion

Based on the procedures performed and the evidence obtained, nothing has come to our attention that causes us to believe that the Key Performance Indicators based on consolidated information and by segments (railway and bus) as of 31 December 2025 require material modification in order to be presented in accordance with the CAF Green and Sustainable Finance Framework.

Restriction on use and distribution

This report has been prepared solely for the information and use of Construcciones y Auxiliar de Ferrocarriles, S.A., exclusively for the verification of the related performance information and data. Accordingly, it must not be used for any other purpose or distributed to third parties without our prior written consent. We do not accept any responsibility to any parties other than the intended users of this report.

ERNST & YOUNG, S.L.

Alberto Castilla Vida

February 27, 2026

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Appendix 8.3. Verification report on the Consolidated Non-Financial Statement and Sustainability Information 2025

Independent Limited Assurance Report on the Consolidated Non-Financial Information Statement and Sustainability Information for the year ended December 31, 2025

CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES, S.A. AND SUBSIDIARIES

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INDEPENDENT LIMITED ASSURANCE REPORT ON THE CONSOLIDATED NON-FINANCIAL INFORMATION STATEMENT AND SUSTAINABILITY INFORMATION

To the shareholders of CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES, S.A.

Conclusion of limited assurance

In accordance with article 49 of the Commercial Code, we have performed a limited verification engagement on the Consolidated Non-Financial Information Statement ("NFIS") for the year ended December 31, 2025, of CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES, S.A. (the "Entity") and subsidiaries (the "Group"), which is part of the Group's Consolidated Management Report.

The content of the NFIS includes information in addition to that required by prevailing company law in respect of non-financial information, specifically the Sustainability information prepared by the Group for the year ended December 31, 2025 (the "sustainability information") in accordance with Directive (EU) 2022/2464 of the European Parliament and of the Council of 14 December 2022, as regards corporate sustainability reporting (the "CSRD"). The sustainability information was also subject to limited verification.

Based on the procedures applied and the evidence obtained, nothing has come to our attention that causes us to believe that:

a) The Group's Non-Financial Information Statement for the financial year ended 31 December 2025 has not been prepared, in all material respects, in accordance with the content required by the applicable commercial legislation and following the selected criteria of the European Sustainability Reporting Standards (ESRS), as well as any other criteria described for each matter as indicated in Annex 6 of the aforementioned Statement.

b) The sustainability information as a whole has not been prepared, in all material respects, in accordance with the sustainability reporting framework applied by the Group, whose EINF index corresponds to Annex 2 and Annex 3 (with sections 3.1 and 3.2 corresponding to the ESRS), including:

- That the description provided of the process to identify the sustainability information, whose materiality procedure is detailed in section 1.4 and in Annex 6, is consistent with the process implemented and enables the identification of the material information to be disclosed in accordance with the ESRS requirements.
- Compliance with ESRS.
- Compliance of the disclosure requirements included in subsection 2.1. FINANZAS SOSTENIBLES on the environment in the sustainability information with Article 8 of 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.

Domicilio Social: Calle de Raimundo Fernández Villaverde, 65, 28003 Madrid - Inscrita en el Registro Mercantil de Madrid, tomo 9.364 general, 8.130 de la sección 3ª del Libro de Sociedades, folio 68, hoja nº 87.690-1, inscripción 1ª. C.I.F. B-78970506.

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Basis of conclusion

We have performed our limited verification engagement in accordance with generally accepted professional standards applicable in Spain and specifically with the guidelines contained in the Guidelines 47 (revised) and 56 (revised) issued by the Spanish Institute of Chartered Accountants on non-financial information assurance engagements and considering the contents of the note issued by the Spanish Accounting and Auditing Institute (ICAC) on December 18, 2024 (the "generally accepted professional standards").

The procedures performed in a limited verification engagement are less in extent than for a reasonable verification engagement. Consequently, the level of assurance obtained in a limited verification engagement is lower than the assurance that would have been obtained had a reasonable assurance engagement been performed.

Our responsibilities under those regulations are further described in the *Practitioner's responsibilities* section of our report.

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

Our firm applies International Standard on Quality Management (ISQM) 1, which requires us to design, implement, and operate a system of quality management including policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

We believe that the evidence obtained is sufficient and appropriate to provide a basis for our conclusion.

Responsibilities of the directors

The preparation of the NFIS included in the Group's consolidated management report is the responsibility of the directors of CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES, S.A. The NFIS has been prepared in accordance with the content required by prevailing company law and the criteria selected in ESRS, as well as other criteria described as explained for each subject matter in table 1.4. ANÁLISIS DE DOBLE MATERIALIDAD of the NFIS.

This responsibility also includes the design, implementation, and maintenance of such internal control as considered necessary to ensure that the NFIS is free of material misstatement, whether due to fraud or error.

The directors of CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES, S.A. are also responsible for defining, implementing, adapting, and maintaining the management systems from which the necessary information for preparing the NFIS is obtained.

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In relation to the sustainability information, the entity's directors are responsible for developing and implementing a process to identify the information that must be included in the sustainability information in accordance with the content requirements of the CSRD, the ESRS and Article 8 of Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020, as well as for disclosing information on this identification process, whose materiality procedure is detailed in section 1.4 and in Annex 6, within the sustainability information itself. This responsibility includes:

- Understanding the context in which the Group carries out its activities and business relationships, as well as its stakeholders, in relation to the Group's impact on people and the environment.
- Identifying the actual and potential impacts (both negative and positive), as well as risks and opportunities that could affect, or could reasonably be expected to affect, the Group's financial position, financial performance, cash flows, access to financing, or cost of capital in the short, medium or long term.
- Assessing the materiality of the identified impacts, risks and opportunities.
- Making assumptions and estimates that are reasonable under the circumstances.

The directors are also responsible for the preparation of the sustainability information, which includes the information identified by the process, in accordance with the sustainability reporting framework used, including compliance with the CSRD, the ESRS, and compliance of the disclosure requirements included in subsection 2.1. FINANZAS SOSTENIBLES of the section on the environment in the sustainability information with Article 8 of 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.

This responsibility includes:

- Designing, implementing and maintaining such internal control as the directors consider relevant to enable the preparation the sustainability information that is free from material misstatement, whether due to fraud or error.
- Selecting and applying appropriate methods for the presentation of sustainability information and the basis of assumptions and estimates that are reasonable, considering the circumstances, about specific disclosures.

Inherent limitations in the preparation of the information

In accordance with ESRS, the entity's directors are required to prepare forward-looking information on the basis of assumptions and hypothetical assumptions, which must be included in the sustainability information, about potential future events and possible future actions, if any, that the Group could take. Actual results may differ significantly from estimated results, as the reference is to the future and future events frequently do not occur as expected.

In determining the disclosures in the sustainability information, the entity's directors interpret legal and other terms that are not clearly defined and that may be interpreted differently by others, including the legal conformity of such interpretations, and, accordingly, are subject to uncertainty.

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Practitioner's responsibilities

Our objectives are to plan and perform the verification engagement to obtain limited assurance about whether the NFIS and sustainability information are free from material misstatement, whether due to fraud or error, and to issue a limited verification report that includes our conclusions. 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 this information.

As part of a limited verification engagement, we exercise professional judgment and maintain professional skepticism throughout the engagement. We also:

- Design and perform procedures to assess whether the process for identifying the disclosures to be included in the NFIS and sustainability information is consistent with the description of the process followed by the Group and enables, where appropriate, the identification of the material information to be disclosed as required in the ESRS.
- Perform risk procedures, including obtaining an understanding of internal control relevant to the engagement, to identify disclosures where material misstatements are more likely to arise, whether due to fraud or error, but not for the purpose of providing a conclusion on the effectiveness of the Group's internal control.
- Design and perform procedures responsive to disclosures in the NFIS and sustainability information where material misstatements are likely to arise. 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.

Summary from the work performed

A limited verification engagement involves performing procedures to obtain evidence as a basis for our conclusions. The nature, timing and extent of procedures selected depend on professional judgment, including the identification of disclosures where material misstatements are likely to arise, whether due to fraud or error, in the NFIS and sustainability information.

Our work consisted of making inquiries of management and of the Group's various business units and components that participated in the preparation of the NFIS and sustainability information, reviewing the processes used for compiling and validating the information presented in the NFIS and sustainability information, and applying certain analytical procedures and performing tests of details on a sample basis as described below:

For verification of the NFIS:

- Holding meetings with Group personnel to obtain an understanding of the business model, the policies and management approaches applied, and the main risks related to these matters and to gather the information needed to perform the independent assurance work.
- Analyzing the scope, relevance and completeness of the content of the 2025 NFIS based on the materiality assessment performed by the Group and described in 1.4. ANÁLISIS DE DOBLE MATERIALIDAD of the NFIS, considering the content required in prevailing company law.

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- Analyzing the processes used to compile and validate the data presented in the 2025 NFIS.
- Reviewing the disclosures relating to the risks, policies and management approaches applied with respect to the material matters presented in the 2025 NFIS.
- Checking, through sample testing, the information underlying the content of the 2025 NFIS and whether it has been adequately compiled based on data provided by information sources.

For verification of the sustainability information:

- Making inquiries of Group personnel:
  - To understand the business model, the policies and management approaches applied and the main risks related to these matters and to gather the information needed to perform the independent assurance work.
  - To know the source of the information used by management (e.g., interaction with stakeholders, business plans and documents on strategy) and review the Group's internal documentation on its process.
- Obtaining, through inquiries of Group personnel, insight into the entity's processes for gathering, validation, and presenting information relevant for the preparation of its sustainability information.
- Assessing whether the evidence obtained in our procedures on the process implemented by the Group for determining the disclosures to be included in the sustainability information is consistent with the description of the process included in that information, as well as assessing whether that process implemented by the Group enables identification of the material information to be disclosed in accordance with the requirements of the ESRS.
- Assessing whether all the information identified in the process implemented by the Group for determining the disclosures to be included in the sustainability information is effectively included.
- Evaluating whether the structure and presentation of the sustainability information is consistent with ESRS and the rest of the sustainability reporting framework applied by the Group.
- Performing inquiries of relevant personnel and analytical procedures on the disclosures in the sustainability information, considering those where material misstatements are likely to arise, whether due to fraud or error.
- Performing, as appropriate, substantive procedures through sampling of selected disclosures in the sustainability information, considering those where material misstatements are likely to arise, whether due to fraud or error.
- Obtaining, as appropriate, reports issued by accredited independent third parties accompanying the consolidated management report in response to the requirements of European regulations and, in relation to such information and in accordance with generally accepted professional standards, verification, exclusively, of the accreditation of the practitioner and that the scope of the report issued corresponds to that required by European regulations.

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- Obtaining, as appropriate, the documents containing the information incorporated by reference, the reports issued by auditors or practitioners on such documents and, in accordance with generally accepted professional standards, verification, exclusively, that in the document to which the information incorporated by reference refers, the requirements described in ESRS for the incorporation by reference of information in the sustainability information are met.

- Obtaining a representation letter from the directors and management regarding the NFIS and sustainability information.

Other information

The persons in charge of the entity's governance are responsible for the other information. The other information comprises the consolidated financial statements and the rest of the information included in the consolidated management report, but does not include either the auditors' report on the consolidated financial statements or the assurance reports issued by accredited independent third parties required by European Union law on specific disclosures contained in the sustainability information and attached to the consolidated management report.

Our verification report does not cover the other information and we do not express any form of verification conclusion on it.

Our responsibility in connection with our engagement to verify the sustainability information is to read the other information identified and consider whether it is materially inconsistent with the sustainability information or the knowledge we have obtained during the verification engagement that could indicate material misstatements in the sustainability information.

ERNST & YOUNG, S.L.

Alberto Castilla Vida

February 27, 2026

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AUDIT REPORT ON CONSOLIDATED FINANCIAL STATEMENTS ISSUED BY AN INDEPENDENT AUDITOR

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

To the shareholders of CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES, S.A.:

Report on the consolidated financial statements

Opinion

We have audited the consolidated financial statements of Construcciones y Auxiliar de Ferrocarriles, S.A. (the parent) and its subsidiaries (the Group), which comprise the consolidated balance sheet at December 31, 2025, the consolidated income statement, the consolidated statement of other comprehensive income, the consolidated statement of changes in equity, the consolidated cash flow statement, and the notes thereto, for the year then ended.

In our opinion, the accompanying consolidated financial statements give a true and fair view, in all material respects, of consolidated equity and the consolidated financial position of the Group at December 31, 2025 and of its 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 in the regulatory framework applicable in Spain.

Basis for opinion

We conducted our audit in accordance with prevailing audit regulations in Spain. Our responsibilities under those standards are further described in the *Auditor's responsibilities for the audit of the consolidated financial statements* section of our report.

We are independent of the Group in accordance with the ethical requirements, including those related to independence, that are relevant to our audit of the consolidated financial statements in Spain as required by prevailing audit regulations. In this regard, we have not provided non-audit services nor have any situations or circumstances arisen that might have compromised our mandatory independence in a manner prohibited by the aforementioned requirements.

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

Key audit matters

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

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Revenue recognition in long-term contracts using the measurement of progress method

Description

The Group carries out an important part of its activity through long-term construction contracts.

As indicated in Note 3.f.1 of the attached notes to the consolidated financial statements, the income and results corresponding to contracts for the construction of trains and traction equipment are recorded, in general, based on the estimated progress measurement of the same, obtained based on the percentage that represents the number of hours allocated to the contract over the total of the budgeted hours. The amount of revenue recognized in 2025 in relation to this type of contract by applying the progress method amounted to 1,866,115 thousand euros.

The revenue recognition from these contracts requires significant estimates to be made in relation to, among other aspects, the total costs to be incurred, the number of hours allocated over the total budgeted hours or the estimation of the margin considering the expected income and the costs estimated to be incurred, as well as, where appropriate, the amount of the modifications and claims on the initial contract that will finally be accepted by the client.

We have considered this area as a key audit matter in our audit due to the relevance of the amounts involved and the complexity associated with said estimates, which entail the application of judgments by the Group's Management in determining the assumptions considered, since changes in the aforementioned assumptions could give rise to material differences in the recorded income.

The breakdowns corresponding to the aforementioned income are disclosed in Note 5.b of the attached notes to the consolidated financial statements.

Our response

In relation to this area, our audit procedures have included, among others, the following:

- Understanding of the process established by the Group Management for the management of projects in the budgeting and contract execution phases and for the recognition of revenue, and evaluation of the design and implementation of the relevant controls established in the aforementioned process.
- Selection of a sample of projects, taking into consideration both quantitative and qualitative criteria, for which the corresponding contracts have been obtained for their reading and understanding of the most relevant clauses and their implications, as well as the budgets and follow-up reports of the execution of the projects.
- Evaluation, for said contracts, of the reasonableness of the assumptions considered by the Group Management through meetings held with the technical staff and those responsible for the development of the projects, analyzing the reasons for the deviations between the initially planned costs and the actual costs and its impact on the estimation of the margin of the projects.
- Review of the disclosures included in the notes to the consolidated financial statements in accordance with the applicable regulatory framework for financial information.

Registration and valuation of provisions and contingencies related to commercial contracts

Description

The Group has recorded provisions as of December 31, 2025, under the headings "Non-current provisions" and "Current provisions", to meet obligations for guarantees and technical assistance and contractual responsibilities that are detailed in Note 19 of the attached notes to the consolidated financial statements amounting to 385,933 and 70,062 thousand euros, respectively.

The evaluation of the contingencies derived from the commercial contracts and, where appropriate, the valuation of the possible associated provisions, requires complex estimates to be made by the Group's Management, which entails the application of judgments in the determination of the assumptions considered in relation to said estimates, associated, among other aspects, with the eventualities that occurred during the execution of the contracts, including the identification of causes not attributable to the Group, which are conditioned by a high degree of uncertainty.

We have considered this area a key audit matter in our audit due to the complexity of the judgments inherent in assigning value to the key assumptions considered and the variation in such judgments that could lead to material differences in the amounts carried at the date, having a significant impact on the consolidated balance sheet and profit and loss account.

The information regarding the criteria applied by Group Management and the main assumptions considered in determining the corresponding provisions and their amounts, as well as their movement during the year, is disclosed in Notes 3.f, 3.l and 19 of the attached notes to the consolidated financial statements.

Our response

In relation to this area, our audit procedures have included, among others, the following:

- Understanding of the process established by the Group's Management for the identification, assessment and recording of contingencies arising from commercial contracts that may be provisioned, and evaluation of the design and implementation of the relevant controls established in the aforementioned process.
- Obtaining the detail of recorded provisions and selecting a sample, taking into consideration quantitative and qualitative criteria, for which the documentation that supports the estimates made has been obtained and reviewed.
- Understanding and evaluation, for said provisions, of the reasonableness of the key assumptions considered for their quantification based on consultations with the Management and other professionals of the Group in charge of the matters from which contingencies that could be provisioned could arise and, in their case, to written statements from third parties, such as legal advisors, regarding the current situation of the contingencies and the evaluation of the risk derived from them, estimated cash outflows and their probability of occurrence.
- Carrying out a general analytical review of the movement of the different provisions recorded, obtaining evidence and supporting documentation about them and considering our expectations about their potential evolution, obtaining responses from Management to our inquiries in the event of deviations with respect to those expectations.

- Review of the disclosures included in the notes to the consolidated financial statements in accordance with the applicable regulatory framework for financial information.

Valuation of goodwill and other intangible assets

Description

As indicated in Note 6 of the accompanying notes to the consolidated financial statements, the net book value of the headings "Goodwill" and "Other intangible assets" as of December 31, 2025 amounts to 189,027 and 277,897 thousand euros, respectively.

The Group's Management assesses goodwill and intangible assets with indefinite useful lives to impairment tests annually and when circumstances indicate that their book value may be affected and, for the rest of the intangible assets, it evaluates, at least closing of each financial year, the existence of evidence that they could be impaired. If there is evidence, it estimates their recoverable amounts based on the present value of the future cash flows generated by the cash-generating units to which said assets are assigned.

The determination of the recoverable amount requires making complex estimates, which entails the application of judgments in establishing the assumptions considered by the Group's Management in relation to said estimates.

We have considered this area as a key audit matter in our audit due to the relevance of the amounts involved and the complexity inherent in the estimation process in determining the recoverable amount of the aforementioned assets.

The information regarding the valuation standards applied and the main assumptions considered in determining the impairment of intangible assets is included in Notes 3.a and 3.c of the attached notes to the consolidated financial statements.

Our response

In relation to this area, our audit procedures have included, among others, the following:

- Understanding of the process established by the Group's Management to identify signs of impairment and determine the recoverable amount of goodwill and other intangible assets, and evaluation of the design and implementation of the relevant controls established in the aforementioned process.
- Review of the model used by Group Management to determine the recoverable amount, in collaboration with our valuation specialists, covering, in particular, the mathematical coherence of the model, and the reasonableness of projected cash flows and discount rates and long-term growth. In carrying out our review we have held interviews with those responsible for developing the model and used recognized external sources and other available information to compare the data used.
- Analysis of the reasonableness of the allocation of assets to the different cash-generating units.
- Review of the sensitivity analyzes carried out by the Group's Management with respect to the estimates made in determining the recoverable amount due to changes in the relevant assumptions considered.
- Review of the disclosures included in the notes to the consolidated financial statements in accordance with the applicable regulatory framework for financial information.

Other information: consolidated management report

Other information refers exclusively to the 2025 consolidated management report, the preparation of which is the responsibility of the parent company's directors and is not an integral part of the consolidated financial statements.

Our audit opinion on the consolidated financial statements does not cover the consolidated management report. Our responsibility for the consolidated management report, in conformity with prevailing audit regulations in Spain, entails:

a) Checking only that the consolidated non-financial statement and certain information included in the Corporate Governance Report and in the Board Remuneration Report, to which the Audit Law refers, were provided as stipulated by applicable regulations and, if not, disclose this fact.

b) Assessing and reporting on the consistency of the remaining information included in the consolidated management report with the consolidated financial statements, based on the knowledge of the Group obtained during the audit, in addition to evaluating and reporting on whether the content and presentation of this part of the consolidated management report are in conformity with applicable regulations. If, based on the work we have performed, we conclude that there are material misstatements, we are required to disclose this fact.

Based on the work performed, as described above, we have verified that the information referred to in paragraph a) above is provided as stipulated by applicable regulations and that the remaining information contained in the consolidated management report is consistent with that provided in the 2025 consolidated financial statements and its content and presentation are in conformity with applicable regulations.

Responsibilities of the parent company´s directors and the audit committee for the consolidated financial statements

The directors of the parent company are responsible for the preparation of the accompanying consolidated financial statements so that they give a true and fair view of the equity, financial position and results of the Group, in accordance with IFRS-EU, and other provisions in the regulatory framework applicable to the Group in Spain, and for such internal control as they determine is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the consolidated financial statements, the directors of the parent company 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 said directors either intend to liquidate the Group or to cease operations, or has no realistic alternative but to do so.

The audit committee is responsible for overseeing the Group's financial reporting process.

Auditor's responsibilities for the audit of the consolidated financial statements

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements 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 audit regulations 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 financial statements.

As part of an audit in accordance with prevailing audit regulations in Spain, we exercise professional judgement and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the consolidated financial statements, 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 management.

- Conclude on the appropriateness of the 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 financial statements 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 financial statements, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

- Plan and perform the Group audit to obtain sufficient appropriate audit evidence regarding the financial information of the entities or business units within the Group as a basis for forming an opinion on the consolidated financial statements. We are responsible for the direction, supervision and review of the audit work performed for the purposes of the Group audit. We remain solely responsible for our audit opinion.

We communicate with the audit committee of the parent company 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 audit committee of the parent company with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all matters that may reasonably be thought to bear on our independence, and where applicable, actions taken to eliminate threads or safeguards applied.

From the matters communicated with the audit committee, we determine those matters that were of most significance in the audit of the consolidated financial statements of the current period and 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

European single electronic format

We have examined the digital files of the European single electronic format (ESEF) of Construcciones y Auxiliar de Ferrocarriles, S.A. and subsidiaries for the 2025 financial year, which include the XHTML file containing the consolidated financial statements for the year, and the XBRL files as labeled by the entity, which will form part of the annual financial report.

The directors of Construcciones y Auxiliar de Ferrocarriles, S.A. are responsible for submitting the annual financial report for the 2025 financial year, in accordance with the formatting and mark-up requirements set out in Delegated Regulation EU 2019/815 of 17 December 2018 of the European Commission (hereinafter referred to as the ESEF Regulation).

Our responsibility consists of examining the digital files prepared by the directors of the parent company, in accordance with prevailing audit regulations in Spain. These standards require that we plan and perform our audit procedures to obtain reasonable assurance about whether the contents of the consolidated financial statements included in the aforementioned digital files correspond in their entirety to those of the consolidated financial statements that we have audited, and whether the consolidated financial statements and the aforementioned files have been formatted and marked up, in all material respects, in accordance with the ESEF Regulation.

In our opinion, the digital files examined correspond in their entirety to the audited consolidated financial statements, which are presented and have been marked up, in all material respects, in accordance with the ESEF Regulation.

Additional report to the audit committee

The opinion expressed in this audit report is consistent with the additional report we issued to the audit committee on February 27, 2026.

Term of engagement

The ordinary general shareholders' meeting held on June 15, 2024 appointed us as auditors for 3 years, commencing on December 31, 2024.

Previously, we were appointed as auditors by the shareholders for 3 years and we have been carrying out the audit of the consolidated financial statements continuously since December 31, 2021.

ERNST & YOUNG, S.L.

The original signed in Spanish

February 27, 2026

X.07.00662

FINANCIAL STATEMENTS OF THE CONSOLIDATED GROUP

The following English translation is provided by the Company for information purposes only and is based on the original official document in Spanish available on the Company's website (www.cafmobility.com). In the event of any discrepancy between the English version and the original document in Spanish, the latter will prevail.

Consolidated Balance Sheets

at 31 December 2025 and 2024 (Thousands of Euros)

Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries composing the CAF Group

Assets	Note	31.12.25	31.12.24 (*)
Non-current assets:			
Intangible assets	**5 & 6**		
Goodwill		189,027	187,594
Other intangible assets		277,897	287,215
Total intangible assets		**466,924**	**474,809**
Property, plant and equipment	**5 & 7**	**526,389**	**497,634**
Investments accounted for using the equity method	**8**	**40,881**	**41,114**
Non-current financial assets	**8**	**171,367**	**254,708**
Non-current hedging derivatives	**16**	**20,648**	**1,483**
Deferred tax assets	**17**	**177,282**	**170,655**
Other non-current assets	**20**	**4,462**	**4,475**
Total Non-current assets		**1,407,953**	**1,444,878**
Current assets:			
Inventories	**10**	**699,948**	**635,701**
Trade and other receivables			
Trade receivables for sales and services	11	2,487,667	2,263,952
Other receivables	11	228,894	208,863
Current tax assets		9,686	13,043
Total Trade and other receivables		**2,726,247**	**2,485,858**
Current financial assets	**12**	**28,007**	**25,188**
Current hedging derivatives	**16**	**51,655**	**22,622**
Other current assets	**20**	**20,830**	**28,071**
Cash and cash equivalents		**598,305**	**573,539**
Total Current assets		**4,124,992**	**3,770,979**
Total Assets		**5,532,945**	**5,215,857**

Equity and liabilities	Note	31.12.25	31.12.24 (*)
Equity:	**13**		
Shareholders' Equity			
Registered share capital		10,319	10,319
Share Premium		11,863	11,863
Accumulated other reserves and profit/(loss) for the year attributable to the Parent		1,135,828	1,037,799
Treasury shares and equity investments		(1,407)	(1,283)
Total Shareholders' Equity		**1,156,603**	**1,058,698**
Other comprehensive income			
Hedges		13,399	15,604
Translation differences		(189,462)	(192,108)
Total Other comprehensive income		**(176,063)**	**(176,504)**
Equity attributable to the Parent		**980,540**	**882,194**
Non-controlling interests		**7,225**	**14,057**
Total Equity		**987,765**	**896,251**
Non-current liabilities:			
Non-current provisions	**19**	**158,389**	**145,831**
Non-current financial liabilities	**14 & 15**		
Bank borrowings and debt instruments and other marketable securities		614,379	548,864
Other financial liabilities		95,198	86,930
Total non-current financial liabilities		**709,577**	**635,794**
Deferred tax liabilities	**17**	**126,514**	**146,752**
Non-current hedging derivatives	**16**	**19,665**	**2,153**
Other non-current liabilities	**20**	**38,180**	**72,412**
Total Non-current liabilities		**1,052,325**	**1,002,942**
Current liabilities:			
Current provisions	**19**	**416,224**	**385,957**
Current financial liabilities	**14 & 15**		
Bank borrowings and debt instruments and other marketable securities		178,174	273,396
Other financial liabilities		46,043	49,462
Total Current financial liabilities		**224,217**	**322,858**
Trade and other payables			
Suppliers and other payables	18 & 25	2,782,228	2,568,486
Current tax liabilities		29,166	17,099
Total Trade and other payables		**2,811,394**	**2,585,585**
Current hedging derivatives	**16**	**35,306**	**14,979**
Other current liabilities	**20**	**5,714**	**7,285**
Total Current liabilities		**3,492,855**	**3,316,664**
Total Equity and liabilities		**5,532,945**	**5,215,857**

(*) Presented for comparison purposes only (Note 2.e).

The accompanying Notes 1 to 27 form an integral part of the consolidated balance sheet as at 31 December 2025.

Consolidated Statements of Profit or Loss

for the years ended 31 December 2025 and 2024 (Thousands of Euros)

Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries composing the CAF Group

(Debit) Credit	Note	2025	2024 (*)
Continuing operations:			
Revenue	5 & 9	4,486,534	4,211,543
+/- Change in inventories of finished goods and work in progress		(26,570)	33,805
In-house work on assets		6,963	9,158
Procurements	21-a	(2,363,590)	(2,342,470)
Other operating income	21-d	38,643	39,165
Staff costs	22	(1,143,802)	(1,063,129)
Other operating expenses	21-b	(648,654)	(563,085)
Depreciation and amortisation charge	21-e	(107,939)	(110,428)
Impairment and profit or loss on disposals of non-current assets	21-e	4,186	1,585
Profit/(Loss) from operations		**245,771**	**216,144**
Finance income	21-f	20,937	25,307
Finance costs	21-f	(50,036)	(67,670)
Changes in fair value of financial instruments		(741)	(469)
Exchange differences		(7,318)	(9,414)
Impairment and profit or loss on disposals of financial instruments	8	628	(3)
Financial profit/(loss)		**(36,530)**	**(52,249)**
Profit/(loss) of entities accounted for using the equity method	8	6,398	(3,265)
Profit/(loss) before tax		**215,639**	**160,630**
Income tax	17	(64,279)	(52,984)
Profit/(Loss) for the year from continuing operations		**151,360**	**107,646**
Consolidated Profit/(Loss) for the year		**151,360**	**107,646**
Attributed to:			
The Parent		146,259	103,255
Non-controlling interests	13	5,101	4,391
Earnings per share (in euros)	13		
Basic		4.27	3.02
Diluted		4.27	3.02

(*) Presented for comparison purposes only (Note 2.e).

The accompanying Notes 1 to 27 form an integral part of the consolidated statements of profit or loss for 2025.

Consolidated Statements of Comprehensive Income

for 2025 and 2024 (Thousands of Euros)

Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries composing the CAF Group

	Note	2025	2024 (*)
A) Consolidated profit/(loss) for the year:		**151,360**	**107,646**
B) Items that are not reclassified to profit or loss for the period:		**(970)**	**(4,453)**
Actuarial profit and losses	19	(1,441)	(1,809)
Equity instruments with changes in other comprehensive income	8	471	(2,644)
C) Items that may be reclassified subsequently to profit or loss for the period:		**315**	**(33,800)**
Cash flow hedges:		**8,555**	**4,114**
Valuation profit/(loss)	16	21,213	3,719
Transfers to profit or loss		(12,658)	395
Translation differences:		**2,625**	**(30,531)**
Valuation profit/(loss)	13	2,625	(30,531)
Tax effect		**(2,156)**	**(768)**
Share in other comprehensive income recognised by investments in joint ventures and associates:		**(8,709)**	**(6,615)**
Valuation profit/(loss)			
Cash flow hedges	8 & 16	(6,574)	(10,511)
Translation differences		(24)	(153)
		(6,598)	(10,664)
Transfers to profit or loss			
Cash flow hedges	8 & 16	(2,111)	4,049
		(2,111)	4,049
Total comprehensive income (A+B+C)		**150,705**	**69,393**
Attributed to:			
The Parent		145,604	64,825
Non-controlling interests	13	5,101	4,568

(*) Presented for comparison purposes only (Note 2.e).

