Indianapolis Parking System

1) COVER PAGE

THE CITY OF INDIANAPOLIS
PARKING SYSTEM

REQUEST FOR QUALIFICATIONS SUBMISSION

MARCH 15, 2010

BIDDER MEMBERS

CINTRA INFRAESTRUCTURAS S.A.U.

Cintra Infraestructuras S.A.U.
7700 Chevy Chase Drive
Building One, Suite 500
Austin, Texas 78752-1562
512.637.8545 (phone)
512.637.1498 (fax)

March 12, 2010

2) COVER LETTER

Michael Huber
Director of Enterprise Development
Office of the Mayor
City-County Building Suite 2501
200 E. Washington Street
Indianapolis, IN 46204

Six Hard Copies +
E-Copy to: mhuber@indy.gov

Don Devendorf
Vice President
Morgan Stanley & Co. Incorporated
1585 Broadway, Floor 33
New York, NY 10023

One Hard Copy +
E-copy to:
don.devendorf@morganstanley.com

RE: Statement of Qualifications for Long-Term Concession of Metered Parking System
And Management Agreements for the Indianapolis Parking System
Bidder: Cintra Infraestructuras S.A.U. ("Cintra")

Dear Messieurs Huber and Devendorf:

It is my pleasure to hereby submit, on behalf of Cintra Infraestructuras S.A.U. ("Cintra"), our Statement of Qualifications in compliance with the **Request for Qualifications for bidding on the Concession of the Metered Parking System and Management Agreements for the Indianapolis Parking System** (the "RFQ"), issued by The City of Indianapolis ("City") on February 10, 2010.

Cintra is one of the world's largest developers of transportation infrastructure in both the number of projects and the volume of investments. Our company has been developing infrastructure in North America since 1999 and the U.S. since 2005. Cintra's total investment in the U.S. exceeds USD 11.5 billion. In December 2009, Cintra achieved financial close for the North Tarrant Express (NTE) project (USD 2.0 billion) in Fort Worth, Texas. NTE was the only revenue-risk toll road financed in the U.S. during 2009, during one of the most challenging periods in the financial markets in recent memory.

Cintra is capable of fulfilling the City's primary objective for the Concession and Management Agreements to maximize the value to the City with our strategies of eliminating financial risk and actively managing the Indianapolis Parking System. Cintra has a proven track record of implementing operational improvements to optimize efficiency and provide quality service for customers.

Our team is committed to working closely with the City to manage the transition of the Indianapolis Parking System from a public to a private sector operation, and maintaining a strong relationship with the City, and the Project Partners, throughout the term of the Concession and Management Agreements. We are confident that out Statement of Qualifications will meet your requirements, and we look forward to delivering a proposal in June 2010.

Sincerely,

Carlos Ugarte
Cintra Infraestructuras S.A.U.
Director of North America Business Development

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4) Executive Summary

Cintra Infraestructuras S.A.U. ("Cintra" or "New Cintra") is pleased to submit its qualifications as a potential bidder of a long-term concession (the "Concession") of the City of Indianapolis ("City") on-street parking meters (the "Metered Parking System"), and Management Agreements for the garages and surface lots (the "Management Agreements") owned and operated by the Project Partners. The parking assets that may be included in the Concession and the Management Agreements collectively referred to as the "Parking System" or the "System".

Cintra's objectives in bidding for the Indianapolis Parking System are to improve efficiencies in order to meet or exceed customer expectations through quality of service, safety and innovation, ultimately with the aim of further expanding its concession business platform in the U.S. market.

If invited to become the City's partner as preferred bidder, Cintra will not only deliver to the City of Indianapolis a substantial financial benefit through the Concession of the Metered Parking System, but will also bring the experience necessary to operate and maintain the Parking System and to ensure that the City's customer service, security and safety requirements are exceeded. Cintra offers unparalleled experience in working closely with the public sector and we are confident that we are the ideal business partner for this project.

Cintra's business activities are focused on toll roads and parking facilities. Cintra is a wholly owned subsidiary of Ferrovial S.A. ("Ferrovial"), resulting from a merger by absorption between Grupo Ferrovial and Cintra Concesiones de Infraestructuras de Transporte S.A. ("Old Cintra").

Ferrovial is an infrastructure-focused group of companies with areas of expertise ranging from investment in to operation of a variety of assets, including but not limited to airports, toll roads & car parks, water and wastewater facilities, services and facility management. Some of the flagship assets currently managed by different subsidiaries of Ferrovial include:

- British Airport Authority ("BAA"), including Heathrow, Stansted and six other airports in the UK
- 407 ETR in Toronto (Canada), the first fully electronic toll road in the world
- TubeLines, operator of three lines of the London Underground

On the pages that follow, we have sought to fulfill all the requirements set forth in the RFQ by the City of Indianapolis and its advisor, Morgan Stanley & Co. Incorporated.

Some of the highlights of our submittal are:

Ability to Complete the Transaction

Cintra is a world leader in the infrastructure market, currently managing 25 concession agreements in seven countries. Cintra does not subcontract day-to-day operation and maintenance activities, making it unique in the U.S. P3 sector. Cintra is not only an investor but also, and more importantly, a long-term infrastructure developer; hence Cintra can bring the experience accumulated in a variety of long-term infrastructure projects to help the City of Indianapolis fulfill its objectives.

- Cintra has a proven track record as a serious contender in similar transactions, and has a reputation for working with the public sector during the proposal stage to structure transactions with the aim of delivering the best value to the client.

- Cintra has the ability to ensure a seamless transition after completing the transaction. By leveraging the experience of having managed 341 separate parking concessions in over 138 towns and cities, we are certain we can develop a seamless transition plan for the Indianapolis Parking System.

- Cintra has the capacity to finance the acquisition of the Indianapolis Metered Parking System and maintain and upgrade the Parking System. Cintra has developed a large portfolio of long-term infrastructure concession and lease agreements, and has used several types of financing options when necessary.

- Cintra has expertise in financing private transportation infrastructure investments with unrivaled experience in the U.S., having led major private toll road financings in the U.S. Cintra's experience in optimizing capital structures can strive towards the City of Indianapolis receiving the maximum possible funds from the concession and lease of the Metered Parking System.

Cintra reached financial close on the North Tarrant Express, a traffic risk project, in December 2009, demonstrating its capacity to secure financing for a complex project despite the current challenges in the financial markets.

North Tarrant EXPRESS

Continuous Excellence in Operations, Safety and Security

- Cintra understands the importance and responsibility of operating such essential pieces of public infrastructure as a public parking system. Further, Cintra understands the level of trust that a government bestows on private investors when granting agreements for long periods of time. Cintra is accustomed to dealing with the operational, customer service, safety and security issues necessary in managing parking operations. The City of Indianapolis can take comfort in the fact that governments around the world have bestowed that trust on Cintra.

- Cintra's history includes a long background in directly operating a variety of different parking facilities in a number of different environments. In all instances, Cintra maintained high levels of quality, service, safety and security on the parking sites.

- Cintra can take advantage of its growing experience in building, maintaining and operating different types of infrastructure, of its knowledge of transportation models, and of its involvement in new technology applied to infrastructure. As a company, Cintra is committed to effectively meeting its customers' expectations, promoting the continuous improvement of the quality of our work and services through the implementation of system enhancements, innovation, and the advancement of quality management principles focused on the quality and reliability of our parking operations.

Local and National Experience

- Cintra has established its permanent headquarters for the U.S. market in Austin, Texas, currently employing more than 40 people in the Business Development and supporting divisions (Information Technology, Legal, Technical and Financial). Also, Cintra has a Project Finance office in New York, allowing our company to have an excellent understanding of the conditions in the financial markets.
- Since 1999, Cintra has built a portfolio in North America that today includes six projects representing a total investment in excess of USD 15 billion:
  - 407 ETR (USD 3.5 billion)
  - Chicago Skyway (USD 1.8 billion)
  - Indiana Toll Road (USD 3.8 billion)
  - SH 130 Segments 5&6 (USD 1.3 billion)
  - North Tarrant Express (USD 2.0 billion)
  - I-635 Managed Lanes (USD 2.7 billion)

Cintra looks forward to the opportunity to work with the City of Indianapolis and its Advisor on this project.

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5) Bidding Assets

Cintra is seeking to be qualified to bid as a potential bidder for both the long-term concession (the "Concession") of the City's on-street parking meters (the "Metered Parking System"), as well as the potential management agreements for a number of garages and surface lots (the "Management Agreements") owned and/or operated by the Project Partners.

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6) Bidder Information

a) Description of Bidder

Cintra Infraestructuras, S.A.U.

Cintra's business activities are concentrated in toll roads and parking facilities. Cintra is a wholly-owned subsidiary of Ferrovial S.A. ("Ferrovial"), the result of a merger by absorption between Grupo Ferrovial and Cintra Concesiones de Infraestructuras de Transporte S.A. ("Old Cintra"). Ferrovial S.A. is the largest private sector infrastructure company in capital investments according to *Public Works Financing* magazine, and the manager of three flagship assets through Cintra:

- the Heathrow Airport in London (U.K.) through BAA
- the 407 ETR in Toronto (Canada)
- TubeLines, operator of the three lines of London Underground

Since its inception in 1952, Ferrovial has focused on creating value through professionally managing the design, construction, financing, operation and maintenance of large-scale infrastructure projects, such as airports, highways and parking facilities. Today, Ferrovial is a diverse global company with a workforce made up of more than 100,000 employees in 49 countries and serving more than one billion customers in its airports, highways and other transportation projects. Ferrovial first managed car parks in 1986 transitioning the assets to Old Cintra in 1998. Old Cintra then managed the assets through July 27, 2009, when it divested its car park assets.

The table below outlines certain summary statistics on the business activities undertaken by Ferrovial as of December 31, 2008, and Cintra toll roads through 2009.

Business Line	Key Statistics
Airports	Seven Airports 152 million passengers served in 2008
Cintra Toll Roads and Parking Facilities	25 Concessions 1,900 miles of road under management Experience managing up to 296,000 on-street and off-street parking facility spaces
Parking Facilities (Assets divested in 2009)	Number of parking spaces managed 296,146
Services	322 km of rail track maintained in the UK 152 stations managed in Spain and the UK 688,528 sq. m. of school facilities managed More than 6,000 lights maintained

Construction	1,200 projects in process 21 months of backlog

Ferrovial is one of the few companies in the world with more than 40 years of experience in infrastructure development, management, operation and maintenance. The group's first Design, Build, Finance, Operate, and Maintain (DBFOM) project was awarded in 1968, and has recently been handed-back to the grantor after successfully completing the 35-year concession term. Since its inception, active participation in the development and promotion of infrastructure concessions has been part of Ferrovial's strategic vision.

Ferrovial's strategy in the concessions business is geared towards growth and is handled by its subsidiary, Cintra. Old Cintra was incorporated in 1998 recognizing Ferrovial's commitment to infrastructure development after more than 30 years in transportation infrastructure design, development, financing, operation, and maintenance. Cintra experienced success due to its expert and professional staff, as well as its financial capability to commit to the large-scale outlays that concession ventures require. Since its formation, Cintra has been successful at financing infrastructure projects.

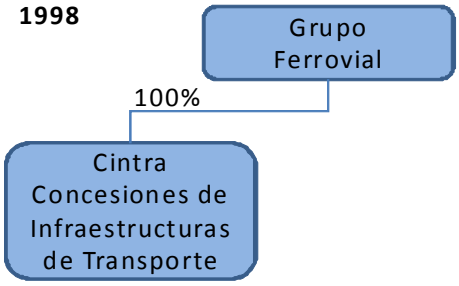
To support its business development and bidding activities in the U.S. and Canada, Cintra has had a permanent presence in the U.S. since 2005, with the opening of a regional headquarters in Austin, Texas and the project finance office in New York.

In the U.S., Cintra has demonstrated a solid track record and has established itself as a market leader with the acquisition of the Chicago Skyway, the first Brownfield asset to come to market, and the Indiana Toll Road, the largest Brownfield asset leased thus far in the U.S. Additionally, Cintra's success in the U.S. also extends to three key Greenfield assets in Texas, including SH 130 Segments 5&6, the North Tarrant Express (NTE) and the I-635 Managed Lanes project. Combined, these assets represent an investment valued at over USD 11.5 billion.

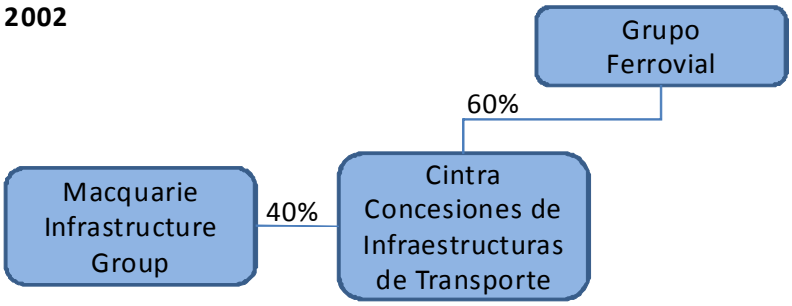
Cintra's History

Cintra Infraestructuras S.A.U. is the most recent brand name for Ferrovial's infrastructure investment and operations division. Consequently, Cintra inherits the long and successful history of Ferrovial and Cintra, Concesiones de Infraestructuras de Transporte, S.A.

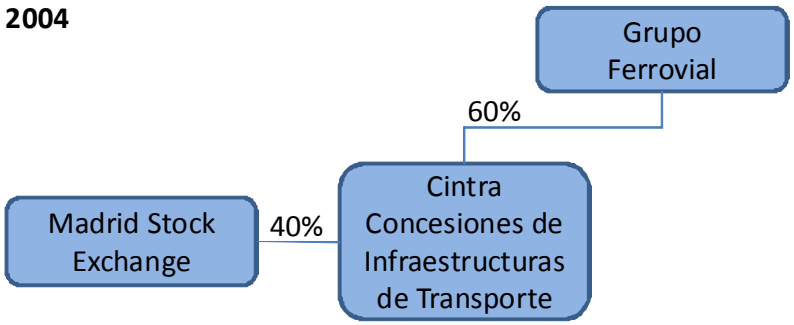
As noted before, Ferrovial has been a solid investor since the late 1960's. The company's commitment and strategic vision were consolidated with the creation of Cintra, Concesiones de Infraestructuras de Transporte, S.A. in 1998. At the time, Old Cintra became one of the world's largest infrastructure development companies by taking over the management of Ferrovial's 14 highway concessions in Spain, Chile and Colombia, as well as 11 airport concessions (nine in Mexico, one in Chile, and one in the U.S.). That same year, the parking facilities business division of Ferrovial were fully integrated into Cintra.



In 2002, Grupo Ferrovial entered into an alliance with Macquarie Infrastructure Group ("MIG"), which involved the acquisition by MIG of a 40% holding in the capital of Old Cintra, creating a successful partnership that helped boost the growth of the company, as well as its reputation as a worldwide leader in the infrastructure industry.

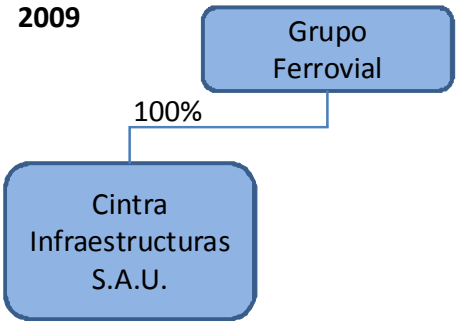


In 2004, Cintra was floated on the Madrid Stock Exchange as a result of the sell-off of the 40% of the capital held by MIG. Up until that time; Ferrovial had retained a majority position in Cintra as the owner of over 60% of the company's capital. During this period, Old Cintra shifted its growth strategy to the North American market and became an industry leader through its investment in Chicago Skyway, the Indiana Toll Road, SH 130 Segments 5&6, the North Tarrant Express and the I-635 Managed Lanes project. The growth of the company has two basic components: investment in concession and lease contracts for existing assets ("Brownfield") and investment in new construction projects ("Greenfield").



In 2009, Old Cintra reached an agreement to sell its entire 99.92% stake in subsidiary Cintra Aparcamientos, S.A. Cintra Aparcamientos was a leader in its market in Spain, providing end-to-end solutions to clients, primarily city governments. Its services included: construction and operation of off-street parking facilities; control and management of on-street parking; development and lease of private parking facilities; and tow truck services. At the end of 2008, Cintra Aparcamientos had 296,146 parking spaces in 140 cities in Spain, the UK and Andorra.

Later in 2009, Old Cintra went through a merger with Grupo Ferrovial. The transaction was a reverse merger, in which Old Cintra increased capital to absorb Ferrovial. As a result, Cintra Infraestructuras, S.A.U. was formed to continue as the investment arm of the group (the new name of the group being Ferrovial S.A.). The merger has created a world leader in infrastructure management and services; today, Ferrovial S.A. has a presence in 49 countries, a workforce of 107,000 people and assets that amounted to 48.2 billion euro (USD 69.1 billion) at 2008 year-end.



Some of the most significant moments in Cintra's history include:

With respect to toll roads:

- 1968: Ferrovial's first toll road asset: Europistas AP-1 (Bilbao-Behobia)
- 1999: Cintra is awarded the design, construction, finance operation and maintenance of 407 ETR in Toronto, Canada
- 2004: Cintra enters the U.S. market with the award of the Chicago Skyway concession

- 2006: Cintra is awarded its second concession in the U.S., the Indiana Toll Road concession
- 2007: Cintra is awarded the first concession in Texas, SH 130 Segments 5&6
- 2009: Cintra expands its presence in the U.S. and the Texas marketplace with the award of the North Tarrant Express, and the IH 635 Managed Lanes (also known as "LBJ Express")

With respect to parking facilities:

- 1986: Creation of the preceding company of Cintra Aparcamientos, Ferrevisa S.A.
- 2002: Cintra Aparcamientos is awarded a concession contract for the management of on-street parking and enforcement services in downtown Madrid
- 2006: Cintra Aparcamientos is awarded a bid for the management of the parking facilities at Madrid-Barajas new airport terminal (T-4)
- 2008: Cintra Aparcamientos is awarded a bid for the management of the parking facilities at London's Stansted airport
- 2008: Cintra Aparcamientos is awarded a concession for the design, build, finance, operation and maintenance of a 10,000 space parking facility at the international exposition center in Zaragoza

Cintra's history demonstrates Ferrovial's commitment to infrastructure development and efficient management of its assets, which has helped it to become a world leader in the private development of transportation infrastructure. For more information on Cintra's history and project portfolio, visit its website at www.cintra.es.

b) Roles of Bidder Members and Key Personnel

The following table briefly describes the various roles that the members of Cintra will play with regard to the Indianapolis Parking System. At this stage, Cintra is the sole member of the Team, and it will act both as Bidder and Operator for the project.

Role	Team Member / Advisor
Bidder	Cintra Infraestructuras S.A.U.
Operations	Cintra Infraestructuras S.A.U.
Technical Advisor*	Cintra Infraestructuras S.A.U. (potentially supported by an engineering company with expertise in the Indianapolis area)
Legal Advisor, General Counsel*	to be considered
Legal Advisor, Local Counsel**	to be considered
Financing	Cintra Infraestructuras, S.A.U.

* Cintra is currently undertaking initial discussions with an advisor, as described in Section 6) f).
**Cintra will contact an advisor for this role during the proposal phase. Cintra has a reliable track record of transactions in the U.S. in which it has worked with reputed advisors.

Please note that Cintra has had conversations with other equity providers and other potential investors may take an interest, either directly or indirectly, in the project company at a later stage. In any case,

any change in the ownership structure will be presented to the City for its consideration. In either event, Cintra is confident that it can undertake the project on its own.

Cintra believes that the key to successfully delivering a project depends on having the right people doing the right work in a timely and efficient manner, so Cintra employs a "hands-on" approach through all phases of the project: development, financing, operation and maintenance. If awarded the Concession of the Metered Parking System, Cintra is to assume direct responsibility for financing, managing the Parking System, and ensuring effective communication with the client.

Further, Cintra understands the importance of having a well-rounded bidding team that knows the dynamics of the U.S. concession business and has significant project management, legal, finance, and technical expertise.

During the bidding phase, Cintra will draw on some of its most qualified individuals for the preparation of the proposal. Cintra's in-house multi-disciplinary team and its appointed advisors will perform the studies and research necessary to define the best technical and financial solutions to maximize the project value. Activities that Cintra anticipates performing include:

- developing investment grade revenue and demand studies;
- recommending due diligence activities (such as existing conditions surveys and demand and utilization surveys); and
- developing the financing plan.

Cintra believes that its own expertise in preparing demand and revenue models and financial models to evaluate the performance of toll road and parking facilities concessions will allow it to gain an in-depth understanding of the project. Additionally, Cintra will leverage its in-house resources to actively measure and value project risks involved in a particular transaction and identify revenue enhancement opportunities. As a final step of the investment process, Cintra will evaluate its analysis, engaging external demand and revenue consultants to validate its due diligence findings. The following is a list of individuals that have been identified as of the date of this statement of qualifications to be part of the bidding team.

Key Personnel

Name / Position	Background
Carlos Ugarte (Director of North America Business Development, Cintra)	Degree in Economics and MBA and MSc Finance (Univ. S. California, LA) In 1986 he joined the Ministry of Finance in Chile In 1994 - Credit Lyonnais Securities New York (Debt and Equity) In 1996 he became CFO of Cintra Chile In 2006 he returned to develop Cintra´s business in the U.S.
Jorge Gil (Business Development Director, Cintra)	Degree in Law and Business Studies (ICADE, Spain) In 1997 he joined The Chase Manhattan Bank (M&A and Cor. Finance) In 2001 he joined Cintra as Project Manager (Project Finance)
Nicolas Corral (International Market Development Director, Cintra)	MS in Civil Engineering, structural design, from Polytechnic Univ. of Madrid In 1998 he joined FCC Construction Division as Site Manager I 2001 joined Cintra Parking/Dornier as Project Manager

Javier Tamargo (Chief Operating Officer, NTE Mobility (Partners)	MS in Civil Engineering from Polytechnic Univ. of Madrid and Concrete Structures from Imperial College, England In 2002 joined Cintra Aparcamientos as Project Manager In 2005 joined Cintra as Project Manager, leading bid preparation for the Chicago Metered Parking System and the Pennsylvania Turnpike, among others
Ricardo Sanchez (U.S. Technical Dept. Manager, Cintra)	MS in Transportation Engineering from Imperial College, England BS in Civil Engineering from Polytechnic University of Madrid In 1997 joined Steer Davies Gleave as Senior Transport Demand Modeling Consultant In 2002 joined Cintra as Demand and Revenue Specialist In 2007 became Cintra's U.S. Technical Department Manager, responsible for leading development of demand and revenue studies for a myriad of projects, including the Chicago Skyway, the Indiana Toll Road, Chicago's Metered Parking System Concession, and the North Tarrant Express, Texas
Jason Sipes (U.S. Design/Const. Manager, Cintra)	MS in Business Administration from Purdue University BS in Construction Engineering and Management from Univ. of S. Carolina In 2000 joined the Florida Department of Transportation as Project Manager In 2004 joined PBS&J as Senior Project Manager In 2007 joined Cintra as Design and Construction Manager for U.S.
Jose Antonio Lorenzo (U.S. Information Tech. Director, Cintra)	PhD in Economics from the Universidad Nacional de Education a Distancia (U.N.E.D.) in Madrid B.A. in Business Administration from the Universidad Complutense In 1994 he joined Petronics as Senior Consultant Promoted to Project Manager at Getronics in 1998 In 2003 joined Ernst & Young as Project Manager Promoted to Account Manager for Industry Business Unit at E&Y in 2003 In 2005 joined Sun Microsystems as Key Account Manager for Transp. and Public Sector; Top Account Sales Manager 2007-2008 In 2008 joined Grupo Ferrovial as US Information Technologies Director
Carlos Ramirez (Head of Financial Analysis Dept., Cintra)	Financial Entities Management Specialist from Universidad Nacional de Educacion a Distancia (U.N.E.D.) in Madrid BA in Economics with Specialization in Finance from Colegio Universitario de Estudios Financieros (ICADE) in Madrid In 1998 joined Cintra as a Financial Analyst In 2003 promoted to Head of Financial Analysis Department, responsible for reviewing financial models for all projects developed by Cintra's team of analysts and appointed financial advisors
Jose Ramon Becerra (Project Finance Manager, Cintra)	Degree in Business Administration from C.U.N.E.F. in Spain In 2001 joined the Spanish Credit Bank (Banesto) International Finance Department In 2003 was appointed Manager of Energy Project Finance with Banesto

In 2005 was appointed Senior Manager of Origination of Corporate Facilities with Banesto

In 2006 joined Cintra as Senior Project Finance Manager, negotiating and structuring financial arrangements for numerous transportation and infrastructure projects, including Chicago's Metered Parking System transaction

c) Operator

Cintra will assume direct responsibility for managing the Concession of the Metered Parking System. Cintra is experienced in dealing with operations, transitions, customer service, and the safety and security issues involved in managing public parking systems and will commit its most qualified individuals to the management of the Indianapolis Parking System. The advantages provided by this approach include:

- **Streamlined communications**: One of the key aspects for a successful project is ensuring that information flows between stakeholders throughout all phases of the project. Cintra, as lead equity investor and operator, participates throughout the entire process and, if successful, will not only establish and manage the project company, but will also assign key individuals to the project team. This approach allows the necessary continuity between the bid stage and the implementation of the project for the benefit of all stakeholders, including the City of Indianapolis and the public.
- **Effectively transitioning the parking operations from a public to a private sector enterprise:** Cintra has a demonstrated reputation for effectively managing the transition of high-level infrastructure assets like the Chicago Skyway, Toronto's 407 ETR and Madrid's on-street parking system. Cintra can bring this experience to the City of Indianapolis to help fulfill its objectives.
- **Application of experience gained in numerous concessions worldwide:** Prior to divesting its parking facilities business division in July 2009, Cintra directly managed, operated and performed maintenance and enforcement activities in more than 140 cities across Spain and Europe. Today, and in spite of having sold the majority of its parking business, Cintra retains all internal management resources and expertise necessary to effectively manage the Indianapolis Parking Systems operations and maintenance activities.
- **Commitment to the customer:** Cintra is an equity contributor and is responsible for asset performance, operation, and maintenance. Combining equity contribution and operation and maintenance responsibilities represents a competitive advantage where the interests of investors and operators are aligned and a symbol of trust and service for customers.

d) Contact Person

The Contact Person for any communications related to this project is:

Alberto González
Cintra Developments, LLC
Project Manager
7700 Chevy Chase Drive
Chevy Chase One - Suite 500
Austin, Texas 78752U.S.
Office: (512) 637-8531
Cell: (512) 964-7303
Fax: (512) 637-1431
E-mail: agonzalez@cintra.us.com

e) Controlling Interest

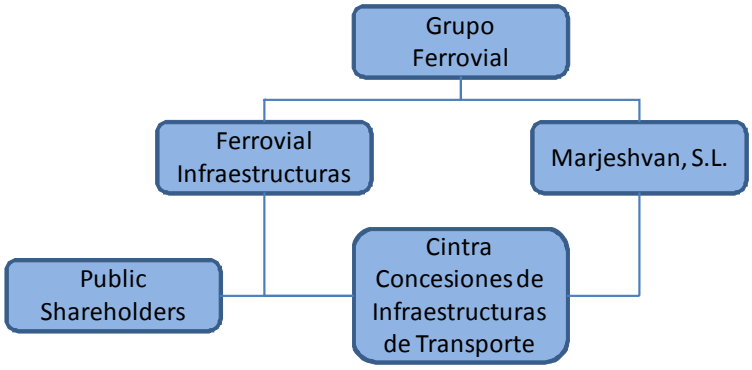
Information regarding the parties that hold controlling interests of Cintra is provided below:

Prior to December 3, 2009, Cintra Concesiones de Infraestructuras de Transporte, S.A. ("Old Cintra") was a majority-owned subsidiary of Grupo Ferrovial S.A. ("GF"), one of the world's largest construction and infrastructure companies involved in the design, construction, development, financing and operation of airports and highways, among other infrastructure assets. GF indirectly held approximately 66.88% of the equity interests in Old Cintra through its then wholly owned subsidiaries Ferrovial Infraestructuras, S.A. (62.03%), and Marjeshvan S.L. (4.85%). The remaining approximately 33.12% of the equity interests in Old Cintra was publicly traded on Spanish stock exchanges.

Figure 1

Illustrates the shareholder composition of Old Cintra prior to December 3, 2009.

Figure 1: Shareholder Composition of Old Cintra Prior to December 3, 2009



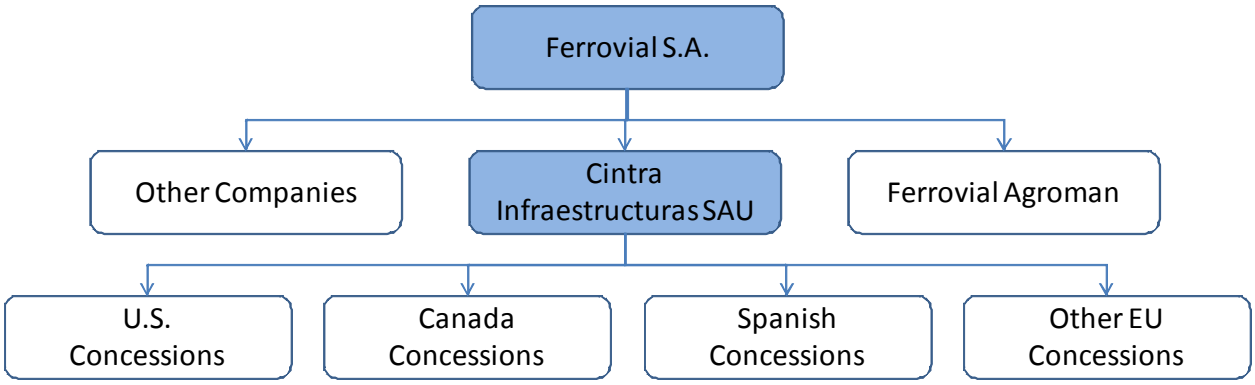
As of December 3, 2009, Old Cintra and GF finalized an internal reorganization of both companies that accomplished the following: (i) Ferrovial Infraestructuras, S.A. and Marjeshvan, S.L. (along with certain other subsidiaries of GF) merged into and with GF, with GF being the surviving entity, (ii) Old Cintra

formed a new, wholly owned subsidiary, Cintra Infraestructuras S.A.U., Sociedad Unipersonal ("New Cintra" or also referred to herein as "Cintra"), (iii) Old Cintra transferred to New Cintra, as a block and by "universal succession", the entirety of Old Cintra's corporate equity in its infrastructure operating companies through which it carried out its business as noted in **Figure 1**.

Figure 2

Together with the assets and liabilities corresponding to each company, (iv) GF merged into and with Old Cintra, with Cintra being the surviving entity, and (v) Old Cintra changed its name to Ferrovial, S.A. The following chart sets forth the structure of Cintra following the consummation of the reorganization process.

Figure 2: Shareholder Composition of Ferrovial and Cintra After December 3, 2009



f) Expected Advisors

Given Cintra's expertise in developing and financing transportation projects and the expected size and nature of the transaction, Cintra will rely primarily on its internal resources to develop the project. It is expected, however, that a number of advisors will be engaged in due course. As of the date of this statement of qualifications, the following advisors have been identified.

Financial

For most of its projects, Cintra has relied on its internal capabilities instead of working with a financial advisor. Cintra expects to perform all financial services including financial modeling, finance negotiations and structuring the transaction for this opportunity as well. Cintra has significant experience in all of those areas. Depending on the financial structure(s) that are deemed best suited to provide the highest value for the project, Cintra may seek advice from investment banks to finalize the details of a particular structure. Cintra has worked with a variety of advisors in the past and has established a trustworthy relation with some of the most reputable firms.

Legal

Cintra typically works with legal advisors that provide counsel in a number of issues such as financing, local and general issues. Cintra has a strict transparency and fair practice procedure that consists of requesting offers of services from at least three service providers. This request for offers of service would occur during the proposal stage after teams are shortlisted. Cintra is currently initiating

conversations with a number of potential legal advisors, amongst them White & Case with whom Cintra has collaborated in most of the previous transactions that the company has completed to date in the U.S. market.

White & Case LLP, one of the world's largest law firms, has extensive experience in infrastructure projects, both domestically and internationally, with particular expertise in P3 transactions and concession-based projects. In particular, Tomer Pinkusiewicz, the lead partner at White & Case LLP that will be providing assistance to Cintra with respect to the project, has represented a Cintra-led consortium in respect to the bid process for the Chicago Metered Parking System project. He has also represented the sponsors in respect to the bid undertaken by the City of Harrisburg for operation of its parking assets. Mr. Pinkusiewicz is currently representing Cintra and other sponsors in the P3 processes relating to parking assets in other cities. In addition, he has represented Cintra and other sponsors (or related parties) on some of the largest P3 transactions (or related bids) undertaken to date in the U.S. and Canada, including the Chicago Skyway, Indiana Toll Road, Midway Airport, Port Mann Highway 1, Chicago Metered Parking System, Pennsylvania Turnpike, Alligator Alley, North Tarrant Express, I-635 Managed Lanes, Port of Miami Tunnel, Oakland Airport Connector and others.

Technical

Cintra is currently in conversations with several potential technical advisors, in case their support is needed during the due diligence process. Technical advisors can be helpful to complement our analysis of demand projections and the need for capital expenditures during the term of the Concession of the Metered Parking System.

The following firms have expressed interest in serving as technical advisor during the proposal stage:

- Steer Davies Gleave (SDG);
- AECOM; and
- IBI Group.

Please see a summary on each company, below.

Steer Davies Gleave (SDG)

SDG is a highly-regarded firm with an international reputation. Having worked on some 500 toll and shadow toll road projects around the world, the company has developed a recognized specialty in the appraisal of toll-financed facilities, especially in the preparation of robust Investment Grade Traffic and Revenue Forecasts. SDG offers a full range of desired capabilities from an independent firm, providing objective advice, rather than giving answers that can lead to downstream construction work. SDG is comprised of international consultants in planning, economics, financial appraisal and research. Over the last 10 years, the firm has increasingly specialized in projects involving private financing. While originally these focused on the traditional transportation sectors of toll roads and rail franchises, over time, the company's focus has broadened to address a wider range of transportation sector projects such as airports, ports, ferries, car parks, vehicle leasing etc. The key task in the majority of private finance projects, and what defines the sort of project SDG normally becomes involved in, is the development of robust demand and revenue forecasts.

AECOM

AECOM (NYSE: ACM) is a global provider of professional technical and management support services to a broad range of markets, including transportation, facilities, environmental, energy, water and government. With approximately 45,000 employees around the world, AECOM is a leader in all of the key markets that it serves. AECOM provides a blend of global reach, local knowledge, innovation, and technical excellence in delivering solutions that enhance and sustain the world's built, natural, and social environments. A Fortune 500 company, AECOM serves clients in more than 100 countries and had revenue of $6.1 billion during its 2009 fiscal year. More information on AECOM and its services can be found at www.aecom.com.

IBI Group

IBI Group is a multi-disciplinary consultancy and systems provider, specializing in four key business areas: Transportation, Systems, Facilities, and Urban Land. The firm has been operating since 1974 and currently employs approximately 2,100 staff in offices throughout the U.S.U.S., Canada, Europe, the Middle East, and Asia. The disciplines within the firm include transportation planners and engineers, electrical engineers, communications engineers, civil engineers, systems engineers and architects. IBI's services include applied research, transportation demand studies, parking studies, feasibility studies, high-level design, detailed design, contract preparation, software development, systems management, systems integration and operations support.

g) Comparable Projects

Cintra offers the City of Indianapolis extensive experience in bidding, financing and operating similar parking facilities to the Indianapolis Parking System. Over the past 20 years, Cintra, together with Cintra Aparcamientos, its former affiliate, has developed, built, operated and maintained a variety of different parking facilities in a number of different environments.

Cintra, until the close of the sale of its 99.92% stake in Cintra Aparcamientos in 2009, was the leading parking operator in Spain, in both off-street and on-street parking sectors. The following points briefly describe Cintra's main parking business lines, the majority of which were managed through Cintra Aparcamientos or companies wholly or partially owned by Cintra Aparcamientos.