The accompanying Notes 1 to 27 form an integral part of the consolidated statements of comprehensive income for 2025.

Consolidated Statements of Changes in Equity

for 2025 and 2024 (Thousands of Euros)

Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries composing the CAF Group

	Equity attributable to the Parent							
	Shareholders' Equity							
	Share capital	Share Premium	Accumulated other reserves and profit/(loss) for the year attributable to the Parent	Treasury shares and equity investments	Hedges	Translation differences	Non-controlling interests	Total equity
Balances at 31 December 2023 (*)	**10,319**	**11,863**	**976,850**	**(1,268)**	**18,800**	**(161,327)**	**12,946**	**868,183**
Total comprehensive income	**-**	**-**	**98,802**	**-**	**(3,196)**	**(30,781)**	**4,568**	**69,393**
Transactions with shareholders or owners	**-**	**-**	**(37,853)**	**(15)**	**-**	**-**	**(3,457)**	**(41,325)**
Distribution of dividends (Note 13)	-	-	(38,052)	-	-	-	(3,457)	(41,509)
Transactions with treasury shares or interests (net) (Note 13)	-	-	199	(15)	-	-	-	184
Balances at 31 December 2024 (*)	**10,319**	**11,863**	**1,037,799**	**(1,283)**	**15,604**	**(192,108)**	**14,057**	**896,251**
Total comprehensive income	**-**	**-**	**145,289**	**-**	**(2,286)**	**2,601**	**5,101**	**150,705**
Transactions with shareholders or owners	**-**	**-**	**(47,260)**	**(124)**	**81**	**45**	**(11,933)**	**(59,191)**
Distribution of dividends (Note 13)	-	-	(45,936)	-	-	-	(4,154)	(50,090)
Transactions with external partners (Notes 2.f & 13.h)	-	-	(1,847)	-	81	45	(7,779)	(9,500)
Transactions with treasury shares or interests (net) (Note 13)	-	-	523	(124)	-	-	-	399
Balances at 31 December 2025	**10,319**	**11,863**	**1,135,828**	**(1,407)**	**13,399**	**(189,462)**	**7,225**	**987,765**

(*) Presented for comparison purposes only (Note 2.e).

The accompanying Notes 1 to 27 are an integral part of the consolidated statements of changes in equity for 2025.

Consolidated Statements of Cash Flow

for the years 2025 and 2024 (Thousands of Euros)

Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries composing the CAF Group

	Note	2025	2024 (*)
Cash flows from operating activities:			
Profit/(loss) before tax		215,639	160,630
Adjustments to profit/(loss)			
Amortizations	6, 7 & 21	107,939	110,428
Other adjustments to profit/(loss) (net)		24,596	35,416
Changes in working capital	10 & 11	(94,293)	(62,828)
Other cash flows from operating activities			
Income tax recovered/(paid)	17	(74,982)	(59,738)
Other operating activities receipts/(payments)		5,020	923
Net cash flows from operating activities (I)		**183,919**	**184,831**
Cash flows from investing activities:			
Payments due to investment			
Group companies and associates		(635)	(441)
Intangible assets, property, plant and equipment and investment property	6 & 7	(113,627)	(86,064)
Other financial assets	8 & 12	(10,706)	(7,450)
Proceeds from disposal			
Group companies and associates	8	2,339	-
Intangible assets, property, plant and equipment and investment property	6 & 7	8,981	1,715
Other financial assets	8 & 12	90,351	157,387
Dividends received		43	14,401
Charging of interest	8 & 12	16,347	18,158
Net cash flows from investing activities (II)		**(6,907)**	**97,706**
Cash flows from financing activities:			
Acquisition of equity instruments - external partners	13	(9,500)	-
Disposal/(Acquisition) of own equity instruments – treasury shares	13	399	184
Receipts/(Payments) relating to financial liability instruments			
Issue	14 & 15	444,447	797,305
Repayment and amortisation	14 & 15	(493,154)	(833,757)
Dividend payments and returns on other equity instruments paid	13	(50,090)	(41,509)
Other cash flows from financing activities			
Payment of interest	14 & 15	(38,054)	(52,544)
Net cash flows from financial activities (III)		**(145,952)**	**(130,321)**
Net increase/(decrease) in cash and cash equivalents (I+II+III)		**31,060**	**152,216**
Cash and cash equivalents at beginning of period		573,539	442,791
Effect of exchange rate changes on cash flow		(6,294)	(21,468)
Cash and cash equivalents at end of year		**598,305**	**573,539**

(*) Presented for comparison purposes only (Note 2.e).

The accompanying Notes 1 to 27 are an integral part of the consolidated cash flow statements for 2025.

NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 DECEMBER 2025

Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries composing the CAF Group

1.- NATURE AND ACTIVITY OF THE PARENT

Construcciones y Auxiliar de Ferrocarriles, S.A. (hereinafter CAF or the Parent) was incorporated in 1917, for an indefinite term, in San Sebastián (Gipuzkoa), and has its registered office at Calle José Miguel Iturrioz 26, Beasain (Gipuzkoa) (Spain).

The Parent did not change its name in the last financial year.

The corporate purpose is described in article 2 of its Articles of Association, which are available on the Parent's website (www.cafmobility.com).

The Group's main activity at present is the sale of railway and bus mobility solutions, and its main centre of activity is Beasain (Gipuzkoa) (Spain).

The Parent, Construcciones y Auxiliar de Ferrocarriles, S.A., in the course of its business, holds a majority interest in the share capital of other companies (Note 2.f).

2.- BASIS OF PRESENTATION OF THE CONSOLIDATED FINANCIAL STATEMENTS

a) Basis of presentation

The consolidated annual accounts of the CAF Group for the year 2025 have been prepared by the directors:

- In accordance with International Financial Reporting Standards (hereinafter IFRS) as adopted by the European Union in accordance with Regulation (EC) No. 1606/2002 of the European Parliament and of the Council, including the International Accounting Standards (IAS), interpretations issued by the International Financial Reporting Interpretations Committee (IFRIC) and by the Standing Interpretations Committee (SIC). The most significant accounting policies and measurement bases applied in preparing the accompanying consolidated financial statements are summarised in Note 3.
- Taking into account all the mandatory accounting principles and rules and measurement bases that have a material effect on the consolidated financial statements, as well as the alternatives permitted by law in this respect and specified in Note 3.
- So that they give a true and fair view of the consolidated equity and consolidated financial position of the CAF Group as at 31 December 2025 and of the results of its operations, changes in consolidated equity and consolidated cash flows that have occurred in the Group in the year ended on that date.
- Based on the accounting records kept by the Parent and the other entities in the Group. However, since the accounting principles and measurement bases applied in the preparation of the Group's consolidated financial statements (IFRS) differ from those used by the Group companies (local standards), the necessary adjustments and reclassifications have been made in the consolidation process to bring these principles and bases into line with each other and to bring them into line with International Financial Reporting Standards.

The CAF Group's consolidated financial statements for 2024 were approved by the General Shareholders' Meeting held on 14 June 2025. The consolidated annual accounts of the Group and the annual accounts of the Group companies for the year 2025 are pending approval by their respective General Meetings. However, CAF's Board of Directors considers that these annual accounts will be approved without any changes.

b) Adoption of new standards and interpretations issued

During the year 2025, the amendments and/or interpretations of IAS 21 relating to the effect of exchange rate changes due to the absence of convertibility became effective. These amendments have not had a material impact on the preparation of these consolidated financial statements.

Standards and interpretations issued but not in force

At the date of preparation of these consolidated financial statements, the most significant new standards, amendments and interpretations published by the IASB but not yet effective, either because their effective date is subsequent to that of the consolidated financial statements or because they have not yet been adopted by the European Union, are indicated:

New Standards, amendments and interpretations	Mandatory application for financial years started
Approved for use in the European Union-	
Amendments and/or interpretations-	
Amendments to IFRS 9 and IFRS 7 - Classification and Measurement of Financial Instruments	1 January 26
Amendments to IFRS9 and IFRS7 - Contracts relating to electricity depending on the nature	1 January 26
Annual improvements to IFRS	1 January 26
Not yet approved for use in the European Union -	
New standards -	
IFRS 18 - Presentation and Breakdown of Financial Statements	1 January 27
IFRS 19 - Companies without public accounting: Breakdowns	1 January 27
Amendments and/or interpretations -	
Amendments to IAS 21 - Conversion to a Hyperinflationary Presentation Currency	1 January 27

For the standards effective from 1 January 2026 onwards, the Group has made a preliminary assessment of the impact that the future application of these standards will have on the consolidated financial statements.

In April 2024, the IASB issued IFRS 18 Presentation and Disclosures in Financial Statements, which will replace IAS 1 and will be mandatory for financial years beginning on or after 1 January 2027, with earlier adoption permitted. The standard introduces new requirements for the structure and presentation of financial statements, including mandatory subtotals and revised aggregation and disaggregation criteria, as well as the inclusion of Alternative Performance Measures in the notes to the financial statements.

The Group is analysing and interpreting the possible effects of the application of IFRS 18 on the presentation of its consolidated financial statements. At the date of preparation of these consolidated annual accounts, it is estimated that the main changes will be in the structure of the consolidated profit and loss account, with the incorporation of new subtotals and reclassifications of items in the profit and loss account.

At the same time, the Group does not estimate significant impacts on its consolidated financial statements arising from the application of the other new standards and interpretations issued and pending entry into force.

c) Presentation currency

These consolidated financial statements are presented in euros, as the euro is the currency of the main economic environment in which the Group operates. Foreign operations are recorded in accordance with the policies described in Note 2.f.

d) Use of estimates

Estimates have occasionally been used in the CAF Group's financial statements for 2025 . These estimates, which were made on the basis of the best information available, basically relate to the following:

- The assessment of possible impairment losses on certain assets (Notes 6, 7, 8, 9, 10, 11 and 12);
- The assumptions used in the actuarial calculation of pension and other obligations to employees (Note 19);
- The useful life of the property, plant and equipment and intangible assets (Notes 3.a and 3.b);
- The fair value of certain financial assets (Note 3.d);
- The calculation of provisions and penalties that reduce the selling price (Notes 11, 19 and 25.a);
- The assessment of the probability of having future taxable profits against which unused recognised tax assets can be utilised (Note 17);
- Changes in estimated costs in the budgets for construction projects performed and percentage of completion (Note 3.f).

Although these estimates were made on the basis of the best information available at 31 December 2025 on the events analysed, events that take place in the future might make it necessary to change these estimates (upwards or downwards) in coming years. Changes in accounting estimates would be applied prospectively, as established in IAS 8, recognising the effects of the change in estimates in the related income statement.

e) Comparison of information and correction of errors

As required by IAS 1, the information relating to 2025 contained in these notes to the financial statements is presented, for comparison purposes, with the information for 2024.

f) Consolidated group and basis of consolidation

Consolidation perimeter

The accompanying consolidated financial statements relate to the Parent and the companies controlled by it, which are understood to have the power to govern the financial and operating policies to obtain benefits from their activities.

The accompanying consolidated financial statements for the year ended 31 December 2025 have been prepared on the basis of the individual accounting records as at that date of Construcciones y Auxiliar de Ferrocarriles, S.A. (Parent - Note 1) and of the subsidiaries and associates listed below:

Railway Segment	% of Control or Influence	Registered Address	Line of business
Fully consolidated -			
Construcciones y Auxiliar de Ferrocarriles, S.A.	Parent	Gipuzkoa	Commercial and Industrial Railway Equipment and Comp.
Actren Mantenimiento Ferroviario, S.A.	51%	Madrid	Maintenance
Aerosuburbanos, S.A.P.I. de C.V.	100%	Mexico City	Provision of transport services
BWB Holdings Limited (*)	100%	Nottingham	Engineering
CAF Arabia Company	100%	Riyadh	Manufacturing and maintenance
CAF Argelia (EURL)	100%	Algiers	Manufacturing and maintenance
Construcciones y Auxiliar de Ferrocarriles Argentina, S.A.	100%	Buenos Aires	Repairs and maintenance
CAF Brasil Indústria e Comércio, S.A.	100%	São Paulo	Manufacturing and maintenance
CAF Belgium, S.P.R.L.	100%	Brussels	Manufacturing and maintenance
CAF Canada Inc.	100%	Calgary	Engineering
CAF Chile, S.A.	100%	Santiago de Chile	Manufacturing and maintenance
Construcciones y Auxiliar de Ferrocarriles CAF Colombia, S.A.S.	100%	Medellin	Manufacturing and maintenance
CAF Deutschland GmbH	100%	Munich	Manufacturing and maintenance
CAF Deutschland Real Estate GmbH	100%	Munich	Maintenance
CAF Digital & Design Solutions, S.A.U.	100%	Jaén	Manufacturing and engineering
CAF Diversified Business Development, S.A.U.	100%	Gipuzkoa	Holding company
CAF EAU Rail - L.L.C - S.P.C	100%	Abu Dhabi	Maintenance
CAF Egypt for Transportation Systems	100%	Cairo	Maintenance
CAF Engineered Modernizations, S.L.U.	100%	Gipuzkoa	Engineering
CAF France, SAS	100%	Paris	Manufacturing and maintenance
CAF Greece Single Member, S.A.	100%	Markopoulo	Manufacturing, repairs and maintenance
CAF Group UK Limited	100%	Coventry	Holding company
CAF Hungary Kft	100%	Budapest	Manufacturing and maintenance
CAF I+D, S.L.U.	100%	Gipuzkoa	R&D
CAF Investment Projects, S.A.U.	100%	Gipuzkoa	Business development
CAF India Private Limited	100%	Delhi	Manufacturing and maintenance
CAF Israel Rails Ltd.	100%	Tel Aviv	Construction, manufacturing and maintenance
CAF Italia, S.R.L.	100%	Rome	Repairs and maintenance
CAF México, S.A. de C.V.	100%	Mexico City	Manufacturing and maintenance
CAF Netherlands, B.V.	100%	Utrecht	Manufacturing and maintenance
CAF New Zealand Limited	100%	Auckland	Manufacturing and maintenance
CAF Norway AS	100%	Oslo	Manufacturing and maintenance
CAF Polska, s.p. z.o.o.	100%	Poznan	Engineering
CAF Portugal Unipessoal, Lda.	100%	Lisbon	Manufacturing and maintenance
CAF Power & Automation, S.L.U.	100%	Gipuzkoa	Power and electronic equipment
CAF Rail Australia Pty Ltd	100%	Sydney	Construction, manufacturing and maintenance
CAF Rail Digital Services, S.L.U.	100%	Gipuzkoa	Maintenance
CAF Rail Luxembourg, S.À R.L.	100%	Luxembourg	Manufacturing and maintenance
CAF Rail Philippines Inc.	100%	Makati City	Tests
CAF Rail Traincare, Ltd.	100%	Coventry	Manufacturing and maintenance
CAF Rail UK Limited	100%	Belfast	Manufacturing and maintenance
CAF Reichshoffen, SAS	100%	Reichshoffen	Manufacture and design
CAF Rolling Stock UK Limited	100%	Newport	Manufacturing
CAF Sisteme Feroviare S.R.L.	100%	Bucharest	Manufacturing and maintenance
CAF Signalling, S.L.U.	100%	Gipuzkoa	Signalling
CAF Signalling, S.L.S. Com.	100%	Bizkaia	Engineering
CAF Signalling México, S.A. de C.V.	100%	Mexico City	Signalling
CAF Signalling Uruguay, S.A.	100%	Montevideo	Signalling
CAF Sinyalizasyon Sistemleri Ticaret Limited Sirketi	100%	Istanbul	Signalling
CAF Taiwan Ltd.	100%	Kaohsiung	Manufacturing and maintenance
CAF Track Test Center, S.L.U.	100%	Navarre	Track testing
CAF Turnkey & Engineering, S.L.U.	100%	Bizkaia	Engineering
CAFTurk Tren Sanayí Ve Tícaret Límíted Sírketí	100%	Istanbul	Manufacturing and maintenance
CAF USA, Inc.	100%	Delaware	Manufacturing and maintenance
Centro de Ensayos y Análisis Cetest, S.L.	100%	Gipuzkoa	Tests
Ctrens - Companhia de Manutençao, S.A.	100%	São Paulo	Lease services
Construcciones Ferroviarias de Madrid, S.L.U.	100%	Madrid	Maintenance
Construcción, Mantenimiento, Ferrovías y Subsistemas, S.A. de C.V.	100%	Mexico City	Construction and maintenance
Corporación Sefemex, S.A. de C.V.	100%	Mexico City	Rendering of services
Corporación Trainemex, S.A. de C.V.	100%	Mexico City	Rendering of services
EuroMaint Bemanning AB	100%	Solna	Maintenance
EuroMaint Components and Materials AB	100%	Solna	Maintenance
EuroMaint Gruppen AB	100%	Solna	Maintenance
EuroMaint Rail AB	100%	Solna	Maintenance

Railway Segment	% of Control or Influence	Registered Address	Line of business
EuroMaint Rail AS	100%	Oslo	Maintenance
Geminys, S.L.	100%	Gipuzkoa	Operating manuals
Lander Simulation and Training Solutions, S.A.U.	100%	Gipuzkoa	Simulators
Lander Simulation India Private Limited	100%	New Delhi	Simulators
Metro CAF (Mauritius) Ltd.	100%	Mauritius	Construction, manufacturing and maintenance
Myanmar CAF Limited	100%	Bahan Township	Repairs and maintenance
Orbital Sistemas Aeroespaciales, S.L.U.	100%	Navarre	Aeronautical solutions
Orbital Aerospace, GmbH.	100%	Munich	Engineering
Provetren, S.A. de C.V.	100%	Mexico City	Lease services
Rail Line Components, S.L.U.	100%	Gipuzkoa	Marketing
Regiotren, S.A. de C.V.	100%	Mexico City	Lease services
Rifer SRL	100%	Milan	Maintenance of components
Sermanbra - Serviços de Manutençao Brasil Ltda.	100%	São Paulo	Maintenance
Sermanfer, S.A.U.	100%	Madrid	Maintenance
Sermantren, S.A. de C.V.	100%	Mexico City	Rendering of services
Tradinsa Industrial, S.L.	100%	Lleida	Repairs and maintenance
Tram Liège Maintenance S.A.	65%	Liege	Maintenance
Trenes CAF Venezuela, C.A.	100%	Caracas	Manufacturing and maintenance
Trenes de Navarra, S.A.U.	100%	Navarre	Manufacturing

Railway Segment	% of Control or Influence	Registered Address	Line of business
Consolidated using the equity method (Note 8).			
Arabia One for Clean Energy Investments PSC.	40%	Ma'an	Power generation
Asiris Vision Technologies, S.A.	22.33%	Gipuzkoa	Automatic production
Blue and White - Blue Line Jerusalem Light Rail, Ltd.	50%	Petach Tikva	Manufacturing and maintenance
CAF AtkinsRéalis Digital Signalling, Limited	50%	Coventry	Signalling
CFIR Light Rail Ltd (***)	50%	Petach Tikva	Lease services
Consorcio Traza, S.A. (**) (***)	25%	Zaragoza	Holding company
Ferrocarril Interurbano S.A. de C.V.	49.63%	Mexico City	Manufacturing and equipment
Ferrocarriles Suburbanos, S.A.P.I. de C.V. (***)	43.35%	Mexico City	Provision of transport services
Great River City Light Rail Pty Ltd (***)	30%	Sydney	Operation and maintenance
LAVI Light Rail O&M Ltd	50%	Petach Tikva	Operation and maintenance
SHACHAF - The Purple Line Light Rail Ltd (***)	50%	Petach Tikva	Lease services
Plan Metro, S.A. (***) (****)	40%	Gipuzkoa	Lease services
PL Light Rail Maintenance, Ltd.	50%	Ramat Gan	Maintenance
Purple Line Transit Operators LLC	49%	Delaware	Operation and maintenance
SKB Rail sp. z.o.o	49%	Warsaw	Maintenance of components

(*) This company holds a 100% interest in the companies Quincey Mason Practice, Ltd., BWB Consulting, Ltd. and BWB Regeneration, Ltd..
(**) This company holds an 80% interest in the company S.E.M. Los Tranvías de Zaragoza, S.A..
(***) The business purpose of these companies is concessions for the operation of operating systems, the supply of fleet and subsequent maintenance, as well as the leasing of railway equipment. The nature of the CAF Group's operations with these companies corresponds to the supply of fleet and the execution of turnkey projects, and the maintenance of railway material.
(****) The CAF Group holds a 40% stake in the capital of this company, although the shares with economic rights are equivalent to 25.5% of the company's profits, as stated in the shareholders' agreement.

Bus segment	% of Control or Influence	Registered Address	Line of business
Fully consolidated -			
Solaris Bus & Coach, sp. z.o.o.	100%	Bolechowo	Urban transport solutions
Solaris Austria, GmbH	100%	Vienna	Urban transport solutions
Solaris Belgium, SRL.	100%	Villers-le-Bouillet	Urban transport solutions
Solaris Bus Canada, Inc.	100%	Toronto	Urban transport solutions
Solaris Bus Ibérica, S.L.U	100%	Navarre	Urban transport solutions
Solaris Bus US, Inc.	100%	Wilmington	Urban transport solutions
Solaris Bus & Coach Latvia Ltd.	100%	Riga	Urban transport solutions
Solaris Czech spol. S.R.O.	100%	Ostrava	Urban transport solutions
Solaris Danmark Bus A/S	100%	Padborg	Urban transport solutions
Solaris Deutschland GmbH	100%	Berlin	Urban transport solutions
Solaris France S.A.R.L.	100%	Ennery	Urban transport solutions
Solaris Hellas, S.A.	70%	Athens	Urban transport solutions
Solaris Interurban Bus sp. z.o.o.	100%	Warsaw	Urban transport solutions
Solaris Italia S.R.L.	100%	Rome	Urban transport solutions
Solaris Netherlands, B.V.	100%	Riethoven	Urban transport solutions
Solaris Norge AS	100%	Oslo	Urban transport solutions
Solaris Schweiz GmbH	100%	Hausen	Urban transport solutions
Solaris Slovakia S.R.O.	100%	Kosice	Urban transport solutions
Solaris Sverige AB	100%	Malmö	Urban transport solutions
UAB Solaris Bus & Coach LT	100%	Kaunas	Urban transport solutions

Changes in the consolidation perimeter

Year 2025

In 2025, the 100% CAF Group-owned company CAF EAU Rail - L.L.C - S.P.C was formed.

In addition, during 2025, the Parent acquired a 2.67% interest in the subsidiary Solaris Bus & Coach, sp. z.o.o. for EUR 9.5 million (Note 13.h).

At the same time, its 25.5% stake in the capital of the company Momentum Trains Holding Pty Ltd (Note 8.a) has been sold.

Finally, the company SKB Rail sp. z.o.o, in which the Group has acquired 49% of the share capital, was incorporated.

Year 2024

During the 2024 financial year, the companies CAF AtkinsRéalis Digital Signalling, Limited, 50% owned by the CAF Group, Lander Simulation India Private Limited, 100% owned, and the companies Solaris Bus US, Inc., Solaris Bus Canada, Inc. and Solaris Interurban Bus sp. z.o.o., in which the Group held a 97.33% interest, were created. At the same time, the companies Solaris Estonia OÜ and Galilee Rail Ltd were liquidated. Finally, Light TLV NTA Ltd changed its name to SHACHAF - The Purple Line Light Rail Ltd.

Consolidation method

“Subsidiaries” are defined as entities over which the Parent has the ability to exercise control; control is when the Parent has the ability to govern the financial and operating policies of an investee so as to obtain benefits from its activities. The financial statements of subsidiaries are consolidated with those of the parent using the full consolidation method. Consequently, all balances and effects of transactions between consolidated companies have been eliminated in the consolidation process.

“Associates” are those entities over which the Parent has the ability to exercise significant influence, but not control or joint control. A "joint venture" is an arrangement whereby parties that have joint control over the company have rights to the net assets on a joint basis. In the consolidated financial statements, associates and joint ventures are accounted for using the equity method, i.e. by the proportion of their net assets represented by the Group's interest in their capital, after taking into account dividends received therefrom and other equity eliminations (in the case of transactions with an associate, the related profit or losses are eliminated according to the Group’s interest in its capital) minus any impairment of individual interests.

A joint operation is a joint arrangement in which the parties that have joint control of the arrangement have rights to the assets and obligations for the liabilities, relating to the arrangement. Joint control is the contractually decided sharing of control, which exists only when decisions about the relevant activities require the unanimous consent of the parties sharing control. When a Group company carries out its activities in the context of joint operations, the Group as a joint operator shall recognise the below in relation to its interest in a joint operation:

- its assets and liabilities, including its interest in jointly held assets and liabilities;
- its share in the income and expenses incurred by the joint operation.

Conversion of foreign currency financial statements

The financial statements in foreign currencies have been translated into euros using the "closing rate" method, which consists of converting all assets, rights and obligations into euros using the exchange rate prevailing at the balance sheet date and the income statement items at the average exchange rate for the year.

The difference between the amount of the foreign company's equity converted at the historical exchange rate (except for the balance of the profit and loss account, as mentioned above) and the net equity resulting from the translation of the assets, rights and obligations at the closing rate is recorded in equity in the consolidated balance sheet under "Translation differences", minus the part of this difference relating to non-controlling interests, which is recorded in "Equity - Non-controlling interests".

g) Climate change

CAF aspires to lead the transition towards sustainable mobility, which is why the challenge of decarbonisation in its production processes, products and services constitutes one of the main axes of its strategy. Thus, reinforcing its commitment to sustainable and long-term development, the Group consolidated sustainability as one of the four axes of its **2026 Strategic Plan** (available at www.cafmobility.com). In this axis, the transition towards net zero emissions mobility stands out as the main purpose.

Furthermore, climate change adaptation and mitigation were identified as aspects of particular importance to the Group in the **Dual Materiality Analysis**, reinforcing the relevance of climate change aspects in our activities.

Therefore, this same priority is reflected in the **Sustainability Master Plan** (available at www.cafmobility.com), which integrates the strategic initiatives associated with the decarbonisation of our operations and products, among other initiatives that respond to the material issues and Impacts, Risks and Opportunities (IROs) identified.

The Group's strategic commitment to decarbonisation and the energy transition is reflected in its inclusion in the **SBTi** (Science Based Targets Initiative) and the **Race to Zero,** international alignment initiatives in the fight against climate change and the Paris Agreement. CAF also made its short- and long-term emission reduction targets public, which have been validated by the SBTi, with an ambition to achieve net zero carbon emissions (Net Zero) by 2045.

It is worth noting that CAF has joined the prestigious "A List" of the CDP (Carbon Disclosure Project) climate change rating in 2025, with an "A" rating, which exceeds the target set for the year (A-) and demonstrates a track record of constant improvement in its climate change performance.

Nevertheless, the Group has continued to respond to the commitments and objectives defined in the **Sustainability Master Plan** in the area of climate change, through the deployment of its Decarbonisation Plan.

This plan was implemented during the 2025 financial year, among others, through the following activities:

- **Reduction of Scope 1 and 2 greenhouse gas emissions:**
    - Commissioning of the wheel forging heat treatment plant.
    - Consolidation of the framework electricity contract with guarantees of origin for domestic subsidiaries and the extension of this type of electricity contract to more Group companies.
- **Innovative solutions for more sustainable transport:**
    - As part of this comprehensive decarbonisation process, the Group is immersed in the transition towards innovative zero-emission vehicles to replace diesel vehicles, mainly battery electric and hydrogen vehicles, with a significant impact on the Bus segment and significant activity in the Rail segment.
    - Reducing vehicle fuel consumption is also a priority that is being addressed through the adoption of innovative solutions that improve the energy efficiency of our products.
- **Management of risks and opportunities due to Climate Change**
    - Continuing with the work carried out in previous years based on the Task Force on Climate-related Financial Disclosures (TCFD), work has been undertaken to update the values used for the analysis and quantification of the physical and transitional risks and opportunities arising from climate change.

      Similarly, in accordance with the conclusions obtained, the action plans corresponding to each of the Group's activities have been reviewed and updated in order to reduce the impact of the main risks identified and to make progress in their more effective management.
    - As a result of the analysis carried out on the most significant risks and opportunities, no impairments have been detected on assets, provisions and/or significant contingencies to be disclosed in the attached consolidated financial statements.
    - The potential impacts of this climate transition have been considered in the re-evaluation of the useful life of the intangible and material assets of the subsidiaries. Within the framework of this periodic review, the transition to zero-emission vehicles has required the re-evaluation of the useful life of capitalised development expenses, adjusting them individually to each project. Likewise, the useful lives of property, plant and equipment have been reviewed, and no material adjustments were required in 2025 compared to the useful lives detailed in previous years.

Additional information on the Group’s climate change performance, its Decarbonisation Plan and other sustainability issues is provided in section 2.2 Climate Change (ESRS E1) of CAF’s Consolidated Statement of Non-Financial Information and Sustainability Information 2025. Specifically, more detailed information on the analysis of risks and opportunities arising from climate change and the progress achieved in this exercise is given in section 2.2.4.1 Risks and opportunities arising from climate change of the aforementioned report.

h) Macroeconomic situation

The Israel–Palestine conflict poses a risk of uncertainty in the markets in which the Group operates.

Currently, the CAF Group is executing the following contracts in Israel:

Jerusalem City Light Rail Extension Project. This project was awarded in 2019 under public–private participation to the consortium consisting of CAF and Shapir. The project consists of extending the network by 27 kilometres with 53 new stations, as well as the delivery of 114 trams. In addition to supplying new units, CAF is carrying out the refurbishment of 46 units currently in service, including signalling, energy and communications systems, and project integration. In addition, CAF has a 50% stake in the company that manages the operation and maintenance activity of the two tram lines for an initial period of 25 years for maintenance and 15 years for operation, extendible by up to 25 years.

Purple Line Project of the Tel Aviv city light rail. This project was awarded to the consortium consisting of CAF and Shapir in 2022 by NTA Metropolitan Mass Transit Systems through public–private participation. Within the project, CAF will execute the design and manufacturing of 98 tram units, the supply of signalling, energy and communications systems, and the integration of the project. In addition, CAF has a 50% stake in the special purpose vehicle that will manage the line's maintenance activity during the 25-year concession.

The current situation is affecting the pace of execution of both projects, although normal operations are being maintained on the Jerusalem city light rail line. The Group maintains continuous communications with its clients, working collaboratively to address the problems arising from this situation.