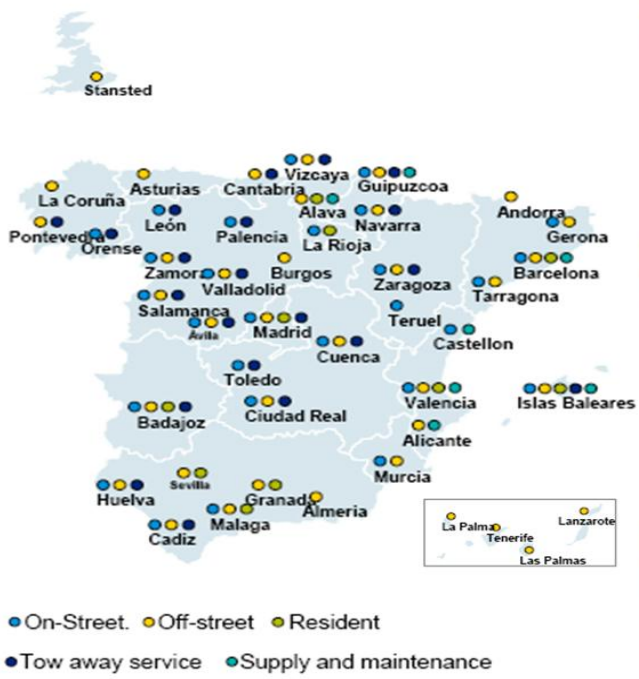
- **Off-street Parking**. Off-street parking is essentially focused on the construction and operation of multi-story, underground and similar car parking facilities within urban areas with a high demand for parking. As of December 31, 2008, Cintra Aparcamientos managed and was responsible for the promotion and sale of over 80,158 spaces.
- **Airport Parking.** In addition to its off-street parking facilities, Cintra Aparcamientos managed the parking facilities of many airports in Spain, including the new T-4 terminal in Madrid-Barajas airport and 28,400 parking spaces at London's Stansted Airport. As of December 31, 2008, Cintra Aparcamientos managed and was responsible for the promotion and sale of over 59,192 spaces.
- **On-street parking and enforcement.** In the last 25 years, Spanish municipalities have regulated the use of on-street spaces in urban areas and outsourced its enforcement to private operators. The scope of services provided includes the provision of parking meters and ticketing machines, the maintenance of such machines, equipment, training and management of a large workforce in charge of field enforcement and maintenance. In some concessions, tow-away services are

also provided. As of December 31, 2008, Cintra Aparcamientos was responsible for managing over 156,796 spaces in major urban and tourist areas in Spain.

Also relevant is the fact that in the performance of it work, Cintra Aparcamientos received numerous services from other members of Cintra and Ferrovial. These services typically included:

- IT provision and support; licensed to Cintra Aparcamientos by Cintra and Ferrovial;
- bid development and technical services for the preparation of large or CAPEX-intensive projects;
- financing services, usually provided in the case where Cintra Aparcamientos is the majority or sole shareholder in a venture to construct a parking facility or bid for the concession and lease of a parking system;
- certain legal, tax and similar professional services; and
- human resource services, including payroll processing, training, collective bargaining negotiations and so on, performed on behalf of Cintra Aparcamientos by Cintra.

The following diagram and tables illustrate the list of top parking concessions in which Cintra, through Cintra Aparcamientos, has participated. A complete list of parking projects in Cintra Aparcamientos' portfolio as of January 2008 is also included in **Appendix I**.



Off-street Parking - Top Concessions

Concession	Location	Number of Spaces
Plaza España	Madrid	826
Plaza Mayor	Madrid	684
Sevilla	Madrid	669
Cortes	Madrid	480
Others		77,497
Total off-street parking		80,158

On-street Parking - Top Concessions

Concession	Location	Number of Spaces
SER Madrid	Madrid	25,565
Baracaldo	Baracaldo	13,373
Pamplona ORA	Pamplona	13,167
Palma	Palma	7,110
Zaragoza	Zaragoza	6,777
Others		90,804
Total on-street parking		156,796

Airport Parking - Top Concessions

Concession	Location	Number of Spaces
Stansted	U.K.	28,400
Madrid-Barajas	Madrid	14,046
Palma	Palma	1,630
Others		15,116
Total airport parking		59,192

Supported by the experience acquired in over 20 years of experience in the parking industry, Cintra has an unparalleled capability to not only work with the City of Indianapolis and its advisors to propose

improvements that enhance value for money, but also, and more importantly, to meet and exceed the customers' expectations through quality of service, safety and innovation.

The following is a selection of relevant projects that serve to illustrate Cintra's flexibility and ability to best operate parking systems:

Madrid SER (Spain)

Client: City of Madrid

Contract Type: Management contract

Number of Spaces Managed: 25,565

Contract Began: November 2002

Project Description:
Cintra Aparcamientos entered into a concession for the provision of on-street parking and enforcement services with the City of Madrid in 2002. Under the concession, Cintra Aparcamientos is responsible for the management of more than 25,000 parking spaces distributed along 13 city districts of the City. As part of the City's plan to stop vandalism and better regulate the use of public space, Cintra Aparcamientos financed the purchase and installed more than 700 new multi-space meters, in under two months. In addition, services provided include the following: parking system management, collection, counting, maintenance and repair of meter machines, parking violation enforcement, interfacing of parking system and City databases, and tow away services.

Madrid-Barajas Airport Parking (Spain)

Client: AENA, the Spanish National Airport Authority

Contract Type: Management agreement

Number of Spaces Managed: 14,046

Contract Began: 2006

Project Description:
Cintra Aparcamientos is AENA's best regarded parking management service provided (as stated in AENA's website: www.aena.es). Company duties under the airport management contract at Madrid's T-4 terminal , which commenced in late 2006, include: maintenance, cash collection, customer service, and bus shuttle service to terminals. Madrid-Barajas parking facilities at Terminal 4, comprising six annexed modules, each of which has five stories, are innovative: offering customer information on the available spaces through a light signaling system. In addition, the parking facility also includes 36 automatic payment machines (20 for card payments only and four exclusive for the disabled customer), plus two manually-operated payment desks.

Stansted Airport Parking (England)

Client: Stansted Airport (BAA Airports)

Contract Type: Management contract

Number of Spaces Managed: 28,400

Contract began: October 2008

Project Description:
A concession to manage car parking at Stansted airport in the U.K., including the management of 28,400 spaces. This five-year contract was won by National Express with Cintra Aparcamientos acting as a sub-contractor for the management of parking spaces. As part of the contract, Cintra Aparcamientos delivered innovative parking solutions, allowing airport customers to valet park, pre-book parking spaces online, pay with credit cards, and guide the users to empty parking spaces through the use of parking guidance systems (VIPARK).

Serrano, Plaza de Cataluña, and La Concha Off-Street Parking Facilities

Client: Various

Contract Type: Concession

Number of Spaces Managed: 1,908

Contract Began: under construction

Project Description:
The Serrano, the Plaza de Cataluña:, and the La Concha car parks are the most important projects under construction and will require a total Capex of $105 million during 2009 and 2010. When completed, the Serrano, the Plaza de Cataluña:, and the La Concha car parks will house 807, 477 and 624 spaces respectively. Currently under development, the three car parks will cater for both short stay users and residents. Works for the three projects include: the remodeling of the Serrano street, the construction of three underground parking facilities, the refurbishment of the existing structures and the addition of five additional levels to expand parking capacity at the Plaza de Cataluña and the La Concha parking facilities.

In addition, Cintra is the main shareholder of the concession company for a large number of infrastructure projects in areas other than parking. In these cases, Cintra is directly responsible for all activities related to operation and maintenance. The following is a complete list of projects currently managed by Cintra:

Highway	Location	Length	% Cintra	Status	Term
I-635 Managed Lanes	U.S.	13 mi	51%	Pending financial close	2009-2061
North Tarrant Express	U.S.	13.3 mi	57%	Financial Close	2009-2061
SH 130 Segments 5&6	U.S.	40 mi	65%	Construction	2012-2062
Chicago Skyway	U.S.	7.8 mi	55%	Operational	2005-2104
Indiana Toll Road	U.S.	157 mi	50%	Operational	2006-2081
407 ETR	Canada	67.5 mi	53%	Operational	1999-2098

Autema	Spain	29.8 mi	76%	Operational	1986-2037
Ausol I	Spain	51.3 mi	80%	Operational	1996-2046
Ausol II	Spain	14.4 mi	80%	Operational	1999-2054
Madrid Sur (R-4)	Spain	60 mi	55%	Operational	2000-2065
Madrid-Levante	Spain	110.6 mi	52.25%	Operational	2004-2040
M45	Spain	8.8 mi	50%	Operational	1998-2029
M203	Spain	7.5 mi	100%	Construction	2005-2035
Euroscut Norte Litoral	Portugal	70.6 mi	76%	Operational	2001-2031
Euroscut Algarve	Portugal	79 mi	77%	Operational	2000-2030
Euroscut Azores	Portugal	58.4 mi	89%	Construction	2006-2036
N4/N6	Ireland	24 mi	66%	Operational	2003-2033
M-3	Ireland	31 mi	95%	Construction	2007-2052
Ionian Roads	Greece	234.8 mi	33%	Construction	2007-2037
Central Greece	Greece	143.5 mi	33%	Construction	2008-2038
Ruta 5 (Santiago-Talca)	Chile	148.1 mi	100%	Operational	1999-2024
Ruta 5 (Talca-Chillan)	Chile	120.6 mi	68%	Operational	1996-2026
Ruta 5 (Chillan-Collipulli)	Chile	99.4 mi	100%	Operational	2006-2021
Ruta 5 (Collipulli-Temuco)	Chile	89.5 mi	100%	Operational	1999-2024
Ruta 5 (Temuco-Rio Bueno)	Chile	107.5 mi	75%	Operational	1998-2023

h) References

Project	Client	Client Contact	Address	Contact Via
Chicago Skyway	City of Chicago	Tom Kness	34 North LaSalle, Suite 510 Chicago, IL 60602	312. 744.6046 (phone) tkness@cityofchicago.org
Indiana Toll Road	Indiana Finance Authority	Jennifer Alvey Public Finance Director of the State of Indiana	One North Capitol, Suite 900 Indianapolis, IN 46204	317.233.4338 (phone) jalvey@ifa.in.gov
407 ETR Canada	Provincial Hwy. Division	Tibor Szekely	1201 Wilson Ave. , Building D Downsview, Toronto Ontario CANADA M3M 158	416.235.5180 (phone) tszekely@ontario.ca
SH-130 Segments 5&6 and North Tarrant Express	Texas Dept. of Transportation	Mark Tomlinson Director, Texas Turnpike Auth.	125 E. 11th Street Austin, TX 78701-2483	512.936.0903 (phone mark.tomlinson@ txdot. state.tx.us

7) Technical Capability

a) Operations and Maintenance Expertise

i) Substantial Urban Parking Facility Maintenance and Operation Experience

Cintra's experience in parking facility maintenance and operation is supported by the number of contracts held by Cintra prior to the divestment of Cintra Aparcamientos especially those in urban areas such as Madrid. Prior to the divestment of Cintra Aparcamientos, Cintra managed and was responsible for 80,158 off-street spaces, 59,192 airport spaces, and 156,796 on-street spaces. Through June 26, 2009, Cintra had responsibility for operation and maintenance of over 341 separate parking concessions in over 138 municipalities.

Cintra has successfully assumed responsibility for a variety of existing assets, including parking systems (Madrid-Barajas Airport Parking, Stansted Airport Parking in the UK, and Madrid SER) and toll roads (Chicago Skyway, Indiana Toll Road and 407 ETR). This experience allows us to be confident that we can deliver a seamless transition to the City of Indianapolis for the Indianapolis Parking System. Starting in the bid process, Cintra will develop a transition plan in accordance with the requirements of the concession agreement focused on customer service, security and safety.

Cintra relies on innovative information technology systems developed within the company to support parking facility operations and maintenance. These IT tools allow for the optimization of parking system operations including streamlined maintenance and repair, high quality capital improvements, and an efficient management structure. Those IT in-house developed tools are bundled in a Front End and Back Office suite software called ParkOffice/SENA.

Cintra accepts full responsibility for the operation and maintenance of the Indianapolis Parking System versus subcontracting it as a whole to any other party. Our extensive track record in parking facilities and toll roads demonstrates our commitment to self-performing operational and maintenance activities. This approach adds value to the concession and management agreements through:

- Effective application of Cintra's technical expertise and experience, based on its history of operating concessions worldwide including Greenfield, Brownfield and transferred projects;
- Direct communication regarding operation and maintenance issues between the project company and stakeholders;
- Significant operational cost reductions due to the experience curve effect arising from the company's long-term, hands-on approach to operation and maintenance; and
- Direct alignment of the City's and Cintra's interests to maintain a safe and secure Parking System.

Relevant examples demonstrating Cintra's maintenance and operational expertise are presented in Section 6 g) - Comparable Projects.

We are proud of the growth and reputation we have achieved over the years in the toll road and parking industries. More importantly, we are committed to continue and expand our growth in the years to come. Over the years, Cintra has worked diligently to enable the company to capitalize in meaningful ways from its European parking experience. In 2000, our 30 years of experience were compiled to form operational procedures that shaped our Quality Management System which has since then been

implemented in all of Cintra's programs. This Quality Management System is compliant with ISO 9001 standards and provides a framework to link processes and drive outcomes. Cintra uses this system to control project risk and manage all elements of the work. These systems drive the developer's approach to performance-based management and cover the full scope of operations required.

ii) Advanced Knowledge of Parking Facilities Maintenance, Repair, Construction and Practical Application of Equipment and Materials in Parking Facility Operations

Twenty-four (24) years of experience in the design, construction, maintenance, and operation of parking facilities have led Cintra to develop procedures that placed it as the sector leader in Spain. Applying rigorous technical standards in its designs, developing cutting-edge technology for infrastructure condition assessment, and creating a business and communications network to conduct parking facility operations ensured the highest standards of quality and satisfaction for our clients and customers. Through the retention of key personnel including management individuals and technical specialists, Cintra has preserved this capability.

Parking Facilities Maintenance

Cintra has developed a procedure for routine and remedial maintenance, also named corrective and preventive maintenance, based on the know-how acquired through its years of expertise in operating parking facilities. This procedure utilizes the technology that is further described in the sections that follow. The goals of the procedure are to:

- Warn or detect any incidents or failures that may have occurred
- Minimize repair times in response to any incidents
- Streamline maintenance processes
- Preserve the infrastructure and equipment to a serviceability condition

This procedure covers all parking facility equipment: ticket dispenser machines, electrical and video installations, communication networks, signage, fire and power systems, etc. All parking facility infrastructure is also covered, including pedestrian accesses, ramps, lanes, restrooms, etc.

To complement and support the routine and remedial maintenance procedure for parking facilities, Cintra has developed a technical audit program where third party audit firms verify serviceability, safety, appearance, habitability and comfort of all parking system items, equipment and infrastructure. This is documented in an Audit report. This audit report is used as an action plan to solve maintenance issues.

Repair and Construction

Cintra has consistently performed major maintenance in its parking facilities throughout the years, whether aimed at complying with current standards (upgrading structures and installations), or to restore any deteriorations caused by use and aging.

Issues raised in the technical audit program are addressed on a need-by-need basis. Structural remedial works are rarely required due to the high durability of the materials utilized (concrete and steel). Among the most frequent repairs are the ones associated with the effects of water or irrigation water on

partition walls, sheathings and paint works, and electrical installations. Our experience in tackling these works allows Cintra to develop a effective and time-sensitive solution for these situations.

Practical Application for Equipment and Material in Parking Facility Operations

Cintra maintains relationships with the key parking equipment providers in Europe and the U.S. These providers are responsible for equipment and material such as: parking meters, barriers, autocashiers, ticket dispenser machines, ticket readers, card readers, loop detectors, prepay systems, proximity readers, electronic variable message signing, electronic space locators, number plate recognition systems, CCTV cameras, intercom facilities, fire prevention systems, carbon monoxide detection and extraction, elevators, power generators, and electrical installations.

Cintra also has experience in day-to-day operations of parking facilities. This experience has provided Cintra with the know-how of which materials and equipment are necessary for successful operations. Further, Cintra's experience allows the optimization of these materials and equipment including the levels to stock, the amount of technicians, and the number of work hours needed to efficiently operate a parking system.

iii) Understanding of Parking Facility Aging Behavior to Assess and Determine Remedial Maintenance Action

The company has wide-range experience in remedial maintenance work to address critical deterioration of infrastructure as a result of the aging process and end of life-cycle of different materials in our parking facilities. This remedial maintenance work also addresses material deterioration from repeated stress over the years. Remedial maintenance works include but are not limited to: waterproofing elements, masonry, carpentry, paint and signage, pavements, new signage, signaling and safety technologies.

To ensure high quality construction work, Cintra's Technical Department manages the design and control of all building initiatives, whether they involve undertaking a new project, or rebuilding or repairing existing infrastructure. Further, when Cintra undertakes a new project, it strives to carry out the project under the highest quality standards that will allow for optimal maintenance and improved daily operation of the facility.

iv) Capabilities Necessary to Successfully Operate and Maintain the Parking System

Cintra's extensive operational experience provides Cintra with the capabilities necessary to address routine maintenance, operations management, parking fee management and operations, administration, marketing and public relations, and parking operations.

Routine Maintenance

Based on its experience as operator, Cintra developed a software application specifically for routine and remedial maintenance management of parking systems. This tool, SIGMA, facilitates the daily execution of the routine and remedial maintenance actions on ticket dispensers, both at on-street meter and off-street parking systems and equipments. As opposed to other maintenance management software programs in the market, SIGMA has the added value of having been tailored to the characteristics and inconveniences unique to the maintenance of parking equipment, installations and infrastructure.

SIGMA is based on an on-line web working environment that enables the application to be accessed and executed from any personal computer or work station regardless of its geographical location, insofar as the appropriate sign-in and security authority have been enabled. Further, it has a PDA feature, "PDA SIGMA", that allows for mobile, real-time management of information and enables the following actions: open Remedial Maintenance Action reports, record new occurrences or incidences, take pictures and attach them to their corresponding records, make queries, etc.

SIGMA is operated through menus that make it extremely user-friendly and can be accessed by multiple users at the same time. This tool generates reports, statistics, and all types of queries based on very flexible and powerful parameter definitions that allow users to quickly retrieve the desired information and thus, streamline the maintenance process.

Operations Management

Cintra has experience in management of facilities that operate 24 hours, 365 days a year. Cintra's management model organizes operations management of parking systems into two levels:

- **Front-End Level:** Includes all means and procedures for parking system management from each site office (the office located at the parking facility or the on-street office/warehouse).
- **Back Office Level:** Includes all means and procedures for parking system management from the central operations division and fee management department.

Front-End management encompasses all operations conducted from the moment a user enters the system with his vehicle until he leaves – be it an on-street or off-street user. Front-End management is performed by the employees located in the field or at the site office, under the responsibility of the site manager.

Back Office management utilizes the high-performance control software discussed briefly above, ParkOffice/SENA suite. This software is dynamically linked to a central data server. The main operational management goals of ParkOffice/SENA software are:

- Fee management
- Yield management
- Demand trend analysis
- Revenue analysis
- Maintenance and enforcement task controls

ParkOffice/SENA suite includes subsystems to streamline and support the day to day management of the parking operations, including: maintenance management, enforcement management, payment management and control, personnel management, and hardware management. This software suite has been validated with a wide range of world class parking systems manufacturers such as Ascom, Telvent, Skidata, Parkeon, etc.

For more information on ParkOffice/SENA, please refer to Section 7 d) Capital Improvements.

Parking Fee Management and Operations

Parking fee management is addressed at the two levels indicated in the previous section: Front-End and Back Office. The Front-End is responsible for money collection, completion of shift reports utilizing the ParkOffice/Sena suite, and the deposit of funds in a bank on a reoccurring basis. Further, the Front-End is responsible for:

- Manual pay stations reports
- Shift statements of account
- Receipts documenting bank deposits
- Receipts by the security company documenting fund withdrawals (when applicable)*
- Receipts of credit card collections
- Evidence of collections: listings, receipts, etc.

* Cash handling, custody, and delivery to the bank are generally outsourced to a security company and/or armored transportation company.

The Back Office is responsible for controlling consistency and accuracy of the collection process. The Back Office's key tasks are:

- Matching amounts on pay station reports and shift account statements.
- Math operations on pay station reports
- Matching amounts on pay station reports and bank deposits
- Checking that no pay station reports are missing

In addition to weekly verification (at a minimum), on a monthly basis, revenue reconciliation (cash and bank incomes) is conducted. This process detects any inconsistency between the cash and the banking income (that is, between income information registered in Cintra's system and the correspondent banking data). These procedures ensure that the money flow within the parking system is transparent and consistently accounted for.

Administration

The Concession Central Office will perform the following administrative tasks:

- **Control and accounting of revenue amounts:** includes control of all parking facility/meter collections, sale of monthly or yearly permits, monthly closing of operational pay stations for all parking facilities/meters, rate changes, etc.;
- **Control and accounting of operational expenses:** includes management of supplies and controlling providers of parking facility services;
- **Staff control:** includes controlling working hours, shifts, and incidences; and
- **Quality control:** includes implementing and controlling compliance of quality procedures at parking facilities.

Marketing and Public Relations

Cintra has strong experience in marketing and public relations for urban parking and traffic mobility projects. Our managers are constantly in communication with our clients (mainly local authorities),

advising on projects and policies, and providing sources for information on project planning and parking regulatory policies.

While understanding and meeting the needs and expectations of our clients' and users' is crucial, Cintra aims to exceed them, which is why a periodic client satisfaction survey is conducted to gauge Cintra's performance according to our employees, users, and local authorities. Once all surveys are completed, an improvement action plan is designed to identify actions aimed to increase satisfaction rates among our clients and users. Our customer relations policy is proactive, and supported by the permanent tracking of our activities and the evolution of our clients' needs.

Further, Cintra's commitment to its clients and the community is evidenced by the strong relationship that Cintra has cultivated with many of our state and local partners and the communities we serve. Through our experience, we have realized that proactive community relations foster public acceptance and trust can only be built through open communication and respect for the customer and other stakeholders. For this reason, Cintra encourages the use of media outlets and communication tools such as websites to inform the public of the project and its implications in their daily routines. Typically, Cintra will also dedicate a portion of the parking workforce during the transition period to serve as "parking ambassadors" and assist the public with any shifts in technology that are implemented by the company.

Parking Operations

Cintra has accumulated years of experience in parking operations, which is an essential part of its know-how, and a key factor to its differentiation from its competitors. Thus, it is our policy to keep an active "hands-on" operational management of our facilities, and also to continuously work in the application and development of new technologies to increase efficiency and service quality.

Though Cintra's large historical portfolio of contracts, we have applied different methodologies and technologies to measure, analyze and optimize operations at each parking facility by means of:

- developing operational excellence in site offices with trained and skilled staff; and
- developing a centralized management system.

These methodologies and technologies allow for the optimization of parking system operations.

b) Customer Service

Cintra's Excellence in Customer Service and Satisfaction for the General Public

Cintra has always considered the customer service provided at its concessions to be a top priority. Pursuant to this policy, the project company is involved in the challenging process of implementing quality procedures in all of its concessions. Our quality certifications demonstrate that our concessions management has reached a high level of attainment in quality management.

To continue to serve the customer with a high level of quality, we provide:

- customer service toll free phone numbers and an e-mail address, operated by staff assigned to the central office

- phone number and address of the central commercial department, to address escalated requests or issues coming unanswered from parking facility offices
- suggestion boxes at company offices and car facilities
- client satisfaction surveys

Cintra strives to be an accessible company with which clients can communicate quickly, easily, and effectively. The quality of the services offered by Cintra is reflected in our client satisfaction rates. In 2009, during the client satisfaction analysis, 98.2% of the parking facility clients surveyed expressed that they were satisfied or very satisfied with the service provided by Cintra.

Cintra is not only an expert in the management, administration and maintenance of parking facilities; it also is an expert in the innovation and creation of value-adding elements for the customer in the business such as:

- developing proprietary software applications that are flexible and can be tailored to the needs of our clients' businesses, improving the management of client requests, reporting systems and corporate information on operations and clients;
- installing cameras and communication systems within the parking facility and at access points to assist clients in communicating with staff at the parking facility in real time, thus reducing response time;
- delivering information to users on places of interest inside and outside the parking facilities; and
- opening vending machine areas where clients can purchase soft drinks, snacks, newspapers, etc; In some vending areas, we also install ATMs, allowing customers to conduct banking services in a convenient and safe location.
- implementing innovative customer-friendly parking solutions, such as allowing parking customers to pre-book parking spaces online, pay by cell phone, and sending customers warnings when the paid parking time is about to run out.

Before implementing any added-value service, Cintra assures that these services comply with the contract for the Concession of the Metered Parking System and requests all necessary permits from the local authorities.

Liaisons with the City of Indianapolis

Cintra is fully aware that developing a strong working relationship with local authorities is an essential and distinctive feature of a productive business model. The majority of our contracts have historically been mid- to long-term concessions and service contracts for facility management. Over 95% of these contracts were granted by public authorities. Cintra has experience in maintaining a strong relationship with all levels of authority related to a project. Cintra emphasizes providing local authorities with a robust support system for effective, client-oriented and smooth day-to-day operations.

For example, in 2006, Cintra partnered with the Indiana Department of Transportation (INDOT) and the Indiana Finance Authority (IFA) in efforts to eliminate the nearly $3 billion road-building deficit in Indiana – all without raising taxes. Indiana Governor Mitch Daniels embarked on a mission that would privatize the Indiana Toll Road and, in return, give the State of Indiana $3.8 billion to be used for

transportation improvement projects. The privatization in 2006 began with Cintra forming a special-purpose vehicle company called ITR Concession Company (ITRCC), which has local headquarters in Granger, Indiana, and employs nearly 350 Hoosiers that manage, maintain and improve the Indiana Toll Road. Cintra and its ITRCC officials are in daily contact with INDOT districts and the Central Office. Close communication allows for the partners to stay connected while managing various situations from construction projects to winter weather and special events, with the constant communication fostering a successful working relationship between the partners.

With this Public Private Partnership, Indiana became the only state with a fully funded 10-year transportation program, called "Major Moves." Major Moves has resulted in many benefits to the state, including 200 Public Works projects resulting in 130,000+ jobs and a $500 million "Trust Fund for the Future." Additionally, long-overdue upgrades and expansions to the Indiana Toll Road were now possible with the professional management of Cintra. Further benefiting the State of Indiana, Cintra has agreed to and met a goal of at least 90% of ITRCC's annual expenditures to be awarded to Indiana Companies.

Additionaly, Cintra has, since it disembarked in the U.S. in 2004, built excellent working relations with many other state and local government bodies, earning the respect and trust of many state and city officials and agencies, like the City of Chicago, Mayor Daley's office, the Texas Transportation Commission, the Texas Department of Transportation, and the Cities of Dallas, Fort Worth and Seguin, in Texas.

c) Safety and Security

i) Knowledge of Parking and Public Safety and Security Techniques and Methodologies

Safety and Security are at the heart of the Cintra culture. Aware of the commitment that it has taken on with its clients, customers, and employees, Cintra is proactive in targeting unsafe behaviors before accidents occur. To that end, the company has developed and implemented policies, procedures and plans to guarantee the maximum achievement and performance in these fields. Our proactive safety and security initiatives employ state of the art monitoring and control equipments to maximize the reliability of our operations and reduce accidents and at-risk behavior. We typically employ computer systems, CCTV technologies, GPS equipment and two way messaging systems to manage, monitor and perform our parking operations. We believe our safety and security culture creates a competitive advantage because safe and secure operations are productive and profitable operations.

Safety Delivery

Safety delivery is an integral component of Cintra's strategy as an operator of essential pieces of infrastructure like the City's on street meters and the off-street parking garages and surface lots.

Cintra is fully committed to the responsibilities entailed by our safety and security policies, specifically designed to eliminate or reduce risks by evaluating any accident or incident that could cause damages to our customers, employees, to company property and to the environment. The main guidelines of this policy are:

- The creation and establishment of a risk prevetion corporate culture

- The development of the best preventive practices to minimize labor risks and favour the continuous improvement in the risk prevention activity.
- Education and training. All these goals are achieved due to an Education & Training Plan (E&T Plan) implemented across the company, and in particular, among the site personnel in charge of the operation of the parking system.
- The involvement of staff in the design, implementation and control of the established processes and procedures.

Achieving maximum quality of service and safety is the responsibility of everyone that works at Cintra, as well as our providers and subcontractors. To that end, these policies are observed by all employees, including subcontractors, in all CINTRA installations.

Security Delivery

When assuming operations of a new parking system, a detailed security assessment of each asset is conducted. First, the demand profile of each asset is studied to assess the sizing of the employee assignments to ensure that the staffing levels complies with the operating and surveillance requirements. Next, Cintra works to design a high-quality, comprehensive security system utilizing the most current technologies. Finally, Cintra establishes an emergency response protocol in which local emergency services can be notified in a timely manner.

Cintra places great importance on the security of parking facilities and in an effort to achieve this, facilities are typically equipped with CCTV cameras, intercom systems, as well as automatic number plate recognition and centralized control systems among other improvements. Likewise, all meter technicians and enforcement officers are equipped with handheld units equipped with GPS and two-way messaging systems to ensure an open line of communication with the central office and if necessary, the local authorities.

These measures ensure that Cintra's parking facilities are secure for users and employees.

ii) Experience in Emergency Response Support

Cintra's capabilities in handling emergency response situations have been developed through years of experience in the operation of parking systems and its Procedure for Internal Communication (PIC), implemented in March 2006. Effective communication is crucial, and, as such, the PIC aims to empower the organization with a tool that, in the event of an emergency, will ensure that the different management levels will have access to reliable information in the shortest time possible.

Cintra is well aware that the type of incidents and emergencies that may potentially develop at a parking facility are many and varied. Strengthened by its experience over the years in this business, Cintra analyzes a variety of possible emergency situations that could occur at each parking location, the actions to be taken to resolve the situation and the implementation of emergency communication. This analysis is then summarized in a Contingency Plan or Emergency Plan for the concession.

iii) Expertise in Relevant Parking Engineering Standards, Specifications, Policies, Practices and Processes

Cintra's Technical Department includes senior staff with vast experience in the design and construction management of parking facilities. It conducts parking feasibility studies, conceptual design, construction design, construction cost estimates and major rehabilitation projects for aging facilities. This department's work lasts throughout the life of each project starting from the initial assessment, the design, the construction, and the operation stages of the project.

Cintra also has its own designing requirements that have proven to be efficient throughout our years of experience. At all parking facilities designed by Cintra, regardless of them being new constructions or the refurbishing of existing facilities, it is mandatory to consider all corporate requirements as well as standards applicable by federal, municipal and regional agencies.

d) Capital Improvements

Cintra is fully-committed to promoting the continuous improvement of the parking system through the implementation of system enhancements and execution of capital improvements.

Cintra recognizes that using pay and display or pay-by-space meter technology offers enhanced revenue, operational and customer service advantages over conventional parking meters and therefore will bring to the City of Indianapolis the latest and most reliable meter technology to support its on-street parking program. Our experience in Europe validates our ability to undertake these capital improvements. For example, in Madrid, Cintra headed the installation of 759 pay-and-display machines in under two months. Further, Cintra has, over the years, developed a preferential business relationship with some of the leading parking meter manufacturers and suppliers. This strong business relationship will be instrumental in ensuring all required deployment resources are available according to plan.

Apart from the implementation of new meters, Cintra will implement ParkOffice , an integrated and comprehensive solution to support the operations and management of the parking facilities. The ParkOffice system unifies and relates the different applications and equipment that are required for the parking facilities to operate correctly . This will include software and hardware solutions to allow for detailed monitoring of the system including, among other things, handheld devices, ticket dispenser machines, electrical video installations, close circuit television equipment (CCTV), communication networks, signage, and fire and power systems.

ParkOffice Suite has been built using the latest technology platforms and has been designed to be easily adapted to meet different legislative and regulatory requirements. Furthermore, the complete suite has been proven with a wide range of world class parking system manufacturers such as Ascom, Telvent, Skidata, Parkeon, etc.

ParkOffice suite includes several sub-systems that provide management for all parking operations. Below is a short description of each sub-system

MOBILITY is a sub-system of ParkOffice suite designed to assist in the daily work of the parking attendant. Mobility has two modules:

- **WINID**. Centralized IT solution which gathers all the information from mobile devices, processes the data and sends it to other entities.

- **POKET WIND**. Attendants are equipped with PDAs with the POKET WIND module. This can be used for:
  - Parking violations
  - Gathering and sending information to Central Services
  - Gathering and sending messages to and from other mobile devices
  - Managing information on occupancy of each area
  - Locating other controllers by GPS for:
    - Controller's Safety
    - Optimizing routes
    - Information on location of other attendants

MAINTENANCE SYSTEM (SIGMA), is a sub-system of ParkOffice suite created to achieve a full control over all parking facilities. SIGMA has two modules.

- **SIGMA.** Web based application that centralizes all maintenance tasks and reports from the street to the Central offices, tracking all the maintenances procedures. This tracking includes response times analysis, incident types filtered by site, region or country, detection of repeated maintenance incidents, etc.

- **POCKET SIGMA**. Application installed on mobile devices that allows technical managers to:
  - Fill in an incident report on the roadside, with the capability of including images.
  - Create, Receive and close work reports

BALANCED SCORE CARD. This sub-system of ParkOffice suite offers the following functionality:

- Providing information about all attendants in terms of localization, routes, safety, etc.
- Showing and analyzing different statistics such as violations by street or area, occupancy percentage, rotation rates, etc
- Providing information about parking meters in terms of status, number and type of incidents, etc

And finally, **SENA** which has been built to manage all resources, incidents, work reports, parking meters, spare parts, inventories, etc.

In addition to our strong technological capabilities, Cintra is able to undertake required physical capital improvements of off-street facilities as it understands which improvements are needed and plans those improvements efficiently and according to client requirements.

After award of the management contracts, Cintra will develop an Asset Management Plan (AMP) with the key objectives of:

- planning for regular assessments of the condition of assets;
- achieving defined service levels;
- achieving or exceeding performance criteria;
- defining an approach to management of asset risk; and

- providing sound asset management to maintain long-term integrity.

This AMP will describe the procedures to achieve the specified performance criteria. All preventive maintenance and rehabilitation work will be carried out in accordance with the plans and procedures in the AMP. Cintra has consistently refurbished its parking facilities throughout the years, whether aimed at complying with current standards (upgrading structures and installations), or to restore any deteriorations caused by use and aging. The tasks performed on a regular basis are:

- Repairing water leakages
- Refurbishing and revamping enclosures (offices, installations, changing rooms, vending areas)
- Remodeling stairways or building new ones to comply with evacuation codes
- Remodeling restrooms for the general public and the disabled
- Installing elevators, with slab adaptation for its introduction
- Executing a partial or complete refurbishing and revamping of installations
  - Electricity and lighting
  - CO detection and ventilation
  - Fire detection and protection
  - Elevators
- Upgrading management technology and control systems
- Executing repaving and/or restoration activities on aged pavements
- Painting

These practices among others will be employed based on the requirements of the management agreements with the government, the results of routine and detailed inspections, the results of condition and structural analyses, and the life cycle and preventive maintenance strategy approaches as set by the management agreements.

8) Financial Capability

a) Financial Ability

Cintra has a strong financial capacity to execute the transaction. Cintra's capacity to support the estimated level of participation comes from:

- current cash balance;
- dividends generated from the operation of Cintra's current portfolio;
- profits from the divestment of mature assets *(Cintra has agreed to sell 60% of its Chilean toll road for €250 M (USD 358.3 M) conditional upon giving the pertinent notifications and obtaining the necessary authorisations in Spain, Colombia, Chile and other jurisdictions where the parties are located*.);
- potential releveraging of existing assets;
- financial support from the parent company Ferrovial, S.A. (currently owner of 100% of Cintra Infraestructuras S.A.U.); and
- available lines of credit with Ferrovial;

As of December 31, 2009, Cintra holds approximately €21.8 M (USD 31.2 M) in cash and cash equivalents in banks. Additionally, it is important to consider the expected amount of equity distributions that Cintra may receive from its operating concessions around the world, which is estimated to be in the range of €250 M (USD 358.3 M) per year for the next three to four years.

Note: Where figures have been converted from Euros to U.S. Dollars (USD), an exchange rate of €1 to USD 1.433, as of December 31, 2009, was used.

Cintra is a newly formed entity and audited financial statements for 2009 are not available as of the date of this submission. In lieu of audited financial statements for Cintra, please accept unaudited financial statements for 2009, and audited financial statements for Old Cintra for 2006, 2007, and 2008, attached in **Appendix II.**

Since the date of the most recent audited financial statements for Cintra, the following material events have occurred to affect their financial standing:

- **Merger with Grupo Ferrovial**

  On 28 July and 29 July 2009, the Boards of Directors of Ferrovial and Cintra respectively, unanimously approved the Common Merger Proposal for the two companies.