Furthermore, in the current geopolitical context, the Group is subject to risks and uncertainties related to changes in international trade policies, including the imposition of tariffs and other trade restrictions. At the date of these consolidated financial statements, certain tariffs have been implemented or proposed by various governments, which could affect the cost of goods imported or exported by the Group. Due to the changing nature of these business policies, it is not possible to reasonably estimate the ultimate effect on consolidated operations, financial position and results. However, due to the Group's low exposure to transactions that could be subject to this risk, and the protection mechanisms in place in the contracts, the Group's directors do not estimate significant impacts on the consolidated financial statements. Management continues to monitor trade policy developments and will adjust operations and sourcing strategies as necessary to mitigate potential impacts.

In addition, the variations in inflation and interest rates during the year have been considered in the hypotheses used in the following cases: i) preparation of recoverability tests for non-financial assets, including goodwill, as well as the discount rates applied and the sensitivity analyses performed (Notes 6 and 7); ii) the updating of the value of actuarial obligations (Note 19); iii) the updating of budgets of contracts with customers, having reviewed and updated the cost of wages and raw materials (Note 11); and iv) the valuation of financial assets (Note 8).

3.- ACCOUNTING PRINCIPLES AND POLICIES AND MEASUREMENT BASES APPLIED

The principal accounting policies used by the CAF Group in the preparation of its consolidated financial statements at 31 December 2025 and 2024 were as follows:

a) Intangible assets

Goodwill

Goodwill is shown as an asset when its value is revealed by virtue of an acquisition for a consideration in the context of a business combination. Goodwill is allocated to each of the cash-generating units to which the benefits of the business combination are expected to flow and is not amortised. Instead, these cash-generating units are tested at least annually for impairment in accordance with the methodology described in Note 3.c and, where appropriate, the corresponding impairment loss is recognised.

Other intangible assets

Intangible assets (internal computer software developments and development projects for which there are no doubts as to their technical and commercial success) are measured at their acquisition cost or accumulated production cost applied in accordance with inventory measurement bases (Note 3.e).

Business relationships, customer portfolios and brands arise mainly from business combinations (acquisitions of Solaris, EuroMaint, BWB, Rifer, Orbital and Reichshoffen) and are initially recognised at fair value with cost attributed at the acquisition date.

The items of “property, plant and equipment” are depreciated on a straight-line basis at rates based on the following years of estimated useful life:

	Years of estimated useful life
Commercial relations and customer portfolio	1.5–18
Patents, licences and trademarks	20–Indefinite
Development expenses	3–8
Computer and other applications	2–10

b) Property, plant and equipment

Property, plant and equipment are stated at acquisition cost. The costs of expansion, modernisation or improvements leading to increased productivity, capacity or efficiency or to a lengthening of the useful lives of the assets are capitalised.

The items of property, plant and equipment are depreciated on a straight-line basis at rates based on the following years of estimated useful life:

	Years of estimated useful life
Buildings	17–50
Plant and machinery	3–12
Elements of transport (Leasing)	5–10
Other fixtures, tools and furniture	3–10
Other items of property, plant and equipment	4–20

The amortisation of leased transport items recognised as a result of bus contracts with repurchase options and whose income is recognised as an operating lease (Notes 3.f and 3.j) is determined by subtracting the residual value, calculated as the estimated fair value at the repurchase date, from the value of the asset. These assets are depreciated over the life of the operating lease contracts.

c) Impairment of assets

Upon each closing date, the Company reviews the carrying amounts of its non-current assets to determine whether there is any indication that those assets might have suffered an impairment loss. Irrespective of the existence of any indication of impairment, intangible assets with an indefinite useful life are tested annually for impairment. In these cases, an estimate of the recoverable amount of said asset is made to determine the amount of the provision if it is ultimately necessary. Recoverable amount is the higher of fair value less costs to sell and value in use. Value in use is deemed to be the present value of estimated future cash flows.

d) Financial instruments

In accordance with the classification criteria set out in IFRS 9, the Group classifies its financial instruments into the following categories:

Financial assets

The financial assets held by the Group are classified, based on the contractual cash flow characteristics of the financial asset and the business model for managing its financial assets, into the following categories:

1. Financial assets at amortised cost

This category includes financial assets that are held for the purpose of collecting contractual cash flows and, on specified dates, the contractual terms of the financial asset give rise to cash flows that are solely payments of principal and interest on the principal amount outstanding.

These assets are initially recognised at fair value and are subsequently measured at amortised cost.

The Company calculates a loss allowance for expected credit losses taking the expected losses in the next 12 months as a reference, unless the credit risk has increased significantly, in which case the Company calculates the loss allowance taking the expected life of the financial instrument as a reference.

For the calculation of this impairment, the credit quality of the debtors is taken as a reference, estimated with information available on the market (ratings) and adjusted after an individualised analysis of the collection guarantees available.

At the same time, the Group derecognises a financial asset when all the risks and rewards of ownership of the asset have been transferred to another entity or when the contractual rights to the cash flows from the asset expire.

2. Financial assets at fair value with changes in other comprehensive income

Equity instruments that the Group has made the irrevocable decision to classify as financial assets at fair value with changes in equity are recognised in this category.

The financial assets included in this category are initially recognised at fair value including any transaction costs. They are subsequently measured at fair value through other comprehensive income. The cumulative gain or loss is not transferred to the income statement on derecognition of such equity instruments. Accrued dividends are recorded under "Finance income" in the consolidated income statement.

The Group has designated all its investments in equity instruments as measured at fair value through other comprehensive income (Note 8).

3. Financial assets at fair value through consolidated profit or loss

Assets that do not meet the characteristics for inclusion in one of the other two categories are recognised in this category. The financial assets included in this category are initially recognised at fair value which, in the absence of evidence to the contrary, is the transaction price, which is the fair value of the consideration given. Directly attributable transaction costs are recognised in consolidated profit or loss for the year. After initial recognition, the assets in this category are measured at fair value through consolidated profit or loss.

Financial liabilities

The trade liabilities whose settlement is managed by financial institutions are recognised under "Trade creditors and other payables - Suppliers and other payables" in the consolidated balance sheet, to the extent to which the Company has transferred only the handling of their payment, but remains the primary obliger for the payment of the debts to the trade creditors, with no change in maturity and no further financial guarantees granted.

Borrowings are recognised initially at fair value less the transaction costs incurred. They are subsequently measured at amortised cost, and any difference between the funds obtained (net of the costs required to obtain them) and the repayment value is recognised in the statement of profit or loss over the term to maturity of the debt using the effective interest method.

The Company derecognises financial liabilities only when the obligations are cancelled, eliminated or expire.

Derivative financial instruments

The Group uses these instruments in hedging operations in relation to both the contracted work and in certain investments in investees, to hedge the foreign currency risk to which it is exposed and at the same time, to hedge the interest rate risk arising from loan drawdowns (see Note 16).

The fair value of the derivative financial instruments was calculated including the credit risk, the entity's own credit risk for liability derivative financial instruments, and the counterparty's credit risk for asset derivative financial instruments.

The Group reviews the conditions for a financial derivative to qualify for hedge accounting to ensure that such conditions are met, i.e.: (1) it hedges one of the following three types of risk: fair value hedge, cash flow hedge or hedge of a net investment in a foreign operation; (2) it effectively eliminates any risk inherent to the hedged item or position throughout the projected term of the hedge; and (3) there is documentation to evidence that the financial derivative was arranged specifically to hedge certain balances or transactions and how it was intended to achieve and measure the effectiveness of the hedge, provided that this was consistent with the Group's risk management policy.

These financial instruments are initially recognised at acquisition cost. The changes in the fair value of the derivative financial instruments that were designated and effective as hedges are subsequently recognised as follows:

- In fair value hedges, the gains or losses arising on both the hedging instrument and the hedged item attributable to the type of risk being hedged are recognised directly under “Financial profit/(loss)” in the accompanying consolidated statement of profit or loss. The Group recognises the hedges arranged for construction work as fair value hedges when the necessary conditions are met for hedges of this nature (existence of a firm commitment).
- In cash flow hedges, the gains or losses attributable to the effective portion of the hedging instrument are recognised temporarily in equity under “Other comprehensive income - Hedges”. This method is used by the Group for those projects in which the hedged risk is not a firm and signed commitment but rather a highly probable forecast transaction, and for interest rate hedges. To the extent that a highly probable transaction gives rise to firm commitments, the amounts previously recognised in equity are reclassified to profit or loss.
- In hedges on net investment in business abroad, the gains or losses attributable to the effective portion of the hedging instrument are recognised temporarily in equity under “Translation differences”.

The measurement of financial assets and liabilities at fair value is broken down into levels according to the following hierarchy determined by IFRS 13:

- Level 1: quoted prices in active markets for identical assets or 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.

In calculating the fair value of equity instruments, the Group uses valuation techniques that are appropriate to the circumstances and the amount of data available for each investment, seeking to maximise the use of relevant observable inputs. For the valuation of these investments at fair value, the business models of each of them and the different contractual conditions have been considered, evaluating different scenarios and using discount rates contrasted with independent experts (Note 8.b).

e) Measurement of inventories

Raw materials and other supplies and goods held for resale are measured at the lower of average acquisition cost or net realisable value.

Work in progress and finished and semi-finished goods are presented net of the costs already settled, as described in Note 3.f, and are measured as follows:

- Materials and expenses allocated to each project: at the average acquisition or production cost.
- Processing costs: based on standard hourly absorption rates for labour and direct and indirect production overheads, which do not differ significantly from actual hourly rates.
- For inventories that require a period of more than twelve months to be ready for sale, the cost includes borrowing costs.

f) Recognition of revenue and profit

The Group's main sources of revenue are formalised through contracts and orders accepted by customers which may include, individually or in combination, the following goods and services which are identified as separate performance obligations:

- Supply of train fleet
- Supply of bus fleet

- Maintenance of the train and bus fleets (manufactured by the CAF Group or by third parties) throughout their useful life (estimated at 10 years on average for buses and 25–30 years on average for trains), or in shorter periods of time depending on the customer's maintenance strategy.
- Refurbishment of customer-owned trains
- Civil works that include integrated engineering solutions for railway systems and infrastructure in general.
- Signalling systems
- Sale of train and bus equipment and components: traction equipment, wheel sets, gearboxes and spare parts in general.

The main characteristics of each of these are described below, grouped according to how the performance obligations are met:

f.1) Performance obligations that are fulfilled over time

*** Construction of trains and traction equipment**

Revenues from performance obligations for the construction of trains and traction equipment relate to rolling stock and other items specifically negotiated with customers on the basis of mutually agreed technical terms and conditions through a prior specification sheet as part of an offer. CAF therefore designs and manufactures vehicles tailored to the individual needs of each customer. Along with the delivery of the trains and traction equipment, the same performance obligation being considered, it is customary to deliver what are known as fleet parts (or strategic spare parts) and equipment for the maintenance workshops so that the customer can ensure the availability of all trains in operation at all times.

Trains and traction equipment are built as soon as the contract is signed, starting with the design and ending with the contractually established warranty period, once the trains have been made available to the customer.

These obligations are met throughout the life of the contract, from signature to completion of the various agreed obligations, as the trains are built to the technical specifications agreed individually with each customer. Additionally, the contracts include cancellation clauses that provide for the right to be paid for the work completed to date.

The technical specifications of the trains and traction equipment, with specific designs to suit each customer's needs, make it more difficult to find an alternative use for the trains and equipment in the event of contract cancellation, as the Group would have to incur significant costs to adapt them to other customers, assuming they are not manifestly incompatible.

This type of performance obligation also includes a warranty period that is not a differentiated service but is there to ensure the proper functioning of the trains. These are industry-standard warranties and feature standard terms and conditions in accordance with the legal requirements of each country in which the Group operates. The Group estimates the related provision for future warranty claims based on historical information on warranty claims, as well as recent trends that may suggest that past cost information may differ from the cost of future claims.

This type of performance obligation usually takes more than a year to complete, and advance payments are often received from customers. Invoicing and payment schedules depend on the degree of performance of each project and invoicing milestones take place during the main phases of the projects (signing of the contract, approval of the design, launching of orders to suppliers, delivery of the first unit, mass delivery of units, delivery of warranty, etc.). In the initial stages of a project (contract signature, design approval, orders submitted to suppliers, delivery of initial units) it is common for billing milestones to exceed recognised revenues, while as the project progresses and moves into delivery phases, revenues typically exceed cumulative billing until the deliveries are made and the train warranty period ends and there is no longer any significant financing component to the project. In addition, the price introduces an element of variability and the customer may establish penalties depending on the fulfilment of delivery milestones, which may therefore modify the likely price of the transaction.

In this type of contract, it is common to include an option to purchase additional units, the price of which may vary depending on when the option is exercised. In this case, the Group identifies each set of units as a separate obligation, recognising the original contract and, if applicable, the option exercised separately.

For train and traction equipment construction contracts, the Group generally recognises revenue and profit for each contract on the basis of the estimated progress measurement of the contract, based on the percentage of the number of hours allocated to the contract out of the total budgeted hours, with the progress represented by the hours allocated in the design phase being limited by the percentage of the budgeted cost for the design phase out of the total budgeted cost of the project.

*** Construction contracts for civil works, refurbishments, signalling and engineering services**

In this type of performance obligation, the CAF Group agrees upon an integral system solution with the customer; one that includes civil works and building, electrification, signalling, communications and other systems, which encompasses the preliminary design, supply management, construction and commissioning of both railway systems and infrastructure in general so as to provide a solution tailored to the specific needs of the customer.

These contracts include a warranty period that is not a differentiated service but relates to the proper functioning of the construction or service. They are industry-standard warranties and feature standard terms and conditions in accordance with the legal

requirements of each country in which the Group operates. Meanwhile, the Group has similar warranties in place with its main subcontractors and therefore no significant warranty provisions are recorded.

The term of these contracts is usually more than one year. In these cases, billing and payment schedules are pegged to the achievement of various project milestones and the degree of project completion and do not differ significantly from the revenues recognised. Therefore, there is no significant financing component.

Revenue and profit or loss on civil works, signalling and engineering services contracts are recognised by reference to the estimated measure of progress of the contract, calculated on the basis of the costs incurred compared with the total budgeted costs.

For each contract. the CAF Group analyses the applicable regulatory framework for unilateral cancellations, in order to guarantee the right to be paid for the services rendered to date at a price that reflects the cost plus margin incurred.

*** Maintenance contracts**

The CAF Group provides maintenance services for trains and systems, in relation to material delivered by both CAF and other manufacturers. The duration of maintenance contracts varies, depending on the customer's specific needs and maintenance strategy.

These revenues are established on the basis of fees that are negotiated in each contract, with revenues recognised over the life of the contract on the basis of the method that best reflects the percentage of progress made at the relevant time. In the case of multi-year projects with monthly invoicing where the resources used to render the service are linear, it is assumed that the invoicing is equivalent to revenues, in the absence of a significant financing component.

However, in those maintenance contracts where the resources to perform the service are not linear (mainly when major overhauls or repair work are required) the cost to be incurred in each of them is estimated and the income from the billings is deferred to the periods in which the major repair work is to take place. The resulting difference is recorded as either non-current or current “Liabilities under contract”, depending on whether the major repair work is expected to be performed within a period of more or less than 12 months, respectively.

f.2) Performance obligations that are fulfilled at a specific point in time

*** Bus sales**

The CAF Group sells urban transport buses with a wide range of electric, hydrogen, hybrid and, to a lesser extent, diesel vehicles.

This type of contract is for the manufacture of products which, depending on the type of customer, require minor modifications that do not significantly change the technical characteristics. The asset is not transferred until actual delivery to the customer at which time revenue is recognised. A delivery period is stipulated in the contractual conditions, and penalties may apply in the event of late delivery. In the event that the customer does not accept the buses at the time of delivery due to technical or other factors, the CAF Group does not recognise revenue until the buses are formally accepted.

The Group also undertakes to provide a warranty period for the buses, in accordance with the law and industry practice, without taking into account required maintenance and product wear and tear. The company’s Management estimates the related provision for future warranty claims based on historical information on warranty claims, as well as recent trends that may suggest that past cost information may differ from the cost of future claims.

The execution period of these contracts is short, with invoicing to the customer being primarily linked to the time of acceptance of the buses by the customer, so there is no significant financing component.

In some bus contracts, there are buybacks in which a case-by-case analysis determines whether or not control has been transferred to the customer. Such contracts can be conducted as an obligation to repurchase the asset (forward contract) or as an obligation to repurchase the asset at the customer's request (put option).

The transfer criterion in these cases is based on whether or not the customer has a significant economic incentive to exercise the option. If the customer is deemed to have an economic incentive to exercise the repurchase option, the revenue is recognised as an operating lease over the term from the transaction to the date of the repurchase option (Notes 3.j and 20).

The main factor taken into consideration in concluding whether there is an economic incentive for the customer is the comparison of the repurchase price with the estimated market value of the bus at that time.

If it is concluded that the customer does not have an economic incentive to exercise the option, revenue is recognised according to the put and call model. In this case, a large proportion of the revenue is recognised with the delivery of the bus. In addition, a repayment liability and an asset for repayment rights are recognised on the consolidated balance sheet. If the bus is not ultimately returned by the date the option is exercised, the liability is recognised as income and the asset is recognised as an expense (Note 20).

*** Wheel sets and spare parts**

The Group sells other products such as assembled axles, wheels and reduction gearboxes for the railway market and other spare parts linked to both rolling stock and buses. In these cases, the Group recognises the revenue when the customer takes control of the asset and the performance obligation is fulfilled.

f.3) Common aspects

Potential losses on contracts are recognised in full when they become known or can be reliably estimated.

The Group only recognises income arising from claims or contract scope modifications once the customer has accepted the claim and there is evidence of such acceptance in the form of a contractual amendment or similar legal document.

Based on the revenues realised, the projected profit or loss on each contract and the measure of progress, inventories are derecognised with a charge to the related heading of the consolidated income statement and with a credit to “Inventories” on the asset side of the consolidated balance sheet (Note 10).

Income from financial assets

Interest income from financial assets is recognised using the effective interest method and dividend income is recognised when the shareholder's right to receive payment is established. Interest and dividends from financial assets accrued after the date of acquisition are recognised in the consolidated income statement.

g) Balance sheet balances relating to revenue recognition

Unlike the method used to recognise revenue from contracts, the amounts billed to the customer are based on achievement of the milestones established in the contract. The difference between revenue recognised on each project (Note 3.f) and the amount billed for the project is recognised as follows:

- If positive, as "Assets under contract" within "Trade and other receivables - Trade receivables from sales and services" (Note 11).
- If negative, as "Contract liabilities" within "Trade and other payables - Suppliers and other payables" and "Other non-current liabilities" (Note 11).

h) Classification of debts as Current/Non-current

Items are classified under assets and liabilities (such as assets under contract, liabilities under contract and current provisions) that may be realised or settled in more than twelve months, since they form part of the Company's normal operating cycle as established in the applicable legislation. Considering the items as a whole, the directors estimate that the current assets will be realised essentially in the short term and, in any event, the current liabilities to be settled in more than 12 months exceed the current assets that would be realised in more than 12 months (Notes 11 and 19).

i) Income tax

The expense for income tax and other similar taxes applicable to consolidated foreign entities are recognised in the consolidated income statement, except when it results from a transaction the result of which is recognised directly in equity, in which case the related tax is also recognised in equity.

Deferred tax liabilities are recognised for all taxable temporary differences, unless, in general, the temporary difference arises from the initial recognition of goodwill. Also, deferred tax assets are recognised for tax loss and tax credit carryforwards and temporary differences to the extent that it is considered probable that the consolidated entities will have sufficient taxable profits in the future against which the deferred tax assets can be utilised, considering the projections based on the backlog for such purpose.

Deferred tax assets and liabilities are classified as non-current assets and liabilities.

j) Leases

The Group as lessee

The Group analyses whether a contract is or contains a lease at the start of the contract. The Group recognises a right of use asset and a corresponding liability for all leases, except for short-term leases (with a duration of 12 months or less from the commencement date) or low value leases (based on the IFRS value of USD 5,000). In these cases, the Group recognises the lease payments as an operating expense on a straight-line basis over the term of the lease.

The Group as lessor

The Group acts as lessor in some bus contracts (Note 3.f). Leases where the contract stipulates that the risks and rewards of ownership are transferred to the lessee are considered finance leases, all other leases being operating leases.

Revenue in the case of operating leases is recognised on a straight-line basis over the lease term, less the repurchase option price. Initial direct costs incurred in negotiating and signing the operating lease contract are added to the carrying amount of the leased asset and recognised on a straight-line basis over the lease term.

k) Administrative concessions

Concession contracts are agreements between a public granting entity and CAF Group companies to provide public services such as preventive and corrective maintenance and overhaul services for different railway lines through the operation of the infrastructure. At the same time, the revenue derived from the provision of the service may be collected directly from users or sometimes through the granting entity itself, which regulates the prices for the provision of the service.

Concession rights generally entail a monopoly on the operation of the service granted for a certain period of time, after which the concession infrastructure necessary for the offering of the service reverts to the granting entity, generally without a consideration. The concession contract must necessarily provide for the management or operation of such infrastructure. Likewise, a common feature is the existence of obligations to purchase or construct all those elements that are necessary for the provision of the concession service throughout the life of the contract.

Such concession contracts are accounted for in accordance with IFRIC 12 "Service Concession Arrangements". In general, there are two clearly differentiated phases, the first in which the concessionaire provides construction or improvement services which are recognised by reference to the stage of completion in accordance with IFRS 15 - "Revenue from contracts with customers", with a balancing entry in an intangible or financial asset, and a second phase in which it provides a series of maintenance or operating services for the aforementioned infrastructure which are recognised in accordance with the same standard.

An intangible asset is recognised when the demand risk is assumed by the concessionaire and a financial asset is recognised when the demand risk is assumed by the grantor, as the concessionaire has an unconditional contractual right to be paid for construction or upgrade services. The financial income resulting from measuring the financial assets of the concessions at amortised cost is recognised under "Revenue" in the consolidated income statement. Concessions consolidated by the Group (Note 8) are treated as a financial asset, as the conditions for such recognition are met.

l) Provisions and contingent liabilities

When identifying obligations, the parent distinguishes between:

- Provision: a present obligation (legal or constructive) as a result of past events when it is probable that an outflow of resources embodying economic benefits will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation.
- Contingent liability: a possible obligation that arises from past events and whose existence will be confirmed only by the occurrence or non-occurrence of one or more future events beyond the Group's control; or possible obligations whose occurrence is unlikely or whose amount cannot be reliably estimated.

Provisions are recognised when it is probable that the obligation will have to be settled and the amount can be measured reliably. Contingent liabilities are not recognised and are only disclosed in the consolidated financial statements, except for those arising from business combinations.

Provisions are recognised on the basis of the best estimate of the expenditure that will be required to settle the present obligation at the reporting date. Provisions are fully or partially reversed when they cease to exist or when the obligations are reduced, respectively.

Provisions for guarantees are recognised when the significant risks and rewards of a project are transferred to the customer.

Expected losses on onerous contracts are recognised when the best estimate of total contract costs exceeds the expected contract revenue.

Provisions are discounted to reflect the present value of expected expenses where the effect of the time value of money is material.

4.- DISTRIBUTION OF THE PARENT'S PROFIT

The proposed distribution of the profit that the Parent's directors will submit for approval by the General Shareholders' Meeting is as follows:

Distribution	Thousands of Euros
Distributable profit	
Profit/(Loss) for the year	147,720
Distribution	
To dividends	52,107
To voluntary reserves	95,613

5.- SEGMENTATION

a) Segmentation criteria

The criteria applied in presenting the segmented information of the CAF Group included in the accompanying consolidated financial statements are as follows:

- The segmentation has been carried out according to business units, separating the operational activities of "Railway" and "Bus".
- Additionally, information is incorporated according to geographical criteria and group of products and services.

b) Basis and methodology of segment reporting

Segment revenues and expenses are those directly attributable to the segment and therefore do not include interest, dividends, gains or losses arising from the disposal of investments or from debt redemption or repayment transactions. Segment assets and liabilities are those directly related to the operation of the segment's operating activities or to the ownership interests in companies engaged in this activity.

Considering the basis for the primary segment reporting according to International Standards (IFRS 8 "Operating Segments"), the CAF Group has considered the two business units in which it has operated as the main segment, given that it considers that its organisational and management structure, as well as its internal information system for the management and executive body, are such that the risks and returns are predominantly influenced by the fact that its operations are carried out in one or other business area, this being understood as the set of related products and services. In short, segmentation identifies those identifiable components of the CAF Group that are subject to risks and returns of a different nature to those of other operating components that operate in different environments.

Accordingly, the Group has determined the existence of the following segments, which it considers meet the requirements of internal homogeneity in terms of similarity of economic or political conditions or risks arising from applicable regulations, exchange rates or proximity of activities and which differ from the other segment´s operating activities for identical reasons:

- Railway
- Buses

The information by business segment is presented below:

Segmentation by Business Unit	2025 (Thousands of Euros)				
	Railway	Buses	General	Intersegments	Total
External revenue	3,303,771	1,182,763	-	-	4,486,534
Intersegment revenue	1,615	-	-	(1,615)	-
Total revenue	**3,305,386**	**1,182,763**	**-**	**(1,615)**	**4,486,534**
EBITDA	**251,388**	**98,136**	**-**	**-**	**349,524**
Depreciation of fixed assets (Notes 6, 7 & 21.e)	(82,487)	(25,452)	-	-	(107,939)
Impairment and profit/(loss) on disposal of non-current assets (Note 21.e)	1,815	2,371	-	-	4,186
Profit/(Loss) from operations	**170,716**	**75,055**	**-**	**-**	**245,771**
Financial profit/(Loss)	(14,604)	(21,926)	-	-	(36,530)
Profit /(Loss) of entities accounted for using the equity method	6,398	-	-	-	6,398
Profit/(Loss) before tax	**162,510**	**53,129**	**-**	**-**	**215,639**
Income tax					(64,279)
Profit/(Loss) for the year from continuing operations					**151,360**
Profit attributable to non-controlling interests					5,101
Profit/(Loss) attributable to the Parent					**146,259**
ASSETS	**3,901,583**	**1,131,316**	**580,516**	**(80,470)**	**5,532,945**
LIABILITIES	**3,062,800**	**827,883**	**734,967**	**(80,470)**	**4,545,180**
Additions to intangible assets and property, plant and equipment (Notes 6 and 7)	100,713	43,466	-	-	144,179

Segmentation by Business Unit	2024 (Thousands of Euros)				
	Railway	Buses	General	Intersegments	Total
External revenue	3,284,680	926,863	-	-	4,211,543
Intersegment revenue	447	6	-	(453)	-
Total revenue	**3,285,127**	**926,869**	**-**	**(453)**	**4,211,543**
EBITDA	**259,921**	**65,066**	**-**	**-**	**324,987**
Depreciation of fixed assets (Notes 6, 7 & 21.e)	(85,396)	(25,032)	-	-	(110,428)
Impairment and profit/(loss) on disposal of non-current assets (Note 21.e)	1,383	202	-	-	1,585
Profit/(Loss) from operations	**175,908**	**40,236**	**-**	**-**	**216,144**
Financial profit/(Loss)	(26,006)	(26,243)	-	-	(52,249)
Profit/ (loss) of entities accounted for using the equity method	(3,265)	-	-	-	(3,265)
Profit /(Loss) before tax	**146,637**	**13,993**	**-**	**-**	**160,630**
Income tax					(52,984)
Profit/(Loss) for the year from continuing operations					**107,646**
Profit attributable to non-controlling interests					4,391
Profit/(Loss) attributable to the Parent					**103,255**
ASSETS	**3,848,710**	**946,964**	**492,601**	**(72,418)**	**5,215,857**
LIABILITIES	**2,893,456**	**690,913**	**807,655**	**(72,418)**	**4,319,606**
Additions to intangible assets and property, plant and equipment (Notes 6 and 7)	102,219	18,890	-	-	121,109

General purpose assets and liabilities, including the net financial debt items of the Parent and current and deferred tax assets and liabilities, have not been allocated to the other segments. Similarly, reconciling items arising from comparing the result of integrating the financial statements of the various business segments (which are prepared on a management basis) with the consolidated financial statements of the CAF Group have not been allocated.

The breakdown of revenue by product group and type of services provided is as follows (in thousands of euros):

	2025	2024
High-speed, regional and commuter trains	988,984	1,096,484
Metros	332,397	249,464
Trams and light metros	513,013	380,497
Bogies and other	31,721	50,943
Trains	**1,866,115**	**1,777,388**
Services (*)	**756,386**	**654,597**
Buses (**)	**1,182,763**	**926,869**
Integral Systems, Equipment and Other (***)	**681,270**	**852,689**
Total	**4,486,534**	**4,211,543**

(*) Mainly includes all revenues from maintenance services and sales of railway spare parts.
(**) Includes, in addition to bus sales, revenue from after-sales services related to this segment (maintenance and spare parts).
(***) Mainly civil construction, refurbishment, signalling and engineering contract revenue.

The information according to geographical criteria is as follows:

1.- The distribution of revenue by geographic area (based on the location of the end customers), breaking down the markets in which the Group focuses its commercial activity ("core" markets defined in the 2023–2026 Strategic Plan), at 31 December 2025 and 2024, is as follows (in thousands of euros):

	2025	2024
Spain	523,859	448,575
Germany	321,856	305,479
France	437,918	405,797
Italy	475,620	390,238
United Kingdom	254,257	261,792
Nordic countries (*)	414,792	394,434
Benelux (**)	211,940	167,674
Poland	254,071	177,371
Rest of Europe	273,265	235,368
Europe	3,167,578	2,786,728
USA and Canada	130,919	51,954
Rest of America	357,364	548,203
Americas	488,283	600,157
Australia	179,816	78,626
India	22,872	12,856
Rest of APAC	161,416	338,259
APAC	364,104	429,741
Rest of the World	466,569	394,917
TOTAL	**4,486,534**	**4,211,543**

(*) The following countries are included: Sweden, Norway, Finland and Denmark.
(**) The following countries are included: Belgium, The Netherlands and Luxembourg.

In 2025 and 2024, no customer accounted for 10% of the Group's total revenue.

2 - The distribution of net investment in intangible assets and property, plant and equipment by geographical area at 31 December 2025 and 2024 is as follows (in thousands of euros):

Geographical area	2025			2024		
	Intangible assets	Property, plant and equipment	Total	Intangible assets	Property, plant and equipment	Total
Spain	116,004	172,534	288,538	119,307	169,136	288,443
France	111,873	81,742	193,615	119,932	81,611	201,543
United Kingdom	13,545	45,853	59,398	15,009	48,854	63,863
Poland (*)	201,121	109,571	310,692	195,820	99,062	294,882
Rest of the World	24,381	116,689	141,070	24,741	98,971	123,712
Total	**466,924**	**526,389**	**993,313**	**474,809**	**497,634**	**972,443**

(*) Includes buses under operating leases that are not in operation in that country.

6.- INTANGIBLE ASSETS

a) Goodwill

Changes in goodwill in 2025 and 2024 were as follows:

Year 2025

	Thousands of Euros		
	Balance at 31.12.24	Translation differences	Balance at 31.12.25
Solaris	92,960	1,190	94,150
BWB Holdings Limited	5,654	(281)	5,373
EuroMaint	8,901	524	9,425
Orbital	1,508	-	1,508
CAF Reichshoffen	77,800	-	77,800
Other	771	-	771
Total	**187,594**	**1,433**	**189,027**

Year 2024

	Thousands of Euros		
	Balance at 31.12.23	Translation differences	Balance at 31.12.24
Solaris	91,578	1,382	92,960
BWB Holdings Limited	5,395	259	5,654
EuroMaint	9,192	(291)	8,901
Orbital	1,508	-	1,508
CAF Reichshoffen	77,800	-	77,800
Other	771	-	771
Total	**186,244**	**1,350**	**187,594**

During the 2025 and 2024 financial years, the goodwill of the Solaris, BWB Holdings Limited, EuroMaint, Orbital and CAF Reichshoffen, SAS subgroups was tested for recoverability.

The projections are prepared for each cash-generating unit based on past experience and on the best available estimates, considering the time horizon that allows the business model to be normalised in each case, and are consistent with the Company's business plans. The main components are:

- Profit/(Loss) projections
- Investment and working capital projections

The main parameters used for this recoverability test, as well as the sensitivity analysis of the enterprise value of the companies to changes in the main assumptions in the model, are as follows:

Year 2025

	Solaris	BWB Holdings Limited	EuroMaint	Orbital	CAF Reichshoffen
Carrying amount as at 01.01.25 (thousands of euros)	92,960	5,654	8,901	1,508	77,800
Value chosen as representative for determining the recoverable amount (*)	Value in use	Value in use	Value in use	Value in use	Value in use
Estimated number of years covered by cash flow projections	5	3	8	3	6
% of residual value over recoverable amount	78%	82%	53%	83%	85%
Long-term growth rate used	2%	2%	2%	2%	1.5%
Discount rate used (*)	8.3%	10.2%	9.1%	10%	9%

(*) Cash flows and discount rate used after tax. The application of Cash Flows and Discount Rate before taxes would not change the valuation obtained for each cash-generating unit.

Sensitivity analysis	2025									
Figures in thousands of euros	Solaris		BWB Holdings Limited		EuroMaint		Orbital		CAF Reichshoffen	
	-100bp	+100bp	-100bp	+100bp	-100bp	+100bp	-100bp	+100bp	-100bp	+100bp
Growth rate:	(95,938)	132,084	(2,614)	3,344	(4,687)	6,213	(1,473)	1,894	(11,031)	14,425
Discount rate:	195,443	(141,767)	4,084	(3,183)	16,929	(12,855)	2,444	(1,896)	21,295	(16,209)

Year 2024

	Solaris	BWB Holdings Limited	EuroMaint	Orbital	CAF Reichshoffen
Carrying amount as at 01.01.24 (thousands of euros)	91,578	5,395	9,192	1,508	77,800
Value chosen as representative for determining the recoverable amount (*)	Value in use	Value in use	Value in use	Value in use	Value in use
Estimated number of years covered by cash flows projections	5	4	8	4	6
% of residual value over recoverable amount	75%	77%	51%	86%	59%
Long-term growth rate used	2%	2%	2%	2%	1.5%
Discount rate used (*)	9.9%	10.3%	9.5%	11%	9%

(*) Cash flows and discount rate used after tax. The application of Cash Flows and Discount Rate before taxes would not change the valuation obtained for each cash-generating unit.

Sensitivity analysis	2024									
Figures in thousands of euros	Solaris		BWB Holdings Limited		EuroMaint		Orbital		CAF Reichshoffen	
	-100bp	+100bp	-100bp	+100bp	-100bp	+100bp	-100bp	+100bp	-100bp	+100bp
Growth rate:	(60,622)	78,196	(2,453)	3,124	(3,825)	5,008	(1,412)	1,765	(8,812)	11,523
Discount rate:	124,688	(96,387)	4,391	(3,421)	14,119	(10,878)	2,331	(1,858)	16,249	(12,203)

Following this analysis, the estimated enterprise value is higher than the book value in all cases. Furthermore, in the worst case sensitivity scenarios shown above, the enterprise value is higher than its carrying amount in all cases (as in 2024, except in the case of EuroMaint, where a 100bp increase in the discount rate would have resulted in an impairment of the cash-generating unit of EUR 7,080 thousand).

b) Other intangible assets

The changes in the year ended 31 December 2025 in the various "Other intangible assets" accounts and in the related accumulated amortisation were as follows:

	Balance at 31.12.24	Additions or charges	Transfers	Disposals or reductions	Translation differences	Balance at 31.12.25
Cost:						
Commercial relations and customer portfolio	79,518	-	-	-	429	79,947
Patents, licences and trademarks	142,016	-	-	-	1,370	143,386
Development expenses	191,097	17,624	824	(12,141)	558	197,962
Computer and other applications	159,305	14,287	(795)	(797)	460	172,460
Total cost	**571,936**	**31,911**	**29**	**(12,938)**	**2,817**	**593,755**
Accumulated amortisation:						
Commercial relations and customer portfolio	(28,660)	(6,391)	-	-	12	(35,039)
Patents, licences and trademarks	(44,369)	(9,132)	-	-	(480)	(53,981)
Development expenses	(150,403)	(11,472)	(4)	12,014	(309)	(150,174)
Computer and other applications	(60,757)	(15,930)	6	790	(347)	(76,238)
Total accumulated amortisation	**(284,189)**	**(42,925)**	**2**	**12,804**	**(1,124)**	**(315,432)**
Impairment:						
Development expenses	(532)	(23)	-	129	-	(426)
Total impairment	**(532)**	**(23)**	**-**	**129**	**-**	**(426)**
Net:						
Commercial relations and customer portfolio	50,858	(6,391)	-	-	441	44,908
Patents, licences and trademarks	97,647	(9,132)	-	-	890	89,405
Development expenses	40,162	6,129	820	2	249	47,362
Computer and other applications	98,548	(1,643)	(789)	(7)	113	96,222
Other intangible fixed assets, net	**287,215**	**(11,037)**	**31**	**(5)**	**1,693**	**277,897**

The changes in the year ended 31 December 2024 in the various "Other intangible assets" accounts and in the related accumulated amortisation were as follows:

	Balance at 31.12.23	Additions or charges	Transfers	Disposals or reductions	Translation differences	Balance at 31.12.24
Cost:						
Commercial relations and customer portfolio	79,294	-	-	-	224	79,518
Patents, licences and trademarks	140,286	-	(5)	-	1,735	142,016
Development expenses	176,011	15,329	270	(1,024)	511	191,097
Computer and other applications	129,220	31,912	(269)	(1,609)	51	159,305
Total cost	**524,811**	**47,241**	**(4)**	**(2,633)**	**2,521**	**571,936**
Accumulated amortisation:						
Commercial relations and customer portfolio	(21,973)	(6,447)	-	-	(240)	(28,660)
Patents, licences and trademarks	(34,841)	(9,052)	9	-	(485)	(44,369)
Development expenses	(137,262)	(13,880)	4	1,024	(289)	(150,403)
Computer and other applications	(45,782)	(16,485)	(9)	1,559	(40)	(60,757)
Total accumulated amortisation	**(239,858)**	**(45,864)**	**4**	**2,583**	**(1,054)**	**(284,189)**
Impairment:						
Development expenses	(532)	-	-	-	-	(532)
Total impairment	**(532)**	**-**	**-**	**-**	**-**	**(532)**
Net:						
Commercial relations and customer portfolio	57,321	(6,447)	-	-	(16)	50,858
Patents, licences and trademarks	105,445	(9,052)	4	-	1,250	97,647
Development expenses	38,217	1,449	274	-	222	40,162
Computer and other applications	83,438	15,427	(278)	(50)	11	98,548
Other intangible fixed assets, net	**284,421**	**1,377**	**-**	**(50)**	**1,467**	**287,215**

The breakdown of research and development expenses incurred in the years 2025 and 2024 is as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Development expenses recorded in profit/(loss)	32,542	30,832
Capitalised development expenses	17,624	15,329
Total development expenses	**50,166**	**46,161**
Funding received	12,667	11,775
Total gross development expenses	**62,833**	**57,936**

These amounts do not include basic engineering costs associated with contracts.

Additions recognised as developments in 2025 relate to costs incurred in the development of new products and technology including, inter alia, alternative technologies to diesel propulsion, driver assistance, energy management and automation systems, and the development of platforms for the product lines. In addition, developments have been carried out based on Artificial Intelligence and the Digital Twin aimed at efficiency in the design and reduction of lead times in putting vehicles into operation. Additionally, the additions under IT applications relate to digital implementations, extensions on the Group of the new management software (ERP), as well as the deployment of the measures established in the corporate cybersecurity policy, and the recommendations by the various audits in this area. Finally, worth highlighting is the development of a new project management system in Product and Engineering, with the aim of improving efficiency in engineering projects by standardising tasks and optimising processes. At 31 December 2025, the Group had investment commitments amounting to EUR 10,619 thousand (EUR 5,253 thousand at 31 December 2024), mainly for the implementation of the new IT system for some of the Group's subsidiaries.

At the end of 2025, the Group had fully amortised intangible assets that were still in use and/or whose technology was still being applied, for an amount of EUR 131,978 thousand (EUR 108,831 thousand at 31 December 2024).

Having analysed the indications of impairment in the Group's intangible assets at 31 December 2025, the Directors believe that there are no indications of impairment.

7.- PROPERTY, PLANT AND EQUIPMENT AND RIGHT-OF-USE ASSETS

The breakdown of "Property, plant and equipment" is as follows (thousands of euros):

	31.12.25	31.12.24
Property, plant and equipment	435,162	408,109
Right-of-use assets	91,227	89,525
Total	**526,389**	**497,634**

a) Property, plant and equipment

The changes during the year ended 31 December 2025 in property, plant and equipment and related accumulated depreciation were as follows:

	Thousands of Euros					
	Balance at 31.12.24	Additions or charges	Transfers	Disposals or reductions	Translation differences	Balance at 31.12.25
Cost:						
Land and buildings	447,053	10,729	3,883	(1,606)	(3,070)	456,989
Technical installations and machinery	353,379	10,693	12,884	(4,982)	(2,024)	369,950
Transport elements (leasing) (Note 3.j)	8,671	-	-	(6,405)	81	2,347
Other fixtures, tools and furniture	45,117	1,916	264	(1,752)	(45)	45,500
Other items of property, plant and equipment	45,489	1,148	911	(2,029)	(9)	45,510
Advances in progress	30,432	49,059	(18,012)	-	170	61,649
Total cost	**930,141**	**73,545**	**(70)**	**(16,774)**	**(4,897)**	**981,945**
Accumulated amortisation:						
Buildings	(169,986)	(14,385)	202	20	1,090	(183,059)
Technical installations and machinery	(275,396)	(17,296)	(4)	4,530	1,528	(286,638)
Elements of transport (leasing) (Note 3.j)	(5,038)	(335)	-	3,689	(50)	(1,734)
Other fixtures, tools and furniture	(28,627)	(3,792)	10	1,083	16	(31,310)
Other items of property, plant and equipment	(36,039)	(3,226)	12	1,971	82	(37,200)
Total accumulated amortisation	**(515,086)**	**(39,034)**	**220**	**11,293**	**2,666**	**(539,941)**
Impairment:						
Land and buildings	(6,405)	-	(6)	31	78	(6,302)
Technical installations and machinery	(4)	-	-	1	-	(3)
Other fixtures, tools and furniture	(537)	-	-	-	-	(537)
Total impairment	**(6,946)**	**-**	**(6)**	**32**	**78**	**(6,842)**
Net:						
Land and buildings	270,662	(3,656)	4,079	(1,555)	(1,902)	267,628
Technical installations and machinery	77,979	(6,603)	12,880	(451)	(496)	83,309
Elements of transport (leasing) (Note 3.j)	3,633	(335)	-	(2,716)	31	613
Other fixtures, tools and furniture	15,953	(1,876)	274	(669)	(29)	13,653
Other items of property, plant and equipment	9,450	(2,078)	923	(58)	73	8,310
Advances in progress	30,432	49,059	(18,012)	-	170	61,649
Property, plant and equipment, net	**408,109**	**34,511**	**144**	**(5,449)**	**(2,153)**	**435,162**

The changes in the year ended 31 December 2024 in property, plant and equipment and related accumulated depreciation were as follows:

	Thousands of Euros					
	Balance at 31.12.23	Additions or charges	Transfers	Disposals or reductions	Translation differences	Balance at 31.12.24
Cost:						
Land and buildings	437,589	6,381	4,238	-	(1,155)	447,053
Technical installations and machinery	337,530	13,779	4,289	(522)	(1,697)	353,379
Transport elements (leasing) (Note 3.j)	14,416	-	-	(5,921)	176	8,671
Other fixtures, tools and furniture	40,717	4,440	800	(618)	(222)	45,117
Other items of property, plant and equipment	43,727	1,295	489	(214)	192	45,489
Advances in progress	22,416	22,528	(14,496)	(78)	62	30,432
Total cost	**896,395**	**48,423**	**(4,680)**	**(7,353)**	**(2,644)**	**930,141**
Accumulated amortisation:						
Buildings	(157,848)	(14,065)	588	-	1,339	(169,986)
Technical installations and machinery	(260,392)	(16,522)	(239)	394	1,363	(275,396)
Elements of transport (leasing) (Note 3.j)	(8,150)	(1,441)	-	4,653	(100)	(5,038)
Other fixtures, tools and furniture	(25,270)	(4,020)	(84)	589	158	(28,627)
Other items of property, plant and equipment	(32,517)	(3,664)	68	199	(125)	(36,039)
Total accumulated amortisation	**(484,177)**	**(39,712)**	**333**	**5,835**	**2,635**	**(515,086)**
Impairment:						
Land and buildings	(6,135)	188	(442)	-	(16)	(6,405)
Technical installations and machinery	(1,483)	1,326	153	-	-	(4)
Other fixtures, tools and furniture	(343)	(194)	-	-	-	(537)
Other items of property, plant and equipment	(48)	13	35	-	-	-
Total impairment	**(8,009)**	**1,333**	**(254)**	**-**	**(16)**	**(6,946)**
Net:						
Land and buildings	273,606	(7,496)	4,384	-	168	270,662
Technical installations and machinery	75,655	(1,417)	4,203	(128)	(334)	77,979
Elements of transport (leasing) (Note 3.j)	6,266	(1,441)	-	(1,268)	76	3,633
Other fixtures, tools and furniture	15,104	226	716	(29)	(64)	15,953
Other items of property, plant and equipment	11,162	(2,356)	592	(15)	67	9,450
Advances in progress	22,416	22,528	(14,496)	(78)	62	30,432
Property, plant and equipment, net	**404,209**	**10,044**	**(4,601)**	**(1,518)**	**(25)**	**408,109**

During the financial year 2025, the most relevant investments have been mainly directed to the rolling activity due to the refurbishment of the 10Tn press and investments in the wheel and gearbox machining areas, while in the manufacturing area and with the aim of increasing the production capacity to be able to deal with the high backlog, new machinery has been acquired and facilities have been extended, such as a new paint booth, pipe bending machine and bogies robotisation, among others, and investments have been made in the testing area, including its extension and equipment, and the adaptation of train departure tracks to the national network. Abroad, we can highlight the investments for the adaptation of the Reichshoffen and Bagnères-de-Bigorre facilities in France, with the aim of increasing their installed production capacity, extending the length of the finishing halls and implementing more assembly lines for new projects. Work has continued on the improvement and expansion of the test facilities in Newport, UK, and the manufacturing lines at the Mexico plant have been adapted to meet the demanding standards of the projects to be undertaken at these plants. As regards the Bus business, the main investments are related to the expansion of production capacity at the Bolechowo and Sroda plants, in the former mainly through investment in equipment and platforms for vehicle finishing, while in the latter more directed at equipping the plant with more advanced resources with greater robotisation of the welding area.

In addition, during 2025, the Group obtained a profit of EUR 4,214 thousand on the disposal of property, plant and equipment, credited to “Impairment and profit or loss on disposals of non-current assets” in the consolidated profit or loss statement (Note 21.e), mainly relating to the sale of a piece of land and a lathe.

In 2024, the most significant investments were aimed mainly at the automation of thermal treatment facilities of the wheel business and investments in the manufacturing area, such as the extension and modernisation of welding and box sanding areas via the robotisation and automation of these processes, the extension of the testing area at various production plants and the renewal of the manufacturing lines. Abroad, highlights included the industrialisation of new production lines at the Newport plant (UK) to adapt them to the manufacture of tram platform projects, investments at the French plant in Bagnères-de-Bigorre to change the industrial layout and expand the testing area to adapt it to the new projects, and work to transfer and standardise industrial processes at the French factory in Reichshoffen. Lastly, we must mention the implementation at the Elmira plant (United States) of a new automated facility for the welding of boxes, roofs and end carriages, as well as the extension of the painting area with a new cabin that will combine the painting and shot blasting activities. In addition, the first phases of construction of the new warehouses and workshops in Germany were completed and investments were made to upgrade and update equipment at EuroMaint's facilities. Lastly, in the bus business, Solaris completed the construction of the new building for the production of gas-powered vehicles, with the aim of meeting the increased production needs of hydrogen and CNG buses, taking into account the specific requirements and regulations for this type of vehicle in terms of safety conditions.

At 31 December 2025, the Group had firm investment purchase commitments of approximately EUR 10,704 thousand mainly located in Spain (31 December 2024 : EUR 1,357 thousand mainly located in Spain).

The consolidated companies follow the criteria of taking out insurance policies to adequately insure its property, plant and equipment. At 31 December 2025 and 2024, the insurance policies taken out covered the carrying amount of the property, plant and equipment at those dates.

The gross cost of fully amortised assets in use at 31 December 2025 and 2024 is approximately EUR 352,660 thousand and EUR 330,638 thousand.

Having evaluated the indicators to assess whether there is any indication of impairment in the Group's assets at 31 December 2025, which basically refers to the analysis of the backlog and its allocation to the manufacturing load of each of the Group's production plants, as well as the existence of valuations carried out by independent experts, there is no indication of impairment.

b) Right-of-use assets

The breakdown and movement during the year 2025 among the different accounts relating to rights of use is as follows:

	Thousands of Euros					
	Balance at 31.12.24	Additions or charges	Transfers	Disposals or reductions	Translation differences	Balance at 31.12.25
Cost:						
Land and buildings	109,193	22,351	(1,510)	(9,214)	(1,755)	119,065
Technical installations and machinery	40,683	10,590	(219)	(7,334)	2,258	45,978
Other fixtures, tools and furniture	14,225	5,519	(105)	(2,526)	60	17,173
Other items of property, plant and equipment	957	263	-	(48)	(12)	1,160
Total cost	**165,058**	**38,723**	**(1,834)**	**(19,122)**	**551**	**183,376**
Accumulated amortisation:						
Land and buildings	(42,174)	(12,815)	-	959	489	(53,541)
Technical installations and machinery	(24,440)	(9,243)	-	7,325	(1,372)	(27,730)
Other fixtures, tools and furniture	(8,135)	(3,793)	(39)	1,998	(43)	(10,012)
Other items of property, plant and equipment	(784)	(129)	-	37	10	(866)
Total accumulated amortisation	**(75,533)**	**(25,980)**	**(39)**	**10,319**	**(916)**	**(92,149)**
Net:						
Land and buildings	67,019	9,536	(1,510)	(8,255)	(1,266)	65,524
Technical installations and machinery	16,243	1,347	(219)	(9)	886	18,248
Other fixtures, tools and furniture	6,090	1,726	(144)	(528)	17	7,161
Other items of property, plant and equipment	173	134	-	(11)	(2)	294
Right-of-use assets, net	**89,525**	**12,743**	**(1,873)**	**(8,803)**	**(365)**	**91,227**

The breakdown and movements during the year 2024 among the different accounts relating to rights of use is as follows:

	Thousands of Euros					
	Balance at 31.12.23	Additions or charges	Transfers	Disposals or reductions	Translation differences	Balance at 31.12.24
Cost:						
Land and buildings	99,006	12,064	4,866	(8,012)	1,269	109,193
Technical installations and machinery	38,944	10,491	-	(7,570)	(1,182)	40,683
Other fixtures, tools and furniture	13,278	2,812	-	(1,970)	105	14,225
Other items of property, plant and equipment	919	78	-	(50)	10	957
Total cost	**152,147**	**25,445**	**4,866**	**(17,602)**	**202**	**165,058**
Accumulated amortisation:						
Land and buildings	(36,006)	(12,678)	(575)	7,438	(353)	(42,174)
Technical installations and machinery	(22,953)	(8,871)	(4)	6,701	687	(24,440)
Other fixtures, tools and furniture	(6,814)	(3,178)	-	1,885	(28)	(8,135)
Other items of property, plant and equipment	(696)	(125)	-	48	(11)	(784)
Total accumulated amortisation	**(66,469)**	**(24,852)**	**(579)**	**16,072**	**295**	**(75,533)**
Net:						
Land and buildings	63,000	(614)	4,291	(574)	916	67,019
Technical installations and machinery	15,991	1,620	(4)	(869)	(495)	16,243
Other fixtures, tools and furniture	6,464	(366)	-	(85)	77	6,090
Other items of property, plant and equipment	223	(47)	-	(2)	(1)	173
Right-of-use assets, net	**85,678**	**593**	**4,287**	**(1,530)**	**497**	**89,525**

The Group leases various assets, including land, buildings, transport equipment and machinery. The average lease term of the assets for land and building rights of use is 15 years. The minimum non-cancellable lease period has generally been taken as the lease period, applying a specific rate for each contract.

The Group has availed itself of the short-term contract exemptions and the accrued expense is recorded under "Other operating expenses" in the accompanying consolidated income statement. There are no significant leases subject to variable rent.

The main additions in the years 2025 and 2024 relate to the rental of offices in various locations where the Group operates, as well as the rental of technical installations and machinery, mainly at EuroMaint. In addition, there are no sublease transactions to third parties outside the Group or sale & leaseback contracts.

Amounts recognised in profit or loss

	Thousands of Euros	
	2025	2024
Amortisation of assets for rights of use	25,980	24,852
Financial expense for financial liabilities (Note 21.f)	3,719	3,470
Short-term or low-value lease expense	16,635	16,072

8.- INVESTMENTS ACCOUNTED FOR USING THE EQUITY METHOD AND NON-CURRENT FINANCIAL ASSETS

a) Investments accounted for using the equity method

The changes during the years ended 31 December 2025 and 2024 in "Investments accounted for using the equity method" in the accompanying consolidated balance sheet were as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Opening balance	**35,869**	**45,308**
Profit/(loss) charged to the income statement	6,398	(3,265)
Hedges (Note 16)	(8,685)	(6,462)
Additions	635	441
Disposals and dividends	(1,711)	-
Translation differences	(24)	(153)
Closing balance	**32,482**	**35,869**
Registered as an asset	40,881	41,114
Recorded in liabilities (Note 19)	(8,399)	(5,245)

During 2025, the Group sold its interest in Momentum Trains Holding Pty Ltd, in which it held a 25.5% stake, for EURO 2.1 million, and recognised a gain of EUR 628 thousand as a result of this transaction, with a credit to "Impairment and profit or loss on disposal of financial instruments" in the accompanying consolidated profit or loss statement.

Relevant information on holdings in significant associates, accounted for using the equity method, is shown below (in thousands of euros):

Year 2025

Name	Basic financial data (1)								
	Non-current assets	Current assets	Non-current liabilities	Current liabilities	Equity of the Parent	Non-controlling interests	Revenue	Profit/(loss) of the Parent	Other comprehensive income
Associates:									
Arabia One for Clean Energy Invest. PSC. (2)	11,817	2,894	9,042	699	4,970	-	3,123	558	(669)
Great River City Light Rail Pty Ltd	2,895	7,069	118	11,254	(1,408)	-	17,924	(3,413)	(85)
Plan Metro, S.A. (2)	196,398	11,707	126,911	66,187	15,007	-	65,571	15,006	-
Consorcio Traza, S.A. (2)(3)	131,040	62,640	191,234	8,638	(1,841)	(4,351)	32,008	963	1,281
Ferrocarriles Suburbanos, S.A.P.I. de C.V. (2)	142,237	25,878	212,232	71,599	(115,716)	-	51,919	(3,020)	(1,342)
Joint ventures:									
Ferrocarril Interurbano, S.A. de C.V.	174	148,844	2	140,012	9,004	-	5,712	63	180
CFIR Light Rail Ltd (2)	584,899	148,888	289,585	419,933	24,269	-	256,437	9,434	531
LAVI Light Rail O&M Ltd	19,043	36,178	10,327	18,403	26,491	-	46,673	1,988	(12,249)
SHACHAF - The Purple Line Light Rail Ltd (2)	546,953	162,840	620,896	94,899	(6,002)	-	333,934	3,030	20
PL Light Rail Maintenance, Ltd.	39,779	6,776	45,421	11,085	(9,951)	-	343	(6,359)	(2,154)

Name	Equity	% Share capital	Equity attributable to CAF Group	Investment accounted for using the equity method	Recognised profit/(loss)
Associates:					
Arabia One for Clean Energy Investments PSC. (2)	4,970	40	1,988	1,988	223
Great River City Light Rail Pty Ltd	(1,408)	30	(422)	(422)	(1,024)
Plan Metro, S.A. (2)	15,007	40	6,003	6,003	6,003
Consorcio Traza, S.A. (2) (3)	(1,841)	25	(460)	-	(320)
Ferrocarriles Suburbanos, S.A.P.I. de C.V. (2)	(115,716)	43.35	(50,163)	-	-
Joint ventures:					
Ferrocarril Interurbano, S.A. de C.V.	9,004	49.63	4,469	4,469	31
CFIR Light Rail Ltd (2)	24,269	50	12,135	12,135	4,717
LAVI Light Rail O&M Ltd	26,491	50	13,246	13,246	994
SHACHAF - The Purple Line Light Rail Ltd (2)	(6,002)	50	(3,001)	(3,001)	1,515
PL Light Rail Maintenance, Ltd.	(9,951)	50	(4,976)	(4,976)	(3,180)
Other interests (4)			3,040	3,040	(2,561)
			(18,141)	**32,482**	**6,398**

(1) After consolidation adjustments and homogenisations (in thousands of euros).
(2) The shares of these companies are pledged in favour of certain financial institutions. In addition, these companies have bank guarantee balances in favour of financial institutions and are subject to compliance with covenants.
(3) The company Consorcio Traza, S.A. consolidates an 80% stake in the company S.E.M. Los Tranvías de Zaragoza, S.A.
(4) Companies with no activity or no significant activity. It also includes the results of the companies that have left the CAF Group's scope of consolidation during the 2025 financial year.

Year 2024

Name	Basic financial data (1)								
	Non-current assets	Current assets	Non-current liabilities	Current liabilities	Equity of the Parent	Non-controlling interests	Revenue	Profit/(loss) of the Parent	Other comprehensive income
Associates:									
Arabia One for Clean Energy Invest. PSC. (2)	14,660	3,321	11,559	815	5,607	-	3,379	631	344
Great River City Light Rail Pty Ltd	2,921	5,114	60	5,885	2,090	-	20,967	885	(58)
Plan Metro, S.A. (2)	195,227	9,147	169,048	49,229	(13,903)	-	65,021	13,748	-
Consorcio Traza, S.A. (2)(3)	134,899	57,545	177,766	23,112	(4,559)	(3,875)	30,293	227	1,281
Ferrocarriles Suburbanos, S.A.P.I. de C.V. (2)	124,032	97,506	196,210	136,682	(111,354)	-	346,357	(11,000)	17,027
Joint ventures:									
Ferrocarril Interurbano, S.A. de C.V.	28	107,836	208	98,895	8,761	-	7,138	922	(1,213)
Momentum Trains Holding Pty Ltd (2)	353,653	8,731	338,109	500	23,775	-	59,093	5,198	(4,898)
CFIR Light Rail Ltd (2)	788,382	80,619	317,824	536,873	14,304	-	255,751	(1,132)	752
LAVI Light Rail O&M Ltd	35,344	26,668	8,573	16,687	36,752	-	39,541	1,110	(12,539)
SHACHAF - The Purple Line Light Rail Ltd (2)	224,092	192,888	256,274	169,758	(9,052)	-	117,943	(8,770)	(490)
PL Light Rail Maintenance, Ltd.	12,971	2,779	16,437	751	(1,438)	-	4,663	(3,126)	1,688

Name	Equity	% Share capital	Equity attributable to CAF Group	Investment accounted for using the equity method	Recognised profit/(loss)
Associates:					
Arabia One for Clean Energy Investments PSC. (2)	5,607	40	2,243	2,243	253
Great River City Light Rail Pty Ltd	2,090	30	627	627	266
Plan Metro, S.A. (2)	(13,903)	40	(5,561)	-	-
Consorcio Traza, S.A. (2)(3)	(4,559)	25	(1,140)	-	(320)
Ferrocarriles Suburbanos, S.A.P.I. de C.V. (2)	(111,354)	43.35	(48,272)	-	-
Joint ventures:					
Ferrocarril Interurbano, S.A. de C.V.	8,761	49.63	4,348	4,348	458
Momentum Trains Holding Pty Ltd (2)	23,775	25.50	6,063	6,063	1,325
CFIR Light Rail Ltd (2)	14,304	50	7,152	7,152	(566)
LAVI Light Rail O&M Ltd	36,752	50	18,376	18,376	555
SHACHAF - The Purple Line Light Rail Ltd (2)	(9,052)	50	(4,526)	(4,526)	(4,385)
PL Light Rail Maintenance, Ltd.	(1,438)	50	(719)	(719)	(1,563)
Other interests (4)			2,305	2,305	712
			(19,104)	**35,869**	**(3,265)**

(1) After consolidation adjustments and homogenisations (in thousands of euros).
(2) The shares of these companies are pledged in favour of certain financial institutions. In addition, these companies have bank guarantee balances in favour of financial institutions and are subject to compliance with covenants.
(3) The company Consorcio Traza, S.A. consolidates an 80% stake in the company S.E.M. Los Tranvías de Zaragoza, S.A.
(4) Companies with no activity or no significant activity.

In the consolidation of ownership interests, the necessary fair value adjustments have been taken into account and margins on the sale of rolling stock equipment by the Group have been eliminated in proportion to its ownership interest. As no legal or explicit obligations have been incurred and no payments have been made on behalf of the associates by the CAF Group, it is not necessary to integrate the additional losses incurred by these associates, which are valued at zero. As at 31 December 2025, unrecognised additional losses to the cost of the participation amount to EUR 50,623 thousand (31 December 2024: EUR 49,439 thousand).