  On 22 October the Extraordinary Shareholders' Meeting approved the merger between Cintra and Grupo Ferrovial.

  The absorbing company was Cintra Concesiones de Infraestructuras de Transporte, S.A. ("Cintra") and the absorbed company was Grupo Ferrovial, S.A.

As an integral part of this merger operation Cintra "subsidiarised" its business capital by segregating and transmitting all its business assets and liabilities, specifically the entire infrastructure concession business line it operates through its holdings in concessionaire companies, to a vehicle that is fully owned by Cintra, named Cintra Infraestructuras, S.A.U.

Cintra recently transferred its shares in its subsidiary Cintra Aparcamientos, S.A. to third parties, meaning that such shares no longer form part of the assets to be segregated.

- **Divestment of Cintra Aparcamientos**

On 26 June 2009, Cintra reached an agreement to sell its entire 99.92% stake in subsidiary Cintra Aparcamientos, S.A. to a consortium comprising Assip, Es Concessoes, Espirito Santo Infrastructure Fund I Fundo de Capital de Risco, Transport Infrastructure Investment Company (SCA) SICAR, Ahorro Corporación Infraestructuras, FCR, Ahorro Corporación Infraestructuras 2, SCR, S.A. and Banco Espirito Santo de Investimento, S.A. The sale was completed on 27 July 2009

- **Divestment of Cintra Chile**

On 28 December 2009, Cintra reached an agreement to sell 60% of its stake in Cintra Chile to the Colombian company ISA. Both parties also give call and put options for the 40% remaining capital.

The effectiveness of the planned operation is subject to the relevant notifications and obtention of authorizations and registers in Spain, Colombia, Chile and the rest of jurisdictions in which the participating companies are present. This process was expected to be completed in 2010.

Nevertheless, on 27 February 2010, the Chilean toll roads resulted damaged as a consequence of the earthquake that hit Chile. Even though the company counts on an insurance policy aimed to cover these events, this terrible fact could result in a delay in the estimated closing date of the operation.

- **Poland Toll Road**

On 23 January 2010, Cintra Infraestructuras S.A.U. announced the breach of the contract signed last 23 January 2009, between the Ministry of Finance and Autostrada Poludnie, subsidiary of Cintra Infraestructuras S.A.U, to build and operate the A1 toll road.

The contract established a one-year period to reach an agreement on the economical parameters of the concession. During that period, Autostrada Poludnie requested several modifications on the commercial conditions in order to guarantee the feasibility of the project. Finally, both parties agreed not to go ahead with the contract.

- **Sale of 10% of 407 ETR**

On 11 March 2010, Cintra Infraestructuras S.A.U. began the process to sell 10% of the 407 ETR toll road in Toronto, Canada. Cintra currently owns 53.23% of the company, with partners Intoll (30%) and SNC-Lavalin Inc (16.77%). Cintra has mandated RBC Capital Markets to act as financial advisor on the transaction as a whole.

b) Ability to Secure Financing

i) Capability of Raising Debt and Equity in the Current Capital Market

Cintra has extensive experience in satisfactorily raising funds for comparable long-term concession and lease and DBFOM projects. Over the past five years, Cintra has closed financing deals for 11 public-private partnership projects in Chile, Spain, Portugal, Canada and the U.S To exemplify Cintra's unique ability to fund and raise financing for the project, we would like to highlight the fact that Cintra was the only private developer to successfully finance a traffic risk toll road in 2009, after completing the issuance of Private Activity Bonds ("PABs") for the North Tarrant Express project in Texas. This project represents the first unwrapped bond issuance for a toll road project in the history of private-public partnerships being a clear example of Cintra's capacity to successfully implement diverse and innovative financial structures.

Over the years, Cintra has had an opportunity to deliver different financial structures depending on the characteristics of the asset, in turn becoming a leading international developer and gaining the trust of the lending community (banks, bond issuers, etc.)

The capacity of Cintra to raise funds is based on key success factors, which include:

- its proven competence in preparing demand models and projections and in establishing realistic forecasts regarding operation and management cost levels; and
- the financial solidity of Ferrovial (Cintra's parent company) and its proven commitment to long-term investment in infrastructure projects.
- Cintra's ability to implement value maximizing capital structures even in difficult market conditions, utilizing various types of financing instruments including syndicated bank loans, wrapped and unwrapped bonds, and TIFIA loans, among others

The combination of these key factors gives the financial markets the necessary confidence to work with Cintra in the development of projects. That trust is also reflected in the following aspects of the financing:

- reduced financial costs, allowing Cintra to optimize the competitiveness of its projects; and
- committed finance, ensuring the viability of each bid.

ii) The Number and Size of Past Relevant Transactions

The following list provides an example of some, but not all, of the projects that Cintra has financed since the company was formed in 1998:

Year	Project Financed
1999	C$3.35 B in funding the acquisition of Highway 407 ETR (Canada)
2000	UF7.231 M long-term bonds, local market, enhanced by XL Insurance Collipulli-Temuco (Chile)
2001	USD 421 M long-term bonds, U.S.A. market (NY), enhanced by MBIA, Maipo Highway (Chile)
2002	€557 M long-term syndicated loan for Madrid Sur (R-4) (Spain)
2003	€233 M long-term syndicated loan for Eurolink: N4/N6 (Ireland)
2004	UF3.5 M 13-year bank facility, enhanced by MBIA, Talca-Chillan (Chile) USD 1.19 B nine-year, mini-perm syndicated loan for Chicago Skyway (U.S.A.)
2005	UF5.8 M senior bonds and bank liquidity facility, enhanced by MBIA, to finance additional work, Autopista del Maipo (Chile) USD 1.4 B refinancing senior bonds, enhanced by FSA, Chicago Skyway (U.S.A.) USD 150 M Chicago Skyway subordinated bank debt
2006	UF5.6 M Talca Chillan senior bonds and bank liquidity facility, enhanced by MBIA (Chile) USD 4.063 B nine-year, mini-perm syndicated loan for Indiana Toll Road (U.S.A.)
2007	€358 M 27-year, long-term syndicated loan for Euroscut Azores (Portugal) €402 M long-term syndicated loan for Ionian Roads (Greece)
2008	€1.4 B long-term syndicated loan for Central Greece (Greece) USD 685.6 M of senior debt (Tranche A) plus an additional USD 475 M of TIFIA loan (C$1.2 B), SH 130 Segments 5&6(U.S.A.)
2009	€ 708 M long term syndicated loan for AUTEMA Toll Road (Spain) C$ 500 M, 3-year and 5-year senior secured fixed rate notes for 407 ETR Highway (Canada) € 556,6 M 2-year extension syndicated loan (including EIB) for Madrid Sur (R-4) (Spain) USD 400 M of senior debt (Tranche A) plus an additional USD650 M of TIFIA loan, North Tarrant Express (U.S.A.)

iii) Specific Experiences on Past Relevant Transactions

Cintra's in-house project finance and financial modeling departments benefit from extensive experience in project assessment, financial modeling, structuring and closing project financings. These departments provide support not only to Cintra's investments in highways and parking systems but to Ferrovial's (Cintra's parent company) investment in airports and parking systems, as well. In 2006, they achieved financial close for acquiring the world's leading airport company, BAA in the UK, with a total external financing of approximately $20 B.

In order to minimize the Projects' cost of capital, Cintra's general approach always consists of implementing a financing structure that maximizes leverage and minimizes cost, passing the full benefit of such efficient financing structure back to the public sector through a competitive proposal. Optimal funding terms and conditions are achieved by analyzing all available funding sources: bonds, banks, private placements, credit enhancements (wrap), and municipal financing. This approach maximizes competition between debt-related products, which, in turn, leads to a more optimal capital structure.

An expanded list of Cintra's awards in the Project Finance Sector follows:

Project	Year	Award (Publication)
SH 130, Segments 5&6	2008	North American Transport Deal of the Year (Project Finance)
Indiana Toll Road-Transamerica Link	2006	North American Transport Deal of the Year (Project Finance)
Chicago Skyway	2004	Deal of the Year (Project Finance)
		North American Transport Deal of the Year (Project Finance)
Ruta 5 (Santiago-Talca)	2004	Best Project Finance Deal of the Year (Latin Finance)
Ruta 5 (Santiago-Talca)	2004	Latin American Refinancing Deal of the Year (Euromoney)
Cintra	2003	2nd World Transport Developer Ranked by Number of Concessions (Public Works Financing)
N4/N6 Kinnegad – Kilcock (IRELAND)	2003	European Transport PPP Deal of the Year (Project Finance)
		Infrastructure Deal of the Year for Europe, Middle East & Africa (Project Finance International)
		Deal of the Year (Euromoney)
Belfast City Airport (UK)	2003	Airport Finance Deal of the Year (Jane's Transport)
Cintra (Euromoney)	2002	2nd World Sponsor in Transportation between 2001-Q1 2002
Sidney International Airport (AUSTRALIA)	2002	Airport Finance Deal of the Year (Project Finance)
Cintra	2001	1st World Transport Developer Ranked by Equity Invested (Public Works Financing, last published ranking)
Ruta 5 (Santiago – Talca) (CHILE)	2001	Deal of the Year – Americas (Euromoney)
		Deal of the Year for Americas (Project Finance International)
Euroscut Algarve (PORTUGAL)	2000	Deal of the Year
Ruta 5 (Collipulli – Temuco) (CHILI)	2000	Deal of the Year – Americas (Euromoney)
407 ETR (CANADA)	1999	Deal of the Year (Investment Dealers' Digest)

On a global basis, the financing of P3 projects is increasingly well understood in the senior funding community. However, current global and local financial markets have been affected by the liquidity and credit turmoil that arose in August 2007. Cintra acknowledges this challenge; however, Cintra has recently been involved in developing financing structures, confirming our ability to deliver competitive solutions in the midst of the current credit crisis and turbulences in financial markets.

Cintra closed financings for SH 130 Segments 5&6 (U.S.) in March of 2008, for Autema Toll Road (Spain) in May of 2008 and for the Madrid Sur (R4) in Spain in January of 2009. Cintra also made two new bonds issues in January 2009 for the 407 ETR project in Canada.

In December 2009, Cintra achieved financial close for the North Tarrant Express (NTE) project in Fort Worth, Texas. NTE was the only revenue-risk toll road financed in the U.S. during 2009. Cintra's experience, position, ingenuity and structure allowed the company to complete this transaction during one of the most challenging periods in the financial markets in recent memory. In addition to securing a USD 650 million TIFIA facility, Cintra also tapped the capital markets and became the first private road operator to use PABs (USD 400 million) in funding a project's construction. Further demonstrating Cintra's ability to access capital was that the PABs issued were unwrapped and oversubscribed by 2.4 times.

In addition to being able to access the debt markets, Cintra's reputation and track record also give the company unparalleled access to equity partners. In closing NTE, Cintra partnered with the Dallas Police and Fire Pension System. This transaction marked the first time in the U.S. that a U.S.-based pension fund made a direct investment in a highway concession.

The transactions described above are normally structured as long-term non-recourse debt, with two main characteristics:

- **Adjusted drawdown and repayment profiles:** The drawdown and repayment schedules are specifically adapted to the financing needs of each project and the creation of cash flows, with enough room to maneuver, to guarantee the financial stability of the project at all times.
- **Solid coverage of financial risks:** Exchange risk and interest rates are actively managed in accordance with plans established by the financiers. The volume of funds denominated in local currency is normally maximized.

Cintra brings not only the necessary resources and expertise, but also the financial capability and capacity to successfully fund a project such as the Indianapolis Parking System. Based on our team's expertise and access to bank and capital markets, Cintra will be well positioned to deliver maximum financial benefit to the City of Indianapolis through the concession and lease of the Indianapolis Parking System.

Previous Transactions

An expanded list of Cintra's track record in Project Finance follows:

Year	Project Financed
1994	EUR 43M non-recourse long-term notes, Autema (Spain)
1995	EUR 88M non-recourse syndicated loans, Autema (Spain)
1996	EUR 33M non-recourse syndicated loan, Autema (Spain)
	EUR 153M syndicated loans, Eurovías (Spain)
1997	EUR 92M syndicated loans, Autema (Spain)
	EUR 31M syndicated loan, Eurovías (Spain)
	EUR 360M long-term non-recourse syndicated loan, Ausol I (Spain)
1998	USD 134M bond financing, Ruta 5 (Talca-Chillán), S.A. (Chile)
	USD 174M syndicated loan, Ruta 5 (Temuco-Rio Bueno) (Chile)
1999	EUR 145M long-term non-recourse syndicated loan, M45 (Spain)
	EUR 60M long-term non-recourse syndicated loan, Artxanda Tunnel (Spain)
	CAD 2.45B bridge bank loan for the acquisition of 407 ETR (Canadá) Deal of the year.
	EUR 72M long-term syndicated loan, Cintra Parking/Dornier (Spain)

	EUR 390M syndicated loan, Cintra, S.A. (Spain)
	CAD 2.08B, 8 series of senior non-recourse bonds, 407 ETR (Canadá)
2000	EUR 160M non-recourse syndicated loan, Autema (Spain)
	EUR 100M syndicated loan, Eurovías (Spain)
	EUR 232M long-term non-recourse syndicated loan, Euroscut Algarve (Portugal)
	USD 207m long-term bonds, credit enhanced by XL, Ruta 5 (Collipulli-Temuco) (Chile)
	USD 7M long-term non-recourse syndicated loan, Aeropuerto Cerromoreno (Chile)
	CAD 731M 2 series of senior non-recourse bonds, 407 ETR (Canadá)
	CAD 165M, non-recourse bonds, 407 ETR (Canadá)
	CAD 300M, non-recourse subordinated bonds, ETR 407 (Canadá)
2001	GBP 300M non-recourse syndicated loan, Bristol Airport (UK
	EUR 310M long-term non-recourse syndicated loan, Euroscut Norte Litoral (Portugal)
	EUR 126M long-term bonds + € 130m EIB loan, enhanced by XL, Euroscut Algarve (Portugal)
	USD 421M long-term bonds, U.S. market (NY), enhanced by MBIA, Autopista del Maipo (Chile)
	EUR 524M non-recourse bank mini-perm, Autopista Madrid-Levante (Spain)
	CAD 425M, 2 series non-recourse subordinated bonds, 407 ETR (Canadá)
2002	USD 10M medium-term bank loan, Ruta 5 (Collipulli-Temuco) (Chile)
	EUR 150M long-term non-recourse syndicated loan, Ausol II (Spain)
	EUR 98M 13-yr syndicated bank facility, Ruta 5 (Talca-Chillán) (Chile)
	EUR 90M non-recourse syndicated loan, Autema (Spain)
2003	EUR 556M long-term non-recourse syndicated loan, Madrid Sur (R-4) (Spain)
	EUR 232M long-term non-recourse syndicated loan, N4/N6 (Ireland)
	EUR 11M bank loan increase + € 110 EIB loan, M-45 (Spain)
	EUR 155M syndicated loan, Europistas (Spain)
	EUR 18M non-recourse bank loan, Autema (Spain)
	CAD 230M non-recourse subordinated bonds, 407 ETR (Canada)
2004	USD 1.83B of financing, Chicago Skyway (U.S.)
	USD 190M non-recourse bank mini-perm, Chicago Skyway (U.S.)
2005	USD 1.40B non-recourse senior bonds, Chicago Skyway (U.S.)
	USD 150M non-recourse subordinated loan, Chicago Skyway (U.S.)
	USD 186M Ruta 5 (Talca-Chillan) senior wrapped (MBIA) bond
2006	USD 3.28B 9-yr mini-perm syndicated loan Indiana Toll Road (U.S.)
2008	USD 685.6M of senior debt (Tranche A) plus an additional USD 475 M of TIFIA loan (C$1.2 B), SH 130 Segments 5&6 (U.S.)
	€ 708 M long term syndicated loan for Autema Toll Road (Spain)
2009	USD 400M unwrapped Private Activity Bond, North Tarrant Express (U.S.)
	USD 650M TIFIA loan, North Tarrant Express (U.S.)

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Appendix I – List of Cintra Aparcamientos Assets (Cintra divested of assets on July 27, 2009)

Cintra APARCAMIENTOS
Dornier

January 2008

	PARKING LOT SPACES	CONTRACTS
ON-STREET		
TOTAL MANAGEMENT	145.920	90
PROVISION & MAINTENANCE	7.932	6
MAINTENANCE	2.751	7
Total data on-street	**156.603**	**103**
OFF-STRETT		
RESIDENTIAL CAR PARKS	27.008	81
GARAGES	83.194	113
Total data out of the Public Way	**110.202**	**194**

OTHER ON-STREET SERVICES

	TOWING	CONTRACTS
	86	40
Total Data	**86**	**40**

	PARKING LOT SPACES	CONTRACTS	TOWING
TOTAL	**266.805**	**337**	**86**

Cintra APARCAMIENTOS

Dornier

ON-STREET

Total Management

REGION	CITY	SPACES
ALICANTE	ALCOY	477
ÁVILA	ÁVILA	1.793
BADAJOZ	DON BENITO	741
	VILLANUEVA DE LA SERENA	489
	ZAFRA	302
BALEARES	ALAIOR (Menorca)	98
	CALA DEIA (Estival)	65
	CALA D'OR (Estival)	391
	CAMPOS	213
	DEIA	50
	FELANITX	257
	FORNALUTX	70
	MAHÓN (Menorca)	399
	PALMA DE MALLORCA	7.110
	POLLENÇA (Estival)	246
	SA POBLA	265
	SA RÁPITA (Estival)	219
BARCELONA	BERGA	239
	ESPARRAGUERA	224
	SAN CUGAT	725
	SAN JUST DESVERN	197
CÁDIZ	CHICLANA DE LA FRONTERA	804
	JEREZ DE LA FRONTERA	2.497
	MEDINA SIDONIA	100
	SAN FERNANDO	639
CANTABRIA	CASTRO URDIALES	3.484
	NOJA	3.001
CASTELLÓN	ALCALÁ DE XIVERT (estv)	337
	BURRIANA	427
	OROPESA DEL MAR	460
	PEÑÍSCOLA (estv.)	792
	SEGORBE	307
	TORREBLANCA	54
CIUDAD REAL	ALCÁZAR DE SAN JUAN	770
	VALDEPEÑAS	595
CUENCA	CUENCA	1.619

GERONA	CALONGE Y S. ANTONI DE CALONGE	854
	LA JONQUERA I EL PORTÚR	121
	L'ESCALA (Estival)	492
	OLOT	386
	PALAFRUGELL	778
	SANT FELIU DE GUIXOLS	819
	TOSSA DE MAR (Estival)	138
HUELVA	HUELVA	2.326
LA RIOJA	ARNEDO	316
	CALAHORRA	286
	HARO	475
LEÓN	ASTORGA	384
	LA BAÑEZA	263
	LEÓN	3.560
	PONFERRADA	1.769
MADRID	ALCOBENDAS	2.517
	ARANJUEZ	582
	ARGANDA DEL REY	305
	MADRID	25.565
	MAJADAHONDA	1.007
MÁLAGA	FUENGIROLA	1.396
	MÁLAGA	2.330
MURCIA	YECLA	338
NAVARRA	ESTELLA	329
	PAMPLONA	5.401
	PAMPLONA (Ampliación)	7.766
	TAFALLA	152
ORENSE	O BARCO DE VALDEORRAS	501
PALENCIA	PALENCIA	1.895
SALAMANCA	BÉJAR	475
	CIUDAD RODRIGO	490
TARRAGONA	SALOU (estival)	1.115
TERUEL	ALCAÑÍZ	258
TOLEDO	ILLESCAS	184
	OCAÑA	189
	TOLEDO	8.262
	TORRIJOS	348

VALENCIA	ALDAIA	297
	ALGEMESÍ	313
	BENAGUACIL	52
	CARCAIXENT	319
	OLIVA	262
	ONTENIENTE	598
	REQUENA	199
	SUECA	188
	UTIEL	188
	VALENCIA	7.353
VALLADOLID	VALLADOLID	7.119
VIGO	VIGO	2.850
VIZCAYA	BARACALDO	13.373
ZAMORA	BENAVENTE	500
ZARAGOZA	ALAGÓN	140
	CALATAYUD	564
	ZARAGOZA	6.777

Total Spaces	**145.920**

Cintra APARCAMIENTOS

Dornier

OTHER ON-STREET SERVICES

Parking lots in the Public Way. Maintenance

REGION	CITY	SPACES
ALICANTE	DENIA	540
BARCELONA	CASTELLDEFELS	700
	HOSPITALET DE LLOBREGAT	650
	PRAT DE LLOBREGAT	130
	SANT CELONI	325
	VILADECANS	392
VALENCIA	CHULILLA	14
	Total Spaces	**2.751**

Parking lots in the Public Way. Provision & Maintenance

REGION	CITY	SPACES
ÁLAVA	VITORIA	4.547
BALEARES	PUERTO DE PALMA	1.261
CASTELLÓN	NULES	40
GUIPÚZCOA	DEBA	284
	GETARIA	700
	ORIO	1.100
	Total Spaces	**7.932**

VEHICLES REMOVAL

REGION	CITY	BREAKDOWN VANS
ÁVILA	ÁVILA	1
BADAJOZ	DON BENITO	1
	VILLANUEVA DE LA SERENA	1
	ZAFRA	1
BALEARES	PALMA DE MALLORCA	10
CÁDIZ	SAN FERNANDO	1
CANTABRIA	CASTRO URDIALES	1
	NOJA (Estival)	1
CIUDAD REAL	VALDEPEÑAS	1
	ÁLCAZAR DE SAN JUAN	1
CUENCA	CUENCA	4
GERONA	CALONGE Y S. ANTONI DE CALONGE	1
GUIPÚZCOA	MONDRAGÓN	1
HUELVA	HUELVA	4
	PUNTA UMBRÍA	2
LEÓN	ASTORGA	1
	LA BAÑEZA	1
	PONFERRADA	2
MADRID	ALCOBENDAS	1
	MAJADAHONDA	2
NAVARRA	ESTELLA	1
	PAMPLONA	8
ORENSE	O BARCO DE VALDEORRAS	1
PALENCIA	PALENCIA	2
PONTEVEDRA	LALÍN	1
SALAMANCA	BÉJAR	1
	CIUDAD RODRIGO	1
TOLEDO	ILLESCAS	1
	OCAÑA	1
	TOLEDO	3
	TORRIJOS	1
VALLADOLID	VALLADOLID	1
	VALLADOLID	5
VIZCAYA	BARACALDO	5
	BILBAO (Aeropuerto)	1
	PORTUGALETE	1
ZAMORA	BENAVENTE	1
ZARAGOZA	ZARAGOZA	12
	CALATAYUD	1
	Total Breakdown Vans	**86**

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OFF-STREET

Garages

CITY	NAME	SPACES
ALICANTE	La Montañeta	327
Escaldes-Engordany (Andorra)	Clot D'Emprivat	525
	Prat Gran	300
ÁVILA	El Grande	269
	El Rastro	242
	Los Jerónimos	126
BADAJOZ	San Atón	421
BARCELONA	Joan de Borbó	656
BENAVENTE	La Mota Vieja	290
BILBAO	Alhóndiga	983
	Pza. Indauxtu	565
BURGOS	Pza. España	354
CIUDAD REAL	Pza. Mayor	216
CUENCA	Princesa Zaida	318
ESTELLA	Plaza de la Coronación	417
FIGUERAS	Passeig Nou	303
GERONA	Poeta Marquina	354
GIJON	Jardines Naútico	565
HOSPITALET	Ajuntament	302
HUELVA	Edificio Huelva	325
JEREZ	Alameda Vieja	300
	Pza. Mamelón	376
LAS PALMAS	San Bernando	337
MADRID	Casino de la Reina	562
	Fuencarral	410
	Las Cortes	480
	Pº de Recoletos	389
	Pza. Colón	605
	Pza. España	826
	Pza. Mayor	684
	Pza. Salamanca	430
	Sevilla	669

MÁLAGA	Alcazaba	532
	Avda. Andalucía	908
	Camas	458
	Carlos Haya	455
	Cervantes	860
	Cruz Humilladero	237
	El Palo	276
	La Princesa	415
	Pza. Marina (central)	450
	Salitre	650
	San Juan de la Cruz	702
	Tejón y Rodríguez	262
MATARÓ	Les Tereses	337
MURCIA	Glorieta España	351
	Santa Isabel	158
NOJA	Plaza de Noja	145
ONTENIENTE	San Jaime	79
PALAFRUGELL	Can Mario	167
PAMPLONA	Bca. de Navarra	390
PONTEVEDRA	Montero Rios	375
	Plaza España	336
SABADELL	Espronceda	253
SALAMANCA	Santa Eulalia	242
SALOU	Playa de Levante	545
SAN JUAN DE PUERTO RICO	Convalecencia	697
SANT CUGAT	Lluís Millet	280
	Monestir	182
	Quatre Cantons	228
	Rambla del Celler	200
SANT FELIU DE GUIXOLS	La Corxera	400
	Plaça del Mercat	88
SANT JUST DESVERN	Mil.lenari	135
SAN SEBASTIÁN	Cataluña	477
	Concha	624
	Oquendo	1.505
SANTANDER	México	523
	Pombo	345
SEVILLA	Colegio San Fernando	470
TARRAGONA	Rambla Nova	860
TENERIFE	Ramón y Cajal	466
VALLS	Plç del Pati	227
ZAMORA	Marina Española	350
	Total Spaces	**31.566**

Cintra APARCAMIENTOS

Dornier

OFF-STREET

AIRPORTS

CITY	NAME	SPACES
ALMERÍA	Aena Aeropuerto	319
GRANADA	Aena Aeropuerto	450
LANZAROTE	Aena Aeropuerto	1.632
MADRID	Aparc. Larga Estancia	2.867
MADRID	Dique Sur	748
MADRID	P-5 AENA	2.700
MADRID	Parking Express-AENA	39
MADRID	T-4	14.046
MURCIA	Aena Aeropuerto	1.102
PALMA MALLORCA	Aparc. Larga Estancia	1.630
PAMPLONA	Aena Aeropuerto	535
SAN SEBASTIÁN	Aena Aeropuerto	311
TENERIFE	Aena Aeropuerto Norte	1.561
VALLADOLID	Aena Aeropuerto	379
VIGO	Aena Aeropuerto	680
VIGO	Parking Express-AENA	22
VIGO	Parking Terminal de carga-AENA	30
	Total Spaces	**29.051**

PORTS

CITY	NAME	SPACES
SEVILLA	Puerto de Sevilla	264
	Total Spaces	**264**

SHOPPING CENTRES

CITY	NAME	SPACES
MURCIA	Zig-Zag	650
MARBELLA	Mercado Municipal	459
PUNTA UMBRÍA	Mercado Municipal de Abastos	375
SANTIAGO	Área Central	785
SAN SEBASTIÁN	Atocha	231
VALENCIA	Mercado de Colón	146
	Mercado de Ruzafa	346
	Total Spaces	**2.992**

HOSPITALS

CITY	NAME	SPACES
BARCELONA	Hosp. Sagrado Corazón	438
	Espíritu Santo	546
FIGUERAS	Hosp. Figueras	414
MADRID	Hosp. La Concepción	354
	Hosp. Ramón y Cajal	1.790
PAMPLONA	Clínica Universitaria	958
	Zona Hospitalaria	1.408
VALLS	Sant Francesc	220
	Fincas Paradis	153
	Total Spaces	**6.281**

EXHIBITION CENTRES

CITY	NAME	SPACES
IRÚN	FICOBA	928
ZARAGOZA	EXPO 08	10.081
	Total Spaces	**11.009**

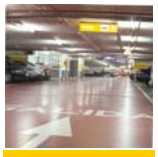
NATURE RESERVES

CITY	NAME	SPACES
RIBADELAGO (ZAMORA)	Lago de Sanabria	495
	Total Spaces	**495**

AUDITORIUM AND CONFERENCE CENTRES

CITY	NAME	SPACES
BARCELONA	CILSA	636
PAMPLONA	Baluarte	900
	Total Spaces	**1.536**

TOTAL SPACES	**51.628**



Cintra APARCAMIENTOS

Dornier

OFF-STREET
RESIDENTIAL CAR PARKS

CITY	NAME	SPACES
BADAJOZ	Plaza Alféreces	282
BARCELONA	Arnau D'oms	334
	Casa Groga	235
	Forum Nord	294
	Lorena	262
	Plaza Verda	262
	Revolución	226
	Santa Otilia	247
	Torre LLobeta	220
	Valldaura	332
BILBAO	Alamada Mazarredo	182
	Azoka	200
	Jado	272
	Jardines	270
	Sarrito	180
GRANADA	Albert Einstein	225
L'HOSPITALET	Can Serra	370
	Primavera I	230
	Primavera II	267
	Primavera III	260
	Severo Ochoa	260
	Travesía Industrial	229
LOGROÑO	Plaza 1º de Mayo	329
	Carmen Medrano	122
MADRID	Andévalo	313
	Aguilar de Campoo	304
	Aluche	206
	Azuaga	294
	Cabestreros	321
	Conde de Casal	1.947
	Díaz Porlier	421
	Doce de Octubre	687
	Domenico Scarlatti	485
	Emigrantes	281
	Esteban Villegas	858
	Menorca	860
	Ofelia Nieto	165
	Pablo Casals	154
	Plaza Sta. Cruz	152
	Pza. Agustín Lara	289
	Rutilio Gacis	602
	S. Antonio de la Florida	185
	Sancho de Córdoba	472
	Valparaiso	576
	Villamarín	306
	Virgen del Puerto	793

MÁLAGA	Antonio Gaudí	201
	Avda. Europa	839
	Cruz del Humilladero (Camino San Rafael)	250
	Bonaire	255
	Nueva Málaga	206
	Capuchinos	497
	El Ejido	221
	Torcal (José Palanca)	213
	Jardín de Málaga	141
	Gamarra	309
	Girón - Las Delicias	283
	La Roca II	173
	La Trinidad	225
	La Unión	414
	La Asunción	216
	Martiricos	165
	Mediterráneo-Delicias	261
	Puerta Blanca (Menorca)	259
	El torcal (Niño de Gloria)	405
	Miraflores-Suarez	244
	Parque del Oeste	786
	Parque del Sur	134
	Pedro Gómez Chaix	195
	Puerta Blanca (Viña del Mar)	180
	Cruz del Humilladero (Conde de Guadalhorce)	250
	Jardín de la Abadía	257
	San Andrés	249
	Santa Cristina	239
PALMA DE MALLORCA	Alexander Fleming	362
	Pedro Garau	214
	Plaza Madrid	239
	Plaza Serralta	262
SEVILLA	Virgen de Loreto	465
VALENCIA	General Urrutia	266
VITORIA	Parque Judizmendi	372
	Total Spaces	**27.008**

Appendix II – Financial Statements for Past Three Years

Cintra

ANNUAL REPORT 2006

PORTFOLIO OF **TOLL ROADS AND CAR PARKS**

(1) Concession contract signed: March 2007.
(2) Pending to stake transferral of Ferrovial Infraestructuras to cintra, subject to government aproval.
(3) In the process of being awarded to Cintra.

Cintra

N4-N6
M3 [1]
Ireland

AUTEMA
Spain

RAL
ugal

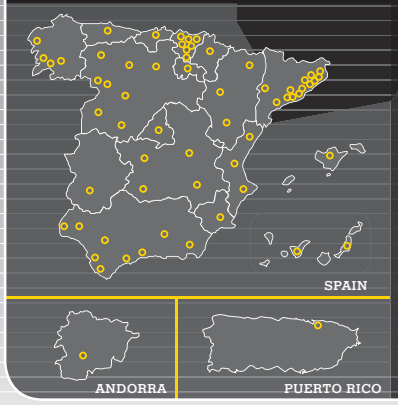
CREMONA MANTOVA [3]
Italy

ALCALÁO'DONNELL
MADRID-SUR
MADRID LEVANTE
TRADOS 45 M-45
AUSOL I Y II
Spain

IONIAN ROADS
CENTRAL GREECE [3]
Greece

RVE
ugal

CAR PARKS



ANDORRA
Escaldes - Engordany

SPAIN

ANDALUCÍA:
Almería
Cádiz
Granada
Huelva
Jerez
Málaga
Marbella
Punta Umbría
Sevilla

ARAGÓN:
Huesca
Teruel
Zaragoza

ASTURIAS:
Gijón

BALEARES:
Mallorca

CANTABRIA:
Santander

CASTILLA Y LEÓN:
Ávila
Benavente
Burgos
León
Palencia
Salamanca
Valladolid
Zamora

VALENCIA:
Alicante
Castellón
Valencia

CASTILLA LA MANCHA:
Albacete
Ciudad Real
Cuenca
Toledo

CATALUÑA:
Barcelona
Gerona
Hospitalet
Lérida
Mataró
Palafrugell
Sabadell
Salou
San Cugat
San Feliu de Guixols
San Just Desvern
Tarragona
Valls

EXTREMADURA:
Badajoz

GALICIA:
Orense
Pontevedra
Santiago
Vigo

ISLAS CANARIAS:
Las Palmas
Tenerife

LA RIOJA:
Logroño

MADRID:
Madrid

MURCIA:
Murcia

NAVARRA:
Pamplona

PAÍS VASCO:
Álava
Bilbao
Guipúzcoa
Irún
San Sebastián
Vitoria
Vizcaya

VALENCIA:
Alicante
Onteniente
Valencia

PUERTO RICO
San Juan

2006 IN FIGURES

Million euro.

FINANCIAL DATA (*)

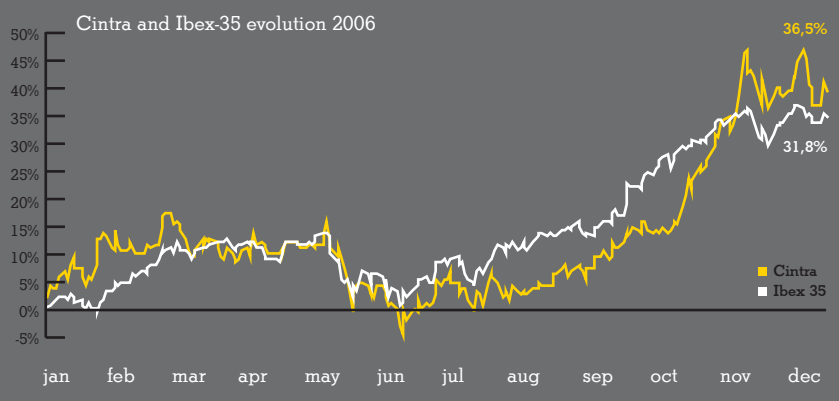
	2006	2005	2004	% 06/05	2003	2002	2001
Revenues	884.704	696.223	483.901	27.07%	391.058	341.425	344.181
EBITDA	592.967	463.951	338.618	27.81%	270.198	238.185	222.333
EBITDA Margin	67.02%	66.64%	69.98%	0.58%	69.09%	69.76%	64.60%
Total assets	11,884.759	10,234.831	7,460.066	16.12%	7,197.692	6,334.423	6,859.183
Equity	1,261.000	1,148.729	1,152.916	9.77%	1,233.222	1,024.636	672.742
Gross financial investments in:							
Toll roads	449.989	393.142	130.718	14.46%	45.790	150.309	238.495
Car parks and Others	56.465	24.884	62.568	126.91%			58.098

OPERATING DATA

	2006	2005	2004	% 06/05	2003	2002	2001
Number of concession contracts	20 (**)	18	17	11.11%	16	16	15
Kilometres under concession contract	2,481 (**)	1,689	1,671	46.92%	1,658	1,588	1,552
407 ETR (Mill. km travelled)	2,124	2,064	1,960	2.91%	1,824	1,806	1,595
Ausol I (ADT)	20,772	19,973	19,340	4.00%	18,199	15,397	13,173
Ausol II (ADT)	19,782	18,286	16,565	8.18%	14,915	12,524	
Autema (ADT)	21,529	19,586	18,326	9.92%	16,952	15,007	13,773
Chicago Skyway (ADT)	50,514	48,422		4.32%			
R-4 (Madrid-Ocaña) (ADT)	9,333	6,791		37.43%			
Indiana Toll Road (ADT)	34,282						
Eurolink (ADT)	20,939						
No. parking spaces	253,023	238,200	207,447	6.22%	181,150	173,759	161,096
Percentage occupation (off-street)	18.66%	18.10%	18.61%	0.56%	18.25%	18.94%	17.87%

SHARE DATA

	2006	2005	2004
Capitalisation (€Mn)	6,549	4,798	3,968
Year-end share price (€/ share)	12.70	9.77	8.08
Adjusted year-end share price (€/ share) (***)	12.70	9.31	7.70
Average daily trading volume (value in €Mn)	21.11	18.95	34.11
Appreciation in the year	36.49%	20.92%	-1.94%
No. shares at year-end	515,671,933	491,116,127	491,116,127



(*) The financial data for 2006, 2005 and 2004 has been prepared under International Financial Reporting Standards. The data for 2003, 2002 and 2001 was prepared according to the Standard Chart of Accounts in force at the time.