In addition, the Group has a 50% interest in CFIR Light Rail Ltd, and there is a commitment to make a future contribution, as a capital contribution or subordinated loan, to be made in 2027 for an amount of approximately EUR 20 million, which is guaranteed by financial institutions (Note 25). Part of this contribution will be made in Israeli shekels and the exchange rate exposure at year-end is hedged (Note 16).

On the other hand, the Group has a 50% interest in SHACHAF - The Purple Line Light Rail Ltd, with a future contribution commitment, as a capital contribution or subordinated loan, to be made in 2029 for an amount of approximately EUR 48 million, which is guaranteed by financial institutions (Note 25). Part of this contribution will be made in Israeli shekels and the exchange rate exposure at year-end is hedged (Note 16).

Finally, CAF is in preliminary talks with the Mexican Federal Government, which could result in the total or partial disposal of the 43.35% stake in Ferrocarriles Suburbanos, S.A.P.I. de C.V. that the CAF Group holds at 31 December 2025, which includes the rights that CAF holds as a result of the evolution of the concession company.

b) Non-current financial assets

The breakdown of "Non-current financial assets" in the accompanying consolidated balance sheet is as follows:

	Thousands of Euros			
	31.12.25		31.12.24	
	% of Ownership	Balance	% of Ownership	Balance
Equity instruments-				
Ferromovil 3000, S.L.	-	-	10%	318
Arrendadora de Equipamientos Ferroviarios, S.A.	15%	10	15%	10
Iniciativa FIK, A.I.E.	14.18%	746	14.18%	746
Albali Señalización, S.A.	3%	545	3%	567
Leo Express Global, A.S.	5%	806	5%	808
Other		731		736
Total equity instruments -		**2,838**		**3,185**
Other financial assets -				
Amortized cost -				
Guarantees and other financial assets		4,442		14,208
Loans to employees		3,364		2,945
Non-current tax receivables		15,031		14,412
Non-current trade receivables and loans		109,353		187,017
Loans to associates (Note 9)		43,805		40,390
		175,995		**258,972**
Impairment -				
Impairment of Public Administrations		(6,836)		(6,700)
Impairment losses		(630)		(749)
		(7,466)		**(7,449)**
Total other financial assets		**168,529**		**251,523**
Total		**171,367**		**254,708**

Changes in non-current financial assets in 2025 and 2024 are as follows:

	Thousands of Euros			
	Equity instruments	Other financial assets		
		Amortised cost	Impairment	Total
Balance at 31.12.23	**7,757**	**344,105**	**(10,067)**	**341,795**
Changes in the scope of consolidation	-	-	-	-
Changes in fair value charged to reserves	(2,644)	-	-	(2,644)
Translation differences	(26)	(23,944)	1,512	(22,458)
Additions	-	95,738	-	95,738
Allocations/Reversals charged/credited to profit/(loss)	-	(236)	1,106	870
Transfers (Note 3.k)	-	(153,197)	-	(153,197)
Disposals or reductions	(1,902)	(3,494)	-	(5,396)
Balance at 31.12.24	**3,185**	**258,972**	**(7,449)**	**254,708**
Changes in the scope of consolidation	-	-	-	-
Changes in fair value charged to reserves	471	-	-	471
Translation differences	47	(801)	(6)	(760)
Additions	-	88,858	-	88,858
Allocations/Reversals charged/credited to profit/(loss)	-	644	(11)	633
Transfers (Note 3.k)	-	(155,373)	-	(155,373)
Disposals or reductions	(865)	(16,305)	-	(17,170)
Balance at 31.12.25	**2,838**	**175,995**	**(7,466)**	**171,367**

b.1) Equity instruments

At 31 December 2025, the company Ferromovil 3000, S.L. has been liquidated, and the company Arrendadora de Equipamientos Ferroviarios, S.A. is in the process of liquidation.

In 2025 and 2024, the Group recognised dividends of EUR 43 thousand and EUR 3,630 thousand, respectively, from Arrendadora de Equipamientos Ferroviarios, S.A., Ferromovil 3000, S.L. and Albali Señalización, S.A. under “Finance income” in the consolidated profit or loss statement (Note 21.f).

b.2) Other financial assets

The breakdown of "Other Financial Assets" by maturity, excluding equity instruments, is as follows (in thousands of euros):

Year 2025

	2027	2028	2029	2030 and subsequent years	Total
Assets at amortised cost	56,730	53,178	47,522	11,099	168,529
Total	**56,730**	**53,178**	**47,522**	**11,099**	**168,529**

Year 2024

	2026	2027	2028	2029 and subsequent years	Total
Assets at amortised cost	125,161	52,922	22,675	50,765	251,523
Total	**125,161**	**52,922**	**22,675**	**50,765**	**251,523**

Guarantees and other financial assets

The breakdown of this item at 31 December 2025 and 2024 is as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Guarantees and other financial assets	4,329	3,843
Non-current deposits	113	10,365
Total Guarantees and other financial assets	**4,442**	**14,208**
Non-current deposits	113	10,365
Impairment on non-current deposits	(2)	(43)
Total Non-current deposits (Note 13.i)	**111**	**10,322**

The "Non-current deposits" recorded at 31 December 2024 mainly corresponded to guarantees linked to the financial debt of the subsidiary Ctrens - Companhia de Manutençao, S.A. (EUR 10,239 thousand at 31 December 2024). This deposit carried a market interest rate and corresponded to six monthly instalments of the loan. During the year 2025, this debt has been repaid early, and therefore the guarantee associated with it has been cancelled (Note 15).

Loans to employees

In accordance with the agreements entered into with employees, the Parent grants various loans earning interest at below market rates and maturing between 10 and 15 years. The Group does not discount these amounts since it considers that the effect of doing so is largely insignificant.

Non-current tax receivables

The Group has recorded an amount of EUR 15,031 thousand in receivables from foreign governments for value added tax equivalent (EUR 14,412 thousand at 31 December 2024) at 31 December 2025 under "Non-current financial assets - Other financial assets".

The recovery of such tax can occur by offsetting it against the tax charged to customers or by selling it to third parties once the tax authorities have classed this as credit. The Group is currently taking the necessary actions for its accreditation and sale and expects to recover mainly through sale to third parties. At 31 December 2025 and 2024, the Group maintains a provision of EUR 6,836 thousand and EUR 6,700 thousand, respectively, to adjust the nominal value of these receivables to their recoverable amount.

Non-current trade receivables and loans

The breakdown of this heading at 31 December 2025 and 2024 is as follows (in thousands of euros):

	31.12.25	31.12.24
Concessions - Financial assets	102,069	178,545
Non-current trade receivables (Buses)	26	3,789
Non-current loans	7,258	4,683
Total	**109,353**	**187,017**

- *Concessions - Financial assets*

On 19 March 2010, the Group company Ctrens - Companhia de Manutençao, S.A. and Companhia Paulista de Trens Metropolitanos (CPTM) signed a 20-year concession contract for the manufacture of 36 trains and the provision of rental, preventive and corrective maintenance and general overhaul services, as well as the modernisation of the fleet of Line 8 - Diamante in Sao Paulo (Brazil).

The main features of this agreement, in addition to those listed above, are:

- The instalments are guaranteed by CPTM through the monthly deposit in a bank account of an amount of BRL11.6 million (equivalent to EUR 1.8 million at 31 December 2025) (in real 2009 terms, being adjusted to the general inflation index of the State of São Paulo amounting to BRL 27.2 million as at 31 December 2025) (equivalent to EUR 4.2 million). This account is administered by a Collateral Agent and can be used for payment to the concessionaire in the event of a default on CPTM's payment obligations.
- The concessionaire must meet certain minimum capital requirements in absolute terms and as a percentage of assets.
- The concessionaire guarantees the proper fulfilment of its obligations to CPTM by means of a bank guarantee (Note 25.a), amounting to BRL 55,660 thousand (EUR 8,648 thousand) at 31 December 2025.
- All assets related to the concession, except capital assets, acquired, produced or implemented by the concessionaire for the performance of the services covered by the contract will revert to CPTM at the end of the concession without any consideration whatsoever.

On 31 May 2010, the Group company Provetren, S.A. de C.V. and Sistema de Transporte Colectivo (STC) signed a 15-year contract for the construction of 30 trains and for the provision of rental, comprehensive maintenance and general overhaul services for Line 12 of the Mexico City metro.

The main features of this agreement, in addition to those listed above, are:

- The fees payable by STC are subsidiarily guaranteed by a system of trusts with funds from the Remaining Federal Participations (payment risk of the Federal District Government). During the 2025 financial year, this guarantee has largely exceeded STC's payment commitments for the year.
- The concessionaire guarantees the proper fulfilment of its obligations to STC by means of a bank performance bond for 10% of the payments it is expected to receive in the current year.
- All assets related to the concession, except capital assets, acquired, produced or implemented by the concessionaire for the performance of the services covered by the contract will revert to STC at the end of the concession without any consideration whatsoever.

These concessions are recorded by applying IFRIC 12 - Service Concession Arrangements, as the conditions for this are met, and the different activities provided (construction, operation/maintenance and financing) have been segregated in accordance with the stipulations of this standard.

Accordingly, the Group has recorded a balance of EUR 102,069 thousand and EUR 112,160 thousand, respectively as at 31 December 2025 (EUR 178,545 thousand and EUR 118,115 thousand as at 31 December 2024) under "Other financial assets", under non-current financial assets, and "Other debtors" under current assets, corresponding to construction activity and provision of services performed to date, net of invoicing performed. No investment activities have taken place in 2025 and 2024.

The commencement of rental and maintenance services took place mainly in the first half of 2011 for the Line 8 concession (Brazil) and in the second half of 2012 for Line 12 (Mexico).

In both contracts the future instalment flows are fully determined and guaranteed from the time of the initial signing of the contracts. The only potentially variable amount in the fees relates exclusively to penalties that may exist in relation to the technical performance of the rolling stock equipment made available to customers. This aspect has been taken into account when determining the flows to be received. There is no demand risk for the CAF Group in these contracts, as the financial flows to be received are not related to the flow of passengers.

9.- BALANCES AND TRANSACTIONS WITH RELATED PARTIES

a) Balances and transactions with associates

The breakdown of transactions carried out with associates that have not been eliminated through consolidation (Note 2.f) are as follows:

Company	Thousands of Euros					
	2025			2024		
	Services provided or sales recognised	Services received or purchases recognised	Financial income (Note 21.f)	Services provided or sales recognised	Services received or purchases recognised	Financial income (Note 21.f)
Plan Metro, S.A.	14,342	-	3,116	15,090	-	2,892
Ferrocarriles Suburbanos, S.A.P.I. de C.V.	44,619	62	-	354,101	720	-
Ferrocarril Interurbano S.A. de C.V.	20,900	435	-	44,436	1,385	-
Momentum Trains Holding Pty Ltd	70,237	-	-	19,111	-	-
CFIR Light Rail Ltd	89,262	-	-	117,258	-	-
Great River City Light Rail Pty Ltd	5,610	-	38	33,619	-	-
LAVI Light Rail O&M Ltd	333	-	-	340	-	-
SHACHAF - The Purple Line Light Rail Ltd	159,069	-	-	53,353	-	-
PL Light Rail Maintenance, Ltd.	598	-	-	631	-	-
Other	53	-	2	1,710	-	-
Total	**405,023**	**497**	**3,156**	**639,649**	**2,105**	**2,892**

The margins generated on transactions with associated companies have been duly eliminated in the consolidation process in proportion to their percentage of ownership (Note 8.a).

As a result of transactions in the current year, those carried out in previous years and advances granted, the Group's main balances with non-fully consolidated investees at 31 December 2025 and 2024 were as follows:

Company	Thousands of Euros							
	31.12.25				31.12.24			
	Accounts Receivable / current loans	Accounts payable	Contract (assets) and liabilities	Non-current loans (Note 8.b)	Accounts Receivable /current loans	Accounts payable	Contract (assets) and liabilities	Non-current loans (Note 8.b)
Plan Metro, S.A.	1,265	-	(1,241)	43,506	16	-	(1,302)	40,390
Ferrocarriles Suburbanos, S.A.P.I. de C.V.	25,201	1,419	(4,437)	-	17,795	1,611	(43,753)	-
Ferrocarril Interurbano S.A. de C.V.	28,146	243	(32,299)	-	8,550	35	(57,264)	-
Momentum Trains Holding Pty Ltd	-	-	-	-	363	-	(92,480)	-
CFIR Light Rail Ltd	6,693	-	(24,015)	-	3,018	-	(31,784)	-
Great River City Light Rail Pty Ltd	1,318	-	(6,431)	-	-	-	(11,756)	-
LAVI Light Rail O&M Ltd	287	-	26	-	322	-	19	-
SHACHAF - The Purple Line Light Rail Ltd	6,912	-	37,399	-	858	-	101,024	-
PL Light Rail Maintenance, Ltd.	700	-	599	-	779	-	233	-
Other	15	-	(3)	299	-	-	35	-
Total	**70,537**	**1,662**	**(30,402)**	**43,805**	**31,701**	**1,646**	**(137,028)**	**40,390**

During 2011, the subsidiary CAF Investment Projects, S.A.U. advanced EUR 15,104 thousand to Plan Metro, S.A.in order for the latter to meet certain financial commitments on a temporary basis due to a change in the payment profile of the end customer. This loan does not form part of the net investment as it is due to mature in 2029 and is sufficiently secured for collection. The current economic-financial model of Plan Metro, S.A. supports the recovery of the amounts advanced, as well as accrued interest, by the CAF Group. In addition, the Group recognised finance income of EUR 3,116 thousand for the interest accrued on the loan with a credit to "Finance income" in the accompanying consolidated profit or loss statement (EUR 2,892 thousand in the year 2024).

b) Balances and transactions with shareholders

At 31 December 2025 and 2024, the Company maintains the following financial transactions with shareholders holding 10% or more of voting rights (in thousands of euros):

		2025		2024	
Shareholder	Type of transaction	Amount of transaction	Balance drawn at 31.12.25	Amount of transaction	Balance drawn at 31.12.24
Kutxabank, S.A.	Bank loans	40,000	31,000	40,000	33,000
Kutxabank, S.A.	Credit accounts	35,000	-	35,000	-
Kutxabank, S.A.	Bank guarantees	170,545	141,255	170,545	133,031

Of the amounts of outstanding operations in the table above, the credit line expiring on 30 June 2025 was renewed during the year 2025 in the amount of EUR 35,000 thousand.

Also, in 2025, the Group took out professional services with Kutxabank, S.A. and other subsidiaries of Bilbao Bizkaia Kutxa Fundación Bancaria, amounting to EUR 103 thousand (EUR 111 thousand in 2024).

10.- INVENTORIES

The breakdown of “Inventories” at 31 December 2025 and 2024 is as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Trains, traction equipment, civil engineering, signalling	27,992	126,663
Spare parts, components and other	238,098	189,868
Railway	**266,090**	**316,531**
Buses	**433,858**	**319,170**
Total	**699,948**	**635,701**

Changes in impairment allowances in 2025 and 2024 are as follows:

	Thousands of Euros
Balance at 31.12.2023	**61,799**
Translation differences	(171)
Amount used	(5,510)
Net charge for the period	12,547
Balance at 31.12.2024	**68,665**
Translation differences	(479)
Amount used	(1,749)
Net charge for the period	12,134
Balance at 31.12.2025	**78,571**

At 31 December 2025, the Group had firm raw material purchase commitments amounting to approximately EUR 1,208,167 thousand (EUR 1,129,255 thousand at 31 December 2024).

The consolidated companies follow the criteria of taking out insurance policies to adequately insure their inventories. At 31 December 2025 and 2024, the insurance policies taken out covered the value of the inventories at those dates.

11.- TRADE AND OTHER RECEIVABLES

a) Trade receivables for sales and services

The breakdown of the heading "Trade receivables from sales and services" at 31 December 2025 and 2024 is as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Trade receivables in euros	1,649,340	1,470,924
Trade receivables in foreign currencies	852,363	807,054
Write-downs	(14,036)	(14,026)
Total	**2,487,667**	**2,263,952**

The breakdown of this heading, broken down into invoiced clients and assets under contract is as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Contract assets (Note 3.g)	1,611,831	1,440,863
Invoiced customers	889,872	837,115
Write-downs	(14,036)	(14,026)
Total	**2,487,667**	**2,263,952**

Contract assets and liabilities

The breakdown of the aggregate balance and movement of contract assets and liabilities during the 2025 and 2024 financial years is as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Current contract assets	1,611,831	1,440,863
Current contract liabilities (Note 18)	(1,447,050)	(1,288,488)
Non-current contract liabilities (Note 20)	(34,796)	(66,386)
Net balance	**129,985**	**85,989**

	Thousands of Euros
Balance at 31.12.23	**174,052**
Changes in measure of progress	2,346,340
Billings	(2,452,896)
Penalties applied	3,676
Translation differences	24,829
Reclassifications and other	(10,012)
Balance at 31.12.24	**85,989**
Changes in measure of progress	2,540,744
Billings	(2,556,176)
Penalties applied	11,530
Translation differences	47,729
Reclassifications and other	169
Balance at 31.12.25	**129,985**

Of the amount of "Current contract liabilities" at 31 December 2024, EUR 762,937 thousand (EUR 744,949 thousand in 2024) were recognised as income in the year 2025. In addition, no significant income has been recognised for performance obligations satisfied in prior periods.

In addition, the Group recognises EUR 196,401 thousand relating to costs for the provision of services related to train construction contracts, accrued based on the measurement of progress (EUR 233,266 thousand at 31 December 2024) under "Trade and other payables - Suppliers and other payables" in the accompanying consolidated balance sheet.

With regard to the revenue to be recognised in respect of performance obligations not executed at year-end, this item corresponds to what is commonly referred to as backlog (see definition in the Alternative Performance Measures section of the Management Report) (Note 26).

Changes in backlog in 2025 and 2024 are as follows:

	Millions of Euros
Balance at 31.12.23	**14,200**
Order intake	4,707
Revenue	(4,212)
Balance at 31.12.24	**14,695**
Order intake	6,027
Revenue	(4,487)
Balance at 31.12.25	**16,235**

This figure is also expected to materialise in revenue as follows:

	2026	2027	2028 and subsequent years
Backlog execution	26%	29%	45%

Provisions for liabilities that reduce the contract assets and liabilities amount to EUR 35,678 at 31 December 2025 (EUR 36,973 thousand at 31 December 2024).

Invoiced Customers

At 31 December 2025, the Group derecognised receivables of EUR 48,938 thousand (31 December 2024: EUR 70,993 thousand) from non-recourse factoring transactions from the accompanying consolidated balance sheet.

At 31 December 2025, 15% of the outstanding invoiced balances receivable relate to the five main contracts (17% at 31 December 2024).

The amount of past due balances of the item "Trade and other receivables" as at 31 December 2025 and 2024 is as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Past due > 90 days	11,853	17,372
Past due > 180 days	156,522	131,280
Total	**168,375**	**148,652**

The balance of customers includes withholdings in collections at 31 December 2025 in the amount of EUR 30,746 thousand (EUR 22,515 thousand at 31 December 2024).

At 31 December 2025, the Group had recognised an amount of EUR 36,228 thousand (31 December 2024: EUR 39,131 thousand) relating to billed and unbilled balances pending collection in respect of various disputes with a customer for a project in which there are cross claims for delays in meeting the contractual milestones signed by the consortium to which CAF belongs. As the litigation is ongoing, it is difficult to assess its potential impact, although the Parent's directors consider that the likelihood of this situation generating losses for the Group is low as some of the delays categorically cannot be attributed to the consortium. Moreover, the damages suffered by the customer are lower than the amounts being claimed, and there are also claims for cost overruns incurred by the consortium that are attributable to the customer. As of the date of preparation of these financial statements during the judicial proceedings, two expert reports have been issued analysing the alleged delays and the CAF Group continues to defend its interests in these proceedings, estimating that they will recover, at least, the acknowledged amounts.

In addition, during 2025, the Group collected the amount corresponding to a contract pending collection at 31 December 2024 amounting to EUR 26,903 thousand, following the execution of a favourable ruling.

In addition, at 31 December 2025 the Group had recognised an amount of EUR 35,096 thousand relating to invoiced balances receivable and overdue for more than 180 days under the bus sales contract with AMT Genova ("AMT"). AMT Genoa is currently undergoing a restructuring process called Composizione Negoziata della Crisi ("CNC"). This is a voluntary, extra-judicial and confidential procedure under Italian law, which aims to help entrepreneurs recover from financial difficulties. However, the contract is part of Italy's National Recovery and Resilience Plan (Piano Nazionale di Ripresa e Resilienza, or "PNRR"), which is fully financed by European funds from the "Next Generation EU" programme, so the contract is fully supported by public funds. Consequently, at the date of authorisation of these consolidated financial statements for issue, the directors consider that there is no risk of impairment in relation to the collections under this contract.

Write-downs

Changes in impairment allowances in 2025 and 2024 are as follows:

	Thousands of Euros
Balance at 31.12.2023	**18,737**
Translation differences	(312)
Amount used	(5,898)
Allocation/(reversal) of provisions charged/(credited) to "Other Operating Expenses"	1,499
Balance at 31.12.2024	**14,026**
Translation differences	(325)
Amount used	(1,706)
Allocation/(reversal) of provisions charged/(credited) to "Other Operating Expenses"	1,925
Reclassifications	116
Balance at 31.12.2025	**14,036**

b) Other receivables

The breakdown of the heading "Other receivables" was as follows at 31 December 2025 and 2024:

	Thousands of Euros	
	31.12.25	31.12.24
Concessions (Note 8.b.2)	112,160	118,115
Other taxes receivable		
VAT	81,861	67,472
Grants	26,513	15,851
Other	2,912	1,467
Employee receivables	170	118
Sundry accounts receivable	5,278	5,840
Total	**228,894**	**208,863**

12.- OTHER CURRENT FINANCIAL ASSETS

At 31 December 2025 and 2024 the breakdown of this heading is as follows:

Year 2025

Financial assets: Nature/Category	Thousands of Euros		
	At amortised cost	Fair value through profit or loss	Total
Temporary financial investments (Note 13.i)	25,331	31	25,362
Other financial assets	2,645	-	2,645
Short term/current	**27,976**	**31**	**28,007**

Year 2024

Financial assets: Nature/Category	Thousands of Euros		
	At amortised cost	Fair value through profit or loss	Total
Temporary financial investments (Note 13.i)	23,673	31	23,704
Other financial assets	1,484	-	1,484
Short term/current	**25,157**	**31**	**25,188**

"Financial assets at amortised cost" mainly includes cash surpluses in government bonds, repos, short-term deposits and fixed-term deposits.

13.- EQUITY

a) Share capital of the Parent

At both 31 December 2025 and 2024, the Parent's share capital was represented by 34,280,750 fully subscribed and paid up shares, each with a par value of EUR 0.301, all represented in book entry form and all listed on the stock exchange.

At 31 December 2025 and 2024, the following companies or entities had notified the CNMV that they held voting rights of more than 3% of the Company's share capital:

	% 2025	% 2024
Cartera Social, S.A. (i)	23.33%	23.75%
Bilbao Bizkaia Kutxa Fundación Bancaria (ii)	13.23%	13.23%
Indumenta Pueri S.L. (iii)	5.02%	5.02%
Fundació Privada Daniel Bravo Andreu (iv)	5.23%	-
Daniel Bravo Andreu (iv)	-	5.00%
Instituto Vasco de Finanzas (v)	3.00%	3.00%

i. i. The shareholders of this company are employees of the Parent. The shareholding shown in the table above corresponds to the ownership interest in Cartera Social, S.A. held by the Parent at year-end.
ii. Bilbao Bizkaia Kutxa Fundación Bancaria has a direct holding of 3% and an indirect holding of 10.23% through Kutxabank S.A., a company controlled thereby.
iii. Indumenta Pueri, S.L. is the indirect holder. The direct holder is Global Portfolio Investments, S.L., a company controlled by Indumenta Pueri, S.L.
iv. On 7 January 2025, the Fundació Privada Daniel Bravo Andreu notified the CNMV of its indirect position in CAF, which includes the acquisition by testamentary inheritance of the stake held by Mr Daniel Bravo Andreu, the direct owner being the company Danimar 1990, S.L.
v. Instituto Vasco de Finanzas is the indirect owner, with FINKATZE KAPITALA FINKATUZ, S.A.U. holding the direct stake.

The Annual General Shareholders' Meeting, held on 5 June 2021, authorised the Board of Directors to increase share capital on one or more occasions, over a period of five (5) years from that date, and subject to a cap of half of the share capital at the time of the authorisation, including the power to exclude pre-emptive subscription rights, if the Parent's interest so requires and without such exclusion exceeding 20% of the share capital at the time of the authorisation. This authorisation superseded and rendered null and void the powers previously granted to the directors at the General Shareholders' Meeting held on 2 June 2018. No capital increases have been carried out from the date of that resolution through to the date of authorisation for issue of these consolidated financial statements.

Lastly, the Annual General Shareholders' Meeting held on 11 June 2022 resolved to vest powers in the Parent's Board of Directors, with express powers of delegation, for a term of five (5) years running from that date, to issue debt instruments and fixed income or other securities (including warrants) convertible into shares of the Company or other Group companies, including the power to exclude shareholders' pre-emption rights for a maximum of 20% of the share capital at the authorisation date. Said agreement replaced the one adopted by the Annual General Meeting of the Company held on 10 June 2017. As of the date of preparation of these consolidated financial statements, no issues of convertible securities have been made since said agreement.

b) Treasury shares and Earnings per share

In their Annual General Meeting, held on 14 June 2025, the shareholders authorised the Parent's Board of Directors to carry out the derivative acquisition of treasury shares for a period of five (5) years from that date, through a single or several transactions. This authorisation superseded that granted by resolution of the shareholders in their Annual General Meeting held on 13 June 2020. By virtue of the powers vested in it, the Parent's Board of Directors authorised the signing of a liquidity contract, the signing of which was communicated to the market via "Other material disclosures" to the CNMV, dated 26 April 2022, which remains in force. In accordance with prevailing law and regulations, the Parent reports periodically to the CNMV on all transactions carried out under that contract.

In 2025 and 2024, various transactions of treasury shares were carried out on the continuous market. The breakdown of treasury shares held by the Group is as follows:

Year 2025

	No. of shares	Nominal value (thousands of euros)	Average purchase price (euros)	Total cost (thousands of euros)
Treasury shares at 31 December 2025	30,373	9	46.31	1,407

Year 2024

	No. of shares	Nominal value (thousands of euros)	Average purchase price (euros)	Total cost (thousands of euros)
Treasury shares at 31 December 2024	37,832	11	33.91	1,283

The following table shows a breakdown of changes in treasury shares in 2025 and 2024 :

	No. of shares
Treasury shares at 31 December 2023	**43,318**
+ Purchases	373,693
- Sales	(379,179)
Treasury shares at 31 December 2024	**37,832**
+ Purchases	616,971
- Sales	(624,430)
Treasury shares at 31 December 2025	**30,373**

The par value of treasury shares acquired directly or indirectly by CAF did not exceed 10% of the share capital during the 12-month period ended 31 December 2025 and 2024.

Basic earnings per share are obtained by dividing the consolidated profit for the year attributed to the Parent by the weighted average number of ordinary shares in circulation, excluding the average number of treasury shares held during the year. As the Group has no dilutive potential ordinary shares, there is no difference between basic and diluted earnings per share. Basic earnings per share are calculated as follows:

	2025	2024
Consolidated profit/(loss) for the period attributable to the Parent (thousands of Euros)	146,259	103,255
Average number of shares outstanding (in thousands of shares)	34,245	34,239
Earnings per share (in euros)	**4.27**	**3.02**

c) Share Premium

The share premium account balance has no specific restrictions on its use.

d) Legal reserve

Under the Consolidated 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 can be used to increase capital provided that the remaining reserve balance does not fall below 20% of the increased share capital amount. Otherwise, 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 year-end 2025 and 2024, this reserve was fully funded (EUR 2,064 thousand).

e) Restricted and unavailable reserves

In the individual annual accounts of the consolidated companies there are reserves totalling EUR 88,425 thousand and EUR 86,989 thousand at 31 December 2025 and 2024, respectively and approximately, corresponding to the legal reserve, balance sheet revaluation reserve, reserve for depreciated capital and others, which are considered restricted and unavailable, respectively. In addition, certain companies have restrictions arising from financing contracts (Note 15).

Additionally, until the balance of “Development expenses” has been fully amortised, no dividends may be distributed, unless the balance of the unrestricted reserves is at least equal to the amount of the unamortised balances. Consequently, at the end of 2025, EUR 54,249 thousand (EUR 44,213 thousand at the end of 2024) of the balance of “Other reserves” was unavailable for this reason.

f) Dividends of the Parent

At the General Shareholders' Meeting on 14 June 2025, the shareholders agreed to distribute a dividend charged to the results for 2024, in the amount of EUR 45,936 thousand. It was subsequently paid in July 2025.

On 15 June 2024, the General Shareholders' Meeting agreed to distribute a dividend charged to the results for 2023, in the amount of EUR 38,052 thousand. It was subsequently paid in July 2024.

g) Translation differences

The breakdown of the "Translation differences" heading at 31 December 2025 and 2024 by companies was as follows:

	Thousands of Euros	
	31.12.25	31.12.24
CAF México, S.A. de C.V.	2,982	2,392
CAF Brasil Indústria e Comércio, S.A.	(53,822)	(53,785)
Construcciones y Auxiliar de Ferrocarriles Argentina, S.A.	(3,817)	(3,637)
CAF USA, Inc.	950	3,884
Construcción, Mantenimiento, Ferrovías y Subsistemas, S.A. de C.V.	(3,364)	(4,312)
CAFTurk Tren Sanayí Ve Tícaret Límíted Sírketí	(4,007)	(3,855)
CAF Chile, S.A.	(1,703)	(1,539)
CAF India Private Limited	(3,119)	(1,862)
Ctrens - Companhia de Manutençao, S.A.	(130,904)	(133,472)
Provetren, S.A. de C.V.	1,513	1,111
Solaris Bus & Coach, sp. z.o.o.	4,339	1,030
BWB Holdings Limited	165	1,081
CAF Rolling Stock UK Limited	54	2,028
EuroMaint Gruppen AB	2,491	(823)
EuroMaint Rail AB	(1,485)	(2,457)
CAF Arabia Company	2,086	3,088
CAF Signalling México, S.A. de C.V.	(1,404)	(1,719)
Other companies	(417)	739
Total	**(189,462)**	**(192,108)**

h) Non-controlling interests

The movement in and composition of "Equity - Non-controlling interests" in the accompanying consolidated balance sheet during the years 2025 and 2024 is as follows:

	Thousands of Euros
Balance at 31.12.23	**12,946**
Profit attributable to non-controlling interests	4,391
Translation differences	97
Hedges	80
Dividends	(3,457)
Balance at 31.12.24	**14,057**
Profit attributable to non-controlling interests	5,101
Operations with external partners	(7,779)
Dividends	(4,154)
Balance at 31.12.25	**7,225**

In 2025, the Parent acquired a 2.67% stake in the subsidiary Solaris Bus & Coach, sp. z.o.o. from Sociedad de Desarrollo de Navarra, S.L.U. (SODENA) for EUR 9,500 thousand, becoming a 100% shareholder. This transaction resulted in a decrease of EUR 7,779 thousand in “Equity – Non-controlling interests”.

i) Capital management

The Group's capital management is aimed at achieving a financial structure that optimises the cost of capital, ensuring a sound financial position. This policy makes it possible to make the creation of value for shareholders compatible with access to financial markets at a competitive cost in order to meet both debt refinancing needs and the investment plan financing requirements not covered by funds generated by the business activities carried on.