(**) Included in these twenty concession contracts is the Azores project, which is pending transfer from Ferrovial Infraestructuras to Cintra subject to government approval. Not included is the M-3 project in Ireland, which was signed in March 2007, nor are the four permanent contract awards currently being processed: Cremona-Mantova (Italy), Sections 5&6 SH-130 (US), Central Greece (Greece) and SH-121 (US), the last two being awarded in 2007.

(***) Year-end price adjusted after the extension of paid-up capital of 1 new share for every 20 old ones that took place in November 2006.

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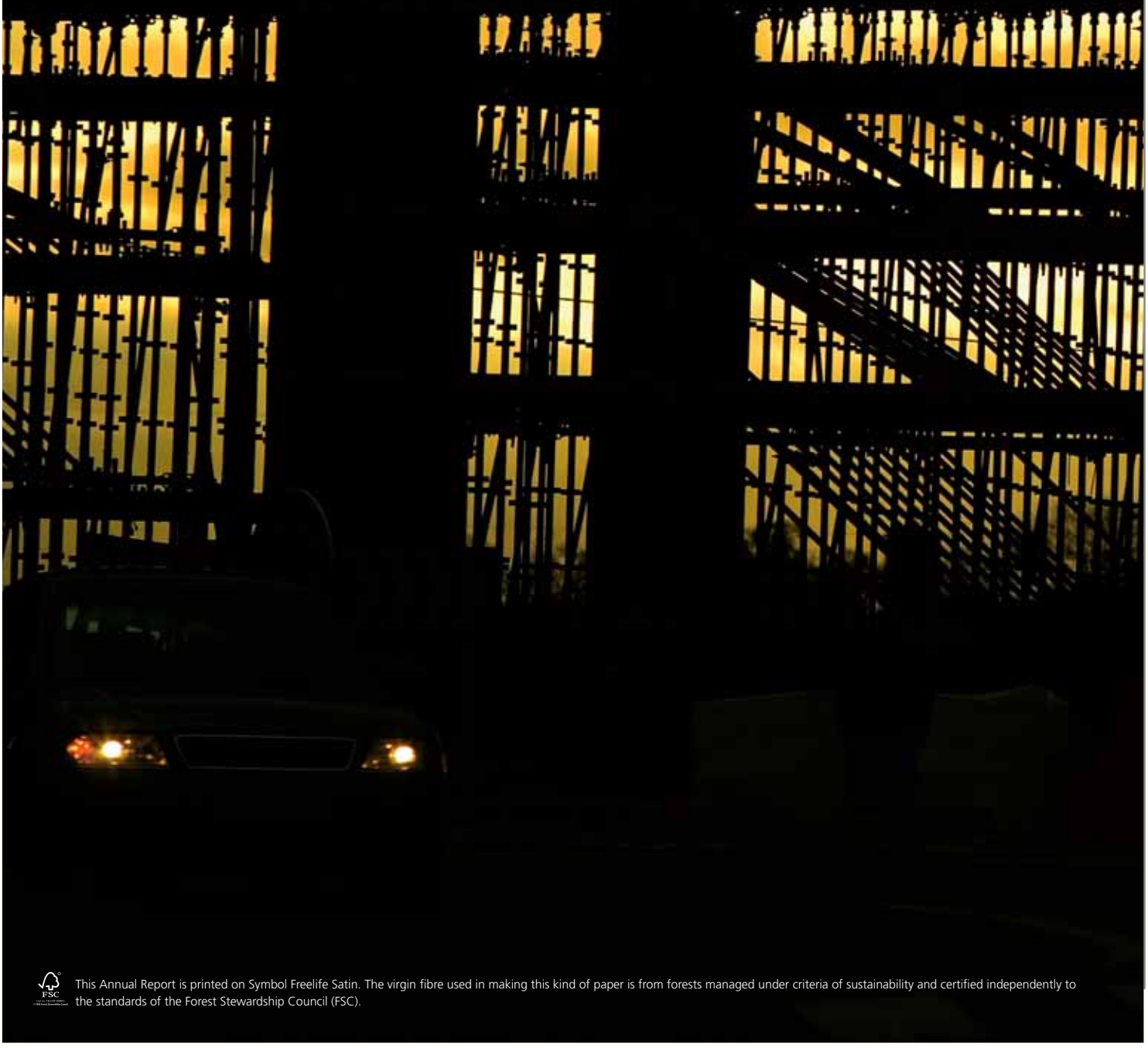

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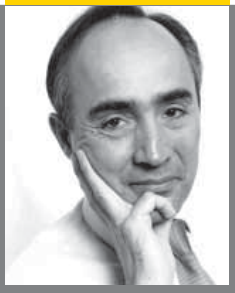


MESSAGE TO
SHAREHOLDERS

Dear shareholder,

As Chairman of Cintra, it is a pleasure to present this annual report, which contains a description of our company's activity in 2006 and which, once again, reflects successful growth and profitability.

Cintra closed the year with an EBITDA of 593 million euro, a 27.8% increase compared to last year. This increase comprises, on the one hand, the favourable development of assets held and, on the other hand, the roll-out of new projects that had been in the construction phase, such as the Madrid-Levante toll road, or that have been incorporated during the year, one of the most important being the Indiana Toll Road. At present, over three quarters of EBITDA comes from assets located outside Spain.

During 2006, Cintra continued its activity in detection, analysis and bidding for new projects in Europe and North America. Eleven bids were presented for new toll road projects and 51 bids for car park concession contracts. This has resulted in the formalisation of five new toll road concession contracts, with a gross investment of over 5 billion euro and 26 car park concession contracts totalling more than 14,000 new parking spaces. The toll road projects that have been formalised are the Indiana Toll Road in the United States, Ionian Roads in Greece, Scut Açores in Portugal, Autopista del Bosque in Chile and, in early 2007, the M3 toll road in Ireland. Furthermore, Cintra was named provisional contractor for sections 5 and 6 of the SH-130, which is the first project in the Trans Texas Corridor TTC-35 and, in early 2007, the SH-121 toll road project, also in Texas, thus strengthening its position in the North American toll road concession market, and that of its second project in Greece, the Central Greece toll road.

This success has been made possible by the fact that Cintra is much more than just a portfolio of concession contracts:

- Cintra is an efficient infrastructure provider and manager for Public Administrations, as is shown by its success in the awarding of new projects.
- Cintra is a government partner in the management of the infrastructure it holds, taking a proactive position in dealing with conflicts and searching for appropriate solutions for its customers:

- In 2006, we reached an agreement with the Government of Ontario to settle the legal dispute regarding the interpretation of the concession contract.

- Cintra provides its customers with a high quality transport service and our customers' satisfaction is reflected in increased business and revenues and higher profitability:
  - In 2006, we opened 25 Km of new lanes to traffic on the 407 ETR toll road and we extended the toll areas on the R4 and the Chicago Skyway.
  - The 407 ETR won the First Call Resolution Award for the best call centre service in North America.
- Cintra is an environmentally responsible manager and is committed to sustainable development.
  - In 2006, we began to introduce an Environmental Management System which integrates the requirements of the ISO 14001 standard to identify and assess the most critical environmental impacts associated with our activities.
- Cintra is a company that is committed to the professional and personal development of its employees, offering them a career path that will enable them to develop their abilities and reconcile them with their personal life:
  - Around 65,000 training hours were delivered to over 8,000 participants in 2006.
  - Start of the Corporate University project, which will begin its activities in 2007.
  - Introduction of the "Plan Concilia" to foster a work-life balance.
- As a company, Cintra is transparent in its management and is committed to providing its shareholders with information, which has led to its achievements in 2006 being expressed as a 36.5% appreciation of its share price over the year, reaching stock market capitalisation of over 6.5 billion euro at year-end:
  - In 2006, Cintra received an award from Institutional Investor magazine for the best management of shareholder and investor relations in the European transport sector.

We are committed to continuing with development of the capacities mentioned above so that we can consolidate the project that we started in October 2004, when we listed Cintra capital on the Stock Market convinced that we could offer growth value in an intrinsically safe sector such as the infrastructure industry.

We face 2007 confident that we can maintain positive development of our asset portfolio and considerable bidding activity in new projects (we have identified 44 possible new projects of interest that we expect to be put out to tender over the next few years). We will continue in our aim to be an efficient and responsible infrastructure provider and manager because we believe that this aim will be embodied in profitability and growth.

Rafael del Pino y Calvo-Sotelo
Chairman of Cintra
March, 2007

BOARD OF DIRECTORS

CHAIRMAN (1)

Rafael del Pino

CHAIRMAN OF THE BOARD OF DIRECTORS SINCE 1998

Civil Engineer, Universidad Politécnica (Madrid).

He holds an MBA from the Sloan School of Management, MIT.

CEO of Grupo Ferrovial since 1992 and its Chairman since 2000.

Member of the Board of Directors of Banesto.

FIRST DEPUTY CHAIRMAN (2)

Joaquín Ayuso

MEMBER OF THE BOARD OF DIRECTORS SINCE 2002

Civil Engineer, Universidad Politécnica (Madrid).

CEO of Grupo Ferrovial since 2002.

EXECUTIVE SECOND DEPUTY CHAIRMAN (3)

Juan Béjar

MEMBER OF THE BOARD OF DIRECTORS SINCE 1998

Degree in Law and Business Studies, Universidad Pontificia Comillas ICADE E-3 (Madrid).

CEO of Cintra from 2002 to 2006.

Executive Second Deputy Chairman since 2006.

CHIEF EXECUTIVE OFFICER (4)

Enrique Díaz-Rato ●

MEMBER OF THE BOARD OF DIRECTORS SINCE 2006

Civil Engineer, Universidad Politécnica (Madrid).

Degree in Economics. He holds a Master's degree from EOI.

Joined Grupo Ferrovial in 2000 and was CEO of the 407 ETR toll road in Canada from 2004 to 2006.

CEO of Cintra since 2006.

DIRECTORS

José Mª Pérez ● (5)

MEMBER OF THE BOARD OF DIRECTORS SINCE 2004

Degree in Law, Universidad Complutense de Madrid.

Council of State Lawyer.

General Secretary of Grupo Ferrovial since 1990 and member of the Board of Directors since 1992.

Nicolás Villén ● (6)

MEMBER OF THE BOARD OF DIRECTORS SINCE 2004

Industrial Engineer, Escuela Técnica Superior de Ingenieros Industriales (Madrid).

MBA awarded by the University of Columbia.

M.Sc. awarded by the University of Florida.

Chief Financial Officer of Grupo Ferrovial since 1993.

José Fernando Sánchez-Junco ● (7)

MEMBER OF THE BOARD OF DIRECTORS SINCE 2004

Industrial Engineer, Universidad Politécnica (Barcelona).

ISMP awarded by the Harvard Business School.

Member of the State Corps of Industrial Engineers.

Chairman and General Manager of MAXAMCorp, S.A.U. (formerly Grupo Unión Española de Explosivos, S.A.) since November 1990. Deputy Chairman of Dinamia Capital Privado and Deputy Chairman of DEFEX, S.A.

Jaime Bergel ● (8)

MEMBER OF THE BOARD OF DIRECTORS SINCE 2004

Civil Engineer, University of Texas.

MBA awarded by Northwestern University (J.L. Kellogg Graduate School of Management).

Chairman of Gala Capital, Director of Bacardi Limited and Chairman of Bacardi España, S.A., Director of Jimmy Choo and member of the Towerbrook Advisory Board.

Fernando Abril-Martorell ● ● (9)

MEMBER OF THE BOARD OF DIRECTORS SINCE 2004

Degree in Law and Business Studies, Universidad Pontificia Comillas, ICADE E-3 (Madrid).

General Manager of Grupo Credit Suisse, Spain.

Director of Portugal Telecom and Director of Telecomunicaciones de Sao Paulo (Telesp).

SECRETARY

Lucas Osorio (10)

Degree in Law, Universidad Pontificia Comillas, ICADE E-1 (Madrid)

State Lawyer.

Director of the Legal Consultancy Department and Secretary of the Board of Directors of Cintra since 1998.

● Member of the Audit and Control Committee

● Member of the Linked Operations Committee

MANAGEMENT
COMMITTEE

EXECUTIVE SECOND DEPUTY CHAIRMAN

Juan Béjar

Degree in Law and Business Studies (ICADE E-3).

Joined Grupo Ferrovial in 1991 as Diversification Manager. He was General Manager of Development and CEO of Cintra until his appointment, in July 2006, as Executive Second Deputy Chairman of Cintra.

CHIEF EXECUTIVE OFFICER

Enrique Díaz-Rato

Civil Engineer and holder of a degree in Economics. Was awarded a Master's degree by the EOI.

Joined Grupo Ferrovial in 2000 and was CEO of the 407 ETR toll road in Canada from 2004 to 2006.

CEO of Cintra since July 2006.

CHIEF FINANCIAL OFFICER

Francisco Clemente

Holds a degree in Economics and was awarded an MBA by the Instituto de Empresa.

Joined Grupo Ferrovial in 1987 and has been Chief Financial Officer of Cintra since 2002.

CORPORATE DEVELOPMENT MANAGER

Enrique Fuentes

Holds a degree in Economics and was awarded an MBA by the IESE.

Joined Grupo Ferrovial in 1997 and has been Director of Corporate Development of Cintra since 2000.

MANAGER OF THE LEGAL CONSULTANCY DEPARTMENT

Lucas Osorio

Degree in Law and State Lawyer.

Manager of the Legal Consultancy Department and Secretary of the Board of Directors of Cintra since 1998.

TECHNICAL AND TENDERING MANAGER

Nicolás Rubio

Civil Engineer.

Joined Grupo Ferrovial in 1987 and has been Technical and Tendering Manager since 2000.

HUMAN RESOURCES, QUALITY AND ENVIRONMENT MANAGER

Ana Villacañas

Civil Engineer.

Joined Grupo Ferrovial in 1991 and has been Cintra's Human Resources Manager since 1998. She has also been Quality Manager since 2002 and Environment Manager since 2005

INFORMATION SYSTEMS MANAGER

Rafael Fando

Civil Engineer.

Joined Grupo Ferrovial in 1988 and has held the post of Information Systems Manager since 1999.

MANAGER FOR THE U.S.

José María López

Civil Engineer. Was awarded an MBA by the IESE.

Joined Grupo Ferrovial in 1997 and has held the post of Manager for the U.S. since 2004.

MANAGER FOR EUROPE AND CHILE

Javier Pérez

Civil Engineer.

Joined Grupo Ferrovial in 1999 and was in charge of the Spanish toll road concession companies from 2003 to 2006. Since November 2006, he has been Manager of the Europe (Ireland, Greece, Italy and Portugal) and Chile toll roads.

MANAGER FOR SPAIN

Leopoldo del Pino

Civil Engineer. Was awarded an MBA by INSEAD.

Joined Grupo Ferrovial in 1998, and was appointed Manager of Cintra's car park business in 1999. Since November 2006 he has been Cintra's Manager for Spain, a post that includes the management of Spanish toll roads and car parks.

MANAGER FOR CANADA

Antonio de Santiago

Civil Engineer.

Joined Grupo Ferrovial in 2001. Has been manager of the concessions managed by Cintra in Ireland and Portugal, and CEO of the 407 ETR toll road in Canada since May 2006.

GROUP DESCRIPTION

The aim of Cintra is the private development and management of toll roads and car parks

Cintra. Company description 8

Development of the project portfolio 10

Assets managed by Cintra 12

Concessions under development 14

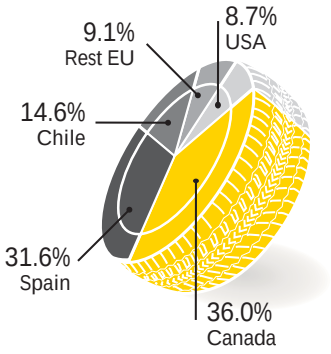
Concessions in operation 18

One of the leading private developers of transport infrastructure in the world

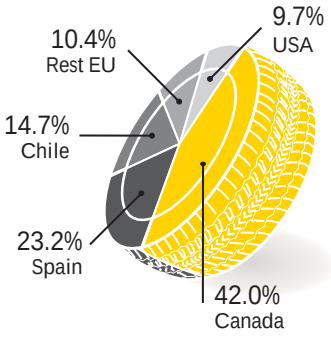
Cintra is one of the leading private developers of transport infrastructure in the world in terms of number of projects and investment volume. It also dominates the car park sector in Spain.
Cintra was incorporated in 1998 and developed a business strategy clearly orientated towards growth. Grupo Ferrovial transferred over to the company its stake in five toll roads located in Spain and Chile, its car park business, its staff and all the necessary financial resources to enable it to grow.
At year-end 2006, Cintra managed 20(*) toll roads worldwide with around 2,500 kilometres, and more than 250,000 parking spaces with total investment close to 14 billion euro. In early 2007, a new toll road concession contract was signed in Ireland, raising the total to 21 concessions and more than 2,500 kilometres. Furthermore, in the US, Cintra is the strategic partner of the State of Texas for the next 50 years in the development of the Trans-Texas Corridor, one of the most ambitious infrastructure projects in the country.
Finally, there are four further permanent toll road concession contracts in the process of being awarded to Cintra (**).

(*) The SCUT toll road in the Azores is awaiting the stake transferral of Ferrovial Infraestructuras to Cintra, which will become effective once the required government approval is obtained.
(**) Two in Texas (United States), the SH 121 and Sections 5 and 6 of the SH 130, one in Italy, the Mantova – Cremona toll road, and one in Greece, the Central Greece toll road.

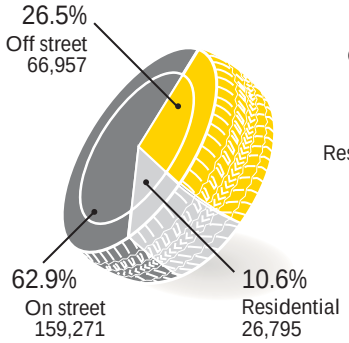
TOLL ROADS TURNOVER BY COUNTRY 2006



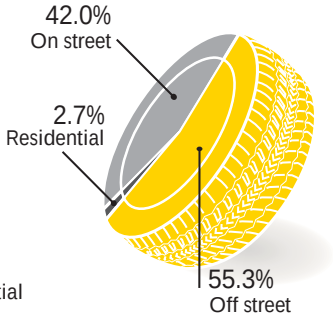
TOLL ROADS EBITDA BY COUNTRY 2006



NUMBER OF PARKING SPACES BY SECTOR

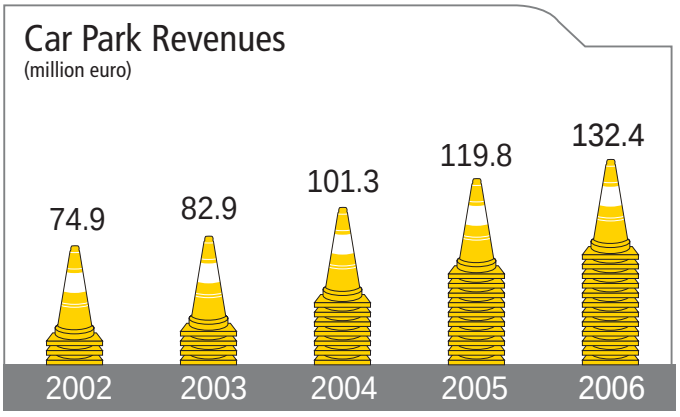


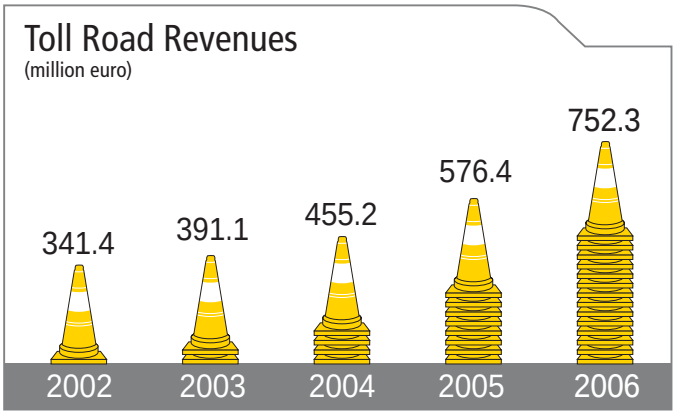
CAR PARK TURNOVER BY SECTOR 2006



EVOLUTION OF THE NUMBER OF CONCESSIONS 1997 – 2007

	UP TO 1997	1998	1999	2000
SPAIN	· Autema · Ausol I / · A1 y A8	· M - 45 · Túneles de Artxanda	· Ausol II	· R - 4
USA				
CHILE	· Talca - Chillán	· Temuco - Río Bueno	· Collipulli - Temuco · Santiago - Talca	
CANADA			· 407 ETR	
IRELAND				
GREECE				
PORTUGAL				· Euroscut Algarve
ITALY				





As the table below shows, Cintra's growth strategy is reflected in its continuous incorporation of new projects into its asset portfolio. The search for new projects has made Cintra a multi-national company. At year-end 2006, 68.4% of sales and 76.8% of EBITDA came from projects outside Spain.

However, Cintra is much more than just its asset portfolio. With over 4,000 employees, including all its subsidiaries, Cintra's Human Resources policy is designed for continuous training of teams that can take responsibility for managing the new concession contracts that the company obtains every year.

Profitability of its wins, linked with growth, is reflected in the company's stock market record: in 2006, Cintra completed its second full year as a listed company on the Spanish Stock Exchange, attaining a market capitalisation of over 6.5 billion euro, which is an appreciation of 61.8% since its IPO.

2001	2002	2003/04	2005	2006	2007
		· Madrid · Levante	· M · 203		
		· Chicago Skyway		· Indiana Toll Road · SH · 130 (s. 5 y 6) (3)	· SH · 121 (3)
				· Chillán · Collipulli	
	· Eurolink (N4 · N6)		· M · 3 (1)		
				· Ionian Roads	· Central Greece (3)
· Euroscut Norte · Litoral				· Scut Azores (2)	
			· Cremona · Mantova (3)		

(1) Concession contract signed: March 2007.
(2) Pending the stake transferral of Ferrovial Infraestructuras to Cintra, subject to government approval.
(3) In the process of being awarded to Cintra.

TOLL ROADS

Cintra has been involved in considerable bidding activity for new projects in 2006, with 11 bids presented for new concession contracts. At the time of this Annual Report, Cintra has eight new projects:

Formalised in 2006

- Indiana Toll Road (United States): This toll road links Chicago with the main cities on the eastern seaboard and it is on the main connection route for the logistics centres of the United States.
  - Cintra stake: 50%.
  - Concession period: 75 years
  - Length: 253 km.
  - Investment: 3.8 billion dollars.
  - Toll plan: nominal GDP per capita
  - Equity IRR: approximately 12.5%.
  - Concession agreement signed: 12 April.
  - Transfer of assets: 29 June.

- Ionian Roads (Greece): Two separate sections of toll road: 161.7 Km already in operation + 58 Km being built by the government, from Athens to Thessaloniki in the North. This section is to be transferred to the concession company. 159 Km of new build along the coastline of the Ionic Sea, from Antirio, near Patras in the North.
  - Cintra stake: 33.34%. (Cintra will appoint the General Manager)
  - Concession period: 30 years
  - Investment: 1.15 billion euro.
  - Concession agreement signed: 19 December.

- Scut Açores (Portugal): high capacity road network using the shadow toll system on the Island of San Miguel. Cintra will acquire the Ferrovial Infraestructuras stake, subject to the required government approval:
  - Ferrovial Infraestructuras stake: 89%.
  - Concession period: 30 years.
  - Length: 87.5 km.
  - Investment: 408 million euro.
  - Concession agreement signed: 22 December.

- Chillán-Collipulli Toll Road: In October 2006, Cintra acquired 100% of the capital of Autopista del Bosque, the concession company for the Chillán-Collipulli section of the Ruta 5 toll road in Chile. The acquisition was financed with the concession company cash flow and did not involve any disbursement of capital by Cintra.
  - Length: 160 km.
  - Concession period: 15 years.
  - Concession subject to the Revenue Distribution Mechanism.

Formalised in early 2007

- M-3 (Ireland): Toll road between Clonee and North of Kells
  - Cintra stake: 90%.
  - Concession period: 45 years.
  - Length: 50 km.
  - Investment: 575 million euro.
  - Concession contract signed: 7 March 2007.

Awarded in 2006 and in the process of formalisation

- Sections 5 and 6 of the SH-130 toll road (United States): Agreement for development of the first Trans-Texas Corridor project. The project will offer an alternative route to the congested IH35 where it runs through Austin:
  - Cintra stake: 65%.
  - Concession period: 50 years from completion of the road, which is estimated to be in 5 years' time.
  - Length: 64 km.
  - Approximate investment: 1.3 billion dollars.
  - Toll plan: nominal GDP per capita.

DEVELOPMENT OF
PROJECT PORTFOLIO

Awarded in early 2007 and in the process of formalisation

After year-end, on 5 February 2007, Cintra, with a 33.34% stake, was named as the provisional contractor for the Central Greece Motorway (E65) toll road in Greece. The toll road, which is 231 kilometres long, will involve investment of 1.5 billion euro over the next 30 years.

On 28 February 2007, the consortium headed by Cintra with an 85% stake, was named provisional contractor for the SH-121 toll road to the north of Dallas, Texas (United States). The toll road will cross an area of economic growth and high urban development. 15.8 km of its 41.6 km are new build, 11.2 km are in operation and will be transferred and the remaining 14.6 km will be built by the government. Planned investment comes to 3.463 billion dollars and the concession period will be 50 years from the start of operations.

Rotation of Assets

In 2006, Cintra sold its 32.49% stake in Europistas, due to it being a mature concession. The operation took place in two separate phases:

- During the first half of the year, the sale of 5.39% took place on the market with a capital gain of 32.2 million euro.

- In November, Cintra made use of the IPO that was presented on Europistas, which generated a net capital gain of 167.6 million euro.

CAR PARKS

Over the year, Cintra Aparcamientos analysed 119 investment projects, presented 51 bids and won 26 out of the 46 tenders on which a decision was made, giving the company a success rate of 56.5%. Total investment in new contracts during the year reached 60.8 million euro.

Cintra Aparcamientos obtained nine off-street or mixed car park contracts, including the contract for the Okendo car park in San Sebastian, the Muelle de las Delicias car park in the Port of Seville and the Rambla del Celler car park in Sant Cugat.

In 2006, Cintra was awarded the contract for new car parks in AENA airports such as Valladolid, Pamplona and Murcia with over 2,000 new parking spaces.

Cintra also obtained on-street car park concessions in several cities, such as Valencia, Avila, Alcobendas, Noja, Medina Sidonia, Sagunto, La Jonquera, Berga and Oropesa de Mar, and the car-towing concession in Palma de Mallorca and San Fernando.

CONCESSIONS UNDER DEVELOPMENT

Ionian Roads Toll Road
Lengt
378.7 km
Investment
1,150.0
% Cintra
33.34
Country
Greece
Concession period
2007 – 2037

Alcalá – O'Donnell (M 203) Toll Road
Length
12.3 km
Investment
69.5
% Cintra
100.0
Country
Spain
Concession period
2005 – 2035

Trans-Texas Corridor (TTC 35) Advisory
% Cintra
85%
Country
US
Concession period
2005 – 2055

CONCESSIONS IN OPERATION

407 ETR Toll Road
Length
108.0 km
Investment
2,728.1
% Cintra
53.2
Country
Canada
Concession period
1999 – 2098

Chicago Skyway Toll Road
Length
12.5 km
Investment
1,427.3
% Cintra
55.0
Country
US
Concession period
2005 – 2104

Indiana Toll Road
Length
253.0 km
Investment
2,896.8
% Cintra
50.0
Country
US
Concession period
2006 – 2081

Ausol Toll Road (Málaga – Guadiaro)
Length
105.2 km
Investment
672.8
% Cintra
80.0
Country
Spain
Concession period
1996 – 2046 (Ausol I)
1999 – 2054 (Ausol II)

Madrid Sur Toll Road (R4 Madrid – Ocaña)
Length
98.0 km
Investment
763.5
% Cintra
55.0
Country
Spain
Concession period
2000 – 2065

Euroscut Norte-Litoral Toll Road
Length
113.0 km
Investment
382
% Cintra
75.5
Country
Portugal
Concession period
2001 – 2031

Euroscut Algarve Toll Road
Length
130.0 km
Investment
277.3
% Cintra
77.0
Country
Portugal
Concession period
2000 – 2030

Eurolink (N4-N6) Toll Road Toll Road (Kilcock – Kinnegad)
Length
36.0 km
Investment
338.6
% Cintra
66.0
Country
Ireland
Concession period
2003 – 2033

Temuco – Rio Bueno Toll Road
Length
172.0 km
Investment
189.2
% Cintra
75.0
Country
Chile
Concession period
1998 – 2023

Santiago – Talca Toll Road
Length
237.0 km
Investment
612.3
% Cintra
100.0
Country
Chile
Concession period
1999 – 2024

MANAGED ASSETS
BY CINTRA

Total toll road length: 2,481*

Total investment: (million euro): 13,672

Madrid - Levante Toll Road (Ocaña – La Roda)

Length
178.0 km

Investment
566.5

% Cintra
51.8

Country
Spain

Concession period
2004 – 2040

Autema Toll Road

Length
48.3 km

Investment
222.3

% Cintra
76.3

Country
Spain

Concession period
1986 – 2036

Trados 45 Toll Road (M45)

Length
14.5 km

Investment
195.8

% Cintra
50.0

Country
Spain

Concession period:
1998 – 2029

Santiago – Talca Toll Road

Length
193.0 km

Investment
285.3

% Cintra
67.6

Country
Chile

Concession period
1996 – 2015

Chillan – Collipulli Toll Road

Length
160.0 km

Investment
253.3

% Cintra
100.0

Country
Chile

Concession period:
1999 – 2024

Collipulli-Temuco Toll Road

Length
144.0 km

Investment
233.8

% Cintra
100.0

Country
Chile

Concession period
1999-2024

Car parks

Parking spaces
253,023

% Cintra
99.98

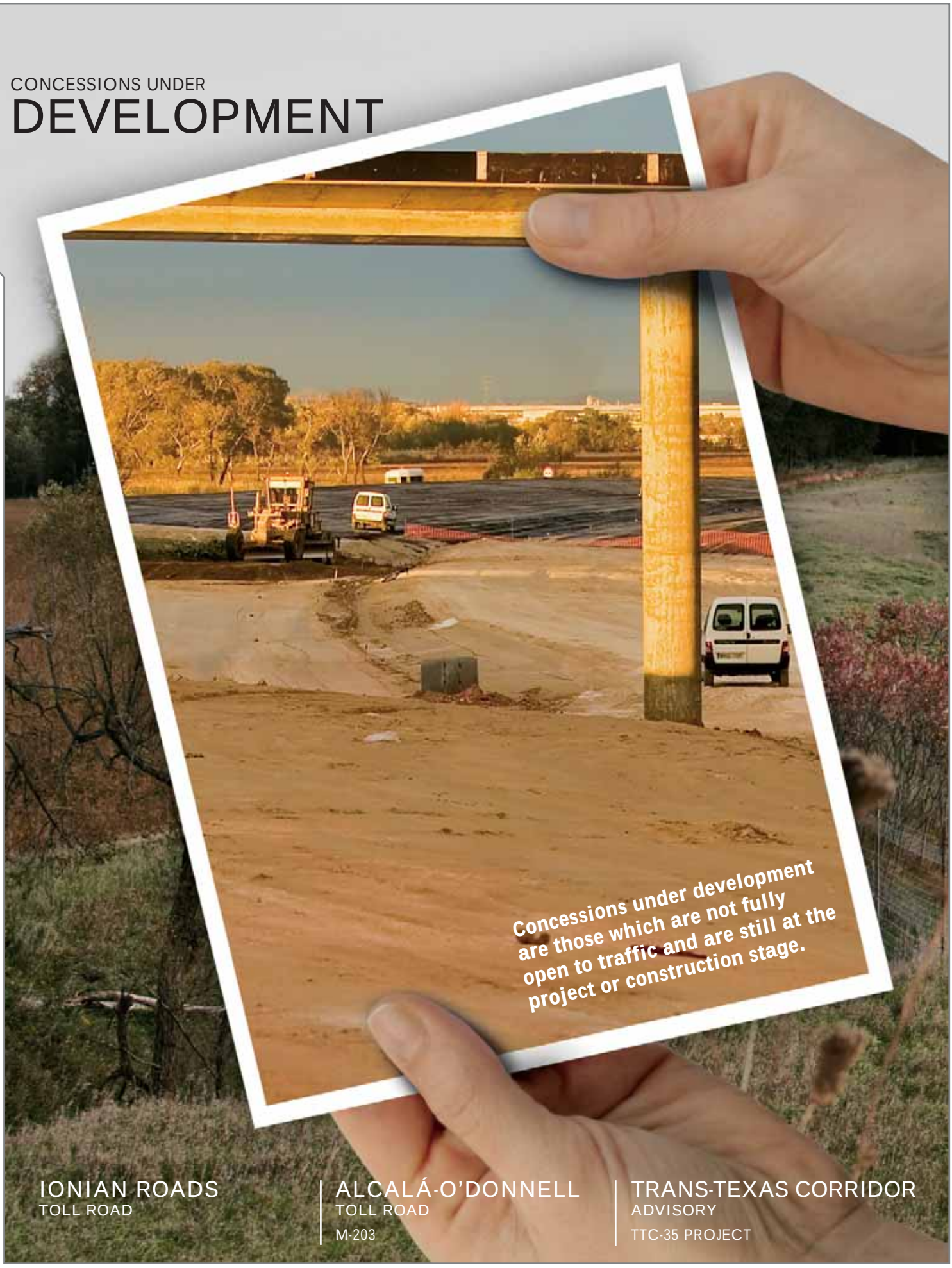
Country
Spain
Puerto Rico
Andorra

(*) Includes the Azores project which is pending the stake transferral of Ferrovial Infraestructuras to Cintra, subject to government approval. Does not include the M-3 project in Ireland signed in March 2007 nor the four concessions in the process of final approval: Cremona-Mantova (Italy), Segments 5&6 SH-130 (United States), Central Greece (Greece) and SH-121 (United States), with the latter two due to be awarded in 2007.

• Investment managed in million euro.

CONCESSIONS UNDER

DEVELOPMENT



IONIAN ROADS
TOLL ROAD

ALCALÁ-O'DONNELL
TOLL ROAD
M-203

TRANS-TEXAS CORRIDOR
ADVISORY
TTC-35 PROJECT

IONIAN ROADS
TOLL ROADS

378.7 Km in two separate sections on the East and West coast of Greece

159 Km are new build

161.7 Km have already been built and are in operation

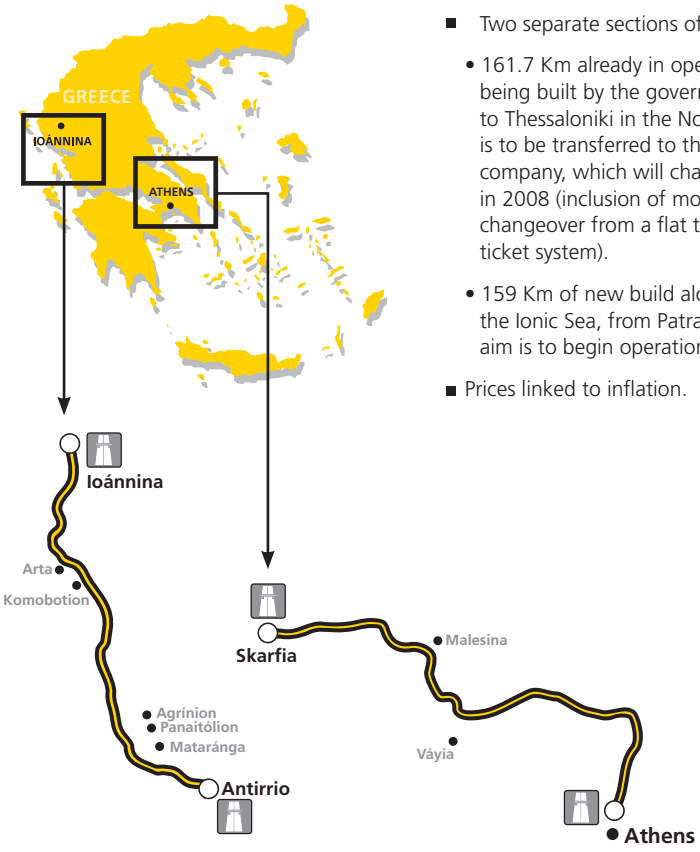
58 Km are being built by the government

30 year concession contract from 2007 to 2037

1.15 billion euro investment

2007 — CONCESSION 30 YEARS — 2037

Key Aspects



- Two separate sections of toll road:
  - 161.7 Km already in operation + 58 Km being built by the government, from Athens to Thessaloniki in the North. This section is to be transferred to the concession company, which will change the toll system in 2008 (inclusion of more barriers and changeover from a flat toll system to a ticket system).
  - 159 Km of new build along the coastline of the Ionic Sea, from Patras to the North. The aim is to begin operations within 6 years.
- Prices linked to inflation.
- Corridors with heavy traffic, especially on the existing section where it is closest to Athens (ADT 100,000 vehicles).
- Operation of the existing section will provide substantial revenues during the construction period, reducing the need for finance: total planned investment 1.15 billion euro, total planned capital 75 million euro.
- Mechanism for distribution of revenues with the government if certain traffic levels are exceeded.
- The contract is expected to start in 2007, after ratification by Parliament.
- Cintra will appoint the General Manager.

16 June
Named as "Provisional Contractor".

19 December
Concession contract signed.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC

ALCALÁ - O'DONNELL
TOLL ROAD
M-203

100%
Cintra

12.3
Km of new build in the Madrid Region, between the R-3 in Mejorada del Campo and the A-2 in Alcalá de Henares

30 to 31
concession contract, from 2005 to 2035 or 2036 depending on road safety

69.5
million euro investment

ACCIDENT RATE

2005 2006 2035 2036

CONCESSION 30 YEARS / REMAINING 29 + 1 YEAR

Key Aspects

- Located in a highly congested area, especially around Alcalá de Henares.
- The toll road will considerably improve access from the Henares corridor to central and south Madrid, creating a cross-axis as an alternative to the A-2.
- Prices are linked to inflation.
- Planned to open in 2008.

31 December
Progress of the construction work is 51.34%.

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

TRANS-TEXAS CORRIDOR

ADVISORY

TTC-35

50
years as a strategic partner of the Department of Transportation for the design, planning and development of the corridor

30.0
billion $ approximate total investment (public and private) for developing the project over the next 50 years

2005 2006 — 2055

STRATEGIC PARTNER 50 YEARS / REMAINING 48

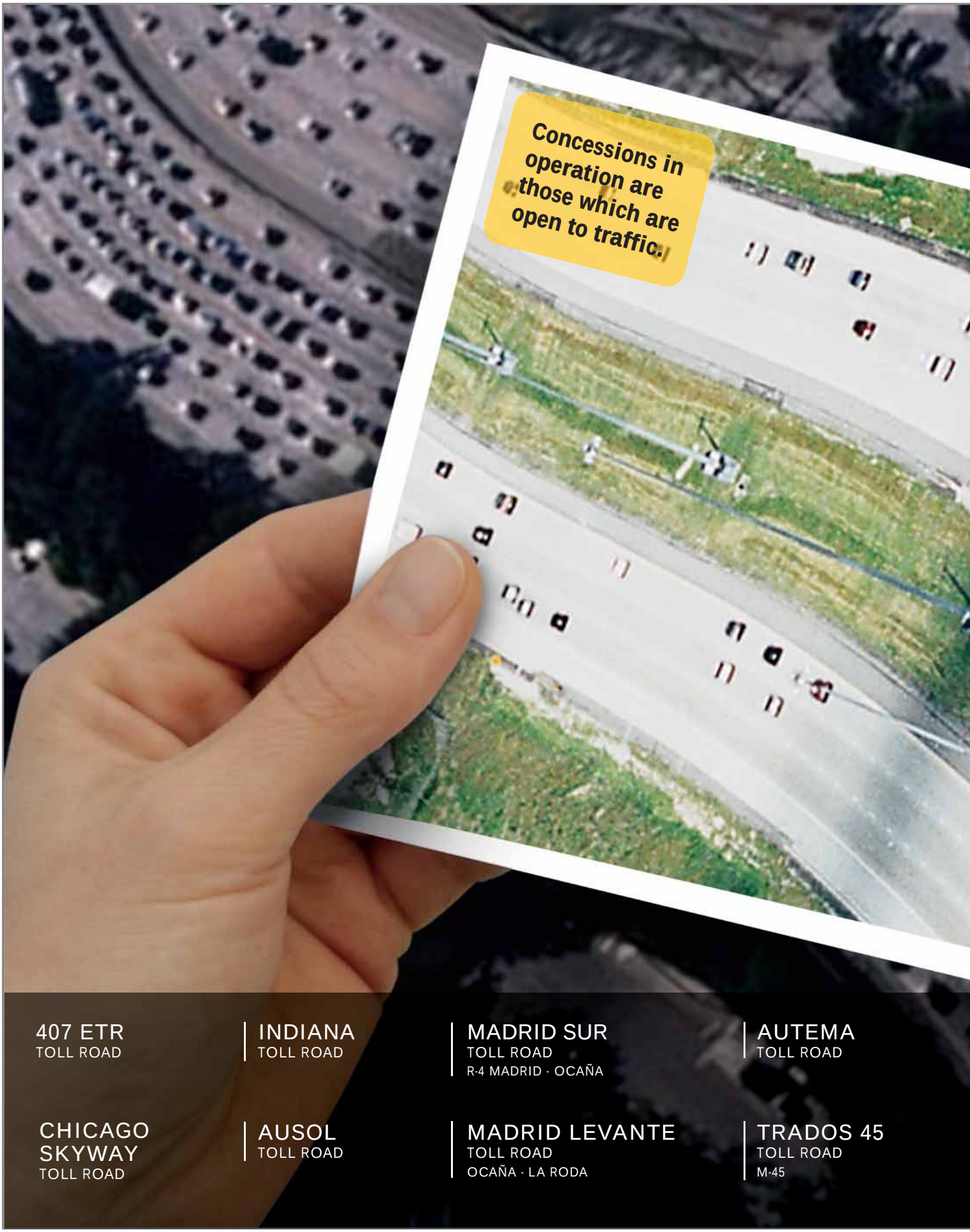
Key Aspects

- The project, known as the High Priority Trans Texas Corridor (TTC-35), is the largest infrastructure plan promoted in the United States since the Interstate Highway System was created by Eisenhower.
- The Consortium led by Cintra is the advisor to the Texas Department of Transportation (TxDOT) in the development of the corridor, identifying the most suitable methods of transport, the priority actions and the best formulas or systems for financing each project.
- In addition to payment for its advisory services, Cintra will be able to negotiate with the State over the direct awarding of concession contracts for the toll road projects that are agreed.
- The first direct concession contract has been awarded: sections 5 and 6 of the SH-130, in Austin. Signature of the concession contract is pending environmental approval of the project:
  - 64 Km of new build toll road
  - The Austin bypass in a highly congested area
  - 50 year concession contract
  - 1.3 billion dollar investment
  - Electronic toll system
  - Prices updated in line with inflation
  - Cintra stake: 65%
- TxDOT has asked the consortium led by Cintra to prepare a proposal for developing Loop 9, a Dallas bypass.

29 June
Signature of the agreement for building and operating sections 5 and 6 of the SH-130 toll road in Austin, subject to environmental permits.

30 August
Announcement by TxDOT of its intention to include Dallas - Fort Worth Loop 9 as a connector with the corridor for immediate development and request for proposal from Cintra for its development.

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC



407 ETR
TOLL ROAD

INDIANA
TOLL ROAD

MADRID SUR
TOLL ROAD
R-4 MADRID - OCAÑA

AUTEMA
TOLL ROAD

CHICAGO SKYWAY
TOLL ROAD

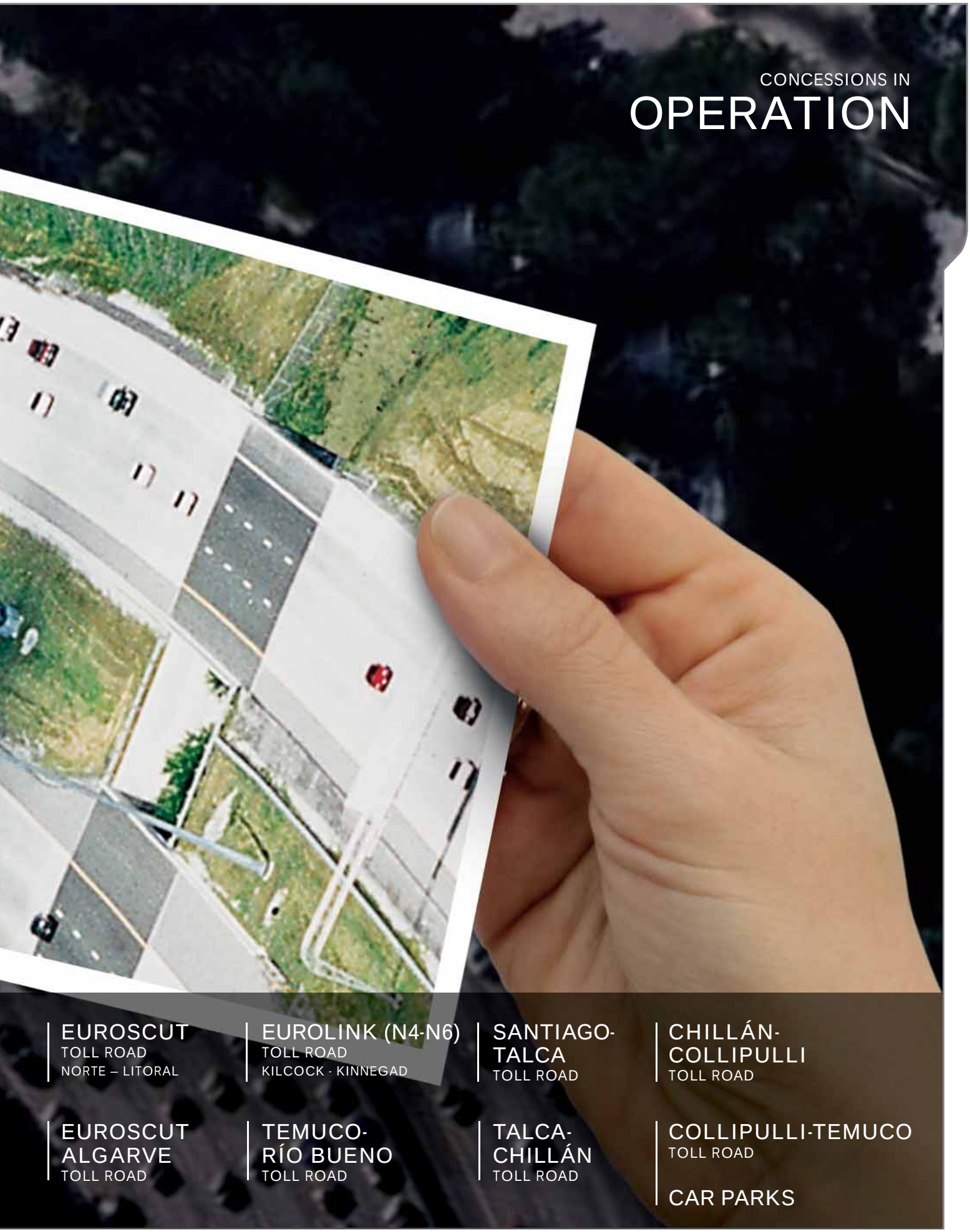
AUSOL
TOLL ROAD

MADRID LEVANTE
TOLL ROAD
OCAÑA - LA RODA

TRADOS 45
TOLL ROAD
M-45

CONCESSIONS IN

OPERATION



EUROSCUT
TOLL ROAD
NORTE – LITORAL

EUROLINK (N4-N6)
TOLL ROAD
KILCOCK - KINNEGAD

SANTIAGO-TALCA
TOLL ROAD

CHILLÁN-COLLIPULLI
TOLL ROAD

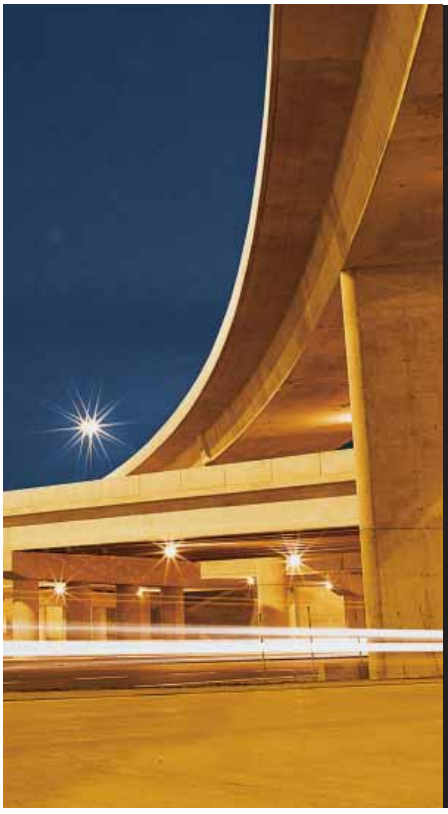
EUROSCUT ALGARVE
TOLL ROAD

TEMUCO-RÍO BUENO
TOLL ROAD

TALCA-CHILLÁN
TOLL ROAD

COLLIPULLI-TEMUCO
TOLL ROAD

CAR PARKS



407 ETR
TOLL ROAD

108
Km of urban toll road forming the second Toronto ring road

2,728.1
million euro investment

318.2
million euro in revenues

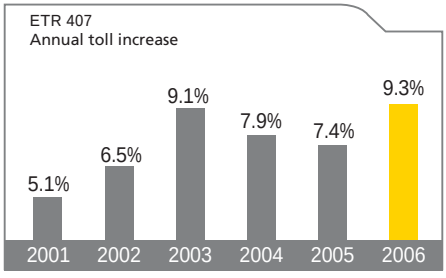
13.4%
growth in revenues

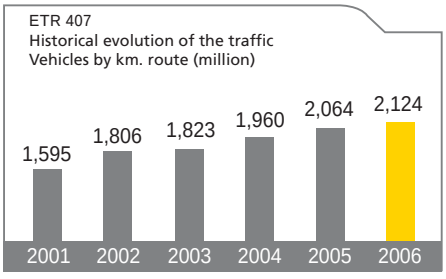
99
year concession contract from 1999 to 2098

1999 — 2006 — 2098
CONCESSION 99 YEARS / REMAINING 92

Key Aspects

- Alternative route to one of the most congested roads in North America.
- Fully electronic toll road system without the need for toll barriers (freeflow). Allows very high traffic volumes to be handled without long waiting times.
- Freedom of pricing: possibility of raising prices freely as long as the traffic is maintained above a certain level. This system allows optimisation of the revenues for the concession company, adjusting the price to the saving in time offered by the toll road.





1 February
Prices increased by 8.7% at peak times and 9.9% at trough times. (1 February 2006). For 2007, the price increase will be 8.3% at peak times and 8.4% at trough times from 1 February.

31 March
Signature of an agreement with the granting authority (Province of Ontario) to end all existing legal disputes. The concession company's right to freely increase prices was confirmed, subject to minimum traffic along with the granting authority's obligation to refuse to renew registration of all vehicles that do not pay the tolls. In return, the concession company is to bring forward slightly the addition of lanes that was planned and introduce a loyalty-building programme for frequent users and heavy goods vehicles.

Opening to traffic of the extension work on Sections C-4, C-5 and C-6, which has meant adding a lane in each direction along 25 km of the toll road resulting in a substantial increase in traffic. In 2007, a new lane addition is planned, which will add a further 25 Km in each direction.

6 October
New historic daily traffic record with a total of 423,434 journeys.

Awarding of the "First Call Resolution Improvement Merit Award" for the whole of North America for customer service quality. Customer satisfaction is approaching 85%, representing an improvement of one and a half points compared to 2005.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC

CHICAGO SKYWAY
TOLL ROAD

12.5 Km of existing urban toll road that has been privatised and links South Chicago with the Indiana state line.

99 year concession contract from January 2005 to January 2104

1,427.3 million euro investment

44.8 million euro in revenues

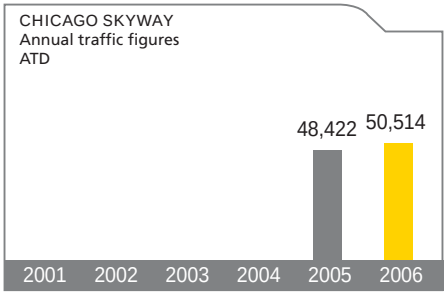
10.0% growth in revenues

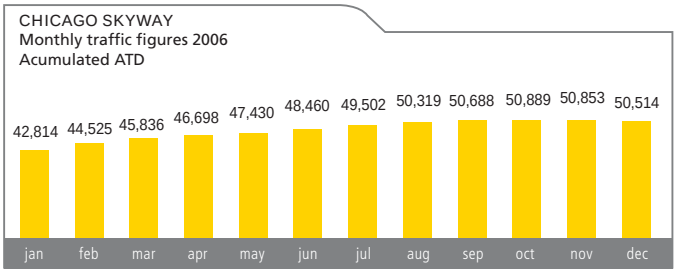
2005 — 2006 — 2104

CONCESSION 99 YEARS / REMAINING 97

Key Aspects

- Pricing system that allows price increases above the inflation rate, from the current US$ 2.50 for passenger vehicles to US$ 5 by 2017, with a subsequent annual increase equal to the highest of the following increases: 2%, inflation for the period or nominal GDP growth per capita.
- It provides an alternative to a highly congested corridor that links Chicago with a major residential and leisure area.





JAN

FEB

MAR — Work started on refurbishment of the expressways linking the toll road and is expected to be completed by the end of 2007.

APR

MAY — Restoration work to a total of 19 viaducts and 4 miles of resurfacing, resulting in the closure of one of the two traffic directions with the other reverting to two lanes in each direction.

JUN — **30 June** Extension of the toll area with three new contraflow lanes.

JUL — **16 July** Replacement and improvement of toll system.

AUG

SEP — **26 September** Installation of TTS (Travel Time System) on the toll road.

OCT

NOV — Penetration of electronic toll systems in the last month of the year was 38.4%, with an average of 36.5% for the year as a whole.

DEC — Traffic increased by 784,369 vehicles during the year in comparison with 2005, reaching 18.4 million in spite of the work that took place on the toll road. August saw the record for the year with 1.7 million.

INDIANA TOLL ROAD

TOLL ROAD

253
Km of existing toll road linking Chicago with the main cities on the eastern seaboard of the United States

75
year concession contract from 2006 to 2081

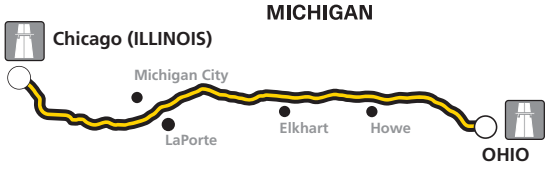
2,896.8
million euro investment

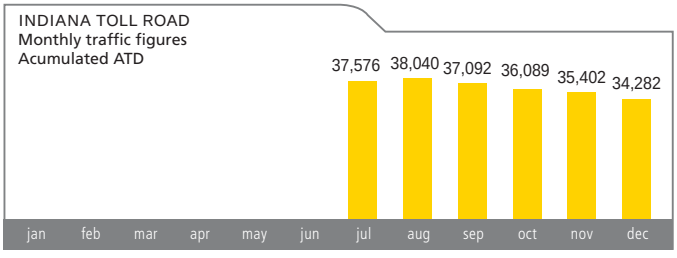
58.6
million euro in net revenues

2006 — CONCESSION 75 YEARS / REMAINING 74 — 2081

Key Aspects

- Privatisation of an existing toll road in exchange for an initial payment and refurbishment and maintenance of the toll road. Total investment of 4,090 million dollar, with an initial payment of 3,800 million dollar and 290 million dollar for refurbishment work.
- Two separate sections:
  - Western Section, 37 Km long with flat toll system which connects with the Chicago Skyway. It links Chicago with a major residential area and offers a time-saving alternative in a highly congested corridor.
  - Eastern Section, 216 Km of ticket system toll road as far as the Ohio state line. It is part of the main route connecting Chicago and the Mid-West with New York, with a lot of goods traffic.
- Very attractive toll plan, with increases above inflation.
  - Substantial initial increase: 70% for passenger vehicles (temporarily subsidised by the State of Indiana) and 23% for heavy goods vehicles.
  - Gradual increase for heavy goods vehicles until 2010 so that by then prices will be 78% higher than current ones.
  - In 2010, an increase by the highest figure from the following: 2%, CPI or nominal GDP per capita accumulated over the previous four years. (Passenger and heavy goods vehicles).
  - From 2011: annual review depending on the highest figure, either 2%, CPI or nominal GDP per capita.(Passenger and heavy goods vehicles).





23 January
Selection as Preferred Bidder of the Consortium in which Cintra has a 50% stake.

12 April
Concession contract signed.

3 June
23% price increase for heavy goods vehicles.

29 June
70% price increase for passenger vehicles (subsidised by the State of Indiana.

Transfer of assets and start of operations following payment of 3.8 billion dollars to the Indiana Finance Authority.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC

AUSOL
TOLL ROAD

105.2 Km of toll road between Malaga and Guadiaro, on the Costa del Sol in Spain

82.7 Km for the Malaga-Estepona section (Ausol I)

22.5 Km for the Estepona-Guadiaro section (Ausol II)

50 year concession contract for Ausol I from 1996 to 2046

55 year concession contract for Ausol II from 1999 to 2054

672.8 million euro investment

61.6 million euro in net revenues

7.5% growth in revenues

1996 — 2006 — 2046

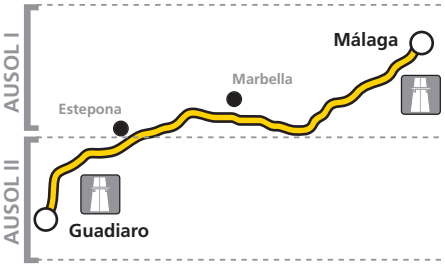
AUSOL I : CONCESSION 50 YEARS / REMAINING 40

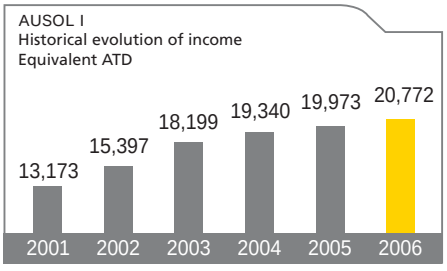
1999 — 2006 — 2054

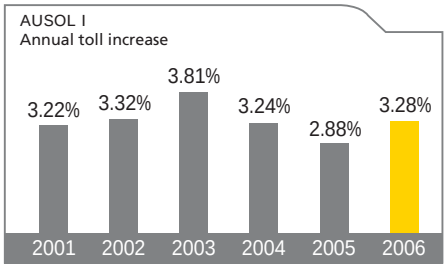
AUSOL II : CONCESSION 55 YEARS / REMAINING 48

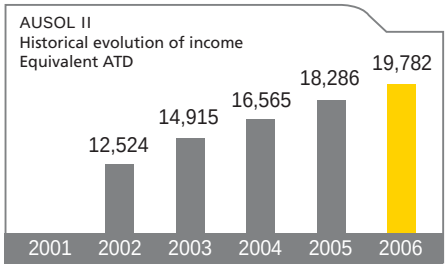
Key Aspects

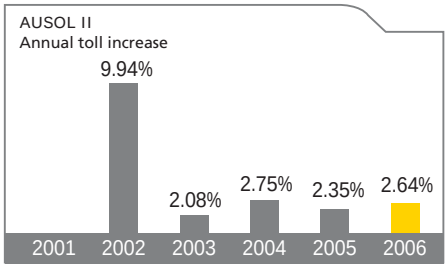
- Toll road located in one of the corridors with the highest population growth in Spain.
- Prices vary depending on the time of year, with high season being during the summer months and at Easter.
- Alternative route to a highly congested semi-urban corridor.
- Prices linked to inflation, with an adjustment if traffic exceeds expectations.











7 April
Start-up of installation of the Toll-Flow system for detecting and managing queues in the Calahonda area, which will be fully operational by 2007.

Extension of the three main toll areas, contributing to improved traffic management. Even with the high traffic levels experienced on this toll road, there are no queues in the toll areas.

The Ministry of Public Works and Transport announced that by the end of 2009 it will have built a new bypass for Malaga which will foreseeably have a positive influence on Ausol traffic.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC

MADRID-SUR
TOLL ROAD
R-4 MADRID - OCAÑA

98
Km concession contract between Madrid and the N-IV in Ocaña, including the section of the Madrid M-50 bypass

54
Km of toll road between the Madrid M-50 bypass and Ocaña

44
Km toll free on the Madrid M-50 bypass

65
year concession contract from 2000 to 2065

763.5
million euro investment

18.9
million euro in net revenues

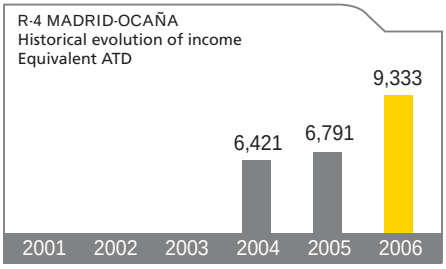
47.3%
growth in revenues

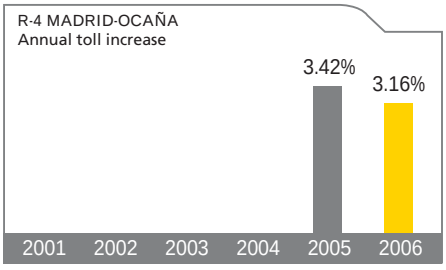
2000 — 2006 — 2065

CONCESSION 65 YEARS / REMAINING 59

Key Aspects

- Alternative access route to Madrid in a highly congested corridor.
- Located in a major urban development area.
- Connects with the Madrid-Levante toll road, completing a 190 km toll connection between Madrid and the East coast.
- Prices linked to inflation, with an adjustment if traffic exceeds expectations.





7 April
Work began on the extension of the main toll areas to improve management of the heavy traffic on the toll road during holiday periods. Opening will take place before Easter.

10 April
Cintra acquired an additional 10% of the toll road, thus increasing its stake to 55%. The price of this acquisition was 54.9 million euro.

Opening to traffic of the Ocaña-La Roda (AP-36) toll road, which connects with the R-4, has led to a significant increase in traffic, which has increased by 37.45%.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC

MADRID LEVANTE
TOLL ROAD
OCAÑA - LA RODA

178
Km of new build between Ocaña and La Roda

120
Km of toll road

58
Km toll free where the A-3 (Valencia) joins the A-31 (Alicante and Murcia)

36 or 40
year concession contract from 2004 to 2040 or 2044 if certain service quality parameters are met

566.5
million euro investment

6.6
million euro in net revenues

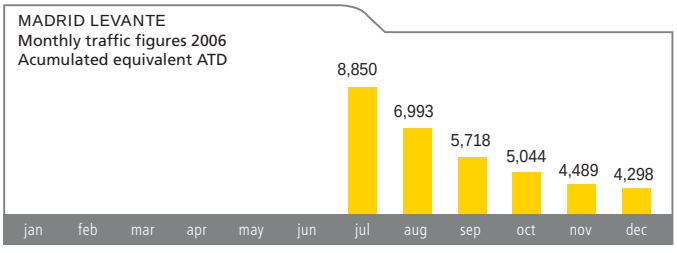
SERVICE QUALITY

2004 2006 2040 2044

CONCESSION 26 YEARS / REMAINING 33

Key Aspects

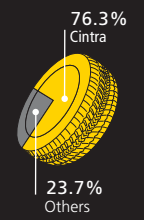
- Route between Madrid and the east coast that offers an alternative to the Nacional III in a corridor with high traffic levels and congestion problems. The toll road connects directly with the R-4, which is also operated by Cintra, as it enters Madrid.
- The concession period may be extended for a further four years if certain service quality parameters are met.
- Prices linked to inflation, with an adjustment if traffic exceeds expectations.



27 July
Completion of works and opening to traffic more than five months ahead of schedule.

JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

AUTEMA
TOLL ROAD



48.3 Km of toll road between San Cugat, Terrasa and Manresa

50 year concession contract from 1986 to 2036

222.3 million euro investment

40.2 million euro in net revenues

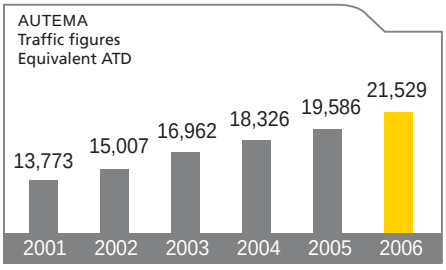
31.0 million euro in operating income (EBITDA)

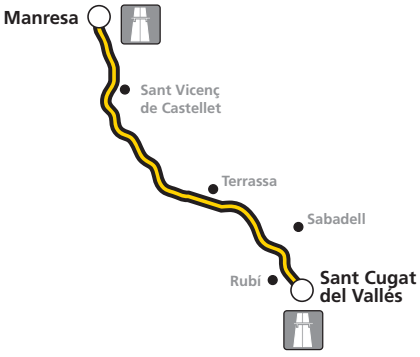
1986 — 2006 — 2036

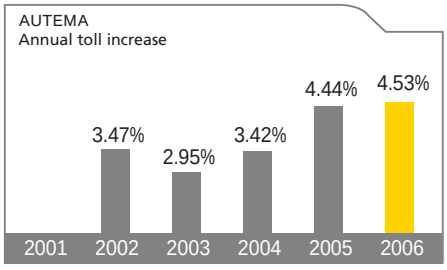
CONCESSION 65 YEARS / REMAINING 30

Key Aspects

- In 1999, the concession company reached an agreement with the Catalan government through which, in exchange for a substantial price reduction, the latter pays each year the difference between the actual revenues and those forecast in the Finance Plan in force at the time, plus an adjustment for higher operating expenses due to the increase in traffic caused by the price reduction.
- Prices linked to inflation.







1 January
As a result of the carryover to prices of various types of compensation that the granting authority had been paying to the concession company, prices rose by 4.53% in 2006.

The percentage of payments made electronically was 83.9%, corresponding to an average of 43.7% of transactions carried out with on board equipment, which has led to the decision to increase the number of lanes dedicated to electronic toll systems in the main toll areas.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC

TRADOS 45

TOLL ROAD

M-45

14.5 Km of shadow toll road between the O´Donnell road and the A-IV, forming part of the M-45, a Madrid bypass

31 year concession contract from 1998 to 2029

195.8 million euro investment

23.9 million euro in net revenues

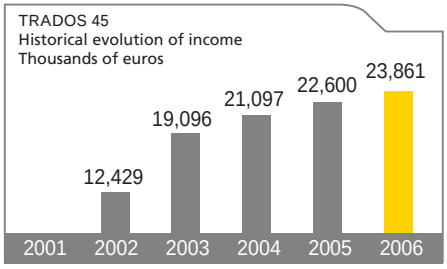
22.6 million euro in operating income (EBITDA)

1998 — 2006 — 2029

CONCESSION 31 YEARS / REMAINING 23

Key Aspects

- The traffic risk is practically non-existent due to the system of bands used in shadow tolls. In this case, as the toll road has traffic levels that are a lot higher than the threshold, every year the concession company is obtaining maximum revenues.
- Prices and maximum payment are linked to inflation.



17 November
Agreement with the European Investment Bank (EIB) for early release of the guarantees for financing the toll road with a subsequent decrease in the financial burden over the next few years.

In 2006, traffic continued to exceed the limits set for maximum collection, with a 9% increase compared to 2005.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC

EUROSCUT NORTE - LITORAL
TOLL ROAD

113 Km of shadow toll road between Oporto and the Northern border with Spain

72 Km of refurbishment of existing roads

41 Km is new build

30 year concession contract from 2001 to 2031

382.0 million euro in investment

31.0 million euro in net revenues

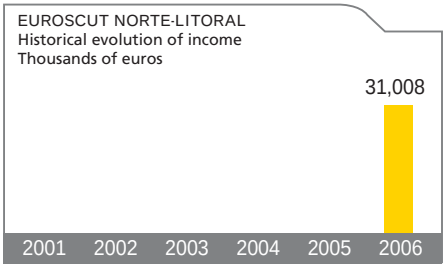
22.6 million euro in operating income (EBITDA)

2001 — 2006 — 2031

CONCESSION 30 YEARS / REMAINING 25

Key Aspects

- Shadow toll road (in Portuguese, SCUT: Sem Cobrança ao Utilizador) operated so that the drivers do not pay to use it but the granting authority does.
- Traffic risk mitigated by the shadow toll price system and traffic bands in which a toll per vehicle is applied in three decreasing ranges (traffic bands) as traffic increases until reaching a maximum, above which the toll rate is zero. The system results in a slight risk for the concession company since, as the highest toll is the one applied in the first traffic band, this brings in the most revenues even though the traffic level is low.
- Prices are linked to inflation.



18 October
The Portuguese government announced its intention of negotiating with the concession company to change this toll road over to a toll system where drivers pay.

30 October
Obtención de los permisos ambientales y autorización de la Administración para el inicio de los trabajos de la construcción de la Conexión a Caminha.

21 December
Completion and opening to traffic of the Vilar de Mouros link road on the section between Viana do Castelo and Caminha.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC

EUROSCUT ALGARVE
TOLL ROAD

130 Km of shadow toll road in southern Portugal

95 Km of refurbishment

35 Km is new build

30 year concession contract from 2000 to 2030

277.3 million euro investment

33.3 million euro in net revenues

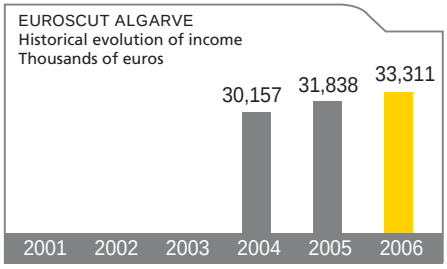
29.2 million euro in operating income (EBITDA)

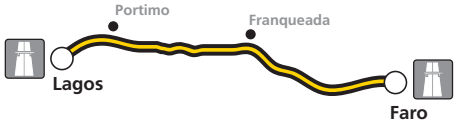
2000 — 2006 — 2030

CONCESSION 30 YEARS / REMAINING 24

Key Aspects

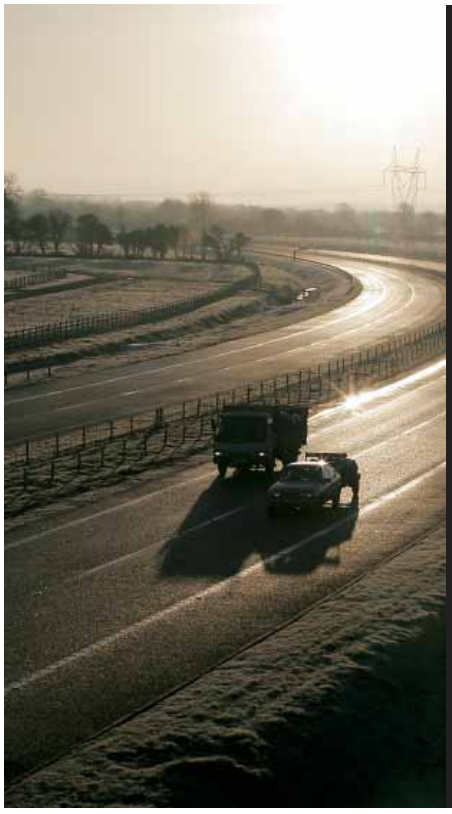
- Shadow toll road (in Portuguese, SCUT: Sem Cobrança ao Utilizador): drivers do not pay the tolls for using the road but the granting authority does.
- Traffic risk mitigated by the shadow toll price system and traffic bands. A toll per vehicle is applied in three decreasing ranges (traffic bands) as traffic increases until reaching a maximum, above which the toll rate is zero. The system results in a slight risk for the concession company since, as the highest toll is the one applied in the first traffic band, this brings in the most revenues even though the traffic level is low.
- Prices are linked to inflation.