The directors of the CAF Group consider that the level of leverage with recourse to the parent and the credit quality are indicators of compliance with the objectives set, which are appropriate for the profile of its businesses.

The CAF Group regularly assesses the appropriateness of its liability structure, and takes into consideration the projected cash flows, the maturity profile of its debt, the foreseeable evolution of its working capital and other future liquidity needs.

At 31 December 2025 and 2024, a substantial portion of the indebtedness is directly assigned to the Solaris business (Note 15). Leverage is defined as the ratio of the amount of gross/net financial debt to equity:

	Thousands of Euros	
	31.12.25	31.12.24
Net financial debt:		
Interest-bearing refundable advances (Note 14)	19,704	10,829
Bank borrowings - Non-current liabilities (Note 15)	614,379	548,864
Bank borrowings and debt instruments - Current liabilities (Note 15)	178,174	273,396
Gross Financial Debt	**812,257**	**833,089**
Financial investments - Non-current assets (Note 8-b.2)	(111)	(10,322)
Current financial investments (Note 12)	(25,362)	(23,704)
Cash and cash equivalents	(598,305)	(573,539)
Net Financial Debt	**188,479**	**225,524**
Equity:		
Attributed to the Parent	980,540	882,194
Non-controlling interests	7,225	14,057
	987,765	**896,251**

14.- OTHER CURRENT AND NON-CURRENT FINANCIAL LIABILITIES AND OTHER OBLIGATIONS

Set out below is a breakdown of the Group's financial liabilities at 31 December 2025 and 2024, presented by nature and category for valuation purposes:

	Thousands of Euros					
	31.12.25			31.12.24		
	Non-current	Current	Total	Non-current	Current	Total
Interest-bearing refundable advances	18,507	1,197	19,704	9,366	1,463	10,829
Non-interest-bearing refundable advances	10,012	10,381	20,393	13,273	7,825	21,098
Share purchase liabilities	94	11	105	94	23	117
Payable to non-current asset suppliers (Note 7)	-	8,929	8,929	-	14,524	14,524
Lease payables (Note 7.b)	65,676	24,479	90,155	64,095	23,842	87,937
Other liabilities	909	1,046	1,955	102	1,785	1,887
Total	**95,198**	**46,043**	**141,241**	**86,930**	**49,462**	**136,392**

The breakdown, by maturity in the coming years, of "Other non-current financial liabilities" are as follows (in thousands of euros):

Year 2025

	Interest	Principal
2027	459	23,534
2028	446	15,420
2029	416	12,561
2030	385	12,383
2031 and subsequent years	324	49,407
Total	**2,030**	**113,305**
Accruals and discount rate discounting		(18,107)
Total carrying amount		**95,198**

Year 2024

	Interest	Principal
2026	246	25,450
2027	233	14,527
2028	220	11,673
2029	190	10,327
2030 and subsequent years	159	44,844
Total	**1,048**	**106,821**
Accruals and discount rate discounting		(19,891)
Total carrying amount		**86,930**

The weighted average rate used in the discounting of lease-related financial liabilities is around 4.2% (3.9% in 2024).

15.- BANK BORROWINGS AND DEBT INSTRUMENTS AND OTHER MARKETABLE SECURITIES

The breakdown of this heading in the accompanying consolidated balance sheet is as follows:

	Nominal Currency	Thousands of Euros					
		31.12.25			31.12.24		
		Non-current	Current	Total	Non-current	Current	Total
Loans, credit accounts and discounted bills							
The Parent (CAF, S.A.)	EUR	460,333	79,778	540,111	433,201	131,224	564,425
Ctrens - BNDES	BRL	-	-	-	6,297	18,459	24,756
Solaris Group	PLN/EUR	154,046	26,636	180,682	109,366	27,203	136,569
Other Group companies	EUR	-	3,664	3,664	-	758	758
		614,379	110,078	724,457	548,864	177,644	726,508
Debt instruments or other marketable securities:							
Commercial paper issue	EUR	-	65,566	65,566	-	92,210	92,210
Bank borrowings and debt instruments or other marketable securities		**614,379**	**175,644**	**790,023**	**548,864**	**269,854**	**818,718**
Accrued interest payable		-	2,530	2,530	-	3,542	3,542
Total		**614,379**	**178,174**	**792,553**	**548,864**	**273,396**	**822,260**

In 2025 and 2024, changes in “Debts with lending institutions and debt instruments and other marketable securities” and “Other financial liabilities” (Note 14) were as follows:

Year 2025

	Thousands of Euros		
	Bank borrowings and debt instruments and other marketable securities	Other financial liabilities	Total
Balance at 31.12.24	**818,718**	**136,392**	**955,110**
Cash flows from financing activities			
New drawdowns	421,902	22,545	444,447
Maturity payments	(452,795)	(40,359)	(493,154)
	(30,893)	(17,814)	(48,707)
Other changes (non-cash flow)			
Translation differences	2,123	(1,443)	680
Dividends accrued, new leases, others	75	24,106	24,181
	2,198	22,663	24,861
Balance at 31.12.25	**790,023**	**141,241**	**931,264**

Year 2024

	Thousands of Euros		
	Bank borrowings and debt instruments and other marketable securities	Other financial liabilities	Total
Balance at 31.12.23	**809,276**	**165,463**	**974,739**
Cash flows from financing activities			
New drawdowns	778,226	19,079	797,305
Maturity payments	(763,725)	(70,032)	(833,757)
	14,501	(50,953)	(36,452)
Other changes (non-cash flow)			
Translation differences	(5,759)	(353)	(6,112)
Dividends accrued, new leases, others	700	22,235	22,935
	(5,059)	21,882	16,823
Balance at 31.12.24	**818,718**	**136,392**	**955,110**

The total amount of cash outflows from leases amounts to EUR 27,634 thousand in 2025 (EUR 29,309 thousand in 2024).

The bank borrowings are presented in the balance sheet adjusted by the costs incurred in the arrangement and formatization of the loans.

Ctrens - BNDES -

In connection with the CPTM train rental operation described in Note 8.b.2, on 10 May 2011 the subsidiary Ctrens - Companhia de Manutençao, S.A. (Ctrens) signed a financing agreement with Banco Nacional de Desenvolvimiento Econômico e Social (BNDES) for a maximum amount of BRL 946,890 thousand, which has been repaid in advance during the 2025 financial year. The interest rate charged on the loan was the equivalent of the TJLP (Taxa de Juros de Longo Prazo) plus a spread.

This contract included certain restrictive clauses limiting the company Ctrens - Companhia de Manutençao, S.A., among others, from obtaining new bank loans, granting guarantees, making capital repayments and distributing dividends if certain ratios had not been achieved, as well as the obligation to maintain certain financial conditions as from January 2013, including the Debt Service Coverage Ratio (which had to be higher than 1.2) and the Minimum Capital Structure Formula (which had to be higher than 0.24), clauses that have been complied with during the financial years 2025 and 2024.

Loans held by the Parent -

During the year 2025, the Parent has contracted new loans under market conditions amounting to EUR 90 million, maturing in 2031 and 2034. Of the contracted amount, EUR 80 million corresponds to a loan signed with the European Investment Bank (EIB) to invest in innovation and sustainability in the mobility sector, which at 31 December 2025 was drawn down for EUR 40 million and subject to compliance with a financial covenant relating to a liquidity ratio, a condition which was met at that date. The remaining debt contracted corresponds to bank debt of a commercial nature.

At year-end 2025, the Parent had 17 loans with 12 financial institutions, maturing between 2026 and 2034. With the exception of the EIB loan mentioned above, the rest of the debt contracted is not subject to financial covenants linked to the fulfilment of ratios.

Solaris -

On 28 October 2016, Solaris Bus & Coach, sp. z.o.o. (Solaris) arranged financing facilities with a consortium of Polish banks. This financing included a loan tranche and a credit line tranche that were drawn down in the amount of EUR 101.6 million at 31 December 2023 and were repaid during the 2024 financial year.

On 20 August 2024, Solaris Bus & Coach, sp. z.o.o. (Solaris) arranged new financing facilities to replace the previous one, with a new consortium of banks composed both Polish and international banks. This financing comprises a maximum drawdown of 300 million euros to comply with its Strategic Plan, consisting partly of credit accounts and partly of revolving loans.

This debt package provides for compliance with a series of financial covenants related to a leverage ratio and an equity to assets ratio, in case the leverage exceeds a certain threshold, conditions which were met as at 31 December 2025. Shareholder remuneration and dividend distributions are permitted as long as the company's leverage remains at reasonable levels. This entire financing package is secured for the banks through guarantees granted by Solaris primarily on its property and rights (trademarks and receivables, among others).

In addition, beyond the new financing package described above, the Company has additional financing related to a leaseback contract and a confirming debt used as a financing alternative by the Group.

Finally, at 31 December 2025, the subsidiaries of the Solaris Group have credit lines available.

The breakdown of the debt drawn down by the Solaris Group as at 31 December 2025 and 2024 is as follows:

	Millions of Euros	
	31.12.25	31.12.24
Loans	152.6	107.2
Credit accounts	2.0	3.1
Confirming or Reverse factoring (with financing)	23.5	20.7
Other	2.6	5.6
Total	**180.7**	**136.6**

CAF Investment Projects, S.A.U. -

In July 2016, the subsidiary CAF Investment Projects, S.A.U. secured a loan in the amount of EUR 20,000 thousand. This loan was guaranteed by the Parent, had a term of eight years with a grace period of six years and accrued interest referenced to the Euribor, with repayment completed in 2024.

Commercial paper issue -

The Parent, as per the approval granted by its Board of Directors on 17 December 2020, arranged the commercial paper programme (Commercial Paper Programme CAF 2020), for an aggregate maximum nominal balance of EUR 250 million, which was listed on the Spanish Alternative Fixed Income Market ("MARF") subsequently renewed for annual periods on 21 December 2020 and renewed on 19 December 2025. The Programme allows the Parent, under the terms and conditions set out in the Information Memorandum and for a period of 12 months, to issue commercial papers maturing within 730 days, which will be listed on the MARF.

Undrawn credit facilities and maturities –

The CAF Group constantly assesses its available liquidity, including cash balances, short-term liquid investments, the availability of lines of credit, access to short-term capital market instruments and the generation of cash flows from operating activities, in order to meet the Group's liquidity needs at all times. To this end, the following factors, among others, are taken into consideration: the historic volatility of the Group's liquidity needs, their seasonality, the maturity profile of the borrowings, the needs arising from investment plans, the expected level of customer advances and the evolution of working capital. To define target levels of available liquidity worse-than-base-case scenarios are taken into consideration.

The Group companies have undrawn credit facilities amounting EUR 616,064 thousand (EUR 568,273 thousand at 31 December 2024) in the form of undrawn loans, credit facilities and factoring arrangements, which are tied mainly to Euribor and Wibor plus a market spread.

The repayment schedule of non-current bank borrowings is as follows (in thousands of euros):

Year 2025

	Interest	Principal
2027	17,125	295,595
2028	9,377	41,782
2029	7,808	68,650
2030	5,110	71,685
2031 and subsequent years	3,827	136,667
Total	**43,247**	**614,379**
Accruals		-
Total carrying amount		**614,379**

Year 2024

	Interest	Principal
2026	20,942	91,321
2027	15,662	250,870
2028	6,668	41,781
2029	4,681	61,983
2030 and subsequent years	4,916	103,019
Total	**52,869**	**548,974**
Accruals		(110)
Total carrying amount		**548,864**

16.- FINANCIAL INSTRUMENTS AND FINANCIAL RISK MANAGEMENT

The Group's financial assets comprise loans, trade and other receivables, other current assets, cash and cash equivalents. On the other hand, the Group's financial liabilities include loans and trade and other payables. The main valuation methods applied for the various financial assets and liabilities are described in Note 3.d to the consolidated financial statements.

Additionally, the CAF Group is exposed to various risks inherent to the activities it carries on and to the various countries and markets in which it operates, which may prevent it from meeting its objectives.

These risks include financial risks: market risk (inter alia: foreign currency risk, interest rate risk and commodity price risk), credit risk, liquidity risk and financing risk.

The financial risk management policy adopted by the CAF Group focuses on managing the uncertainty of financial markets and aims to minimise the potential adverse effects on the achievement of the Group's objectives.

The Group's Financial Department identifies, analyses, assesses and defines the treatment, and performs the monitoring and control, of the financial risks in accordance with the General Risk Management and Control Policy and the specific financial risk management policies established by the Board of Directors and which establish both the policy for arranging derivatives and the hedging strategy in writing.

The breakdown of the Group's financial assets and liabilities and measurement at fair value according to the hierarchy levels at 31 December 2025 and 2024 is as follows (in thousands of euros):

Year 2025

	Carrying value of financial instruments by category					Hierarchy levels			
	Amortised cost	Fair value through OCI	Fair value through profit or loss	Derivatives	Total	Level 1	Level 2	Level 3	Total
Assets									
Non-current financial assets (Note 8.b)	168,529	2,838	-	-	171,367	-	-	2,838	2,838
Non-current hedging derivatives	-	-	-	20,648	20,648	-	20,648	-	20,648
Invoiced customers (net) (Note 11)	875,836	-	-	-	875,836	-	-	-	-
Other receivables	228,894	-	-	-	228,894	-	-	-	-
Current tax assets	9,686	-	-	-	9,686	-	-	-	-
Current financial assets	27,976	-	31	-	28,007	31	-	-	31
Current hedging derivatives	-	-	-	51,655	51,655	-	51,655	-	51,655
Cash and cash equivalents	598,305	-	-	-	598,305	-	-	-	-
Total Assets	**1,909,226**	**2,838**	**31**	**72,303**	**1,984,398**	**31**	**72,303**	**2,838**	**75,172**
Liabilities									
Non-current financial liabilities	709,577	-	-	-	709,577	-	-	94	94
Non-current hedging derivatives	-	-	-	19,665	19,665	-	19,665	-	19,665
Current financial liabilities	224,217	-	-	-	224,217	-	-	11	11
Suppliers and other trade payables (Note 18)	1,110,133	-	-	-	1,110,133	-	-	-	-
Other taxes payable (Note 18)	121,174	-	-	-	121,174	-	-	-	-
Remuneration payable (Note 18)	103,871	-	-	-	103,871	-	-	-	-
Current tax liabilities	29,166	-	-	-	29,166	-	-	-	-
Current hedging derivatives	-	-	-	35,306	35,306	-	35,306	-	35,306
Total liabilities	**2,298,138**	**-**	**-**	**54,971**	**2,353,109**	**-**	**54,971**	**105**	**55,076**

Year 2024

	Carrying value of financial instruments by category					Hierarchy levels			
	Amortised cost	Fair value through OCI	Fair value through profit or loss	Derivatives	Total	Level 1	Level 2	Level 3	Total
Assets									
Non-current financial assets (Note 8.b)	251,523	3,185	-	-	254,708	-	-	3,185	3,185
Non-current hedging derivatives	-	-	-	1,483	1,483	-	1,483	-	1,483
Invoiced customers (net) (Note 11)	823,089	-	-	-	823,089	-	-	-	-
Other receivables	208,863	-	-	-	208,863	-	-	-	-
Current tax assets	13,043	-	-	-	13,043	-	-	-	-
Current financial assets	25,157	-	31	-	25,188	31	-	-	31
Current hedging derivatives	-	-	-	22,622	22,622	-	22,622	-	22,622
Cash and cash equivalents	573,539	-	-	-	573,539	-	-	-	-
Total Assets	**1,895,214**	**3,185**	**31**	**24,105**	**1,922,535**	**31**	**24,105**	**3,185**	**27,321**
Liabilities									
Non-current financial liabilities	635,794	-	-	-	635,794	-	-	94	94
Non-current hedging derivatives	-	-	-	2,153	2,153	-	2,153	-	2,153
Current financial liabilities	322,858	-	-	-	322,858	-	-	23	23
Suppliers and other trade payables (Note 18)	1,059,279	-	-	-	1,059,279	-	-	-	-
Other taxes payable (Note 18)	125,270	-	-	-	125,270	-	-	-	-
Remuneration payable (Note 18)	95,449	-	-	-	95,449	-	-	-	-
Current tax liabilities	17,099	-	-	-	17,099	-	-	-	-
Current hedging derivatives	-	-	-	14,979	14,979	-	14,979	-	14,979
Total liabilities	**2,255,749**	**-**	**-**	**17,132**	**2,272,881**	**-**	**17,132**	**117**	**17,249**

For carrying amounts carried at amortised cost, there are no significant differences with respect to their fair value, except for the Group's fixed rate debt with credit institutions which, according to the valuation performed by an independent expert, would be EUR 6 million lower than its carrying amount at 31 December 2025 (EUR 12 million lower at 31 December 2024).

The fair value of the derivative financial instruments was calculated using mainly variables based on observable market data (year-end exchange rates and yield curves).

a) Market risk

Market risk is managed by the CAF Group in accordance with the principles established in the Market Risk Policy, which provides for different strategies aimed at reducing said risk, such as, for example, the establishment of financial or natural hedges, constant monitoring of exchange rate fluctuations and other complementary measures.

The CAF Group arranges foreign currency hedges in order to mitigate the potential adverse effect that changes in exchange rates might have on future cash flows relating to transactions and loans in currencies other than the functional currency of the corresponding company.

Also, certain fully consolidated companies and certain companies accounted for using the equity method have interest rate hedging contracts.

a.1) Cash flow and fair value interest rate risk

The interest rate risk arises from the possibility that changes may occur in the value of the Group's financial assets and liabilities as a result of changes in market interest rates. In accordance with the policy, financing transactions are performed under appropriate cost, terms and risk terms and conditions, considering optimal use of the various instruments and sources of financing at all times. Specifically, the Group sets an objective, to the extent permitted by the markets, of maintaining a borrowing structure balanced between fixed and floating interest rates (usually Euribor) the goal of which is to maintain an adequate balance between the cost of financing and the risk of changes in interest rates.

The interest rate risk exposure of the Group's bank borrowings, debt instruments and other marketable securities at 31 December 2025 and 2024 after hedges taken by the Group is as follows:

	Thousands of Euros					
	31.12.25			31.12.24		
	Variable	Permanent	Total	Variable	Permanent	Total
Bank borrowings, debt instruments and other marketable securities (Note 15)	376,841	413,182	790,023	345,025	473,693	818,718

The breakdown of the hedges arranged by the Company to cover interest rate risk at 31 December 2025 and 2024 is as follows:

Derivatives at 31/12/25	Thousands of Euros				
	Net notional	Valuation of derivatives	Maturity of notional amounts		
			2026	2027	2028 and subsequent years
Cash flow hedges-					
Interest Rate Swap	107,000	332	-	45,000	62,000
Total cash flow hedges	**107,000**	**332**	**-**	**45,000**	**62,000**

Derivatives at 31/12/24	Thousands of Euros				
	Net notional	Valuation of derivatives	Maturity of notional amounts		
			2025	2026	2027 and subsequent years
Cash flow hedges-					
Collar	112,000	(26)	-	-	112,000
Interest Rate Swap	45,000	(95)	-	-	45,000
Total cash flow hedges	**157,000**	**(121)**	**-**	**-**	**157,000**

Taking into consideration the balance at 31 December 2025 and 2024, if the average of the market-tied interest rates of third-party borrowings had been 100 basis points higher or lower, with all other variables remaining constant, and considering the hedging policies described above, the finance costs arising from the financial debt would have risen by approximately EUR 3,768 thousand and EUR 3,450 thousand, respectively.

At year-end 2025 and 2024, associate company S.E.M. Los Tranvías de Zaragoza, S.A. (Note 8.a) had contracted a swap related to the nominal amount of its financial debt. This swap has been designated as a cash flow hedging instrument for interest rate risk.

a.2) Commodity price risk

For the most significant commodities, the Group's orders are placed and prices closed when each new project commences. The risk of a rise in commodity prices having an adverse effect on the contractual margins is thus hedged.

At 31 December 2025 and 2024, there were no hedges contracted by the Group to cover commodity risk.

a.3) Foreign currency risk

The various companies of the CAF Group operate internationally and are therefore exposed to exchange risk arising from foreign currency transactions.

Following the principles of the Market Risk Policy, as a general rule, the Group transfers the exchange rate risk to third parties in its contracts structured in currencies other than their functional currency. These hedges are intended to avoid the impact of currency fluctuations on the various contracts entered into, so that the Group's results present its industrial and services activity truthfully. These operations consist, at the initial time of contracting the hedges, either of firm commitments (in which case they are recorded as fair value hedges) of highly probable transactions (in which case they are recorded as cash flow hedges) or net investments in foreign operations.

At 31 December 2025 and 2024, the Group is exposed to foreign exchange risk on the net investment of those subsidiaries whose functional currency is other than the euro, except for the US dollar, whose exposure is partially hedged.

The breakdown of the equivalent value in thousands of euros of the assets and liabilities of subsidiaries whose functional currency is different from the euro at 31 December 2025 and 2024 is as follows:

Currency	Equivalent value in thousands of euros					
	31.12.25			31.12.24		
	Assets	Liabilities	Net exposure	Assets	Liabilities	Net exposure
Chilean peso	20,356	19,085	1,271	21,694	20,335	1,359
Mexican peso	274,579	193,107	81,472	353,183	270,143	83,040
Brazilian real	213,637	154,233	59,404	274,754	136,053	138,701
US dollar (Note 3.d) (*)	235,107	143,682	13,004	312,907	172,494	27,664
Pound sterling	261,189	195,765	65,424	298,057	235,480	62,577
Algerian dinar	1,454	225	1,229	1,232	-	1,232
Colombian peso	3,041	3,027	14	1,910	1,680	230
Indian rupee	9,090	2,089	7,001	10,840	2,868	7,972
Australian dollar	223,547	218,971	4,576	218,852	214,895	3,957
Saudi riyal	55,198	46,796	8,402	55,406	49,427	5,979
New Zealand dollar	18,569	14,578	3,991	16,431	13,431	3,000
New Taiwanese dollar	5,991	363	5,628	6,161	78	6,083
Mauritian rupee	2,175	907	1,268	4,192	927	3,265
Polish zloty	1,063,853	758,867	304,986	873,237	622,501	250,736
Swiss franc	15,716	12,314	3,402	6,155	2,990	3,165
Norwegian krone	16,093	9,405	6,688	15,528	10,894	4,634
Swedish krona	219,419	119,763	99,656	219,576	129,053	90,523
Israeli shekel	27,947	22,195	5,752	22,839	18,027	4,812
Other	16,111	11,446	4,665	15,008	10,071	4,937
Total	**2,683,072**	**1,926,818**	**677,833**	**2,727,962**	**1,911,347**	**703,866**

(*) At 31 December 2025 there are net investment hedges abroad in the amount of EUR 78,421 thousand applying the year-end exchange rate (EUR 112,749 thousand at 31 December 2024).

In the event of a total increase or decrease of 10% in all currencies, the effect on the Group's equity would be EUR 67,741 thousand at 31 December 2025, before considering the tax impact (EUR 70,387 thousand at 31 December 2024).

The breakdown of the main balances of subsidiaries in foreign currencies, according to the nature of the items comprising them, is as follows:

Nature of the balances	Equivalent value in thousands of euros			
	31.12.25		31.12.24	
	Assets	Liabilities	Assets	Liabilities
Goodwill	108,947	-	107,515	-
Other intangible assets	129,813	-	127,416	-
Property, plant and equipment	233,939	-	223,985	-
Non-current financial assets and deferred tax assets	255,947	-	346,770	-
Other non-current assets	4,462	-	4,853	-
Inventories	642,071	-	545,953	-
Trade and other receivables	1,029,459	-	1,005,450	-
Other current assets	104,411	-	145,433	-
Cash and cash equivalents	174,023	-	220,587	-
Non-current liabilities	-	542,937	-	538,709
Current liabilities	-	1,383,881	-	1,372,638
Total	**2,683,072**	**1,926,818**	**2,727,962**	**1,911,347**

The breakdown of the net balances that include the valuation of exchange rate derivatives, basically fair value hedges, on the consolidated balance sheet at 31 December 2025 and 2024 is as follows:

Derivatives at 31/12/25	Thousands of Euros					
	Notional sales	Notional purchases	Valuation of derivatives	Maturity of notional amounts (net)		
				2026	2027	2028 and subsequent years
Fair value and net investment abroad hedges-						
USD currency forwards (*)	279,198	(73,932)	175	45,678	161,017	(1,429)
GBP currency forwards	298,188	(155,947)	(1,051)	(24,309)	166,550	-
EUR currency forwards	-	(107,577)	(22)	(67,324)	(40,253)	-
BRL currency forwards	2,254	-	-	2,254	-	-
SEK currency forwards	417,631	(9,856)	(7,461)	132,026	274,350	1,399
AUD currency forwards	325,599	(18,383)	7,807	300,774	6,442	-
SAR currency forwards	10,213	(2,269)	520	7,944	-	-
MXN currency forwards	21,992	(32,356)	2,942	9,061	(19,425)	-
CAD currency forwards	210,117	(13,058)	6,472	24,723	74,114	98,222
JPY currency forwards	40,690	(14,369)	(359)	26,392	1,616	(1,687)
HKD currency forwards	7,681	-	320	7,681	-	-
NOK currency forwards	-	(4,047)	521	(4,047)	-	-
TWD currency forwards	33,909	-	945	33,909	-	-
ILS currency forwards	28,155	(78,786)	3,436	(50,631)	-	-
AED currency forwards	62,417	-	(1,482)	62,417	-	-
CHF currency forwards	133,018	(866)	5,576	83,273	48,879	-
PLN currency forwards	76,809	-	(845)	76,809	-	-
RON currency forwards	17,637	-	(34)	17,637	-	-
DKK currency forwards	33,960	-	242	-	33,960	-
CZK currency forwards	643	-	17	643	-	-
NZD currency forwards	13,538	(12,197)	(339)	1,341	-	-
HUF currency forwards	1,405	(4,574)	(245)	(3,169)	-	-
INR currency forwards	1,214	-	-	273	941	-
COP currency forwards	-	(4,501)	(126)	-	(4,501)	-
MAD currency forwards	-	(7,991)	-	(7,991)	-	-
CLP currency forwards	943	-	(9)	943	-	-
TRY currency forwards	-	-	-	-	-	-
Total Fair Value Hedges	**2,017,211**	**(540,709)**	**17,000**	**676,307**	**703,690**	**96,505**

(*) Includes the hedging of the net investment in Provetren of USD 92,144 thousand, whose functional currency is the US dollar.

Derivatives at 31/12/24	Thousands of Euros					
	Notional sales	Notional purchases	Valuation of derivatives	Maturity of notional amounts (net)		
				2025	2026	2027 and subsequent years
Fair value and net investment abroad hedges-						
USD currency forwards (*)	369,056	(62,160)	(5,505)	99,010	62,391	145,495
GBP currency forwards	392,806	(209,179)	4,030	(34,537)	80,768	137,396
EUR currency forwards	181,300	(110,001)	3,359	150,592	(69,293)	(10,000)
BRL currency forwards	13,869	-	181	13,869	-	-
SEK currency forwards	271,440	(6,199)	(9,375)	219,378	35,529	10,334
AUD currency forwards	334,337	(25,552)	11,405	126,039	182,746	-
SAR currency forwards	9,347	(7,712)	(229)	1,635	-	-
MXN currency forwards	46,092	(28,789)	2,663	17,303	-	-
CAD currency forwards	106,973	(13,881)	4,359	(8,716)	-	101,808
JPY currency forwards	155,292	(21,283)	(1,185)	118,046	9,008	6,955
HKD currency forwards	9,644	-	958	9,644	-	-
NOK currency forwards	7,308	(9,913)	1,236	(867)	(1,738)	-
TWD currency forwards	37,664	-	(1,097)	34,537	3,127	-
ILS currency forwards	32,696	(44,667)	(1,097)	6,739	(18,710)	-
AED currency forwards	144,754	-	(2,498)	144,754	-	-
CHF currency forwards	61,384	(834)	194	41,154	19,191	205
PLN currency forwards	66,896	(491)	(1,091)	66,405	-	-
RON currency forwards	45,968	-	436	45,968	-	-
DKK currency forwards	15,734	-	193	15,734	-	-
CZK currency forwards	14,308	-	71	13,689	619	-
NZD currency forwards	16,129	(9,415)	(60)	6,714	-	-
HUF currency forwards	2	(4,295)	16	(4,293)	-	-
INR currency forwards	1,442	-	-	-	325	1,117
TRY currency forwards	-	(111)	105	(111)	-	-
Total Fair Value Hedges	**2,334,441**	**(554,482)**	**7,069**	**1,082,686**	**303,963**	**393,310**
Cash flow hedges-						
HUF currency forwards	811	-	20	811	-	-
CAD currency forwards	1,513	-	5	1,513	-	-
Total cash flow hedges	**2,324**	**-**	**25**	**2,324**	**-**	**-**

(*) Includes the hedging of the net investment in Provetren of USD 117,134 thousand, whose functional currency is the US dollar.

The impact on the consolidated income statement for 2025 and 2024 of a 10% devaluation of the following currencies against the euro, considering the closing exchange rate at 31 December and the exchange rate insurance contracted at the date of preparation of these consolidated financial statements, would be as follows:

Currency	Thousands of Euros			
	2025		2024	
	Exposure	Gain/(loss)	Exposure	Gain/(loss)
Brazilian real	5,282	(528)	(10,818)	1,081
Pound sterling	(10,264)	1,026	11,572	(1,157)
US dollar	8,027	(803)	8,773	(877)
Australian dollar	2,075	(208)	1,406	(141)
Mexican peso	16,026	(1,603)	35,674	(3,567)
Polish zloty	60,408	(6,041)	20,862	(2,086)
Canadian dollar	79,648	(7,965)	(547)	55

The sensitivity of the profit or loss statement to the other foreign currencies was not material.