31 December
Traffic on the toll road increased by 2.26% reaching 19,099 vehicles.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC



EUROLINK (N4-N6)

TOLL ROAD
KILCOCK-KINNEGAD

36
Km of new build toll road between Kinnegad and Kilcock in Ireland

30
year concession contract from 2003 to 2033

338.6
million euro investment

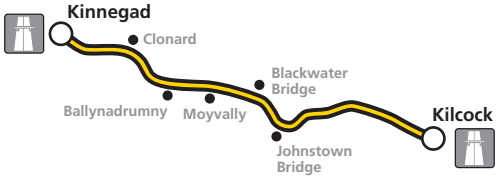
15.5
million euro in net revenues

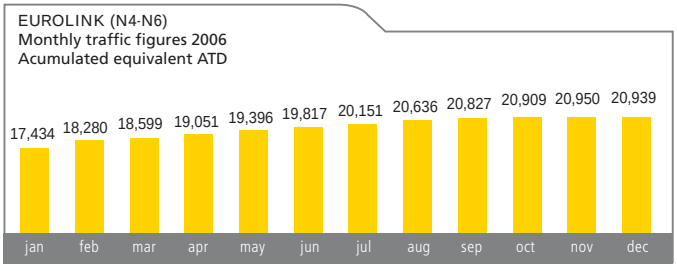
2003 — 2006 — 2033

CONCESSION 30 YEARS / REMAINING 27

Key Aspects

- Located in a country with a fast-moving economy but with a road network that barely has any motorways.
- This toll road bypasses six large towns on a congested route.
- Prices linked to inflation.

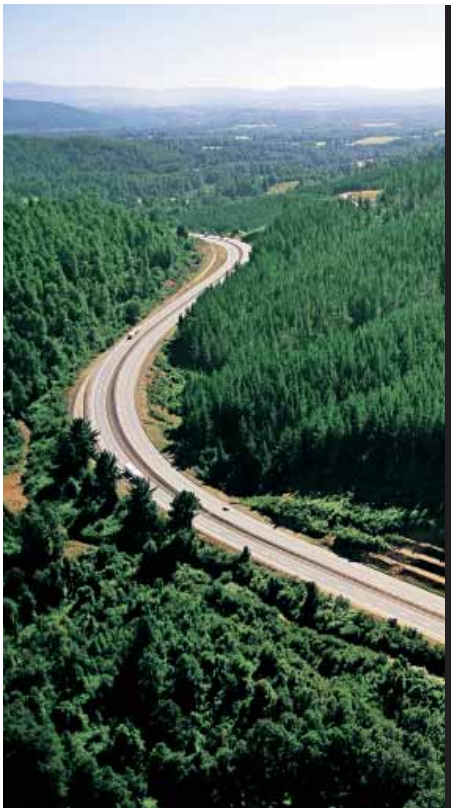




The National Road Authority (NRA) certified completion of all work on the toll road.

In its first full year of operation, the average daily traffic intensity was 20,939 vehicles, well in excess of the company's initial expectations.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC



TEMUCO-RÍO BUENO
TOLL ROAD

172 Km of toll road from Temuco to Río Bueno, on Ruta 5, the main North-South arterial road in Chile

25 year concession period from 1998 to 2023

189.2 million euro investment

24.0 million euro in net revenues

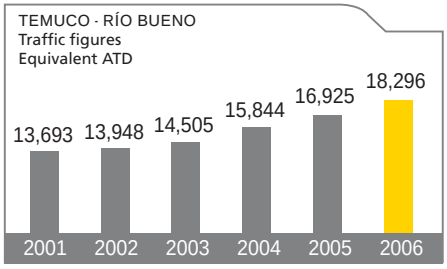
15.5% growth in revenues

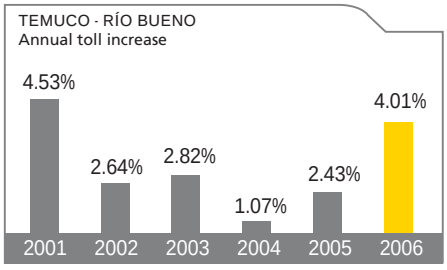
1998 — 2006 — 2023

CONCESSION 25 YEARS / REMAINING 17

Key Aspects

- Toll road located on the main arterial road in Chile, without viable alternative routes.
- Prices linked to inflation, plus a road safety bonus of up to 5%.





14 March
Refinancing of the syndicated credit facility held with local banks. An improvement in the loan conditions led to additional payouts to shareholders totalling 1.8 million UF, equivalent to approximately 47 million euro.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC

SANTIAGO-TALCA
TOLL ROAD

237 Km of toll road from Santiago de Chile to Talca, on Ruta 5

40 year concession contract expected, from 1999 to 2039, since after signature of the Revenue Distribution Mechanism the period becomes variable

612.3 million euro investment

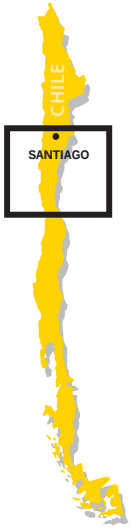
55.4 million euro in net revenues

37.7 million euro in operating income (EBITDA)

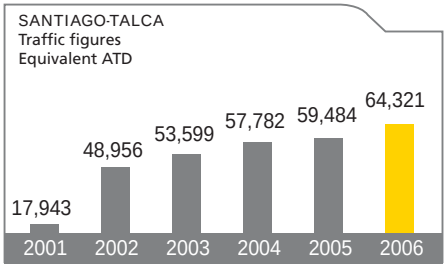
1999 — 2006 — 2024 — 2039E

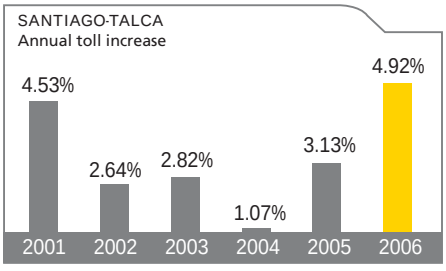
CONCESSION 25 YEARS / REMAINING 18 / AGREEMENT MDI (-15 YEAR E)

Key Aspects



- Toll road subject to the Revenue Distribution Mechanism through which the concession company is guaranteed the CNV of the future revenues from the concession contract through extension of the concession period until the level that was guaranteed is reached, in exchange for carrying out additional building work.
- The risk associated with the toll road is reduced because of the guarantee set up in the Revenue Distribution Mechanism, which allows the concession company more financial leverage.
- Located on the main arterial road in Chile, without viable alternative routes.
- Prices linked to inflation, plus a road safety bonus of up to 5%.

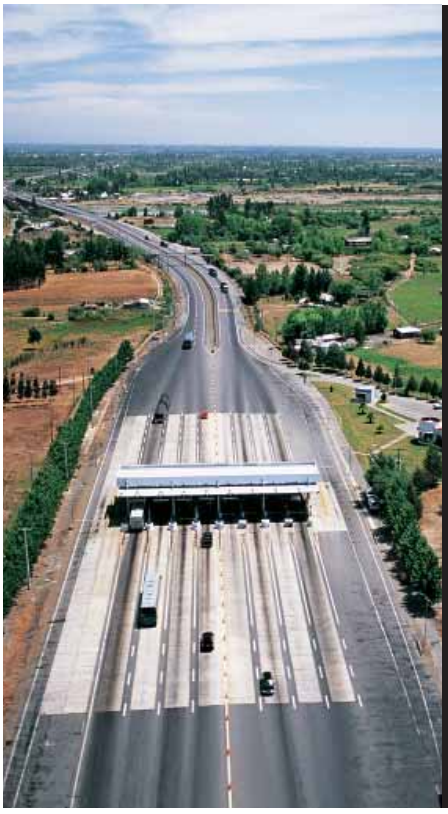




20 December
Releveraging through the issue of bonds for the sum of 6 million UF (approximately 156 million euro), used to finance new work and to pay an extraordinary dividend of 4.9 million UF (approximately 128 million euro) to Cintra Chile.

At year-end, work on the southern access road to Santiago de Chile, which began in November 2003, was 76% completed.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC



TALCA-CHILLÁN
TOLL ROAD

193 Km of toll road from Talca to Chillán, on Ruta 5, the main North-South arterial road in Chile

30 year concession contract expected, from 1996 to 2026, since after signature of the Revenue Distribution Mechanism the period becomes variable

285.3 million euro investment

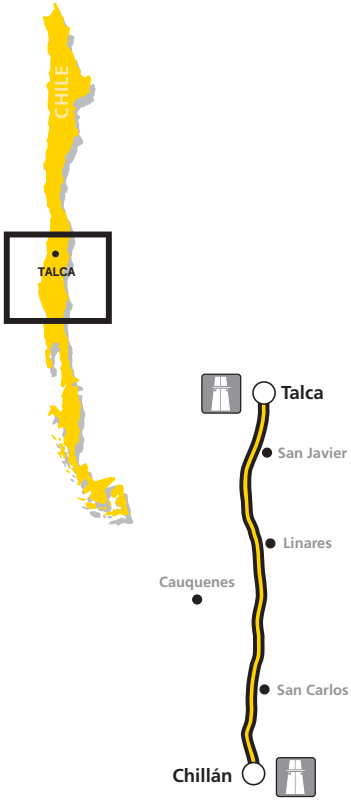
36.1 million euro in net revenues

17.2 million euro in operating income (EBITDA)

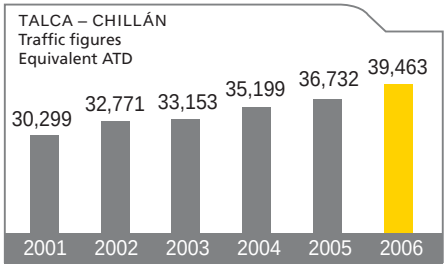
1996 — 2006 — 2015 — 2026E

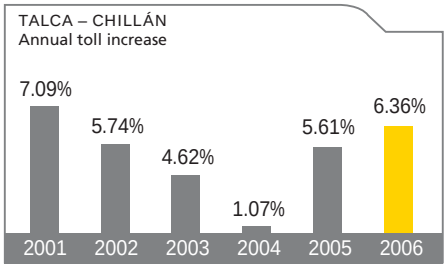
CONCESSION 19 YEARS / REMAINING 9 / AGREEMENT MDI (-11 YEAR E)

Key Aspects



- Toll road subject to the Revenue Distribution Mechanism through which the concession company is guaranteed the NPV of the future revenues from the concession contract through extension of the concession period until the level that was guaranteed is reached, in exchange for carrying out additional building work.
- The risk associated with the toll road is reduced because of the guarantee set up in the Revenue Distribution Mechanism, which allows the concession company more financial leverage.
- Located on the main arterial road in Chile, without viable alternative routes.
- Prices linked to inflation, plus a road safety bonus of up to 5%.





JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC

Opening to traffic of the Chillán bypass, which has involved an investment of approximately 16 million euro.

Refinancing of the debt and payment of an extraordinary dividend to shareholders of around 200,000 UF (approximately 5 million euro).

CHILLÁN-COLLIPULLI
TOLL ROAD

100% Cintra

160 Km of toll road from Chillán to Collipulli, on Ruta 5, the main North-South arterial road in Chile

16 year concession contract expected, from purchase of the company in 2006 until 2022, since after signature of the Revenue Distribution Mechanism the period becomes variable

253.3 million euro investment

26.2 million euro in net revenues

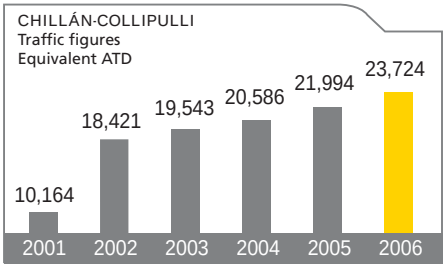
19.5 million euro in operating income (EBITDA)

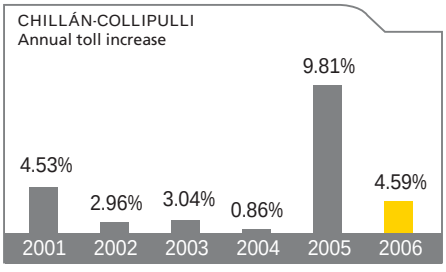
2006 — 2021 — 2022E

CONCESSION 15 YEARS / REMAINING 15 / AGREEMENT MDI (-1 YEAR E)

Key Aspects

- Toll road subject to the Revenue Distribution Mechanism through which the concession company is guaranteed the NPV of the future revenues from the concession contract through extension of the concession period until the level that was guaranteed is reached, in exchange for carrying out additional building work.
- The risk associated with the toll road is reduced because of the guarantee set up in the Revenue Distribution Mechanism, which allows the concession company more financial leverage.
- Located on the main arterial road in Chile, without viable alternative routes.
- Prices linked to inflation, plus a road safety bonus of up to 5%.
- Purchased with concession company debt, without any capital contribution from Cintra.





30 October
Cintra acquired 100% of the share capital for 326,000 UF (approximately 8.5 million euro). The acquisition was financed with the concession company debt and did not involve any disbursement of capital by Cintra.

Releveraging through the issue of bonds for the sum of 1.5 million UF (approximately 39 million euro), without recourse to Cintra, thus allowing the purchase and the work related to the Revenue Distribution Mechanism to be financed.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC

COLLIPULLI-TEMUCO
TOLL ROAD

144 Km of toll road on Ruta 5 South and the Temuco bypass

24 year concession contract expected, from 1999 to 2023, since after signature of the Revenue Distribution Mechanism the period becomes variable

233.8 million euro investment

23.4 million euro in net revenues

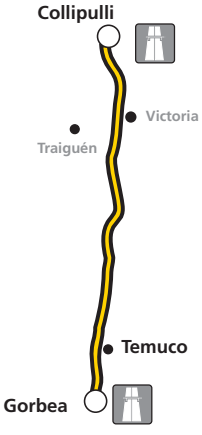
15.7 million euro in operating income (EBITDA)

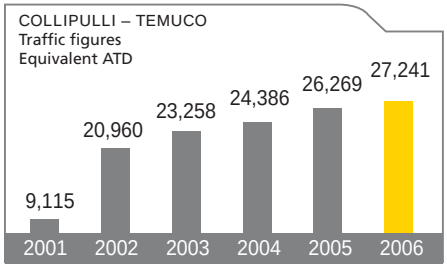
1999 — 2006 — 2023E — 2024

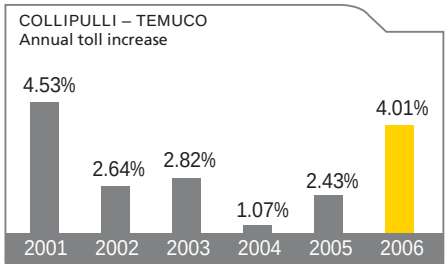
CONCESSION **25** YEARS / REMAINING 18 / AGREEMENT MDI (-1 YEAR E)

Key Aspects

- Toll road subject to the Revenue Distribution Mechanism through which the concession company is guaranteed the NPV of the future revenues from the concession contract through extension of the concession period until the level that was guaranteed is reached, in exchange for carrying out additional building work.
- The risk associated with the toll road is reduced because of the guarantee set up in the Revenue Distribution Mechanism, which allows the concession company more financial leverage.
- Located on the main arterial road in Chile, without viable alternative routes.
- Prices linked to inflation, plus a road safety bonus of up to 5%.







1 January
Tolls increased by 4.01%.

JAN — FEB — MAR — APR — MAY — JUN — JUL — AUG — SEP — OCT — NOV — DEC

KEY ASPECTS

- Activity in all business areas: development and operation of off-street car parks, regulation and management of on-street car parks (O.R.A.) and development and transfer of use of private car parks, as well as the tow-away vehicle service.
- Operations throughout the whole of Spain.
- A range of integrated solutions for customers' problems with mobility and parking, which has led to maximisation of cross selling of different products.

253,023
parking spaces, in all business areas: off-street, on-street and private car parks and tow-away vehicles

142
cities in Spain, Puerto Rico and Andorra, leading the Spanish market in private car park development

336
concession contracts

56.5%
success rate in the awarding of new contracts

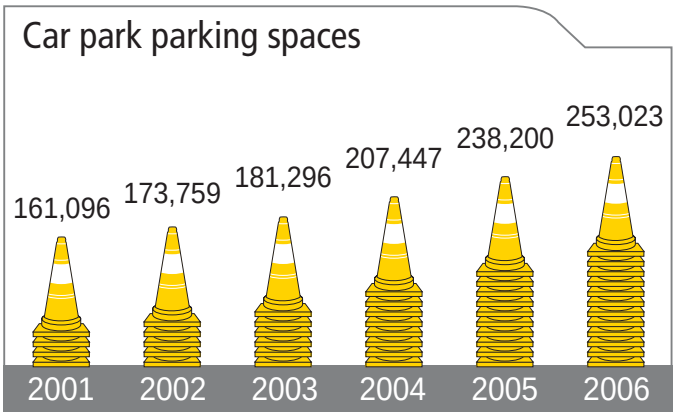
6.2%
growth in the number of parking spaces

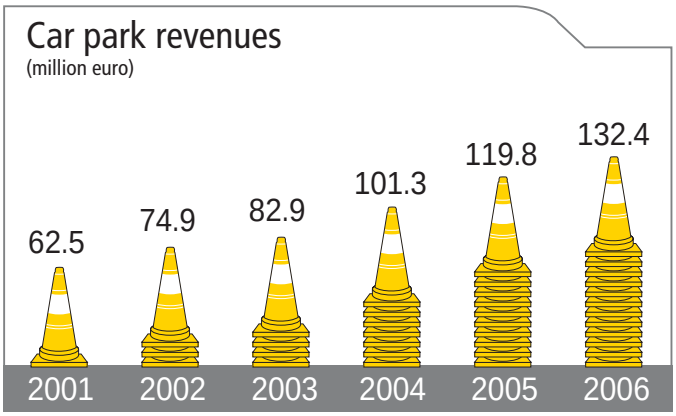
132.4
million € in revenues

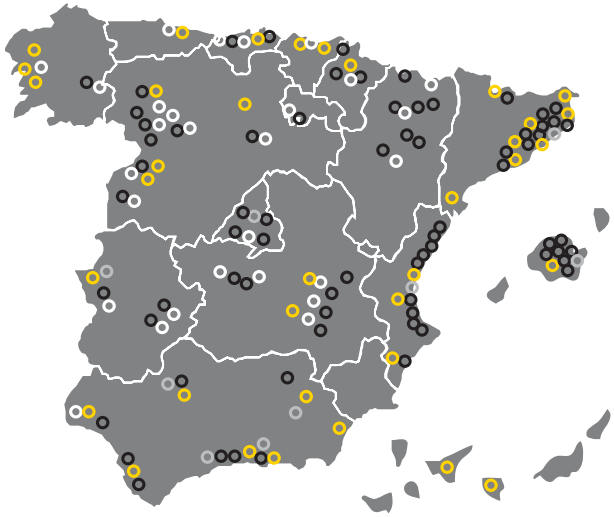
10.5%
growth in revenues

10.2%
growth in EBITDA

CAR PARKS





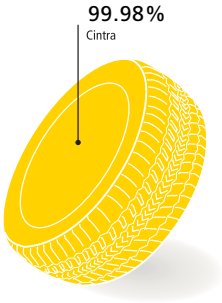


On street 159,271 spaces

Off street 104 car parks, 66,957 spaces

Private 81 car parks, 26,795 spaces

Towing vehicle services



Consolidation of leadership in Spain with 14,823 (+6.2%) new parking spaces making a total of 253,023.

Awarding of the off-street car park contracts for Okendo in San Sebastián, Muelle de las Delicias in the Port of Seville and Rambla de Celler in Sant Cugat as the most important ones.

Awarding AENA airports contracts: Valladolid, Pamplona and Murcia.

Cintra also obtained on-street car park concessions in several cities, such as Valencia, Avila, Alcobendas, Noja, Medina Sidonia, Sagunto, La Jonquera, Berga and Oropesa de Mar, and the car-towing concession in Palma de Mallorca and San Fernando.

2006 FACTS

FINANCIAL INFORMATION. ANNUAL

In 2006, the EBITDA increased by 27.8% as a result of the excellent operational evolution of existing assets and the incorporation and opening of new projects during the course of the year.

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2006 DIRECTORS´ REPORT

CINTRA, CONCESIONES DE INFRAESTRUCTURAS DE TRANSPORTE, S.A. AND SUBSIDIARIES

1. HIGHLIGHTS

The main events in Cintra's operations in 2006 and the events subsequent to 31 December 2006 are described below.

Awards:

- **Award (23 January) and start-up (29 June) of the Indiana Toll Road in the USA**

  The Consortium in which Cintra has a 50% stake was selected as the "preferred bidder" for a 75 year concession to maintain and operate the 253 Km long Indiana Toll Road (ITR) in the USA. The concession agreement was signed on 12 April and the asset was transferred on 29 June, following the forecast payment of 3,800 million dollars (approximately 3,029 million euro) to the Indiana Finance Authority.

  Shareholders' investment in the concessionaire amounted to 760 million dollars (approximately 606 million euro). The remaining financing, 81% of the total investment, was secured through a senior credit facility, without recourse, amounting to 3,248 million dollars (approximately 2,589 million euro). Cintra's investment amounts to 380 million dollars, with an internal rate of return of approximately 12.5%.

- **Award (16 June) and signing of the concession (19 December) for the first toll road in Greece**

  The Consortium in which Cintra has an interest was selected as the Provisional Contractor to design, build, finance and operate the Ionian Roads toll road for 30 years. The concession was signed in December. Commencement of the concession is contingent upon its ratification by the Greek parliament. Cintra, which has a 33.34% interest in the consortium, will propose the appointment of the concessionaire's General Manager.

  The project, which is divided into two different sections, runs for 378.7 Km, of which 159 Km has yet to be built. The remaining section has already been built (161.7 Km), or will be built by Central Government (58 Km). A 151 Km stretch is already in operation and will be transferred to the concessionaire four months after the start-up of the concession.

  The forecast project investment totals 1,150 million euro and will be financed through cash flows from the stretch which is already in operation and which will be transferred (534 million euro), a 25 year bank loan without recourse to the shareholders (117 million euro), subordinated debt financing amounting to 111 million euro and a grant amounting to 313 million euro. The remaining 75 million euro will be contributed by the shareholders on the basis of their interests in the Consortium.

- **Agreement for the development of segments 5 and 6 of the SH-130 toll road (29 June)**

  The Consortium led by Cintra (65% stake) signed an agreement with the Texas Transport Department (TxDOT) for the design, building and operation of segments 5 and 6 of the SH-130 toll road, the first of the Trans-Texas Corridor projects.

  The forecast investment in the 40 mile (64 Km) long toll road amounts to 1,300 million dollars under a 50 year concession from the start of the building work, which has been estimated to take 5 years. The concession is set to be signed in the next few months, following the obtainment of the relevant environmental approvals.

  The project will provide an alternative route to the congested IH35 through Austin and offers a very attractive toll rate arrangement since rates will be reviewed annually on the basis of the increase in the nominal GDP per capita in the State of Texas.

  Moreover, within the framework Contract for the development of the Trans Texas Corridor, TxDOT , on 30 August, the plan was announced to include the 9 Dallas - Fort Worth Loop (140 miles) as a corridor connector for its immediate development. The project comprises different segments and environmental approvals have been secured for the 44 mile south-eastern stretch.

- **Preferred Tenderer for the M-3 toll road in Ireland (19 September) and discontinuance of the legal action blocking the project (3 October)**

  The Consortium led by Cintra (90% stake) was chosen as the Preferred Tenderer for the 45 year concession to design, finance, build, operate and maintain the M3 toll road between Clonee and North Kells in Ireland. The forecast investment in the 50 Km project totals approximately 600 million euro.

  The project's development had been suspended until the dispute concerning the archaeological remains affecting one of the stretches was settled. Legal action was discontinued by the plaintiff on 3 October such that the signing and completion of the project can now go ahead. The wording of the concession and development of the financing agreements are expected to be finalised in the next few months on the basis of the agreed time-sheet.

- **Signature of the Azores concession (22 December)**

The Consortium led by Ferrovial Infraestructuras, with an 89% interest, signed the 30 year concession to design, build, revamp, finance and operate a high -capacity road system under the shadow toll system on San Miguel (Azores), Portugal. According to the prospectus, Cintra will acquire Ferrovial Infraestructuras' interest as soon as possible, contingent upon the necessary administrative approvals.

The project will run for a total of 87.5 Km, of which 47.9 Km will be built, 23.4Km will be refurbished and 16.2 Km has already been built and is operational. The estimated investment amounts to 408 million euro which will be financed through a 27 year bank facility without recourse amounting to 347 million euro, granted to the shareholder, and equity amounting to 61 million euro.

- **Provisional award of the Central Greece Motorway (5 February 2007), second project in Greece**

The Consortium in which Cintra has an interest was designated the Provisional Contractor under a 30 year concession to design, build, finance and operate the Central Greece Motorway -E65- toll road involving an investment of approximately 1,500 million euro. Cintra, with a 33.34% stake in the Consortium, will propose the General Manager of the concessionaire.

The 231 Km toll road is divided into two sections. The entire first stretch, Central Greece, will be built by the Consortium and run northwest- southeast for 174 Km in the centre of the country, linking the PATHE (Patra-Atenas-Tesalónica) toll road and Egnatia. The remaining 57 Km will be built by the Government and subsequently transferred to the concessionaire.

The building work is set to take 66 months and the toll road could be in operation by the end of 2009 once the stretches built by the Government are transferred.

The final award and subsequent signing of the concession are subject to the completion and government approval of all documentation and ratification by the Greek Parliament. The relevant project grant must also be obtained from the European Commission.

- **14,823 new parking spaces**

During the year Cintra Aparcamientos was awarded, directly or through investee companies or mixed public-private companies, nine off-street or mixed car parks. Of these, particularly noteworthy are the concession for the Okendo car park in San Sebastián, the Muelle de las Delicias car park in the Port of Seville and the Rambla del Celler car park in San Cugat.

Cintra Aparcamientos has also been awarded the new car parks at AENA airports such as Valladolid, Pamplona and Murcia with over 2,000 parking spaces.

With respect to public roads, Cintra Aparcamientos was the successful tenderer for parking control in various towns such as Valencia, Avila, Alcobendas, Noja, Medina Sidonia, Sagunto, La Jonquera, Berga, Oropesa de Mar and was awarded the concession for the integrated vehicle withdrawal service in Palma de Mallorca and San Fernando.

Particularly noteworthy in 2006 was the significant building work carried out by Cintra Aparcamientos on 14 sites, most of which will come into operation in 2007.

CORPORATE TRANSACTIONS:

- **Acquisition of an additional 10% interest in the Madrid R-4 toll road (10 April)**

Cintra increased its direct interest in the Madrid R-4 toll road to 55% following the acquisition of an additional 10% of the company's capital for 54.9 million euro.

- **Acquisition of 100% of the capital of the Bosque toll road in Chile (30 October)**

Cintra, through its subsidiary Cintra Chile, acquired 100% of the capital of the Chilean company Autopista del Bosque, S.A., which holds the concession for the Chillán to Collipulli stretch on the Ruta 5 toll road in Chile. The acquisition will be financed through the concessionaire's cash flows and will not entail any capital disbursement by Cintra.

The 160 Km long concession initially expired in 2021. However, following the signing of the Income Distribution Arrangement in 2004, the duration is variable and will end once the present value of future income reaches the sum of guaranteed income. Such an arrangement is already in place in three of the four toll roads managed by Cintra Chile to date.

- **Termination of the agreement of the Isolux Group concerning its offer for Europistas (14 November) and acceptance of the offer by Sacyr for Europistas**

Cintra and the Isolux Group decided to terminate the agreement concluded between both parties on 29 July whereby Cintra undertook to accept the Offer submitted by the Isolux Group for Europistas at a price of 5.13 euro per share. Cintra accepted the Offer led by Sacyr for a price of 9.15 euro per share in exchange for compensation to the Isolux Group of 131.6 million euro.

Toll road opening

- **Opening of new AP-36 Ocaña-La Roda toll road (27 July)**

  Cintra opened the new Madrid-Leveante AP-36 toll road more than five months ahead of schedule. This is a high capacity 177km alternative to the A-3 motorway. The completion budget amounted to 565 million euro and the concession is for 34 years which may be extended for a further 4 years if certain service quality parameters are met.

  The opening of this toll road has entailed a sizeable increase in traffic on the R-4, with which it links up.

- **Opening of the 407-ETR extension (20 September) and new daily traffic record (6 October)**

  On 20 September segments C-4, C-5 and C-6 of the 407-ETR toll road 25 Km extension were opened, with an additional lane in both directions. Following this extension, on 6 October the 407-ETR toll road recorded a new historical record of daily traffic with a total of 423,434 trips.

  Next year there are plans to extend segments C-2 and C-3, which would add another lane in both directions and a further 25 Km.

Financing

- **Refinancing of Ruta de los Ríos (Temuco-Río Bueno) (14 March)**

  Cintra Chile refinanced the debt of Ruta de los Ríos. The improvement in the terms and conditions of the loan has enabled additional payments to be made to shareholders amounting to 1.8 million UF (approximately 47 million euro).

- **Re-leveraging of the Maipo (Santiago-Talca) toll road through an issue of bonds (20 December)**

  The concessionaire of Autopista del Maipo carried out an issue of bonds in Chile amounting to 6.0 million FU (approximately 156 million euro). This has enabled the financing of new building work and the payment of an extraordinary dividend of 4.9 million FU (approximately 128 million euro) to Cintra Chile.

Appointments

- **Changes in the Board of Directors (26 July)**

  The following changes and appointments have taken place in the company's Board of Directors:
  - Mr Juan Béjar was appointed Deputy Chairman and retains his executive powers.
  - Mr Lucas Osorio Iturmendi's resignation from the Board was accepted. Mr Osorio continues to act as Secretary to the Board of Directors.
  - Mr Enrique Díaz-Rato Revuelta was appointed as a new Director and the Company's Managing Director.

- **Changes in the Related-party Operations Committee (27 September)**

  The Board of Directors agreed to appoint Mr Enrique Díaz-Rato Revuelta to the Committee, replacing Mr Juan Béjar Ochoa.

Other

- **General Shareholders' Meeting (28 March)**

  Among the other points on the Agenda, the General Shareholders' Meeting approved profits for 2005 and the payment of a gross dividend of 7.6 euro cents per share which was paid on 20 April. Similarly, a capital increase was approved of one new share for each existing 20 shares. The free assignment period for the increase ran from 7 to 21 November and the new shares started trading on 4 December.

- **407 ETR enters into an amicable agreement with the Province of Ontario (31 March)**

  407 ETR Concession Company Limited (407 ETR), which holds the concession for the Toronto 407 ETR Express Toll Route, and the Province of Ontario reached an amicable agreement with respect to all legal disputes in which they were involved.

- **The Portuguese Government announces its intention to introduce an explicit toll on the Norte-Litoral toll road (18 October)**

  The Portuguese Government announced its intention to introduce explicit tolls on various toll roads in 2007, including the Norte-Litoral, which is currently operated under a shadow toll system.

- **Announcement of new rates in Canada (29 December) and entry into effect (1 February 2007)**

  The 407 ETR toll road in Canada announced new toll rates which came into effect on 1 February 2007. Following the entry into force of these new toll rates, peak-time rates have increased by 8.3% while rates at other times have increased by 8.4%.

2. KEY FINANCIALS

Net income increased by 27.1% compared with the previous year to 884.7 million euros.

EBITDA amounted to 593 million euro, up 27.8% on the previous year with an EBITDA margin of 67.0%. EBIT grew by 22.4% to 359.8 million euro.

Financials:

(Million euros)	dec-06	dec-05	Var.
Net Income	**884.7**	**696.2**	**27,1%**
Toll roads	752.3	576.4	30.5%
Car parks	132.4	119.8	10.5%
EBITDA	**593.0**	**464.0**	**27.8%**
Toll roads	547.0	422.2	29.6%
Car parks	46.0	41.7	10.2%
EBITDA margin	**67.0%**	**66.6%**	**0.6%**
Toll roads	72.7%	73.3%	-0.7%
Car parks	34.7%	34.8%	-0.2%
EBIT	**359.8**	**293.9**	**22.4%**
Net result	155.6	33.8	360.6%
Operating cash flow parent companies	238.6	298.8	-20.1%
Operating cash flow at concessionaries	508.0	331.4	53.3%
Inversión Bruta Matrices Autopistas	450.0	393.1	14.5%
Inversión Bruta Aparcamientos	56.5	24.9	126.9%

Operating

(Million euros)	dec-06	dec-05	Var.
Toll road traffic			
407 ETR (millon VKT)	2,124.145	2,064.073	2.9%
Chicago Skyway	50,514	48,422	4.3%
Indiana Toll Road	34,282		
Ausol I	20,772	19,973	4,0%
Ausol II	19,782	18,286	8.2%
Autema	21,529	19,586	9.9%
Radial 4	9,333	6,791	37.4%
Ocaña-La Roda	4,298		
M-45	86,537	79,368	9.0%
Santiago-Talca	64,322	59,483	8.1%
Talca-Chillán	39,463	36,732	7.4%
Collipulli-Temuco	27,241	26,269	3.7%
Temuco-Río Bueno	18,296	16,925	8.1%
N4-N6	20,939		
Euroscut Algarve	19,099	18,677	2.3%
Euroscut Norte Litoral	29,625		
Parking spaces	**253,023**	**238,200**	**6.2%**
Off-street	66,957	63,734	5.1%
On-street	159,271	147,671	7.9%
Private	26,795	26,795	0.0%
Ocupancy (off-street)	**18.7%**	**18.1%**	**0.6%**

3. INCOME STATEMENT

(Million euros)	dec-06	dec-05	Var.
NET INCOME	**884.7**	**696.2**	**27.1%**
Other income	0.8	5.8	-86.5%
Total operating income	885.5	702.1	26.1%
External and operating expenses	182.0	146.9	23.9%
Staff expenses I	110.5	91.2	21.2.%
EBITDA	**593.0**	**464.0**	**27.8%**
EBITDA margin	67.0%	66.6%	0.6%
Fixed asset depreciation	220.8	159.3	38.6%
Changes in current asset provisions	12.4	10.7	15.4%
Total operating expenses	525.7	408.1	28.8%
EBIT	**359.8**	**293.9**	**22.4%**
Financial results	-468.8	-357.0	31.3%
Financial results Infrastructure Projects	-467.5	-354.0	32.1%
Financial results other companies	-1.3	-3.0	-57.5%
Results companies accounted for by equity method and other	7.2	10.4	-30.8%
Other profit and loss	202.4	34.1	494.3%
INCOME BEFORE TAX	**100.6**	**-18.7**	**n/a**
Corporate income tax	-24.2	8.2	n/a
INCOME FROM CONTINUING OPERATIONS	76.4	-10.5	n/a
Net income discontinued operations	0.0	0.0	n/a
CONSOLIDATED INCOME FOR THE YEAR	76.4	-10.5	n/a
Income attributed to minority interests	79.3	44.3	79.1%
NET ATTRIBUTABLE INCOME	**155.6**	**33.8**	**360.6%**

4. OVERVIEW OF RESULTS

4.1 Net turnover - sales

Net sales amounted to 884.7 million euro, up 27.1% on 2005.

Net sales by activity were as follows:

(Million euros)	dec-06	dec-05	Var
Toll roads	741.6	563. 6	31.6%
Car parks	132.4	119.8	10.5%
Toll road parent companies	10.7	12.8	-16,3%
TOTAL	**884.7**	**696.2**	**27.1%**

This growth is primarily due to the following:

- Good traffic performance, all toll roads showing marked growth.
- Increase in 407-ETR tolls. Peak-time tolls for light vehicles rose by 8.7% to 16.25 Canadian dollar cents per Km, and by 9.9% at other times. Despite this toll increase, average daily trips rose by 3% while total Km travelled increased by 2.9%.
- The start-up of the Indiana Toll Road, which contributed sales of 29.8 million euro. This toll road has been consolidated proportionately since 1 July.
- The start-up of traffic -based invoicing on the Norte-Litoral toll road. Until this year only a small amount had been invoiced per Km in operation. However, following completion of practically all building work, invoicing is based on toll road traffic. In December 29.7 million euro was invoiced to the Portuguese Government under the new calculation method for the period February to December 2006.
- The full consolidation of the Chilean toll road Talca-Chillán since 1 May, following the increase in Cintra's interest to 67.61%. The toll road was previously consolidated under the equity method. Toll road sales during this period amounted to 22.3 million euro.
- The start-up of the N4-N6 toll road in Ireland. The toll road was opened to traffic in December 2005 and generated sales amounting to 15.5 million euro in the last year.
- The opening of the new Ocaña-La Roda toll road which has contributed sales of 6.6 million euro since it was started up on 27 July.
- The inclusion of the Bosque toll road in Chile. Toll road sales since its acquisition on 30 October have amounted to €4.3 million.
- The full year recognition of income relating to the Chicago Skyway toll road. The toll road was started up on 24 January 2005.
- Increase of 14,823 in the number of parking spaces managed by the car park business, which is up 6.2% compared with the previous year.
- Exchange rate fluctuation. The increase in the value of the Canadian dollar (4.6%) and Chilean peso (3.4%) has had a positive effect on income denominated in euro. Conversely, the decline in the value of the dollar has led to a 2% fall in sales in euro from US assets.

Exchange rate performance	dec-06	dec-05	Var.
CAD/EUR	1.432	1.4983	-4.6%
USD/EUR	1.265	1.2392	2.0%
CHP/EUR	669.3969	691.9924	-3.4%

The geographical distribution of net sales is as follows:

(Million euros)	dec-06	%	dec-05	%
Spain	279.7	31.6%	247.1	35.5%
Rest of Europe	80.2	9.1%	35.3	5.1%
Canada	318.2	36.0%	280.5	40.3%
USA	77.1	8.7%	41.4	6.0%
Chile	129.4	14.6%	91.8	13.2%
TOTAL	**884.7**	**100.0%**	**696.2**	**100.0%**

Both the full year recognition of income on the N4-N6 in Ireland and the commencement of traffic-based invoicing on the Norte-Litoral toll roll have helped considerably to grow the contribution of European operations to consolidated net sales.

The increased contribution of US operations is largely attributable to the start up of operations on the Indiana Toll Road which was first consolidated using the proportionate method on 1 July.

The solid traffic performance of Chilean toll roads together with the consolidation under the full consolidation method of the Talca-Chillán since May and the acquisition of the Bosque toll road late October have increased Chile's contribution to Cintra's consolidated operations.

4.2 Ebitda

EBITDA increased by 27.8% during the year and amounted to 593 million euro.

EBITDA performance by activity is as follows:

(Million euros)	dec-06	dec-05	Var.
Toll roads	555.7	427.2	30.1%
Car parks	46.0	41.7	10.2%
Toll roads parent companies	-8.8	-5.0	-74.8%
TOTAL	**593.0**	**464.0**	**27.8%**

EBITDA as a percentage of consolidated net sales rose to 67.0% from 66.6% in the previous year. This increase is due to the increased contribution to consolidated gross income of toll road operations (92.2% of the total) which offer a higher margin than the car park business.

4.3 Depreciation and amortisation

Period depreciation at December 2006 amounted to 220.8 million euro which is 38.6% higher than the 159.3 million euro last year. This increase is largely due to :

- Commencement of traffic based invoicing on the Norte Litoral: 18.2 million euro.
- Inclusion of the Indiana Toll Road: 16.8 million euro.
- Opening of the Madrid-Levante toll road: 6.9 million euro.
- Full-year operation of the N4-N6 toll road: 6.5 million euro.
- Full consolidation of Talca-Chillán: 4.4 million euro.
- Acquisition of the Bosque toll road: 1.8 million euro.
- Exchange rate fluctuation.
- Recording for almost one additional month of the Chicago Skyway toll road operation.

4.4 EBIT

EBIT increased to 359.8 million euro, which is up **22.4%** on the previous year.

The breakdown by operation is as follows:

(Million euros)	dec-06	dec-05	Var.
Toll roads	341.8	274.7	24.4%
Car parks	27.8	26.5	4.9%
Toll roads parent companies	-9.8	-7.3	-35.1%
TOTAL	**359.8**	**293.9**	**22.4%**

4.5 Financial result

(Million euros)	dec-06	dec-05	Var.
Toll roads	-467.5	-354.0	-113.5
Car parks	-2.8	-2.5	-0.3
Toll roads	1.5	-0.5	2.0
TOTAL	**-468.8**	**-357.0**	**-111.7**

The variation in financial expenses in 2006 as compared with the previous year is largely due to:

- The reversal in 2005 of the provision for the Maipo toll road to cover future payments deriving from the Exchange Hedging Mechanism. The reversal of the provision reduced financial expenses for 2005 by 42.2 million euro.
- The inclusion of debt servicing relating to new concessions:
  - The start-up of operations on the Indiana Toll Road, which was first consolidated on 1 July, increased financial expenses by 39.2 million euro.
  - The opening of the Ocaña-La Roda toll road, which came into operation on 27 July, contributed 16.5 million euro in financial expenses
  - The virtual completion of the work on the Norte-Litoral toll road which has led to the start of toll based invoicing. The financial expense on this toll road amounted to 11.9 million euro.
  - The full-year consolidation of the N4-N6 in Ireland, which was started up on 2 December 2005 and has generated financial expenses amounting to 9.9 million euro
- Fluctuations in the main currency exchange rates have had opposing effects:
  - The rise in the value of the Canadian dollar and Chilean peso has increased financial expenses by 8.6 and 1.3 million euro, respectively.
  - The fall in the value of the dollar has reduced financial expenses by 1.2 million euro.

- Increase in the financial expense on Chilean toll roads amounting to 4.1 million euro, largely due to the full consolidation of the Talca-Chillán toll road since May 2006 and the consolidation of the debt relating to the Bosque toll road, acquired on 30 October.
- Increase in the financial expense on the Chicago Skyway toll road owing to the increase in borrowings following the re-leveraging of the concessionaire in August 2005, together with the toll road's consolidation for virtually one more month in 2006. The effects of both situations have triggered an increase in financial expenses of 5.3 million euro.
- The fall in the financial expense on the 407-ETR amounting to 33.9 million euro is attributed to the opposing effect of:
  - The increase in borrowings by the concessionaire has increased financial expenses by 5.1 million euro.
  - The decrease in the inflation component of RRBs (2.36% in 2006 compared with 2.58% in 2005) and SIPs (2.39% at December 2006 compared with 2.63% at December 2005) has reduced financial expenses by 39 million euro.

4.6 Equity- accounted affiliates

The fall in the contribution to results of equity -accounted affiliates from 10.4 million euro in 2005 to 7.2 million in 2006 is attributable to the sale of the shareholding in Europistas and the change to full consolidation of the Chilean Talca-Chillán toll road.

4.7 Other income and expenses

Other income for the period jumped to 202.4 million compared with 34.1 million euro in the previous year. The difference between both periods is mainly due to:

In 2005:
- The sale of a 5% shareholding in Ausol, which triggered a capital gain of 31.6 million euro.

In 2006:
- The sale of the 32.49% shareholding in Europistas in two different stages:
  - In the first half of the year 5.39% of the shareholding was sold on the market, which generated a capital gain of 32.2 million euro.
  - In November Cintra agreed the Offer led by Sacyr at a price of 9.15 euro per share, which generated a capital gain, net of the economic compensation to the Isolux Group, of 167.6 million euro.
- The sale of Montalbán car parks (Madrid) and Kursaal (San Sebastián) from Eguisa which generated a capital gain of 7.2 million euro.
- The translation difference on the return of capital relating to the Chilean Talca-Chillán and Temuco-Río Bueno toll roads which generated a loss of 8.9 million euro.

4.8 Taxes

Cintra has recorded a corporate income tax expense in 2006 of 24.2 million euro compared with revenues of 8.2 million in 2005. This entails an effective rate of 24.1% in 2006 compared with a 44% tax credit in 2005.

4.9 Net income

Net income totalled 155.6 million euro compared with 33.8 million euro for the same period last year. Adjusted net income, not taking into account the reversal of the provision in Autopista del Maipo and the capital gain on the sale of 5% of Ausol, both in 2005, and the capital gain on the sale of the shareholding in Europistas this year, together with " other income and expenses" in both periods, would have amounted to -12.4 million euro compared with -28.1 million euro last year.

5. ANALYSIS BY BUSINESS AREA

5.1 Toll road concessions

(Million euro)	dec-06	dec-05	Var.
Net sales	741.6	563.6	31.6%
EBITDA	555.7	427.2	30.1%
EBITDA margin	74.9%	75.8%	-1.1%
EBIT	341.8	274.7	24.4%
EBIT margin	46.1%	48.7%	-5.4%

The performance of the main toll roads is as follows:

5.2 407-ETR

(Million euro)	dec-06	dec-05	Var.
Net sales	318.2	280.5	13.4%
EBITDA	249.2	213.0	17.0%
EBITDA margin	78.3%	75.9%	3.1%
EBIT	178.7	151.1	18.3%
EBIT margin	56.2%	53.9%	4.3%
VKT (million)	2,124	2,064	2.9%
Daily trips	292,501	283,855	3.0%

The increase in income has been driven by:

- The increase in tolls: +8.53% weighted for the 11 months of application in 2006. Toll rates were increased for 2007 by 8.3% at peak times and 8.4% at other times. These increases came into effect on 1 February 2007.
- The robust performance of traffic which increased by 2.9% in terms of VKT and 3% in terms of number of daily trips. Traffic performance in the last part of the year bears out the positive effect of the lane extension.
- The 4.6% increase in the value of the Canadian dollar with respect to the euro in 2006.

407-ETR	dec-06	dec-05	Var.
Sales (Mn CAD)	455.7	420.3	8.4%
Sales (Mn Eur)	318.2	280.5	13.4%
CAD/ EUR exchange rate	1.4320	1.4983	-4.6%

Income performance reflects the effect of the commencement as from 1 July 2006 of the heavy vehicle discount programme (3.8 million euro) in addition to the provision recorded for the initial stage of the light vehicle loyalty programme (3 million euro) which was started up on 1 February 2007. Additionally, costs record a provision of 0.5 million euro relating to fuel discounts under the loyalty programme.

The improvement in EBITDA is largely attributable to the growth in sales and containing of operating expenses thanks to the fall in winter maintenance costs brought about by better weather conditions and the steadying of selling expenses.

5.3 Chicago Skyway

(Million euros)	dec-06	dec-05	Var.
Net Sales	44.8	40.7	10.0%
EBITDA	35.8	29.9	19.7%
EBITDA Margin	79.9%	73.4%	8.8%
EBIT	16.6	10.8	52.8%
EBIT Margin	37.0%	26.6%	38.9%
ADT	50,514	48,422	4.3%

The variation in income is attributable to:

- The toll road's consolidation for a full year as compared with 11 months in 2005.
- The solid performance of traffic which grew by 4.8% despite the revamping and betterment work carried out on the toll road.
- The fall in the value of the dollar as compared with the euro which has reduced income by 2.0%.

Chicago Skyway	dec-06	dec-05	Var.
Sales (Mn USD)	56.7	50.5	12.3%
Sales (Mn Eur)	44.8	40.7	10.0%
USD/ EUR exchange rate	1.2650	1.2392	2.0%

The increase in EBITDA largely results from the fall in winter maintenance expenses brought about by better weather conditions and the decrease in central services expenses thanks to the synergies generated by the start-up of the Indiana Toll Road.

5.4 Indiana Toll Road

(Million euros)	dec-06	dec-05	Var.
Net income	29.8		
EBITDA	21.5		
EBITDA margin	72.2%		
EBIT	4.7		
EBIT margin	15.8%		
ADT	34,282		

Proportionate consolidation: Data consolidated at 50%.

Operations started up on 29 June although the toll road was consolidated as from 1 July.

Toll road rates for heavy vehicles were increased by 23% on 2 June. Light vehicle tolls were increased on 29 June by 70%. Nonetheless, this increase is not paid directly by users but rather by the Indiana Finance Authority (IFA).

Indiana Toll Road	dec-06	dec-05	Var.
Sales (Mn USD)	37.7		
Sales (Mn Eur)	29.8		
USD/ EUR exchange rate	1.2650		

EBITDA amounted to 21.5 million euro, including 3 million euro in extraordinary operating costs relating to tender and transaction completion expenses.

5.5 Ausol

(Million euros)	dec-06	dec-05	Var.
Net income	61.6	57.3	7.5%
EBITDA	50.3	49.4	1.7%
EBITDA margin	81.6%	86.3%	-5.4%
EBIT	34.6	33.7	2.9%
EBIT margin	56.2%	58.7%	-4.3%
ADT Ausol I	20,772	19,973	4.0%
ADT Ausol II	19,782	18,286	8.2%

The growth in sales has been driven by:

- The performance of traffic which increased by 4.0% on the Ausol I and by 8.2% on the Ausol II.
- The increase in tolls of 3.28% and 2.64% on the Ausol I and Ausol II, respectively.

EBITDA was affected by the recording in 2005 of the reversal of part of the provision booked in 2001 to 2004 for property tax amounting to 3.9 million euro. In 2006 the remainder of the provision booked in 2002 was reversed amounting to 1.2 million euro.

This situation, together with the tender expenses for the Malaga-Las Pedrizas toll road incurred this year, has decreased the EBITDA margin from 86.3% in 2005 to 81.6% in 2006.

5.6 Autema

(Million euros)	dec-06	dec-05	Var.
Net sales	40.2	36.7	9.5%
EBITDA	31.0	29.2	6.5%
EBITDA margin	77.3%	79.5%	-2.8%
EBIT	25.6	23.6	8.2%
EBIT margin	63.7%	64.5%	-1.2%
ADT	21,529	19,586	9.9%

The growth in sales is lower than the result of applying the increase in traffic (9.7%) and tolls (4.5%) because of the toll-free passage at Les Fonts. In any event, the concession guarantees the concessionaire's income. Net sales include 9.3 million euro paid by the Generalitat regional government under this guarantee.

The fall in the EBITDA margin results from the recognition in 2005 of the capital gain on the sale of office premises amounting to 0.8 million euro.

5.7 Radial 4

(Million euros)	dec-06	dec-05	Var.
Net sales	18.9	12.8	47.3%
EBITDA	8.3	4.5	83.9%
EBITDA margin	43.7%	35.0%	24.9%
EBIT	-3.3	-9.4	65.4%
EBIT margin	-17.3%	-73.5%	76.5%
ADT	9,333	6,791	37.4%

The increase in sales has been driven by:

- The solid performance of traffic which increased by 37.4%. This increase is attributable to both the fact that the toll road is in the start-up phase during which traffic growth is highest, and the inducement to traffic following the opening of the Madrid-Levante toll road, which provides direct access to the R-4.
- The 3.16% increase in toll rates.
- The increase in service station income which amounted to 1.6 million euro compared with 0.7 million euro in the previous year.

5.8 Ocaña-La Roda

(Million euros)	dec-06	dec-05	Var.
Net sales	6.6		
EBITDA	3.3		
EBITDA margin	49.9%		
EBIT	-3.7		
EBIT margin	-56.1%		
ADT	4,298		

The new AP-36 Ocaña - La Roda toll road, which runs from Madrid to Levante, was opened on 27 July almost five months ahead of schedule.

The opening of the toll road has had a positive impact on traffic performance on the R-4 toll road, with which it links up.

The EBITDA margin stands at 49.9% because the toll road is in the initial "ramp-up" stage.

5.9 M-45

(Million euros)	dec-06	dec-05	Var.
Net sales	11.9	11.3	5.6%
EBITDA	11.3	10.7	5.2%
EBITDA margin	94.8%	95.1%	-0.4%
EBIT	8.3	6.9	19.5%
EBIT margin	69.4%	61.3%	13.2%
ADT	86,537	79,368	9.0%

Proportionate consolidation: Data consolidated at 50%.

The M-45 is a shadow toll road where income depends on contractually-established traffic levels. Since actual traffic is currently much higher than the contractual ceiling, the concessionaire is collecting maximum income.

The increase in Net sales is due to the review of toll rates and the update of the annual payment to be collected from the Madrid Regional Government .

5.10 Chilean Toll Roads

(Millon euros)	dec-06	dec-05	Var.
Net sales	129.3	88.9	45.4%
EBITDA	86.3	63.5	35.9%
EBITDA margin	66.7%	71.4%	-6.5%
EBIT	58.8	43.6	34.8%
EBIT margin	45.4%	49.0%	-7.3%
CLP/ EUR exchange rate	669.397	691.992	-3.4%

The improvement in Net sales is basically due to:

- The increase in concessionaire traffic of 3.7% to 8.1%.
- The increase in tolls of 4.01%, which, for the Talca-Chillán and Autopista del Maipo toll roads, should be increased by the road safety premium.
- The full consolidation of the Chilean Talca-Chillán toll road as from 1 May 2006. The toll road was previously consolidated using the equity method. The contribution of the Talca-Chillán to consolidated net sales in the period amounted to 22.3 million euro.
- The acquisition of the Bosque toll road following its acquisition on 30 October. Income generated by the toll road in the period amounted to 4.3 million euro.
- The 3.4% increase in the value of the Chilean peso compared with the euro.

Chilean toll roads	dec-06	dec-05	Var.
Sales (Mn CHP)	86,572.3	61,542.3	40.7%
Sales (Mn Eur)	129.3	88.9	45.4%
CHP/ EUR exchange rate	669.3969	691.9924	-3.4%

EBITDA records the effect of the consolidation of the Talca-Chillán toll road and the purchase of the Bosque toll road, which have contributed 8.8 million euro and 3.7 million euro, respectively.

The fall in the margin in Talca-Chillán (39.4%) has affected the consolidated margin of Chilean toll roads.

5.11 N4-N6

(Million euros)	dec-06	dec-05	Var.
INCN	15.5	0.7	n/a
EBITDA	9.9	0.2	n/a
EBITDA margin	64.2%	33.1%	n/a
EBIT	3.2	0.0	n/a
EBIT margin	20.8%	1.8%	n/a
ADT	20,939		n/a

The N4-N6 toll road ended its first full year of operation, with traffic exceeding initial forecasts. The toll road started up operations on 12 December 2005.

5.12 Eurocut Algarve

(Million euros)	dec-06	dec-05	Var.
Net sales	33.3	31.8	4.6%
EBITDA	29.2	27.2	7.4%
EBITDA margin	87.5%	85.3%	2.6%
EBIT	17.2	15.0	14.6%
EBIT margin	51.5%	47.1%	9.5%
ADT	19,099	18,677	2.3%

Income increased due to the increase in traffic (+2.26%) and the annual toll rate review (+2.39%).

5.13 Eurocut Norte Litoral

(Million euros)	dec-06	dec-05	Var.
Net sales	31.0	2.8	n/a
EBITDA	22.6	0.2	n/a
EBITDA margin	72.7%	6.7%	n/a
EBIT	4.2	0.0	n/a
EBIT margin	13.4%	0.4%	n/a
ADT	29,625		n/a

The Norte Litoral toll road started invoicing the Portuguese Government in December 2006 for traffic for the period February to December. Until now a small amount was invoiced per Km in operation and as from the practical completion of the toll road building work income is traffic based.

5.14 Car Parks

(Million euros)	dec-06	dec-05	Var.
Net sales	132.4	119.8	10.5%
EBITDA	46.0	41.7	10.2%
EBITDA margin	34.7%	34.8%	-0.2%
EBIT	27.8	26.5	4.9%
EBIT margin	21.0%	22.1%	-5.0%
Parking spaces	253,023	238,200	6.2%

Net sales increased by 10.5% to 132.4 million, mainly due to the 6.2% increase in spaces managed and the consolidation of the contribution to the car park business of existing spaces.

6. CONSOLIDATED BALANCE SHEET

The 2006 and 2005 consolidated balance sheets under IFRS are set out below.

(Million euros)	dec-06	dec-05
NON-CURRENT ASSETS	**10,165.0**	**8,710.8**
Intangible assets	91.7	68.1
Assets in infrastructure projects	9,487.3	8,040.3
Property, plant and equipment	155.0	157.7
Investment properties	0.0	0.0
Equity-accounted investments	6.2	18.8
Financial assets	356.6	392.1
Accounts receivable in infrastructure projects	0.0	0.0
Financial assets available for sale	0.0	0.0
Other financial assets	356.6	392.1
Financial derivatives at fair value	68.3	33.8
CONSOLIDATION GOODWILL	**159.3**	**181.9**
DEFERRED TAX ASSETS	**421.4**	**394.0**
CURRENT ASSETS	**1,139.1**	**948.2**
Inventories	14.9	8.8
Trade and other receivables	292.9	248.2
Cash and cash equivalents	808.8	670.7
Infrastructure project companies	547.3	347.5
Other companies	261.4	323.2
Other assets	22.6	20.4
TOTAL ASSETS	**11,884.8**	**10,234.8**
EQUITY	**1,532.3**	**1,568.6**
EQUITY ATTRIBUTABLE SHAREHOLDERS	1,261.0	1,148.7
MINORITY INTEREST	271.3	419.9
DEFERRED INCOME	**233.1**	**214.7**
PROVISIONS FOR LIABILITIES AND CHARGES	**8.8**	**11.5**
NON-CURRENT LIABILITIES	**8,314.2**	**7,292.1**
Borrowings	7,882.2	6,863.7
Infrastructure project companies	7,806.9	6,753.5
Other companies	75.3	110.1
Other liabilities	137.3	88.0
Financial derivatives at fair value	249.7	340.4
DEFERRED TAX LIABILITIES	**191.8**	**141.5**
CURRENT LIABILITIES	**1,600.4**	**1,002.1**
Borrowings	1,316.7	719.2
Infrastructure project companies	1,312.7	717.1
Other companies	3.9	2.1
Trade payables	273.2	251.0
Other short-term debts	0.0	0.0
Other liabilities	10.5	31.9
TRADE PROVISIONS	**4.2**	**4.3**
TOTAL LIABILITIES AND EQUITY	**11,884.8**	**10,234.8**

6.1 Non-current Assets

Non-current assets have increased by 16.7%, from 8,710.8 million to 10,165.0 million euro. The principal variations resulted from the inclusion of Indiana Toll Road, the purchase of the Chilean Bosque toll road concessionaire, the completion of the work and start-up of the Madrid-Levante toll road and, to a lesser extent, the change in the method used to consolidate Talca Chillán (from the equity to the full consolidation method).

Infrastructure project assets increased by 1,447 million euro mainly in Indiana (1,432.2 million euro), Autopista del Bosque (211.5 million euro), Autopista Madrid Levante (183.5 million euro) and Talca Chillán (121.5 million euro). Exchange rate fluctuations have reduced the amount of infrastructure project assets by 587.7 million euro.

6.2 Current assets

Current assets increased by 20.5%, from 948.2 million euro to 1,139.1 million euro due, among other things, to the increase in cash owing to the sale of Europistas and flows contributed by new concessions.

6.3 Debt At Toll Road Concessionaires

Toll road concessionaires' long and short-term debt increased by 22.1% from 7,470.6 to 9,119.6 million euro. The principal variations were due to the following:

- Inclusion of Indiana Toll Road debt (1,242.1 million euro in bank borrowings).
- Inclusion of debt of Chilean toll roads, Autopista del Bosque (225.5 million euro) acquired this year and Talca-Chillán (195.3 million euro) owing to the company's full consolidation.
- Greater debt at the Madrid Levante toll road (183.5 million euro) used to complete the building work.
- Decrease in debt at 407 ETR amounting to 228 million euro mainly due to the effect of exchange rate fluctuations (320.1 million euro).

7. NET CASH POSITION (31 DECEMBER 2006)

(Million euros)	Toll road concessionaires	Car parks	Toll road parent companies	Adjustments	Total
Borrowings	**-9,119.6**	**-81.2**	**-42.3**	**44.2**	**-9,198.9**
Long term	-7,806.9	-76.8	-42.3	43.7	-7,882.3
Short term	-1,312.7	-4.4		0.5	-1,316.6
Cash and cash equivalents	**547.3**	**9.1**	**296.6**	**-44.2**	**808.8**
Net position	**-8,572.3**	**-72.1**	**254.3**	**0.0**	**-8,390.1**

7.1 Cash Balance

(Million euros)	Car parks	Toll road parent companies	Total
Opening net cash balance 2006	**66.9**	**277.9**	**211.0**
Operating flow	46.4	192.2	238.6
Investment flow	-33.8	-191.4	-225.2
Investments	-46.2	-428.9	-475.1
Divestments	12.4	237.5	249.9
Debt new companies			0.0
Dividend payment	-14.4	-37.5	-51.9
Other	-3.3	13.1	9.8
Closing net cash balance 2006	**-72,1**	**254.3**	**182.2**

7.2 Cash Balance Of Cintra S.A.

(Million euros)	Total
Opening net cash balance 2006	**306.3**
Operating Flow	143.8
Collections and payments from operations	-5.7
Dividends, capital refunds and tax bases	149.5
Investment flow	194.5
Investments	-84.7
Divestments (1)	279.2
Dividend payments	-37.5
Capital increase and sales of treasury shares	
Others (2)	-369.2
Closing balance 2006	**237.8**

(1) Mainly includes the sale of the shareholding in Europistas

(2) Includes loans granted to concessionaires and the participating loan of Laértida (parent of Indiana Toll Road and Chicago Skyway)

8. CASH FLOW – PARENT COMPANIES AND CAR PARKS

(Million euros)	dec-06	dec-05
Operating flows	**238.6**	**298.8**
Toll road parent companies	192.2	252.0
Car parks	46.4	46.8
Net investment flows	**-225.2**	**-376.5**
Toll road parent companies	-191.4	-351.7
Car parks	-33.8	-24.9
Activity flows	**13.4**	**-77.8**
Toll road parent companies	0.8	-99.7
Car parks	**12.6**	**21.9**

Operating flows are net of taxes and record the amounts received in respect of dividends and refunds of capital from concessionaires. In 2005 they included 166 million euro relating to the re-leveraging of Chicago Skyway.

9. GROSS CAPITAL EXPENDITURE IN THE PERIOD

The gross investment of toll road parent and car park companies in 2006 is as follows:

(Million euros)	dec-06
Toll road parent companies	450.0
Car parks	56.5
Total	**506.5**

The main investments in the period are:

- Investment by Cintra in the equity of Indiana Toll Road: 302.9 million euro.
- Acquisition of an additional 10% of R-4: 54.9 million euro.
- Investment in M-203: 29 million euro.
- Investment in N4-N6: 28.1 million euro.
- Investment in Madrid-Levante: 22 million euro.

10. EXPECTED BUSINESS PERFORMANCE

Cintra's business, in both the toll road and car park segments, is directly affected by the behaviour of certain macroeconomic variables and, therefore, by the general economic performance of each of the countries in which it operates. Consequently, the evolution of traffic on the road network and demand for car park services, in all related segments, is directly dependent on economic growth; while the prices charged generally rise at least in line with inflation.

In 2006, business in Cintra's target markets, where the majority of the company's investments are focused, remained in the growth phase that commenced four years ago. The US economy again led business growth, having achieved a rate close to 3.5%. In the eurozone, growth exceeded 2.5%, driven by the improvement in Germany (+2.5%) and France (+2%). The Spanish economy remained above the EU average at around 3.8%.

As regard price levels, rising oil prices during the first half, reaching above 77$ per barrel, cause inflationary tensions in Europe and the United States that forced the European Central Bank and the Federal Reserve to progressively increase interest rates. However, the decline in energy prices in the latter part of the year, caused by unusually mild weather conditions, kept eurozone inflation within the target range established by the European Central Bank (ECB). In Spain, inflation fell considerably to 2.7%, although it remained 0.8% above the eurozone average.

Economic forecasts for 2007 indicate that the main international economies will continue to grow. The United States will continue to lead economic growth in the developed world, although the pace is likely to slow with respect to 2006 due to the rate rises imposed by the Federal Reserve during 2006. The European economy could maintain similar growth rates thanks to the recovery of internal demand in countries such as Germany.

As regards inflation, the progressive rate rises in the USA and Europe, combined with a fall in the price of oil towards the end of the year, should keep inflation at current levels.

In the current economic context, Cintra is well placed to implement its growth strategy and leverage the opportunities identified in its target markets.

In the toll road business, growth in traffic should reflect the favourable prospects in the countries in which Cintra operates. Additionally, the current order book reflects a number of factors that could boost business growth.

Firstly, in 2007 the Indiana Toll Road in the United States, which the Group began to operate on 29 June when the asset was transferred by the Indiana Finance Authority, and the Madrid-Levante toll road, which opened to the public on 27 July, will be operated for the whole of the year.

Additionally, the majority of the assets in Cintra's portfolio are currently in the initial phases of business, in which revenue growth is higher than in the more mature projects.

Finally, the main assets in Cintra's project portfolio show price arrangements that allow increases in toll fees above inflation, which should significantly boost revenues.

As regards possible new projects, during 2007 the Public Administrations are expected to continue to step up their tendering activities. In the US market, the number of projects is expected to increase in terms of both tenders for new construction contracts and the privatisation of existing toll roads. In this market, Cintra already manages the Chicago Skyway and the Indiana Toll Road, and has also reached an agreement with the Texas Department of Transportation (TxDOT) to build and operate sections 5 and 6 of the SH-130 toll road, under the first contract for the Trans Texas Corridor. In addition to this contract, which is pending environmental authorisation, at year-end 2006 there are a further two projects pending award to Cintra: the M3 Clonee–Kells toll road in Ireland and the Mantova–Cremona toll road in Italy.

In the car park business, tenders called by the new town councils formed following last year's municipal elections are expected to increase. Tendering activities of the rest of the public administrations and AENA are expected to reach levels similar to those of previous years.

11. TECHNOLOGICAL ACTIVITIES

Since incorporation, Cintra has been at the cutting edge in the application of the most advanced technological solutions to optimise the operation and management of concessions. Toll roads are a fine example of this, as operations are based on fully-automated, free-flow tele-tolling systems such as the one being used on the 407-ETR Toronto road. In view of the experience gained on that toll road, Cintra has a clear competitive advantage in the implementation of these systems, which are likely to become the most popular alternative in coming years in countries such as the USA, Canada and Australia.

Additionally, Cintra plays an active role in the industry's main technological initiatives in the countries in which the Group operates, particularly in the continental projects supported by the European Union. In this regard, Cintra forms part of the group of experts responsible for defining the technical and operational aspects of the European interoperable tolling system.

With respect to toll road projects in progress in 2006, a new tolling system was implemented on the Ocaña-La Roda road, including the installation of all the equipment required for payment to be made using the Spanish Vía-T interoperable tele-tolling service.

On the Indiana Toll Road, the installation of the new tolling system on the 50-mile section closest to Chicago got under way. Additionally, the new manual toll lane system was commissioned for the Chicago Skyway concession and the number of manual toll lanes on the Radial 4 road and the AUSOL road was increased.

At the end of the year, the progressive implementation of the THORS project commenced. This is designed to provide Cintra with reliable and automatic traffic reports on all operating concessions, in addition to providing detailed analytical accounting information on each concession company, integrated into the group's corporate accounting system.

Finally, another of the projects that began and was completed in 2006 involved including toll booth images in Cintra's website (www.cintra.es), virtually in real time, from the concession companies AUSOL, Radial 4 and Chicago.

As regards innovation projects, in 2006 the Company developed and implemented Tollflow, a pilot system for preventing and managing queues in toll areas. The system allows traffic conditions to be characterised and possible congestion to be prevented and communicated by automatically informing the toll road managers, via SMS, to allow them to take preventive or corrective measures.

Another innovation project entails studying and developing a prototype automatic system to detect the level of vehicle occupancy. This project is justified by the imposition of different toll rates based on vehicle occupancy in certain toll road bidding specifications and bids, both in Spain and abroad (High Occupancy Vehicle Lanes). Toll road operators equipped with systems that automatically detect high occupancy vehicles will have a competitive advantage in some tender processes.

As regards technological projects for the car park business, it should be noted that the following activities are facilitated using PDAs connected directly to the operating network: regulated on-street parking, maintenance, infraction reporting and management of vehicle removal from public roads.

Additionally, an application has been developed to control tow trucks, allowing the remote validation of reports on vehicles to be towed, using PDAs, which frees the tow teams from the obligation of being permanently accompanied by law enforcement officers. A similar method, in which photographs are also sent in real time via GPRS/UMTS, is applied to validate reports in regulated parking zones.

Finally, during 2006 Cintra Aparcamientos continued to implement centralisation systems for the tele-monitoring of cameras, intercoms, alarms and other elements, allowing one car park to be monitored from a different, remote car park, thereby reducing resources and energy during off-peak hours.

12. STOCK MARKET INFORMATION, TREASURY SHARES AND PRINCIPAL SHAREHOLDERS

The main international stock market indices closed 2006 with significant gains. The most significant growth took place in the Spanish markets, where the Ibex-35 index ended the year 31.8% up on the previous year end, representing the fourth consecutive growth year. The selective index closed at 14,146.5 points, close to the historical highs reached in the middle of December. The gains in the Spanish market are explained by a context of above-average economic growth compared with other European countries, as reflected by buoyant business results. Additionally, the increase in corporate deals turned investor attention to equity markets.

Cintra's share price closed 2006 at 12.7 euros per share, having risen by 36.5%, including the effect of the paid-up capital increase of one new share for 20 old shares. The annual maximum price was 13.44 euros and the minimum was 8.82 euros. During the year a total of 508.7 million shares were traded, representing a daily average volume of 21.1 million euros. Year-end market capitalisation stood at 6,549 million euros.

Since flotation on 27 October 2004, the share price has risen by 61.8%.

Annual evolution since the public offering:

	2006	2005	2004 (*)	2004 (*) - 2006
Cintra	36.5% (**)	20.9%	-1.9%	61.8%
Ibex 35	31.8%	18.2%	17.4%	69.8%

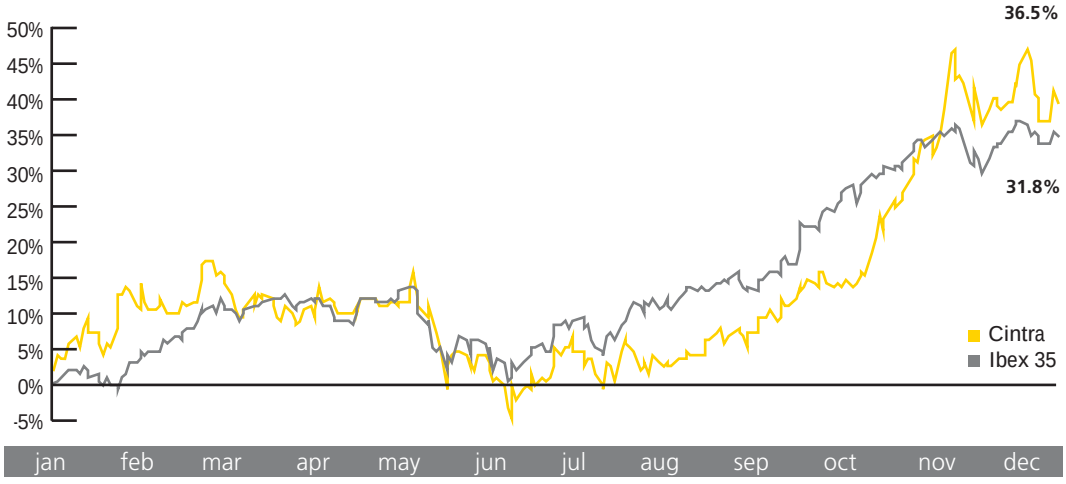
(*) Cintra since flotation on 27 October 2004

(**) Including paid-up capital increase of one new share for 20 old shares

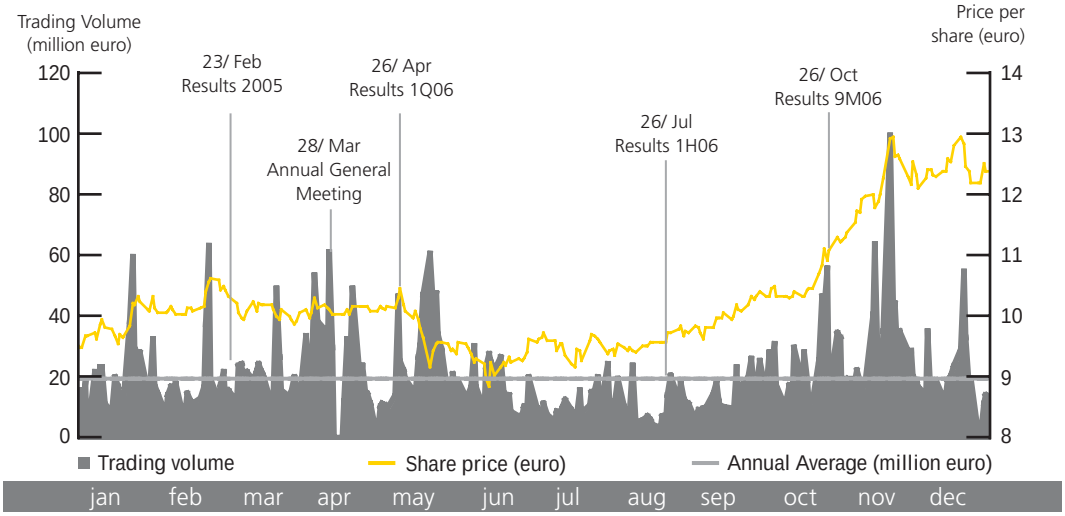
Monthly evolution January 2006 – December 2006

	Close	Maximum	Minimum	No. shares	Daily average no. shares
January	10.22	10.55	9.32	45,111,015	2,148,144
February	10.61	10.93	10.11	37,753,148	1,887,657
March	10.2	10.67	9.91	46,376,604	2,016,374
April	10.24	10.51	10.05	52,925,672	2,940,315
May	9.57	10.7	9.1	61,478,840	2,794,493
June	9.73	9.78	8.82	41,713,561	1,896,071
July	9.48	9.95	9.19	25,224,151	1,201,150
August	9.88	10.05	9.45	26,627,336	1,157,710
September	10.58	10.62	9.73	30,337,410	1,444,639
October	11.44	13.44	10.41	53,401,153	2,427,325
November	12.63	13.44	11.41	55,299,380	2,513,608
December	12.7	13.38	12.25	32,478,227	1,709,380

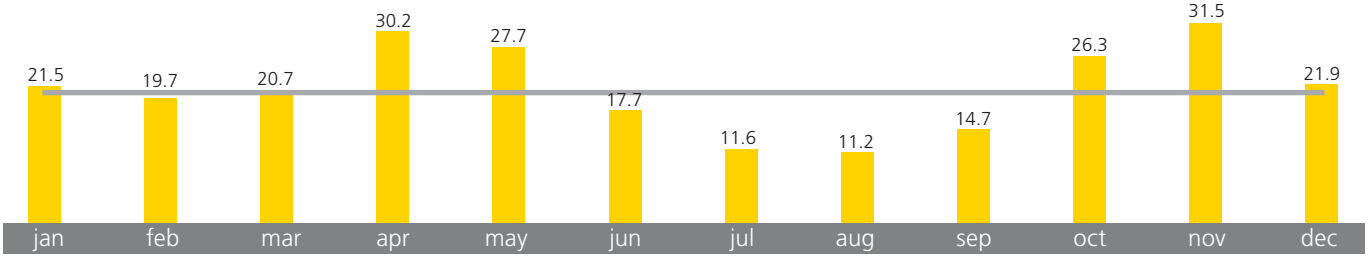
Evolution of Cintra and Ibex-35 in 2006



Evolution of trading volume and price in 2006



Daily average trading volume (million euro)



Stock market data (euro)

	2006	2005	2004
Close	12.70	9.77	8.08
Adjusted close (*)	12.70	9.31	7.70
Maximum	13.44	11.72	8.24
Minimum	8.82	8.04	7.41
Weighted average	10.54	9.41	7.76
Trading volume (million euro)	5,362	4,926	1,470
Number of shares traded (year)	508,726,497	523,556,453	188,835,918
Daily average trading volume	21.11	18.95	34.11
Capital turnover	98.7%	106.6%	38.5%
Capitalisation (million euro)	6,549	4,798	3,968
Shares outstanding	515,671,933	491,116,127	491,116,127
Par value per share (euro)	0.20	0.20	0.20
Gross dividend per share (euro)	0.076	0.060	
Stock market return	36.49%	20.92%	-1.94%

(*) Closing price adjusted following the paid-up capital increase of 1 new share for 20 old shares carried out in November 2006

Dividends

Cintra's dividend policy seeks to reconcile the Company's needs, which are growing steadily in view of the investment opportunities, with an adequate shareholder remuneration policy.