At year end 2025 and 2024, the associate company LAVI Light Rail O&M Ltd (Note 8.a) had derivatives contracted that have been designated as EUR/ILS exchange rate hedges associated with the sales contracts that have been designated as cash flow hedges.

The valuation of cash flow hedging instruments net of the tax effect, which has been recognised with a charge/(credit) to "Equity - Other comprehensive income - Hedging transactions" in the accompanying consolidated balance sheet as at 31 December 2025 and 2024, is as follows:.

	Thousands of Euros	
	31.12.25	31.12.24
Fully consolidated companies	9,166	2,686
Companies accounted for using the equity method	4,233	12,918
S.E.M. Los Tranvías de Zaragoza, S.A.	*(2,401)*	*(2,721)*
Momentum Trains Holding Pty Ltd	*-*	*1,847*
LAVI Light Rail O&M Ltd	*6,634*	*13,792*
Total	**13,399**	**15,604**

The maturity of the hedging instruments coincides with the period in which the cash flows are expected to occur.

Following is a reconciliation of the remeasurement at each year-end to the carrying amounts recognised in the balance sheet:

	Thousands of Euros	
	2025	2024
Non-current assets	20,648	1,483
Current assets	51,655	22,622
Non-current liabilities	(19,665)	(2,153)
Current liabilities	(35,306)	(14,979)
Balance sheet net total	**17,332**	**6,973**
Interest rate cash flows	332	(121)
Exchange rate Fair value	17,000	7,069
Exchange rate Cash flows	-	25
Total derivatives value	**17,332**	**6,973**

During the year 2025, the effect of the ineffective portion of hedging transactions credited to the profit and loss account resulted in income of EUR 17 thousand (expense of EUR 303 thousand in 2024), mainly as a result of changes in the amount of estimates of hedged items.

In addition, the settlement of fair value derivatives generated to income of EUR 17,354 thousand and EUR 1,515 thousand in 2025 and 2024, respectively, amounts similar to those of the change in value of hedged items.

b) Credit risk

The Group's accounts receivable and work in progress correspond to clients located in different countries. Most railway contracts include progress billings.

The Group's standard practice is to hedge against certain risks of termination or default associated with export contracts by taking out export credit insurance policies, pursuant to the rules in the OECD Consensus concerning instruments of this nature. The decision on whether or not to hedge is taken on the basis of the type of customer and the country in which it operates.

c) Liquidity and financing risk

As set out in the Liquidity and Financing Policy, liquidity and funding risk management involves securing payment commitments arising from the obligations, optimising the funding structure, and safeguarding adequate management of the Group’s surpluses within the framework of its long-term strategy (Notes 13.i and 15).

The CAF Group manages liquidity and financing risk using the following mechanisms:

- Seeking and selecting business opportunities with the highest possible level of self-financing, within existing market conditions, for each of the contracts. In vehicle manufacturing projects of an average term of approximately three years, the milestones for billing and executing the work may not be in the same time frame, which may result in financial resources being consumed.
- Implementing and maintaining an active working capital management policy through ongoing monitoring of compliance with billing milestones for each project commissioned.
- Maintaining a strong short-term liquidity position.
- Maintaining surplus undrawn credit balances.

17.- CURRENT AND DEFERRED TAXES

The Group has calculated the provision for income tax at 31 December 2025 applying current tax legislation. Nonetheless, if the tax treatment were to differ from that provided for in current legislation as a result of tax reforms, such treatment would be applied immediately in the financial statements issued subsequent to the approval thereof.

Under Gipuzkoa Decree-Regulation 2/2024, of 27 December, approving the transposition of EU Directive 2022/253, establishing a complementary tax to guarantee a minimum taxation level. In this regard, an analysis has been carried out to benefit from the temporary suspension provided for in the regulation for the year 2025 when reasonable tax ratios are met in the jurisdictions in which the CAF Group operates. As a result of the analysis, all the jurisdictions of the CAF Group (except for Norway with an insignificant impact) can benefit from this moratorium in 2025.

Since 2007, the Parent has been taxed under the Consolidated Tax Regime in the Historical Territory of Gipuzkoa together with the following subsidiaries: CAF Investment Projects, S.A.U., CAF I+D, S.L.U., Geminys, S.L., CAF Signalling, S.L.U., Rail Line Components, S.L.U., CAF Turnkey & Engineering, S.L.U., CAF Power & Automation, S.L.U., Centro de Ensayos y Análisis Cetest, S.L., CAF Diversified Business Development, S.A.U., CAF Rail Digital Services, S.L.U. and CAF Engineered Modernizations, S.L.U., and Lander Simulation and Training Solutions, S.A.U..

The reconciliation of the Group's accounting profit to the income tax expense is as follows:

	Thousands of Euros	
	2025	2024
Accounting profit before tax	**215,639**	**160,630**
Tax rate of the Parent	24%	24%
Corporate income tax calculated at the parent's tax rate	**51,753**	**38,551**
Effect of different tax rates for subsidiaries	2,560	8,227
Effect of exempt income and non-tax deductible expenses	5,904	6,341
Tax effect of deductions and other tax benefits generated in the year	(5,825)	(4,505)
Effect of tax assets and deferred taxes not recognised in previous years	8,331	6,708
Adjustments recognised in the year in respect of prior years' income taxes	1,505	(2,295)
Changes in the tax rate	51	(43)
Total income tax expense recognised in consolidated statement of profit or loss	**64,279**	**52,984**
Current tax expense (income) (*)	**91,509**	**59,488**
Deferred tax expense (income)	**(27,230)**	**(6,504)**

(*) Includes prior years' adjustments and corporate taxes.

The impact corresponding to "Effect of exempt income and expenses not deductible for tax purposes" corresponds to those items that do not have the status of a tax expense. In 2025, a EUR 6 million negative adjustment was recorded for the non-deductibility of certain liability provisions, non-deductible depreciation and non-deductible foreign withholding taxes (EUR 6 million in 2024).

The difference between the tax charge for the year and the tax payable for the year is recognised under "Deferred tax assets" and "Deferred tax liabilities" on the assets and liabilities side of the accompanying consolidated balance sheet.

	Thousands of Euros				
	31.12.24	Additions, regularisations and tax rate changes	Disposals	Translation differences	31.12.25
Deferred tax assets:					
Deductions pending application and tax loss carryforwards (Note 3.i)	55,433	11,635	(11,725)	1,455	56,798
Provisions temporarily not deductible	112,669	20,228	(14,473)	(279)	118,145
Effect of asset revaluation – Gipuzkoa Regulation 1/2013	1,593	18	-	-	1,611
Elimination of profits in consolidation and other	960	81	(132)	(181)	728
	170,655	**31,962**	**(26,330)**	**995**	**177,282**
Deferred tax liabilities:					
Clients, portfolio provisions, unrestricted and accelerated depreciation (Notes 6, 7 and 8)	86,167	4,008	(22,781)	(2,670)	64,724
Revaluation of intangible assets and property, plant and equipment (Note 13)	54,028	102	(2,851)	364	51,643
Elimination of profits in consolidation and other	6,557	3,575	(213)	228	10,147
	146,752	**7,685**	**(25,845)**	**(2,078)**	**126,514**

	Thousands of Euros				
	31.12.23	Additions, regularisations and tax rate changes	Disposals	Translation differences	31.12.24
Deferred tax assets:					
Deductions pending application and tax loss carryforwards (Note 3.i)	64,722	560	(9,780)	(69)	55,433
Provisions temporarily not deductible	107,179	29,821	(24,082)	(249)	112,669
Effect of asset revaluation – Gipuzkoa Regulation 1/2013	1,689	17	(113)	-	1,593
Elimination of profits in consolidation and other	5,087	4	(3,917)	(214)	960
	178,677	**30,402**	**(37,892)**	**(532)**	**170,655**
Deferred tax liabilities:					
Portfolio provisions, freedom to amortise and accelerated amortisation (Notes 6, 7 and 8)	105,461	529	(15,513)	(4,310)	86,167
Revaluation of intangible assets and property, plant and equipment (Note 13)	57,365	68	(3,634)	229	54,028
Elimination of profits in consolidation and other	1,995	4,865	(292)	(11)	6,557
	164,821	**5,462**	**(19,439)**	**(4,092)**	**146,752**

The breakdown of deferred tax assets at 31 December 2025 and 2024 is as follows:

	Thousands of Euros					
	31.12.25			31.12.24		
	Capitalised	Not capitalised	Total	Capitalised	Not capitalised	Total
Deductions yet to be applied	23,953	105,402	129,355	23,629	101,023	124,652
Tax loss carryforwards to be offset	32,845	65,472	98,317	32,795	81,867	114,662
Other deferred tax assets	120,484	75,146	195,630	114,231	49,766	163,997
Total	**177,282**	**246,020**	**423,302**	**170,655**	**232,656**	**403,311**

In 2025, the Group expects to report tax credits amounting to EUR 10,830 thousand (EUR 13,445 thousand in 2024), which relate mainly to R&D tax credits and double taxation tax credits. In addition, the Group has generated further deductions of EUR 7.8 million which it has transferred via financing contracts, resulting in financing for the Group of EUR 6.5 million (Note 21.d).

The tax credits and tax loss carryforwards after the tax provision of 2025 and recorded under "Deferred tax assets - Tax credits and tax loss carryforwards" are mainly from the Parent’s tax group. At the same time, in view of the uncertainty inherent to the recoverability of deferred tax assets, the Group's recognition policy is based on projections based on its backlog.

The amount of the (recognised and unrecognised) tax credits, tax loss carryforwards and deferred tax assets and their schedule for use by the Group is as follows:

Year 2025

Jurisdiction	Thousands of Euros													
	Capitalised	Not capitalised												Total
		Maturity in											Total Unrecognised	
		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035-2055	No maturity		
Foral Tax Regime – Basque Country	83,923	-	-	174	974	-	-	-	-	-	132,244	71,695	205,087	**289,010**
Poland	53,373	-	-	-	-	-	-	-	-	-	-	-	-	**53,373**
Brazil	1,746	-	-	-	-	-	-	-	-	-	-	23,759	23,759	**25,505**
France	9,640	-	-	-	-	-	-	-	-	-	-	3,242	3,242	**12,882**
USA	7,264	-	-	-	-	-	-	-	-	-	-	2,298	2,298	**9,562**
Mexico	6,493	-	-	-	21	159	-	-	-	-	-	-	180	**6,673**
Tax Regime Common Territory (Spain)	2,771	-	-	-	-	-	-	669	1,044	914	441	217	3,285	**6,056**
Foral Tax Regime Navarre	601	882	816	585	148	233	370	228	137	1,133	216	-	4,748	**5,349**
Chile	4,065	-	-	-	-	-	-	-	-	-	-	-	-	**4,065**
Saudi Arabia	3,728	-	-	-	-	-	-	-	-	-	-	-	-	**3,728**
Norway	8	-	-	-	-	-	-	-	-	-	-	2,547	2,547	**2,555**
Italy	738	-	-	-	-	-	-	-	-	-	-	-	-	**738**
Belgium	625	-	-	-	-	-	-	-	-	-	-	-	-	**625**
Sweden	481	32	-	-	32	42	-	-	-	-	-	-	106	**587**
Colombia	221	-	-	-	74	53	-	-	-	-	-	94	221	**442**
New Zealand	425	-	-	-	-	-	-	-	-	-	-	-	-	**425**
Australia	348	-	-	-	-	-	-	-	-	-	-	-	-	**348**
Algeria	-	227	11	9	-	-	-	-	-	-	-	-	247	**247**
India	244	-	-	-	-	-	-	-	-	-	-	-	-	**244**
Israel	203	-	-	-	-	-	-	-	-	-	-	-	-	**203**
Germany	149	-	-	-	-	-	-	-	-	-	-	-	-	**149**
Turkey	12	17	-	29	13	64	-	-	-	-	-	-	123	**135**
United Kingdom	105	-	-	-	-	-	-	-	-	-	-	14	14	**119**
Argentina	50	-	-	-	-	53	-	-	-	-	-	-	53	**103**
Austria	1	-	-	-	-	-	-	-	-	-	-	98	98	**99**
Czech Republic	26	-	-	-	-	-	-	-	-	-	-	-	-	**26**
Denmark	-	-	-	-	-	-	-	-	-	-	-	12	12	**12**
Greece	12	-	-	-	-	-	-	-	-	-	-	-	-	**12**
Uruguay	10	-	-	-	-	-	-	-	-	-	-	-	-	**10**
Venezuela	7	-	-	-	-	-	-	-	-	-	-	-	-	**7**
Netherlands	7	-	-	-	-	-	-	-	-	-	-	-	-	**7**
Taiwan	3	-	-	-	-	-	-	-	-	-	-	-	-	**3**
Switzerland	1	-	-	-	-	-	-	-	-	-	-	-	-	**1**
Lithuania	1	-	-	-	-	-	-	-	-	-	-	-	-	**1**
Egypt	1	-	-	-	-	-	-	-	-	-	-	-	-	**1**
Total	**177,282**	**1,158**	**827**	**797**	**1,262**	**604**	**370**	**897**	**1,181**	**2,047**	**132,901**	**103,976**	**246,020**	**423,302**

Year 2024

Jurisdiction	Thousands of Euros													
	Capitalised	Not capitalised												Total
		Maturity in											Total Unrecognised	
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034-2054	No maturity		
Foral Tax Regime – Basque country	91,111	-	-	-	-	-	-	-	-	-	141,540	48,539	190,079	**281,190**
Poland	45,000	-	-	-	-	-	-	-	-	-	-	-	-	**45,000**
Brazil	1,629	-	-	-	-	-	-	-	-	-	-	24,398	24,398	**26,027**
France	8,077	-	-	-	-	-	-	-	-	-	-	3,586	3,586	**11,663**
USA	4,738	-	-	-	-	-	-	-	-	-	-	2,440	2,440	**7,178**
Mexico	6,523	-	-	-	-	-	-	-	-	-	20	-	20	**6,543**
Tax Regime Common Territory (Spain)	2,843	-	-	-	-	-	-	-	31	15	-	3,239	3,285	**6,128**
Foral Tax Regime Navarre	511	1,479	1,444	816	585	148	233	370	228	137	150	-	5,590	**6,101**
Chile	4,400	-	-	-	-	-	-	-	-	-	-	-	-	**4,400**
Saudi Arabia	2,811	-	-	-	-	-	-	-	-	-	-	-	-	**2,811**
Norway	3	-	-	-	-	-	-	-	-	-	-	2,446	2,446	**2,449**
Sweden	520	108	132	83	76	62	40	-	-	-	-	-	501	**1,021**
Italy	821	-	-	-	-	-	-	-	-	-	-	-	-	**821**
Austria	335	-	-	-	-	-	-	-	-	-	-	98	98	**433**
New Zealand	353	-	-	-	-	-	-	-	-	-	-	-	-	**353**
India	218	-	-	-	-	-	-	-	-	-	-	-	-	**218**
Colombia	213	-	-	-	-	-	-	-	-	-	-	-	-	**213**
Israel	171	-	-	-	-	-	-	-	-	-	-	-	-	**171**
Argentina	83	-	-	-	-	52	-	-	-	-	-	-	52	**135**
Turkey	15	25	23	-	41	20	-	-	-	-	-	-	109	**124**
United Kingdom	103	-	-	-	-	-	-	-	-	-	-	15	15	**118**
Germany	75	-	-	-	-	-	-	-	-	-	-	-	-	**75**
Czech Republic	34	-	-	-	-	-	-	-	-	-	-	-	-	**34**
Uruguay	31	-	-	-	-	-	-	-	-	-	-	-	-	**31**
Denmark	-	-	-	-	-	-	-	-	-	-	-	24	24	**24**
Greece	15	-	-	-	-	-	-	-	-	-	-	-	-	**15**
Algeria	-	-	-	12	-	-	-	-	-	-	-	-	12	**12**
Venezuela	7	-	-	-	-	1	-	-	-	-	-	-	1	**8**
Netherlands	7	-	-	-	-	-	-	-	-	-	-	-	-	**7**
Belgium	3	-	-	-	-	-	-	-	-	-	-	-	-	**3**
Australia	1	-	-	-	-	-	-	-	-	-	-	-	-	**1**
Switzerland	1	-	-	-	-	-	-	-	-	-	-	-	-	**1**
Taiwan	3	-	-	-	-	-	-	-	-	-	-	-	-	**3**
Total	**170,655**	**1,612**	**1,599**	**911**	**702**	**283**	**273**	**370**	**259**	**152**	**141,710**	**84,785**	**232,656**	**403,311**

In addition, at 31 December 2025 Provetren, S.A. de C.V., remains recorded a deferred tax liability of EUR 17,928 thousand relating to the temporary difference between the carrying amounts of the assets in the financial statements and their tax value calculated at the rate of 30% in force under Mexican GAAP (EUR 37,315 thousand at 31 December 2024).

Lastly, the subsidiary Ctrens recorded a deferred tax liability of EUR 33,365 thousand at 31 December 2025, as a result of the different tax depreciation rate of the concession's financial asset compared to its carrying amount (EUR 35,414 thousand at 31 December 2024).

In general terms, the assets or equity items subject to the aforementioned deductions must remain in operation in the Group, where appropriate, for the purposes intended, for a minimum period of five years, or three years in the case of movable property, unless their useful life is shorter, without being transferred, leased or assigned to third parties for their use, except in the case of justified losses.

Under current legislation, taxes cannot be deemed to have been definitively settled until the tax returns filed have been reviewed by the tax authorities or until the corresponding statute-of-limitations period has expired.

At 31 December 2025, the Foral Tax Regime Baque Country CAF consolidated tax group in Spain has the 2021 and subsequent years open for inspection on corporate income tax and the last four financial years open for the other taxes applicable to it.

The rest of the Spanish consolidated entities are subject to inspection by the tax authorities for the last four years for the main applicable taxes.

For the rest of the foreign companies, in general terms, the tax years that are not statute-barred according to the various tax legislations applicable to each of the Group companies are open for inspection, with a period of four to six years from when the obligation becomes due and the deadline for filing taxes expires, except for those in which the statute of limitations has been interrupted due to the commencement of tax audits.

The Parent’s directors consider that the tax returns for the aforementioned taxes have been filed correctly and, therefore, even in the event of discrepancies in the interpretation of current tax legislation in relation to the tax treatment afforded to certain transactions, such liabilities as might arise would not have a material effect on the accompanying financial statements.

18.- SUPPLIERS AND OTHER PAYABLE

Suppliers and other payables

The breakdown of the heading “Other payables” at 31 December 2025 and 2024 is as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Suppliers and other trade payables	1,110,133	1,059,279
Other payables		
Current contract liabilities (Note 11)	1,447,050	1,288,488
Other taxes payable	121,174	125,270
Remuneration payable	103,871	95,449
Total	**2,782,228**	**2,568,486**

The Group has contracted with various financial entities operations for managing payments to suppliers ("confirming" or "reverse factoring"). Through these contracts, financial institutions offer the possibility of early payment to suppliers, discounting at a market interest rate (without any guarantee from CAF). As a general rule, the Group's payment terms for trade credits covered by these operations are identical to those of other trade debts and do not accrue interest.

The balance drawn down related to "confirming" or "reverse factoring" at the close of 2025 and 2024, which is recognised under the heading "Trade creditors and other accounts payable - Suppliers and other creditors" in the consolidated balance sheet, is as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Balance of advance confirming by suppliers	23,164	20,182
Balance of non-advance confirming by suppliers	25,329	37,797
Total confirming balance	**48,493**	**57,979**

Other taxes payable

The breakdown of the heading "Other taxes payable" at 31 December 2025 and 2024 is as follows:

Concept	Thousands of Euros	
	31.12.25	31.12.24
Social Security taxes	41,673	34,965
Regular taxes-		
Value Added Tax (net)	43,908	50,967
Personal income tax withholdings	35,593	39,338
Total	**121,174**	**125,270**

19.- CURRENT AND NON-CURRENT PROVISIONS

The breakdown, by item, of "Non-current provisions" and "Current provisions" in the consolidated balance sheet at 31 December 2025 and 2024 is as follows:

	Thousands of Euros					
	31.12.25			31.12.24		
	Non-current	Current	Total	Non-current	Current	Total
Provisions for contractual obligations	-	70,062	70,062	-	70,531	70,531
Provisions for warranties and technical support	68,253	317,680	385,933	72,132	288,662	360,794
Provisions for litigation	48,125	1,973	50,098	41,266	1,530	42,796
Provisions for commitments with staff	31,099	8,189	39,288	25,174	8,108	33,282
Investments accounted for using the equity method (Note 8-a)	8,399	-	8,399	5,245	-	5,245
Other provisions	2,513	18,320	20,833	2,014	17,126	19,140
Total	**158,389**	**416,224**	**574,613**	**145,831**	**385,957**	**531,788**

Changes in these headings in 2025 and 2024 were as follows (in thousands of euros):

	Provisions						
	Contractual liability	Warranty and technical support	Litigation	Employee benefit obligations	Investments accounted for using the equity method	Other provisions	Total provisions
Balance at 31.12.23	**67,780**	**334,444**	**46,622**	**29,015**	**-**	**20,544**	**498,405**
Net charge for the period	3,880	117,425	5,821	13,383	-	157	140,666
Actuarial gains and losses	-	-	-	1,809	-	-	1,809
Amounts used	(801)	(94,900)	(1,703)	(10,976)	-	(1,462)	(109,842)
Translation differences	(328)	801	(7,944)	(189)	-	(99)	(7,759)
Change in value of investments accounted for using the equity method	-	-	-	-	5,245	-	5,245
Transfers	-	3,024	-	240	-	-	3,264
Balance at 31.12.24	**70,531**	**360,794**	**42,796**	**33,282**	**5,245**	**19,140**	**531,788**
Net charge for the period	3,075	141,784	9,704	13,871	-	2,449	170,883
Actuarial gains and losses	-	-	-	1,441	-	-	1,441
Amounts used	-	(117,003)	(2,202)	(9,060)	-	(646)	(128,911)
Translation differences	(210)	1,151	(193)	(365)	-	45	428
Change in value of investments accounted for using the equity method	-	-	-	-	3,154	-	3,154
Transfers	(3,334)	(793)	(7)	119	-	(155)	(4,170)
Balance at 31.12.25	**70,062**	**385,933**	**50,098**	**39,288**	**8,399**	**20,833**	**574,613**

Contractual liability and warranty and support services

The provisions for contractual liability relate mainly to provisions for onerous contracts. The provisions for warranty and support services relate to estimated future costs (based on historic data and technical analyses) to which the Group is committed in accordance with the warranty period provided for in the contracts. The expected period to settle the provisions varies on the basis of their nature, the average approximate period being:

- Contractual liability: 1–4 years
- Warranty: 1–4 years (varies on the basis of the contractual arrangement to which it relates)

Expenses incurred in 2025 and 2024 for the provision of contractual warranty services were recorded under "Procurements" and "Staff costs" in the accompanying consolidated income statements of 2025 and 2024.

Provisions for litigation

As a result of the administrative decision of July 2019 arising from the investigation initiated in the 2013 financial year into the involvement of various rolling stock manufacturers in possible anti-competitive practices described in Note 25, the Group maintains a provision in the amount of EUR 46 million (31 December 2024: EUR 40.3 million). The amount of the fine is updated in accordance with the Brazilian SELIC interest rate, having recorded an amount of EUR 5,870 thousand in the year 2025 with a charge to the heading "Financial expenses" in the accompanying consolidated income statement (4,356 thousand euros in 2024).

In addition, the Group recognises provisions for labour-related liabilities as a result of the existence of a present obligation arising from past events, upon maturity of which the Group expects to use resources to settle the obligation, as well as other commitments to its employees as required by the laws of the countries in which they are located. The amount is based on the best estimate made by the Parent's directors at the reporting date and the obligations are recognised at the present value whenever the financial effect is material.

Employee benefit obligations

The breakdown of provisions for employee benefits at 31 December 2025 and 2024 categorised by the Group's main companies and geographies is as follows:

	Thousands of Euros					
	31.12.2025			31.12.2024		
	Non-current provisions	Current provisions	Total	Non-current provisions	Current provisions	Total
Parent	12,850	6,161	19,011	8,424	6,269	14,693
CAF Reichshoffen SAS	6,854	-	6,854	6,465	-	6,465
Italy	2,511	1,011	3,522	2,557	931	3,488
Mexico	2,820	18	2,838	2,661	9	2,670
Other Group companies	6,064	999	7,063	5,067	899	5,966
Total	**31,099**	**8,189**	**39,288**	**25,174**	**8,108**	**33,282**
Total outsourced commitments	71	3,360	3,431	88	3,813	3,901
Total non-outsourced commitments	31,028	4,829	35,857	25,086	4,295	29,381

Non-outsourced commitments-

The Parent has recognised future commitments to employees under early retirement plans, which relate to the present estimated value of the future payments to be made to employees who, in December 2025 and 2024 had signed relief contracts, and the payment of a long-service premium at production headquarters.

At its meeting held on 19 December 2023, the Board of Directors approved the proposal made by the Nomination and Remuneration Committee to implement a long-term incentive plan linked to the achievement of the 2023–2026 Strategic Plan approved in November 2022 and communicated to the market in December of that year. The duration of the long-term incentive plan, which may be settled in cash, runs from 1 January 2023 to 31 December 2026, covering the full cycle of the Strategic Plan, and is intended for executive directors and other members of the Group's management team. The provision for this item at 31 December 2025 amounts to EUR 7.6 million (31 December 2024: EUR 3.8 million), and EUR 3.8 million (2024: EUR 3.8 million) was recognised in 2025 with a charge to the consolidated income statement.

The subsidiary CAF Reichshoffen, SAS has recorded future commitments to employees to supplement pensions, which have not been externalised and whose present value is determined by independent actuaries.

Outsourced commitments-

Among the outsourced commitments, the Group maintains legal and contractual obligations of the consolidated companies with part of its staff to supplement retirement and death benefits that are provided through the payment of defined contribution/benefit premiums to external funds deposited or in the process of being outsourced to independent insurance companies. The amount recorded on the assets and liabilities side of the accompanying consolidated balance sheet for these externalised commitments at 31 December 2025 and 2024 is as follows:

	Thousands of Euros	
	31.12.2025	31.12.2024
Total recorded in assets	499	612
Total recorded in liabilities	3,431	3,901
Outsorcing commintments with staff (net)	**2,932**	**3,289**

The movement corresponding to 2025 and 2024 with regard to these obligations is as follows:

	Thousands of Euros
Balance at 31.12.23	**3,253**
Losses/(profit) charged to the income statement (Note 22)	3,320
Imputed losses/(gains) in equity	1,911
Contributions	(5,212)
Translation differences	17
Balance at 31.12.24	**3,289**
Losses/(profit) charged to the income statement (Note 22)	3,654
Imputed losses/(gains) in equity	949
Contributions	(4,931)
Translation differences	(29)
Balance at 31.12.25	**2,932**

The future modifications to the obligations assumed will be recognised in consolidated profit or loss for the related year (Note 22).

The breakdown of the present value of the obligations assumed by the Group relating to post-employment remuneration and the assets allocated to the coverage thereof, which are outsourced, at the end of 2025 and 2024, is as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Present value of the obligations assumed	47,904	47,726
Less – Fair value of plan assets	(44,972)	(44,437)
Other current (assets) liabilities, net	**2,932**	**3,289**

The present value of the obligations assumed by the Company was determined by qualified independent actuaries using the following actuarial techniques:

- Calculation method: “Projected unit credit method”, which sees each period of service as giving rise to an additional unit of benefit entitlement and measures each unit separately.
- Actuarial assumptions used: unbiased and mutually compatible. In general, the most significant actuarial assumptions used in the calculations were as follows:

Actuarial Assumptions	2025	2024
Discount rate	3–4.33%	3–3.50%
Mortality tables	PER2020_COL_Ord1	PER2020_COL
Annual salary or pension increase rate	1.55–2%	1.6–2%
Retirement age	65–67	65–67

In the assumptions applied in the actuarial studies performed by independent third parties, the future obligations were discounted at a market rate, taking into account salary increases similar to those made in the past. The fair value of the plan assets was calculated at year-end using the projected unit credit method.

The impact on the Group's equity during the years 2025 and 2024 for commitments to personnel acquired was as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Outsourced commitments	949	1,911
Non-outsourced commitments	492	(102)
Total Losses/(gains) charged to equity	**1,441**	**1,809**

Finally, the Parent, in accordance with the applicable collective bargaining agreement, additionally contributes 2.3% per annum of the contributions (same percentage in 2024) of all personnel at certain locations to a social security institution.

20.- OTHER CURRENT AND NON-CURRENT ASSETS AND LIABILITIES

The breakdown of the Group´s "Other assets" at 31 December 2025 and 2024 is as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Assets for repayment rights (Note 3.f)	4,462	4,475
Other non-current assets	**4,462**	**4,475**
Advance payments	20,830	28,071
Other current assets	**20,830**	**28,071**

The breakdown of the Group´s "Other Liabilities" at 31 December 2025 and 2024 is as follows:

	Thousands of Euros	
	31.12.25	31.12.24
Non-current contract liabilities (Note 11)	34,796	66,386
Advances received under operating leases (Note 7)	-	919
Refund liabilities (Note 3.f)	3,384	5,107
Other non-current liabilities	**38,180**	**72,412**
Advances received under operating leases (Note 7)	666	2,541
Anticipated income	3,580	4,494
Refund liabilities (Note 3.f)	1,468	250
Other current liabilities	**5,714**	**7,285**

As described in Note 3.f, customer return options are available in some bus sales contracts. If it is determined that the lease is an operating lease, the advance billing received is recognised under "Advances received under operating leases".

If, on the other hand, it is concluded that it is a sale with a right of return, the value of the asset to be repurchased by the company is recognised under the heading "Assets for the right of return" and the amount expected to be paid to recover the asset is recognised under the heading "Refund liabilities".

21.- INCOME AND EXPENSES

a) Procurements

	Thousands of Euros	
	2025	2024
Consumption (*)	1,806,930	1,740,218
Work performed by other companies	556,660	602,252
Total	**2,363,590**	**2,342,470**

(*) 79% in euros, the rest mainly in Polish zlotys and sterling (88% in euros in 2024).

b) Other operating expenses

	Thousands of Euros	
	2025	2024
Outside services	607,599	537,657
Taxes other than income tax	9,865	7,244
Change in operating provisions and others	31,190	18,184
Total	**648,654**	**563,085**

The fees for audit services relating to Construcciones y Auxiliar de Ferrocarriles, S.A. and subsidiaries amounted to EUR 1,965 thousand in the period (2024: EUR 1,890 thousand). Of this amount, those incurred for the annual audits of the companies audited by the firms of the global organisation Ernst & Young amounted to 1,314 thousand euros (1,260 thousand euros in the financial year 2024). In addition, fees for other professional services provided by the principal auditor amounting to EUR 200 thousand were billed in the period (2024: EUR 226 thousand), of which EUR 164 thousand was for audit-related attest services, including half year reviews and the Non-Financial Statement (2024: EUR 173 thousand) and EUR 36 thousand were for tax services (2024: EUR 53 thousand).

The heading "Changes in provisions for trading and other operations" mainly reflects the change in provisions for warranty and technical assistance services (Note 19).

c) Information on the environment

In 2025, investments made in systems, equipment and facilities for environmental protection and improvement amounted to EUR 1,758 thousand (EUR 567 thousand in 2024).

During the 2025 financial year, environmental subsidies amounting to EUR 1,500 thousand (EUR 9 thousand in the 2024 financial year) were received, mainly associated with the investment for the dismantling of the steel plant, which will be transformed into a testing hall.

In addition, a new furnace in the railway wheel forging process came into operation in the 2025 financial year. In this respect, during the year 2025, the Group received an environmental grant of EUR 1,066 thousand.

At 31 December 2025 and 2024, the Group did not have any litigation in progress or contingencies relating to environmental protection and improvement. The Group companies' directors do not expect any material liabilities to arise as a result of the Company's environmental activities and, accordingly, the accompanying balance sheet does not include any provisions in this connection.

In 2025, the Group incurred environmental expenses amounting to EUR 3,216 thousand (2024: EUR 2,548 thousand).

d) Other operating income

	Thousands of Euros	
	2025	**2024**
Operating subsidies and monetisation of tax credits	19,146	15,143
Rental income	177	101
Ancillary income and other ordinary management income	19,320	23,921
Total	**38,643**	**39,165**

Most of the grants recorded in profit/(loss) in 2025 and 2024 correspond to grants obtained within the framework of various ministerial programmes and European programmes in their different calls for proposals, having been incurred in the costs to be justified and contracts for financing R&D&I activities.

e) Depreciation and amortisation charge, impairment and gains or losses on disposals of non-current assets

	Thousands of Euros	
	2025	**2024**
Amortisation of intangible assets (Note 6)	42,925	45,864
Depreciation of property, plant and equipment (Note 7.a)	39,034	39,712
Depreciation of right-of-use assets (Note 7.b)	25,980	24,852
Total	**107,939**	**110,428**

The breakdown of the line item "Impairment and result from disposal of fixed assets" in 2025 and 2024 was as follows:

	Thousands of Euros	
	2025	**2024**
Profit/(Loss) due to impairment		
Impairment of intangible assets (Note 6)	(23)	-
Impairment of property, plant and equipment (Note 7)	-	1,333
Result from disposals and others		
Profit/(Loss) from intangible assets (Note 6)	(5)	(21)
Profit/(Loss) from property, plant and equipment (Note 7)	4,214	273
Total	**4,186**	**1,585**

f) Finance income and costs

	Thousands of Euros	
	2025	2024
Finance income:		
Finance income from dividends	43	3,630
Finance income from loans to associates (Note 9.a)	3,156	2,892
Financial income from treasury returns and temporary financial investments	15,609	14,539
Other finance income	2,129	4,246
Total finance income	**20,937**	**25,307**
Finance costs:		
Finance costs for contracted debts	28,156	38,872
Financial expense due to the restatement of provisions	6,085	4,356
Financial expense on finance leases (Note 7.b)	3,719	3,470
Finance costs for contracted coverage	7,619	15,225
Other finance costs	4,457	5,747
Total finance costs	**50,036**	**67,670**

22.- STAFF EXPENDITURE AND AVERAGE HEADCOUNT

	2025	2024
Wages and salaries	865,596	813,816
Social security costs	226,720	206,309
Other expenses	51,486	43,004
Total	**1,143,802**	**1,063,129**

The average headcount in 2025 and 2024 was as follows:

Professional category	Average headcount	
	2025	2024
Executive Directors	2	2
Senior executives	8	8
Employees	9,346	8,843
Operators	7,715	7,063
Total (*)	**17,071**	**15,916**

(*) At 31 December 2025 and 2024, the workforce comprised 17,788 and 16,333 employees, respectively.

The breakdown of the average number of staff between men and women in 2025 and 2024 was as follows:

Professional category	2025		2024	
	Men	Women	Men	Women
Executive Directors	1	1	1	1
Senior executives	6	2	7	1
Employees	6,746	2,600	6,391	2,452
Operators	7,315	400	6,765	298
Total	**14,068**	**3,003**	**13,164**	**2,752**

At 31 December 2025, the Parent's Board of Directors comprised six men and four women (six men and four women in 2024).

23.- INFORMATION ON THE BOARD OF DIRECTORS

a) Remuneration and other benefits of directors

In 2025 and 2024, the consolidated overall remuneration of the members of the Board of Directors of the Parent amounted to approximately EUR 2,671 thousand and EUR 2,545 thousand, comprising salaries, life insurance, attendance fees and fixed remuneration. In 2025, the Parent made contributions to long-term savings plans in the form of long-term collective savings insurance under the defined contribution system and under which the Parent is the policyholder, for a total of EUR 445 thousand (2024: EUR 426 thousand). At 31 December 2025 and 2024, neither the Parent's Board of Directors nor those of the subsidiaries had granted any advances, guarantees or loans to its current or former directors.

In 2025, a total of EUR 128 thousand was paid in connection with the third-party liability insurance premium of the directors for damage caused by acts or omissions (2024: EUR 125 thousand).

b) Information regarding conflicts of interest involving the directors

In 2025 and 2024, neither the members of the Board of Directors of Construcciones y Auxiliar de Ferrocarriles, S.A., nor persons related to them, as defined in the Spanish Limited Liability Companies Law, notified the other members of the Board of any direct or indirect conflict of interest that they might have with the Parent.

24.- REMUNERATION OF SENIOR MANAGEMENT

The consolidated remuneration of the Parent's Senior Management, as per the binding definition of "Senior Management" provided in the Corporate Governance Report, amounted to EUR 3,147 thousand in 2025 (2024: EUR 2,824 thousand). During 2025, the Parent made contributions to long-term savings systems, instrumented through collective long-term savings insurance policies under the defined contribution system, of which the Parent is the policyholder, amounting to EUR 1,470 thousand (EUR 1,153 thousand in 2024).

In 2025 and 2024 there were no other transactions with senior management outside the ordinary course of business.

25.- OTHER DISCLOSURES

a) Guarantees and other contingent assets and liabilities

At 31 December 2025 and 2024, the breakdown of the endorsements and guarantees granted to the Group by financial entities and insurance companies in favour of third parties, and which basically correspond to technical guarantees in compliance with the orders received, is as follows:

	Millions of Euros	
	2025	2024
Guarantees provided to third parties for business transactions	4,777.9	4,782.2
Guarantees for future contributions in investee companies	102.2	117.9
Guarantees provided to public organisations for financing obtained or for subsidies (Note 14)	12.3	9.3
Guarantees provided to third parties for other purposes	78.3	70.2
Total	**4,970.7**	**4,979.6**

The guarantees for future contributions in investee companies correspond to the contributions that the Group will make in 2027 and 2029 in investee companies CFIR Light Rail Ltd and SHACHAF - The Purple Line Light Rail Ltd, respectively.

In March 2014, following completion of an administrative investigation process initiated in May 2013 into the participation of several rolling stock manufacturers, one of which is a subsidiary of the CAF Group in Brazil, in public tenders, the Brazilian Administrative Council for Economic Defence (CADE) initiated administrative proceedings arising from possible anti-competitive practices. In July 2019, the CADE tribunal issued an administrative decision ordering the subsidiary to pay a fine of BRL 167,057,982.53 (equivalent to EUR 25,955 thousand at 31 December 2025) and advised the competent authorities not to grant the subsidiary certain tax benefits for a period of five years. The Group posted a provision for this amount in 2019 with a charge to "Other operating expenses" in the consolidated income statement and a credit to "Non-current provisions" heading in the consolidated balance sheet (Note 19). At the date of authorisation for issue of these consolidated financial statements, the subsidiary has appealed the CADE's decision in court.

The subsidiary rejects CADE's assessment of the facts when imposing the aforementioned penalty and argues that, with respect to the facts under investigation, it has always acted in strict compliance with the applicable law. The subsidiary's legal advisers consider there to be a reasonable chance that the penalty will ultimately be reduced to an amount that is substantially lower than the one mentioned, and they do not rule out the total annulment of the fine.

In addition, as a result of the investigations conducted by CADE, other authorities, including the State Public Prosecutor's Office of Sao Paulo-MP/SP, initiated administrative and judicial proceedings, in one of which a precautionary measure was issued in January 2026 blocking the partial payment of certain revenues of the subsidiary, in relation to which the corresponding appeal has been filed. The subsidiary's advisers consider that there are strong arguments against such action and believe that the company has a good chance of overturning the effects of the injunction. CADE's investigations also prompted the Court of Auditors to file administrative proceedings, in response to which the subsidiary presented its preliminary defence in the first half of 2016. Lastly, also as a result of the investigations conducted by CADE, the Brazilian Administrative Council of Economic Defence, processed an administrative procedure in relation to which the subsidiary filed initial claims during the second half of 2018.

The CAF Group continues to defend its interests in these proceedings. However, at the reporting date it was not possible to determine the result or the impact that these proceedings might have on the Group's consolidated financial statements should the outcome be unfavourable and, therefore, no liabilities were recognised therein in this connection.

In addition, the CAF Group subsidiary in Brazil is part of a consortium in Brazil, the purpose of which is the performance of a construction contract for a new tramway and the supply of rolling stock for the tramway. CAF's scope in the consortium basically entails the supply of the rolling stock and the signalling. Currently, various administrative and court proceedings have been initiated in relation to this project, in which, among other issues, the potential termination of the contract, alleged irregular practices, the imposition of payments for damages, fines and penalties or the potential breach of contract by both the consortium and the customer are under analysis, mainly in relation to civil engineering work. The CAF Group's subsidiary in Brazil is a defendant in these proceedings. In relation to the potential breach of contract, CAF's legal advisers consider that the consortium has solid arguments to justify its defence and to conclude that the non-completion of the work is the result of the customer not complying with its commitments. In any case, should a court rule against the consortium for breach, since the breaches are mainly attributable to other members of the consortium, CAF could claim the potential losses from such members. Furthermore, in one of these proceedings, the competent judge granted an interim injunction against the subsidiary in Brazil in the form of a prohibition to dispose of real estate and vehicles as security for possible liabilities that may result from an eventual court ruling against the subsidiary. The subsidiary is continuing to defend its interests in these proceedings. Meanwhile, in another administrative process initiated by the authorities of the State of Mato Grosso in relation to this project in the second half of 2021, the administrative body fined the Consortium and its members BRL 96,170,604.55 (equivalent to EUR 14,942 thousand at 31 December 2025) (the subsidiary holds a 36.8% stake in the Consortium, which, were the fine to be distributed in proportion to the interests in the Consortium, would be equivalent to approximately EUR 5.5 million) and a ban on contracting with public entities for five years in the State of Mato Grosso and for two years in Brazil. The Consortium and the subsidiary appealed this administrative sanction in court and obtained from the judicial authorities a precautionary suspension of the effectiveness of the fine imposed and of the prohibition on arranging public contracts in Brazil. Also, in relation to this project, the subsidiary continues to challenge in court the termination of the contract requested by the State of Mato Grosso and the consequences arising from this decision, in relation to which the competent courts ordered the precautionary suspension of the effectiveness of the fine imposed as a result of the termination. In relation to the above, the proceedings in progress against the State of Mato Grosso and the fines and sanctions imposed on the Consortium have been suspended, pursuant to an agreement dated July 2024. This agreement also provides for the definitive cancellation of said proceedings, fines and sanctions, once certain established conditions are met.

Meanwhile, on 27 August 2018 the National Commission for Markets and Competition ("CNMC") initiated sanctioning proceedings against various companies, including CAF Signalling, S.L.U. and its parent, Construcciones y Auxiliar de Ferrocarriles, S.A. (considered jointly and severally liable), in relation to alleged anti-competitive practices. At the date of authorisation for issue of these consolidated financial statements, the proceedings had concluded following notification of the ruling of 30 September 2021. While this decision marked an end to the administrative process, it has been the subject of an appeal for judicial review before the National Court (Audiencia Nacional). The main aspects of the case and the decision, which affect the subsidiary company CAF Signalling, S.L.U., are that in 2015 this CAF subsidiary joined the cartel initiated in 2002 by other entities, consisting of distribution agreements between the various companies involved. The subsidiary was charged with exercising this conduct for a shorter duration than all the other sanctioned companies (from April 2015 to December 2017) and was handed a fine of EUR 1.7 million. CAF, S.A. is jointly and severally liable for payment of the fine based on the economic unit that makes up the parent and subsidiary for the purposes of competition regulations. As part of this same case, two former directors of CAF Signalling, S.L.U. were also fined. As of the date of authorisation for issue of these consolidated financial statements, CAF, S.A. and CAF Signalling, S.L.U. have filed a contentious-administrative appeal against the CNMC's resolution before the National Court, having accepted the precautionary suspension of payment of the fine until the National Court rules on the merits of the case. The proceedings relating to the prohibition on public tendering is also suspended.

The Group's legal advisors consider that an unfavourable outcome for the CAF Group is unlikely and that the outcome of the lawsuit will not materially affect the financial statements for the years in which the amounts are ultimately paid, if at all. Therefore, no provision was recognised in this respect at 31 December 2025.

b) Disclosures on the average period of payment to suppliers

Set forth below are the disclosures required by Final Provision Two of Law 31/2014, of 3 December (amended by Additional Provision Three of Law 18/2022, of 28 September), prepared in accordance with the Spanish Accounting and Audit Institute (ICAC) Resolution of 29 January 2016 on the disclosures to be included in notes to financial statements in relation to the average period of payment to suppliers in commercial transactions.

	2025	2024
	Days	Days
Average period of payment to suppliers	77.18	77.54
Ratio of transactions settled	74.62	76.01
Ratio of transactions not yet settled	87.90	83.02
	Thousands of Euros	Thousands of Euros
Total payments made	1,475,206	1,376,120
Total payments outstanding	351,682	344,136

Year 2025

Invoices paid to suppliers in a period shorter than the legal maximum period			
Thousands of Euros	**Number of invoices**	**% of total payments**	**% of the total number of invoices**
559,852	178,313	38%	42%

Year 2024

Invoices paid to suppliers in a period shorter than the legal maximum period			
Thousands of Euros	**Number of invoices**	**% of total payments**	**% of the total number of invoices**
442,535	126,969	32%	34%

In accordance with the ICAC Resolution, the average period of payment to suppliers was calculated by taking into account the commercial transactions relating to the supply of goods or services for which payment has accrued since the date of entry into force of Law 31/2014, of 3 December.

For the sole purpose of the disclosures provided for in the Resolution, suppliers are considered to be the trade creditors for the supply of goods or services included in “Suppliers and other payables” under current liabilities in the accompanying consolidated balance sheet.

The statutory maximum payment period applicable to the national companies in 2025 under Law 3/2004, of 29 December, on combating late payment in commercial transactions and pursuant to the transitional provisions contained in Law 15/2010, of 5 July, was 60 days, unless no payment date or period has been agreed, in which case the maximum payment period would be 30 days.

26.- EVENTS AFTER THE REPORTING PERIOD

At 31 December 2025, the Group had a firm backlog of approximately EUR 16,235 million (EUR 14,695 million at 31 December 2024) (Note 11).

On 19 December 2025, SNCB (Société Nationale des Chemins de fer Belges) announced the award to CAF of the contract for the design, manufacture and supply of the new fleet of AM30 trains that will renew the fleet of units currently operated by the Belgian company. This is a framework agreement with a base scope of 180 trains (capacity for 54,000 seats) with possible future supply extensions of up to 380 additional units (capacity for 170,000 seats).

Also in the 2025 financial year, CAF concluded three agreements with the National Tunnels Authority (NAT), the state company in charge of developing the metro network in Egypt, to carry out the comprehensive modernisation of 39 units on Line 2 and the maintenance of units on Lines 1 and 2 of the Cairo Metro. At the same time, the consortium (RTI), led by CAF together with the companies AET S.r.l., Francesco Ventura Costruzioni Ferroviarie S.r.l., Mer Mec STE S.r.l. and Leonardo S.p.A., has been awarded the contract by E.A.V. S.r.l. (Ente Autonomo Volturno S.r.l.), the transport operator of the Italian region of Campania, for the execution of the comprehensive project of batch 2 for the new Line 10 of the Naples Metro, covering the design and implementation of the automatic metro system.

Finally, in January 2026, Metropolitan Area Transport Ltd, Helsinki City Transport and Länsimetro Ltd, the owner entities that manage and operate the Helsinki metro, have confirmed the award to CAF of the contract for the modernisation of the signalling of the entire infrastructure with the CBTC (Communications-Based Train Control) system developed by CAF, called OPTIO. As a result of the above, the agreement also includes the supply of the command post and the modernisation of the fleet of M300 units previously supplied by CAF, to equip it with on-board signalling equipment compatible with this train control system.

The volume of the CAF Group’s scope of work for these recent awards (not included in the backlog) exceeds EUR 2.3 billion.

27.- EXPLANATION ADDED FOR TRANSLATION TO ENGLISH

These consolidated financial statements are presented on the basis of the regulatory financial reporting framework applicable to the Group in Spain (Note 2.a). Certain accounting practices applied by the Group that conform with that regulatory framework may not conform with other generally accepted accounting principles and rules.

APPROVAL BY THE BOARD OF DIRECTORS

Mr. ANDRÉS ARIZKORRETA GARCÍA	Chairman
Mr. JAVIER MARTÍNEZ OJINAGA	Executive Director
Mr. JUAN JOSÉ ARRIETA SUDUPE	Director
Mr. LUIS MIGUEL ARCONADA ECHARRI	Director
Mr. JULIÁN GRACIA PALACÍN	Director
Ms. BEGOÑA BELTRÁN DE HEREDIA VILLA	Director
Ms. CARMEN ALLO PÉREZ	Director
Ms. IDOIA ZENARRUTZABEITIA BELDARRAIN	Director
Mr. MANUEL DOMÍNGUEZ DE LA MAZA	Director
Ms. MARTA BAZTARRICA LIZARBE	Director and Board Secretary

Certificate issued by the Secretary to the Board of Directors stating that the Board of Directors of CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES, S.A., pursuant to prevailing commercial law, has authorised for issue, on 27 February 2026, the 2025 consolidated financial statements and directors' report of its consolidated Group, prepared in accordance with the format (and labelling) requirements set out in the European Commission Delegated Regulation EU 2019/815. These financial statements and the directors' report are integrated into the electronic file with the hash code 840038C6A22EFCC0F4CC3825570A1E8050EED9E4DE7FB8A4A7CE2FB46EBA7C75.

The members of the Company's Board of Directors hereby declare in this certificate that the aforementioned financial statements (consolidated) and directors' report (consolidated) for 2025 have been signed and authorised for issue unanimously, ahead of their verification in due course by the auditors and subsequent approval by the General Shareholders' Meeting.

San Sebastián, 27 February 2026.

APPROVAL BY THE CHAIRMAN	Signed THE SECRETARY OF THE BOARD
Mr. ANDRÉS ARIZKORRETA GARCÍA	Ms. MARTA BAZTARRICA LIZARBE

Resolutions submitted by the Board of Directors for approval by the Shareholders' meeting

By resolution of the Board of Directors of Construcciones y Auxiliar de Ferrocarriles, S.A. ("CAF" or the "Company"), the Ordinary General Meeting will be held at the Company's registered office, located at calle José Miguel Iturrioz 26, 20200 Beasain, Gipuzkoa on 13 June 2026, at 12:00 pm, on first call, or, if applicable, on the following day at the same location and time on second call, to deliberate and resolve upon the matters included in the following:

AGENDA

One: Approval of the annual financial statements and management report of Construcciones y Auxiliar de Ferrocarriles, S.A. and of the consolidated annual accounts and management report of its group of companies, for FY2025.

Two: Approval of the management of the Board of Directors for FY2025.

Three: Approval of the Consolidated Non-Financial Information Statement and Sustainability Information for FY2025.

Four: Approval of the proposed appropriation of earnings for FY2025, with a gross dividend payment per share of €1.52.

Five: Re-election of directors and determination of the number of members of the Board of Directors.

5.1. Re-election of Mr. Andrés Arizkorreta García as Director, in the category of Other External Director.

5.2. Determination of the number of directors at ten (10).

Six: Authorisation to the Board of Directors, pursuant to Article 297.1(b) of the Spanish Companies Act, to increase the share capital, at such time and in such amount as it may determine, without prior referral to the General Shareholders' Meeting, within a period of five years and up to one-half of the share capital at the time of the authorisation, on one or more occasions, by issuing new shares. In addition, delegation to the Board of Directors, under the terms established in Article 506 of the Spanish Companies Act, of the power to exclude pre-emptive subscription rights for any such capital increases, up to a maximum of twenty percent of the share capital at the time of the authorisation.

Seven: Approval of the Directors' Remuneration Policy applicable to the financial years 2027, 2028 and 2029.

Eight: Advisory vote on the Annual Report on Directors' Remuneration for FY2025.

Nine: Delegation of powers to the Board of Directors for the formalisation and implementation of the foregoing resolutions.

Proposed distribution of income

Apply the Parent company's after-tax result of 147,720 thousand euros to Dividends of 52,107 thousand euros and Voluntary Reserves of 95,613 thousand euros.

Board of Directors

Mr. ANDRÉS ARIZKORRETA GARCÍA	Chairman
Mr. JAVIER MARTÍNEZ OJINAGA	Executive Director
Mr. JUAN JOSÉ ARRIETA SUDUPE	Director
Mr. LUIS MIGUEL ARCONADA ECHARRI	Director
Mr. JULIÁN GRACIA PALACÍN	Director
Ms. BEGOÑA BELTRÁN DE HEREDIA VILLA	Director
Ms. CARMEN ALLO PÉREZ	Director
Ms. IDOIA ZENARRUTZABEITIA BELDARRAIN	Director
Mr. MANUEL DOMÍNGUEZ DE LA MAZA	Director
Ms. MARTA BAZTARRICA LIZARBE	Director and Board Secretary

This information relates to the composition of the Company's Board of Directors at 27 February 2026, date on which the Financial Statements of the Company and its consolidated group for financial year 2025 were formally issued. At the aforementioned date, the members of the Company's Board of Directors held 0.096% of the share capital.

MIRA
SAF

SUPPLEMENTARY INFORMATION 2021-2025

Consolidated Balance Sheets

as of December 31st 2025, 2024, 2023, 2022, 2021 (Thousands of Euros)

Assets	2025	2024	2023	2022	2021
Non-current assets:					
Intangible assets					
Goodwill	189,027	187,594	186,244	181,937	109,655
Other intangible assets	277,897	287,215	284,421	273,773	222,682
Total intangible assets	**466,924**	**474,809**	**470,665**	**455,710**	**332,337**
Property, plant and equipment	**526,389**	**497,634**	**489,887**	**483,208**	**388,289**
Investments accounted for using the equity method	**40,881**	**41,114**	**45,308**	**33,116**	**17,073**
Non-current financial assets	**171,367**	**254,708**	**341,795**	**413,198**	**429,902**
Non-current hedging derivatives	**20,648**	**1,483**	**21,995**	**12,455**	**35,408**
Deferred tax assets	**177,282**	**170,655**	**178,677**	**174,820**	**144,530**
Other non-current assets	**4,462**	**4,475**	**4,763**	**4,689**	**5,129**
Total Non-current assets	**1,407,953**	**1,444,878**	**1,553,090**	**1,577,196**	**1,352,668**
Current assets:					
Inventories	**699,948**	**635,701**	**477,138**	**585,551**	**486,824**
Trade and other receivables					
Trade receivables for sales and services	2,487,667	2,263,952	2,209,245	1,903,938	1,511,392
Other receivables	228,894	208,863	196,301	214,610	168,441
Current tax assets	9,686	13,043	13,178	16,083	10,335
Total Trade and other receivables	**2,726,247**	**2,485,858**	**2,418,724**	**2,134,631**	**1,690,168**
Current financial assets	**28,007**	**25,188**	**125,448**	**137,982**	**131,372**
Current hedging derivatives	**51,655**	**22,622**	**19,064**	**28,510**	**48,477**
Other current assets	**20,830**	**28,071**	**16,099**	**13,874**	**9,013**
Cash and cash equivalents	**598,305**	**573,539**	**442,791**	**473,344**	**551,372**
Total Current assets	**4,124,992**	**3,770,979**	**3,499,264**	**3,373,892**	**2,917,226**
Total Assets	**5,532,945**	**5,215,857**	**5,052,354**	**4,951,088**	**4,269,894**

Equity and liabilities	2025	2024	2023	2022	2021
Equity:					
Shareholders' Equity					
Registered share capital	10,319	10,319	10,319	10,319	10,319
Share Premium	11,863	11,863	11,863	11,863	11,863
Accumulated other reserves and profit/(loss) for the year attributable to the Parent	1,135,828	1,037,799	976,850	930,787	919,051
Interim dividend	-	-	-	-	(13,712)
Treasury shares and equity investments	(1,407)	(1,283)	(1,268)	(1,292)	-
Total Shareholders' Equity	**1,156,603**	**1,058,698**	**997,764**	**951,677**	**927,521**
Other comprehensive income					
Hedges	13,399	15,604	18,800	12,544	2,508
Translation differences	(189,462)	(192,108)	(161,327)	(188,302)	(203,367)
Total Other comprehensive income	**(176,063)**	**(176,504)**	**(142,527)**	**(175,758)**	**(200,859)**
Equity attributable to the Parent	**980,540**	**882,194**	**855,237**	**775,919**	**726,662**
Non-controlling interests	**7,225**	**14,057**	**12,946**	**12,406**	**13,798**
Total Equity	**987,765**	**896,251**	**868,183**	**788,325**	**740,460**
Non-current liabilities:					
Non-current provisions	**158,389**	**145,831**	**133,683**	**117,741**	**91,298**
Non-current financial liabilities					
Bank borrowings and debt instrument and other marketable securities	614,379	548,864	509,154	589,703	675,569
Other financial liabilities	95,198	86,930	87,426	89,324	76,606
Total Non-current financial liabilities	**709,577**	**635,794**	**596,580**	**679,027**	**752,175**
Deferred tax liabilities	**126,514**	**146,752**	**164,821**	**166,931**	**141,337**
Non-current hedging derivatives	**19,665**	**2,153**	**21,893**	**12,494**	**36,292**
Other non-current liabilities	**38,180**	**72,412**	**103,299**	**104,531**	**82,079**
Total Non-current liabilities	**1,052,325**	**1,002,942**	**1,020,276**	**1,080,724**	**1,103,181**
Current liabilities:					
Current provisions	**416,224**	**385,957**	**364,722**	**326,187**	**286,319**
Current financial liabilities					
Bank borrowings and debt instruments and other marketable securities	178,174	273,396	303,029	278,339	282,703
Other financial liabilities	46,043	49,462	78,037	68,260	48,707
Total Current financial liabilities	**224,217**	**322,858**	**381,066**	**346,599**	**331,410**
Trade and other payables					
Suppliers and other payables	2,782,228	2,568,486	2,382,729	2,358,678	1,712,722
Current tax liabilities	29,166	17,099	14,952	15,053	20,115
Total Trade and other payables	**2,811,394**	**2,585,585**	**2,397,681**	**2,373,731**	**1,732,837**
Current hedging derivatives	**35,306**	**14,979**	**15,666**	**32,617**	**69,347**
Other current liabilities	**5,714**	**7,285**	**4,760**	**2,905**	**6,340**
Total Current liabilities	**3,492,855**	**3,316,664**	**3,163,895**	**3,082,039**	**2,426,253**
Total Equity and liabilities	**5,532,945**	**5,215,857**	**5,052,354**	**4,951,088**	**4,269,894**

Consolidated Statements of Profit or Loss

as of December 31st 2025, 2024, 2023, 2022, 2021 Thousands of Euros)

(Debit) Credit	2025	2024	2023	2022	2021
Continuing operations:					
Revenue	4,486,534	4,211,543	3,825,285	3,165,470	2,942,685
+/- Change in inventories of finished goods and work in progress	(26,570)	33,805	52,803	99,321	54,152
In-house work on assets	6,963	9,158	4,091	2,413	875
Procurements	(2,363,590)	(2,342,470)	(2,227,766)	(1,829,523)	(1,642,321)
Other operating income	38,643	39,165	34,860	27,951	19,752
Staff costs	(1,143,802)	(1,063,129)	(918,293)	(801,469)	(714,665)
Other operating expenses	(648,654)	(563,085)	(485,305)	(431,982)	(406,467)
Other results	-	-	-	-	793
Adjusted Ebitda	**349,524**	**324,987**	**285,675**	**232,181**	**254,804**
Depreciation and amortisation charge	(107,939)	(110,428)	(104,446)	(95,394)	(87,141)
Impairment and profit or loss on disposals of non-current assets	4,186	1,585	(2,415)	1,857	(2,721)
EBIT	**245,771**	**216,144**	**178,814**	**138,644**	**164,942**
Finance income	20,937	25,307	27,998	11,252	7,055
Finance costs	(50,036)	(67,670)	(68,801)	(62,545)	(42,924)
Changes in fair value of financial instruments	(741)	(469)	1.408	1.145	82
Exchange differences	(7,318)	(9,414)	(4,674)	(2,952)	(2,296)
Impairment and profit or loss on disposals of financial instruments	628	(3)	5	9	20
Financial profit/(loss)	**(36,530)**	**(52,249)**	**(44,064)**	**(53,091)**	**(38,063)**
Profit/(loss) of entities accounted for using the equity method	6,398	(3,265)	5,908	5,562	2,953
Profit/(Loss) before tax	**215,639**	**160,630**	**140,658**	**91,115**	**129,832**
Income tax	(64,279)	(52,984)	(48,341)	(36,251)	(41,061)
Profit/(Loss) for the year from continuing operations	**151,360**	**107,646**	**92,317**	**54,864**	**88,771**
Consolidated Profit/(Loss) for the year	**151,360**	**107,646**	**92,317**	**54,864**	**88,771**
Attributable to:					
The Parent	146,259	103,255	89,158	52,188	85,920
Non-controlling interests	5,101	4,391	3,159	2,676	2,851
Earnings per share (in euros)					
Basic	4.27	3.02	2.60	1.52	2.51
Diluted	4.27	3.02	2.60	1.52	2.51

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