On 20 April 2006, a gross dividend per share was paid out in the amount of 7.6 euro cents, charged to 2005 profits.

Additionally, during 2006 a paid-up capital increase was carried out, consisting of one new share for every 20 old shares. The allocation rights were listed in the market as from 7 November and the allocation period ended on 21 November. The new shares were listed on 4 December.

Treasury shares

At 31 December 2006, CINTRA held no treasury shares.

Shareholders (*)

Shareholder	Country	Shares (M)	% interest
Ferrovial Infraestructuras, S.A.	Spain	319.872	62.03%
Capital Research and Management	USA	34.543	6.70%
New Jersey Division of Investment	USA	5.25	1.02%
Teachers Advisors Inc.	USA	4.042	0.78%
Fidelity Investment Service LTD	UK	2.253	0.44%
American Century Investment Management	USA	2.237	0.43%
Invesco Asset Management Limited	Luxembourg	1.400	0.27%
T Rowe Price International Inc.	USA	1.191	0.23%
Lord Abbet & Company	USA	1.012	0.20%
Carnegie Asset Management	Luxembourg	1.001	0.19%
Morley Fund Management LTD	UK	0.706	0.14%
Vanguard Group Incorporated	USA	0.616	0.12%
AXA Funds Management	Luxembourg	0.541	0.10%
DWS Investment Italy SGR SPA	Italy	0.502	0.10%
Mackenzie Financial Corporation	Canada	0.495	0.10%
AXA Investments Managers Paris	France	0.487	0.09%
Texas Teachers Retirment System	USA	0.452	0.09%
Total		**376.599**	**73.03%**

(*)Data obtained from Bloomberg, January 2007

STOCK MARKET CODES

Bloomberg: CIN SM
Reuters: CCIT.MC

CINTRA IS INCLUDED IN THE FOLLOWING INDICES:

IGBM
IBEX 35
IBEX Consumer Services
DJ Euro Stoxx Price Index
DJ Euro Stoxx Industrial
DJ Stoxx 600
DJ Stoxx 600 Industrial
DJ Euro Stoxx Small
DJ Stoxx Small 200
FTSEurofirst 300
FTSEurofirst Industrial
Indices Bloomberg

13. AUDIT COMMITTEE REPORT

Members and functions

The composition of the Audit and Control Committee did not change in 2005 and its members were as follows:

Name	Status
D. Fernando Abril-Martorell Hernández (Presidente)	Independent
D. José María Pérez Tremps	Executive
D. Nicolás Villén Jiménez	Executive

Lucas Osorio Iturmendi, Secretary of the Board of Directors, acted as Secretary of the Committee in 2006.

The Committee's main activities are as follows:

- Establishing appropriate measures to monitor the independence of external auditors and assess their services and independence.The Committee liaises between the Board of Directors and the external directors;
- Supervising compliance with the legal requirements and the correct application of generally accepted accounting principles;
- Assisting the Board in its mission of ensuring the correctness and reliability of periodical financial information;
- Analysing and evaluating the main business risks and the systems established to manage and control them;
- Examining effective compliance with the internal regulations relating to corporate governance and proposing any necessary improvements.

The Committee met four times in 2006.The 20 February, 24 April, 24 July and 24 October.

Main activities

The main activities in 2006 were as follows:

- **The company's corporate governance report and financial statements for 2005 and 2006**

During the meeting held in February 2006, the Committee reviewed and provided a favourable opinion on the corporate governance report and financial statements for 2005 before they were submitted to the Board of Directors. The Annual Report was later approved by the Board of Directors and the Annual Accounts, once prepared by the Board, were approved by the Ordinary Shareholders' Meeting on 28 March 2006.

Likewise, in the meeting held on 19 February 2007, the Commiittee reviewed and issued a favourable report on the Annual Report on Corporate Governance and the Annual Accounts for the year 2006, which will also be submitted for approval to the Board of Directors.

- **Financial information**

The Committee reviewed the Company's financial information, particularly information that is quarterly disclosed. The Committee also analysed and discussed the impact on the Company of the application of International Financial Reporting Standards (IFRS).

- **External auditors**

The Committee reviewed relations with the Company's external auditors along with the nature, fees and quality of the work performed. In the February meeting, the Committee agreed to propose the renewal of PriceWaterhouseCoopers Auditores, S.L. as external auditor of the Company for the year 2006.

The auditors, initially appointed by the Ordinary Shareholders' Meeting on 22 May 2003 for a period of three years (2003, 2004 y 2005), were afterwards reappointed for a one-year period by the Shareholders' Meeting on 28 March 2006.

In the meeting of 19 February 2007, the Committee again reviewed the activities performed by the external auditor during the year 2006 within its audit function, as well as the other different services rendered by that firm, concluding that in this case their independence had not been placed at risk. After analysis, it reported favourably on the renovation of PriceWaterhouseCoopers Auditores, S.L´s mandate as external auditor of the Company during the year 2007, which will afterwards be submitted for the approval of the Ordinary Shareholders' Meeting.

- **Analysis of risks and control systems**

In 2006, the Committee reviewed the risks and contingencies faced by the Company and established criteria to monitor and supervise them periodically. It is believed that, in general, the principal risks have been duly identified and that a correct procedure exists for their analysis and valuation.

The Committee analysed the insurance cover of the Company and its group of companies and believes that the businesses are duly insured.

- **Internal control procedures**

The Committee monitored the implementation of new internal control procedures in the Company, and in the analysis and implementation took into account the observations made by the external auditor.

- **Study of the recommendations of the Unified Good Governance Code for Quoted Companies.**

The Committee analysed the principal novelties of the Unified Good Governance Code for Quoted Companies approved by the National Securities Market Commission in May 2006.

After analysis, in the meeting held on 19 February 2007, the Committee reported favourably to the Board of Directors on the modification of the Company's Reg ulations of the Shareholders' Meeting and of the Board of Directors, accepting the majority of the recommendation proposed by the aforementioned Unified Code. Additionally, it considered as reasonable not to include some concrete aspects, underlining the need to justify not assuming these recommendations, as needed, in the corresponding Annual Corporate Governance Reports.

The Committee believes, that during 2006, it has been suitably informed on matters of its competence and that it has performed it duties satisfactorily.

14. RELATED PARTY TRANSACTIONS COMMITTEE

Members and functions

The composition of the Related party transactions Committee were as follows:

Name	Status
D. José Fernando Sánchez-Junco Mans (Chairman)	Independent
D. Jaime Bergel Sainz de Baranda	Independent
D. Fernando Abril-Martorell Hernández	Independent
D. Enrique Díaz-Rato Revuelta	Executive

In the month of September the Board of Directors named D. Enrique Díaz-Rato Revuelta as director of the Related-Party Transactions Committee to replace D. Juan Béjar Ochoa. The substitution was the logical consequence of the appointments made in the month of July, whereby D. Juan Béjar Ochoa was appointed Second Vice-President of the Board of Directors and D. Díaz-Rato appointed new Chief Executive Officer.

Lucas Osorio Iturmendi, Secretary of the Board of Directors, acted as Secretary of the Committee in 2006.

The Committee met three times in 2006.The 17 January, 22 May, 24 July and 25 September.

Main Functions

The Committee's main powers are as follows:

a) Supervise related-party transactions between CINTRA and Grupo Ferrovial and their respective groups of companies. In particular:
   - Review compliance with the Framework Contract signed by Cintra, Grupo Ferrovial and Ferrovial Agromán in relation to intergroup projects and services; and
   - Provide the Board with recommendations on compliance with the Framework Contract and advise the Board on any changes.

b) Advise on the proposals to amend the Board Regulation that affect the Related-Party Transactions Committee's powers;

c) Advise the Board on proposals for the appointment of independent directors; and

d) Assess the exemptions of independent directors in the circumstances described in section 10.3 of the Board Regulation.

Main Activities during 2006

The main activities performed by the Committee in 2006 were as follows:

- Supervise related-party transactions between CINTRA and Grupo Ferrovial and their respective groups of companies;
  Additionally, these transactions were reviewed to assure that they comply with the basic principles laid down in the Framework Contract, and the interpretation of some items contained in this were clarified;
- The services supplied between CINTRA and Grupo Ferrovial companies were analysed, as was the effect that the services rendered by CINTRA executives and personnel could have on the Company's normal activities. The Committee believes that, in this respect, the appointment of a new Chief Executive Officer, by the Company's Board of Directors was desirable to strengthen his exclusive dedication in the Company's benefit.

Likewise, the Committee reviewed the service budgets between the CINTRA and Grupo Ferrovial companies for the year 2007, and believes that the increase compared to the year 2006 is justified.

- With regard to the type of activities conducted by CINTRA and the Grupo Ferrovial, the Committee analysed the exclusivity rights granted to CINTRA, bearing in mind the criteria set out in the Framework Contact and described in the Stock Market Prospectus.

The Committee reported favourably on the updating of some criteria, bearing in mind both the qualitative and the quantitative aspects of the projects and maintaining, in all cases, the exclusivity regarding toll motorways and car parks which are significant because of the investment volume and the fact that they drive the growth and value creation in CINTRA.

- With regard to the Scut Na Ilha De São Miguel Project, in Portugal, awarded during 2006, the Committee analysed CINTRA´s commitment to acquire the Ferrovial Estructuras holdings in the terms already reported in CINTRA´s stock market launch, and reported favourably on the relations between CINTRA and Ferrovial Infraestructuras until this acquisition occurs.
- The 2006 bidding processes in which CINTRA participated with Ferrovial Agromán construction prices were reviewed, to evaluate the competitiveness of the offers.

  In the analysis the results obtained, competitors´ offers and the circumstances of each project were considered. The committee concluded that the Ferrovial Agromán offers were suitably competitive.

Lastly, the Committee considered that it has been regularly informed on matters that it should be aware of and in particular on relevant related-party transactions between the companies of CINTRA and Grupo Ferrovial. The Committee believes that the rules contained in the Framework Contract are respected and that it was able to perform it functions satisfactorily in the terms foreseen in that Contract.

15. RISK CONTROL SYSTEMS

Introduction

Cintra has installed, since 2003, a Global Risk Management (GRM) system that covers all its business activities throughout the world, including the joint-risk companies in which it has management control.

In a highly dynamic and competitive environment, this system is an important business strategic management instrument, contributing to suitable management of the factors that can influence reaching the economic and operative objectives in the medium and long-range terms. Cintra believes that efficient and active risk management, conceived from a global perspective, contributes in creating value both for the shareholders and for the rest of the important interest groups in the company's activities.

The risk policy and the management system that arise from this are guided by the following principles:

i. The final objective of risk management is to contribute to the generation of a sustainable profit in all the business areas and activities.
ii. The management system is based upon a global perspective, that is, integrating all the strategic and operative factors that make up the risk profile of Cintra, including the economic, regulatory and legal, sociopolitical, labour and environmental factors.
iii. Risk management involves all levels of the organisation capable of making decisions, including upper management and the committees of the Board of Directors.
iv. The functions derived from maintaining the system and the reporting risks are independent of the business lines, although they contribute their knowledge to risk analysis and to deciding on the most suitable management models in each case.
v. The system is designed to contribute to balanced and multi-criteria decision making, to maintain homogenous and comparable measuring units, independent of the nature of the risk being measured.

The company's principal risks

Cintra operates in countries with different socioeconomic situations and regulatory frameworks. In this context, a range of risks are generated that are inherent to Cintra's infrastructure construction and management activities.

In general, Cintra believes that significant risks are those that may compromise the profitability of its activities, the financial solvency of the company or group, the corporate reputation and the personal safety of its employees. In particular, the most significant risks covered by the system are as follows:

1) **Service quality risks:**

Damage to third parties due to roads in a bad state of repair: liability for traffic accidents and incidents because the road is in a bad state of repair.

2) **Environmental risks:**

a) Damage to infrastructures promoted or managed by Cintra, basically due to natural disasters.

- Coverage for Damage and Earnings Losses exist to cover the impact caused by natural disasters.

b) Risks due to environmental legislation: risks derived from not complying with the applicable legislation, which may lead to administrative sanctions or fines for the concession com pany, and changes not known or envisaged in the environmental legislation that may imply significant investments in infrastructure.

3) **Sociopolitical and regulatory risks**, highlighting the following as the most important:

a) Nationalisation of concessions without an indemnity payment (country-risk).).

- Cintra's investment capacity in centred principally in countries within the OECD area, where the political and socioeconomic conditions, as well as judicial guarantees, are considered as sufficient and reliable.
- Within this framework, the risks of nationalisation of concessions by the government are sufficiently covered by clauses that guarantee indemnity and compensation to the concessionary.
- Nevertheless, corporate Financial Management and Legal Services are constantly monitoring changes in the sociopolitical and regulatory risks that could lead to nationalisation of the concessions.

b) Construction of alternative infrastructure in catchment areas (Execution/ adaptation risk of alternative infrastructures to the concessions, or effect of existing or foreseeable parallel infrastructures, without compensation rights).

- In general this risk is covered if it arises from actions by the government itself. In the concessions in which this risk is not covered, we believe that the actual location of the infrastructures makes the development of alternative infrastructures improbable and at times unviable.

c) Anti-toll protest movements (risk of elimination or modification of toll charges in motorway concessions, due to social pressures and political changes).

- In the areas where movements of this type have been detected, any modification in the charges proposed would generate the corresponding economic compensation. In car parking activities this risk has been considered as highly improbable.
- Nevertheless, Cintra's Management Committee, supported by the business units and corporate Communications Management, monitors the social factors that could lead to this risk arising, with the objective of taking early measures in each case, as well as handling the relations with the interest groups in the most suitable manner.

4) **Financial risks**, highlighting the following as the most important:

a) Exposure to exchange rate fluctuations in foreign activities.

b) Exposure to interest rate fluctuations in infrastructure financing.

In addition to the risk management details described in this section, there are control systems in place designed under a global management perspective. These systems are described in the following section and affect all of Cintra's business areas, as well as the corporate activities directly or indirectly associated with these.

General supervision systems

Risks are identified and control measures are established in all the Company's spheres via a system it designed based on international global risk management standards (IRM, AIMC, ALARM. 2002).

The information used by the system is generated in each business area through a small workteam that includes the heads of the departments that manage risks in their activity (Finance, Quality & Environment, Human Resources, and Legal), directly supervised by the CEO. All members of the workteam belong to management.

Risks detected are evaluated and prioritised applying a semi-qualitative homogenous procedure based on a system of pertinent and reliable indicators, describing in each case the control and management measures established. This information is regularly circulated at corporate level, where it is collated and checked before being reported, as the case may be, to the Audit and Control Committee of the Board.

Quality management systems

All the business areas in Cintra's organisation have implemented ISO 9001-compliant quality management systems certified by accrediting agencies. In all cases, those systems are implemented at the concession companies through quality plans developed specifically for each one which ensure: (a) prior planning of the relevant processes for product and service quality; (b) systematic, documented control of such processes; and(c) sufficient feedback to detect systematic errors and design corrective or preventive measures in order to prevent or mitigate errors in the future.

In the framework of those quality plans, the implemented procedures require the concession companies to periodically measure, among other control activities, service quality variables (e.g. road surface roughness and other road safety variables). Also, reports on bridges, embankments, structures and surfaces are drafted periodically in order to ensure satisfactory service and road safety.

The most important variables are grouped into indicators that are regularly reported to the management groups.

Environmental management system

In order to reduce the risk of failing to comply with environmental regulations as a result of not knowing them, the Company has developed specific information systems to notify the legal environmental requirements to Spanish concession companies (SIGMA).

Regarding environmental monitoring of toll roads, the concession companies monitor the main environmental factors (e.g. noise, efficacy of replanting measures, quality of the water of the public watercourses along the route, etc.).

In 2006, Cintra began implementing an ISO:14001-compliant environmental management system in order to coordinate the environmental monitoring measures of the various concession companies. It is expected that this system will be certified by a qualified entity during 2007, both in the Spanish motorway concessionaries and in Cintra Aparcamientos.

Financial risk contorl machanisms

Exposure to exchange rate fluctuations:

In general, management of this risk is centralised through the Finance Department based on e criteria. In order to ensure that projected cash flows are not affected by exchange rate fluctuations, the following are hedged:

- Multi-currency projects (awarded or in the bidding process).
- Income of foreign subsidiaries and dividends or refunds of capital expected to be received from foreign subsidiaries.
- Cash of foreign subsidiaries.
- Payments to suppliers in foreign currency.

Exposure to interest rate variations:

Fixed interest rates are negotiated for financing of infrastructure concession projects when closing the deals with the financiers. When this is not possible, the company considers hedging that risk during the entire financing term (depending on the situation and on the investment volume).

These hedging mechanisms are included among the obligations frequently imposed by the financial entities. A breakdown of the derivatives is shown in Note 9, in the attached Report, covering Derivatives at Fair Value, as well as the percentage risk covered by these in relation to the total Group debt.

Nationalisation of concession without an indemnity payment (country-risk):

Cintra's investment capacity is concentrated mainly in OECD countries since their political, social and economic conditions and legal certainty are considered to be sufficient and sound. In this context, the risk that the government will renationalise the concessions is sufficiently hedged by the clauses that guarantee indemnity and compensation to concession holders.

Construction of alternative infrastructure in catchments areas:

Risk of executing/adapting alternative infrastructure or of the impact of existing/projected parallel infrastructure, without indemnity rights. In general, the risk is hedged if the actions are fostered by the government. In some concessions, the risk is not covered although the infrastructure's location makes this unlikely.

Anti Toll movements:

Risk of elimination/modification of tolls due to social pressure and/or political changes. In the areas where this has been detected, any proposed change results in the corresponding economic compensation.This risk is very unlikely in the car park business.

Policy on insurance

Cintra has a corporate policy on insurance, to which all activities and the concessionaries are subject. This policy obliges them to insure material damages (including those arising from natural disasters) and loss of earnings, as well as third party responsibility in all the concessions, through insurance policies that satisfy both the demands in this area included in the cession conditions and the requirements of the financers.

Under this common policy, the risks that can be totally or partially transferred through insurance policies are continually monitored and the coverage, indemnity limits and exclusion clauses in the policies are analysed and reviewed, along with the premium costs.

Throughout 2006, as a consequence of the redefinition of the policy on insurance noted in the previous year, coverage and premiums were optimised in the polices subscribed under the various programmes, in the whole international area, taking advantage of the volume and the varied risk exposures in the overall range of concessions under construction and in exploitation.

Risks identified in 2006

In 2006, no identified risks materialised which would have had adverse effects on Cintra. When significant events related to those risks have occurred, the prevention, information and control mechanisms worked effectively; therefore, the company believes that its risk management systems and resources have worked satisfactorily.

CINTRA, S.A. AND SUBSIDIARIES

Consolidated balance sheet as at 31 december 2006 and 2005

Thousand euro

ASSETS	NOTE	2006	2005
NON-CURRENT ASSETS		**10,256,014**	**8,858,851**
Intangible assets	**4**	91,652	68,116
Investment in infrastructure projects	**5**	9,487,254	8,040,281
Property, plant & equipment	**6**	155,025	157,675
Goodwill on consolidation	**10**	159,296	181,896
Equity-consolidated companies	**7**	6,182	18,793
Non-current financial assets	**8**	356,605	392,091
Other financial assets		356,605	392,091
DERIVATIVE FINANCIAL INSTRUMENTS AT FAIR VALUE	**9**	**68,264**	**33,809**
DEFERRED TAX ASSETS	**23**	**421,369**	**393,978**
CURRENT ASSETS		**1,139,112**	**948,194**
Inventories	**11**	14,867	8,823
Trade and other receivables		315,477	268,644
Trade receivables	**12**	208,550	161,595
Other receivables	**13**	124,183	123,843
Current deferred tax assets		34,593	31,188
Provisions	**14**	(51,849)	(47,982)
Cash and cash equivalents	**20**	808,768	670,727
Infrastructure projects companies		547,326	347,520
Other companies		261,442	323,206
TOTAL ASSETS		**11,884,759**	**10,234,832**

Thousand euro

LIABILITIES AND EQUITY	NOTE	2006	2005
EQUITY	**15**	**1,532,256**	**1,568,626**
Capital and reserves attributable to the Company's equity holders	**16**	1,261,000	1,148,730
Capital and reserves attributable to minority interest	**17**	271,256	419,896
DEFERRED INCOME	**18**	**233,109**	**214,693**
PROVISIONS FOR LIABILITIES AND CHARGES	**19**	**8,757**	**11,521**
NON-CURRENT LIABILITIES		**8,019,547**	**6,951,702**
Borrowings	**20**	7,882,214	6,863,655
Bonds and borrowings of infrastructure projects		7,806,900	6,752,624
Bank borrowings, Other companies	**20**	74,523	109,288
Other borrowings		791	1,743
Other liabilities	21	137,333	88,047
DERIVATIVE FINANCIAL INSTRUMENTS AT FAIR VALUE		**294,676**	**340,403**
DEFERRED TAX LIABILITIES	**23**	**191,777**	**141,509**
CURRENT LIABILITIES		**1,604,637**	**1,006,378**
Borrowings	**20**	1,316,662	719,186
Bonds and borrowings of infrastructure projects		1,312,676	717,096
Bank borrowings, Other companies		1,110	521
Other borrowings		2,876	1,568
Trade payables		283,729	282,875
Accounts payable to associates		4,671	11,156
Trade payables		144,372	110,255
Current deferred tax liabilities		64,022	67,051
Other non-trade payables	**22**	70,664	94,413
Trade provisions	**14**	4,246	4,318
TOTAL LIABILITIES AND EQUITY		**11,884,759**	**10,234,832**

Notes 1 to 42 form an integral part of the Consolidated Financial Statements as at 31 December 2006

Consolidated income statements for 2006 and 2005

Thousand euro	NOTE	2006	2005
Sales		884,557	696,223
Other operating revenue		10,279	17,293
TOTAL OPERATING REVENUE	**25**	**894,836**	**713,516**
Materials consumed and other external expenses		-7,209	-8,648
Staff expenses	**26**	-110,121	-91,165
a) Wages, salaries and similar compensation		-94,597	-77,934
b) Staff welfare expenses		-15,524	-13,231
Non-current assets depreciation and amortisation		-220,828	-159,307
Change in trade provisions		-12,357	-10,711
Other operating expenses		-184,475	-149,752
TOTAL OPERATING EXPENSES		**-534,990**	**-419,583**
OPERATING PROFIT / (LOSS)	**28**	**359,846**	**293,933**
Financial results, concession companies		-467,490	-354,013
Financial results, Other companies		-1,294	-3,025
Financial results, financing		-839	-2,599
Other financial results		-455	-426
FINANCIAL PROFIT / (LOSS)	**29**	**-468,784**	**-357,038**
SHARE OF RESULTS OF EQUITY-CONSOLIDATED COMPANIES	**7**	**7,174**	**10,363**
OTHER PROFIT AND LOSS	**30**	**202,422**	**34,060**
CONSOLIDATED PROFIT / (LOSS) BEFORE INCOME TAX	**31**	**100,658**	**-18,682**
Income tax	**23**	-24,239	8,214
CONSOLIDATED PROFIT / (LOSS) FROM CONTINUING OPERATIONS	**32**	**76,419**	**-10,468**
NET PROFIT / (LOSS) FROM DISCONTINUED OPERATIONS		**0**	**0**
CONSOLIDATED PROFIT / (LOSS) FOR THE YEAR		**76,419**	**-10,468**
(PROFIT) / LOSS ATTRIBUTED TO MINORITY INTEREST	**17**	**79,246**	**44,252**
PROFIT / (LOSS) FOR THE YEAR ATTRIBUTED TO THE PARENT COMPANY	**16**	**155,665**	**33,784**

EARNINGS PER SHARE			
From continuing operations	**33**		
Basic		**0.32**	**0.07**
Diluted		**0.31**	**0.07**

Notes 1 to 42 form an integral part of the Consolidated Financial Statements as at 31 December 2006

Consolidated statement of income and expense recognised in equity for 2006 and 2005

Thousand euro	NOTE	2006	2005
Gains/(losses) on hedging instruments before tax	15	65,371	-47,749
Gains/(losses) on hedging instruments (tax)	15	-31,395	17,006
Gains/(losses) on currency translation	15	-59,455	-16,949
Other items (charged)/credited directly to equity		1,344	
NET RESULT TAKEN DIRECTLY TO EQUITY		**-24,135**	**-47,962**
Consolidated result for the year		76,419	-10,468
TOTAL INCOME AND EXPENSE RECOGNISED FOR THE YEAR		**52,284**	**-58,460**
Attributed to the parent company		**149,791**	**25,813**
Attributed to minority interest		**-97,507**	**-83,973**

Notes 1 to 42 form an integral part of the Consolidated Financial Statements as at 31 December 2006

Consolidated cash flow statement for 2006 and 2005

Thousand euro	2006	2005
Profit for the year attributed to the parent company	**155,665**	**33,784**
Adjustments to results	**437,366**	**430,821**
Minority interest	-79,246	-44,253
Depreciation, amortisation and provisions	233,185	170,018
Results of equity-consolidated companies	-7,174	-10,363
Results from financing	468,784	357,695
Income tax	24,239	-8,216
Other profit and loss	-202,422	-34,060
Income tax payment	**-27,229**	**-1,240**
Change in receivables and other	**32,164**	**-58,862**
Dividends from concession companies	**4,719**	**4,591**
Cash flows from operating activities	**602,685**	**409,094**
Investment	-2,101,976	-2,090,688
Investment in concession assets	-2,025,135	-2,065,233
Investment in property, plant & equipment and intangible assets	-47,709	-25,455
Financial investments	-29,132	
Divestment	249,842	41,479
Cash flows from investing activities	**-1,852,134**	**-2,049,209**
Cash flows from activities	-1,249,449	-1,640,115
Proceeds from capital and minority interest	29,776	318,547
Payment of dividends to parent company	-37,521	-30,000
Payment of minority interest dividends to associates	-77,873	-164,868
Cash flows from shareholders and minority interest	**-85,618**	**123,679**
Interest paid/received	-356,265	-287,930
Increase in bank borrowings	1,891,943	1,617,501
Decline in bank borrowings	-37,154	-70,287
Cash flows from financing activities	**1,412,906**	**1,383,663**
Change in cash and cash equivalents	**163,457**	**-256,452**
Opening cash and cash equivalents	670,726	891,835
Closing cash and cash equivalents	808,768	670,726
Impact of exchange rate on cash and cash equivalents	25,415	-35,343

Notes 1 to 42 form an integral part of the Consolidated Financial Statements as at 31 December 2006

NOTES TO THE CONSOLIDATED ANNUAL ACOUNTS FOR 2006

CINTRA, CONCESIONES DE INFRAESTRUCTURAS DE TRANSPORTE, S.A. AND SUBSIDIARIES

1. THE COMPANY'S BUSINESS AND SCOPE OF CONSOLIDATION

1.1 Companies forming the Group and their business operations

Cintra, Concesiones de Infraestructuras de Transporte, S.A. (hereinafter "Cintra" or "the parent company") was incorporated for an indefinite period in Madrid on 3 February 1998, the day on which it commenced trading. Its registered office is at Plaza Manuel Gómez Moreno, 2, planta 14, Edificio Alfredo Mahou, 28020 Madrid. Its subsidiaries and associated companies are detailed in Exhibit I.

Through these companies, the group engages in the following lines of business, which are its primary reporting segments under IAS 14.

a. **Toll roads.** This business involves: design, construction, execution, operation, management, administration and maintenance of all types of public and private infrastructure and projects. This includes the operation and provision of all kinds of services related to the city and intercity transport infrastructure, whether by land, sea or air.

b. **Car parks.** Its main activity is the construction and operation of car parks under administrative concessions. Those concessions establish that, upon expiration, the car parks must revert to the grantor in perfect condition, without any payment to the concession company.

Cintra, S.A.'s shares have been listed on the Spanish Stock Exchanges since 27 October 2004.

1.2 Changes in the scope of consolidation

2006

The main changes in the scope of consolidation in 2006 were as follows:

In February 2006, Cintra Concesiones de Infraestructuras de Transporte, S.A. was awarded a concession for a new toll road and the company Autostrade per la Lombardía, in which Cintra holds a direct 68% interest, was included in the consolidation scope.

Additionally, Cintra Concesiones de Infraestructuras de Transporte acquire a 10% interest in the company Inversora Autopistas del Sur, S.L., which entails a 10% increase in its shareholding in Autopista Madrid-Sur, C.E.S.A.

In April 2006 a concession was obtained for 50% of the Indiana Toll Road. On 29 June management activities commenced and the following companies were included in the consolidation scope: Cintra ITR LLC, which is wholly owned, and Statewide Mobility Partners LLC, ITR Concession Company Holdings and ITR Concession Company LLC, which are 55% owned and are consolidated by means of the proportionate method.

In May 2006 the Group company Cintra Chile Ltda increased its interest in Talca Chillán Sociedad Concesionaria, S.A. to 67.61%. In 2005 this subsidiary was consolidated using the equity method and in 2006 the full consolidation method has been applied.

The company Cintra Canadá Inc was incorporated and is wholly owned by Cintra, S.A. through Toronto Highway B.V.

Additionally, Cintra Concesiones de Infraestructuras de Transporte sold all its shares in Europistas, C.E.S.A. (32.49%) during the year. As a result of that sale, Cintra, S.A.'s indirect interests in the following companies have decreased: Túneles de Artxanda, C.D.F.B., S.A. (from 16.24% to zero); Inversora de Autopistas del Sur, S.L. and Autopista Madrid-Sur, C.E.S.A (by 8.12%) and Inversora de Autopistas del Levante, S.L. and Autopista Madrid-Levante, C.E.S.A. (by 12.99%).

On 30 October Cintra Chile, S.A. acquired from the Vinci Group all the share capital of Autopista del Bosque, S.A., the concession company of the Chillán-Collipulli section of the Ruta 5 toll road in Chile.

The company Guipúzcoa Parking Siglo XXI, S.A. was set up to execute refurbishment and extension work on the Oquendo car park (San Sebastián). Cintra Aparcamientos, S.A. holds 59.95% of this company through Estacionamientos Guipúzcoanos, S.A.

In December 2006, the concession contract was signed for the Nea Odos Concession toll road in Greece, held by a consortium in which Cintra has a 33.34% share.

2005

The main changes in the scope of consolidation in 2005 were as follows:

- On 15 October 2004, Cintra obtained the concession for the Chicago Skyway Toll Bridge System. As a result, the following companies were consolidated: Cintra US Corp. and Cintra Skyway LLC, which are wholly owned by Cintra, and Skyway Concession Company Holdings and Skyway Concession Company, which are 55% owned. This award was formalised on 24 January 2005, when the companies

were included in Cintra's consolidation scope.

- On 11 March 2005, Cintra signed a contract to develop the TTC-35 High Priority Trans-Texas Corridor for the next fifty years. The following companies were consolidated: The companies Cintra Texas Corp. and Cintra Developments, LLC, wholly owned by Cintra, and Cintra Zachry GP, LLC and Cintra Zachry, LP, which are 85% owned, were included in the consolidation scope.
- In June 2005, Cintra sold 5% of Autopista del Sol to Unicaja, S.A., thus reducing its stake to 80%.
- In July 2005, Cintra obtained the M-203 toll road through wholly-owned subsidiary Autopista Alcalá-O'Donnell. This company was consolidated in September.
- The company Aparcamientos de Bilbao, S.A. was incorporated and was 50% owned by Cintra Aparcamientos to August 2005. In September a 25% stake was acquired under a usufruct until a 75% interest was obtained. To August 2005, this company was consolidated proportionately and the full consolidation method was applied as from September 2005.
- In December 2005, 27% of Eurolink was sold to SIAC, reducing Cintra's stake from 93% to 66%.
- Cintra Aparcamientos created the following temporary joint ventures (UTEs): Ute Valls (owned 47%), Ute Jado (50%), Ute Aparcamientos (25%), Ute T-4 Barajas (owned 30% by Cintra Aparcamientos and 24% by Dornier, S.A.).

2. SUMMARY OF THE MAIN ACCOUNTING POLICIES

2.1 Basis of presentation

The consolidated financial information presented in these financial statements has been prepared under the International Financial Reporting Standards prepared by the European Union (IFRS EU) at the year end.

As regards the methods used to apply these regulations, the Company has applied the following options permitted by IFRS:

a. The financial statements have been prepared on a historical cost basis adjusted for restatements of derivative financial instruments. Financial expense has been capitalised during the construction period.

b. Jointly-controlled companies and existing joint ventures have been proportionately consolidated.

These are the same methods applied in 2005.

In November 2006, the IASB approved the IFRIC 12 interpretation of the accounting treatment of concession contracts. This interpretation, which will be compulsory for financial years commencing as from 1 January 2008, has yet to be approved by the European Union. The Cintra Group has not applied this interpretation at year-end 2006. The methods used to recognise the results of concession contracts are therefore the same methods applied in 2005, as detailed in points 2.4.2 and 2.4.20 of the accounting policies.

In addition to the interpretations of concessions referred to above, new accounting standards (IFRS) and interpretations (IFRIC) have been approved and published, and are due to come into effect for accounting periods commencing on or after 1 January 2007. These standards and interpretations are presented below. Cintra Group management is evaluating the potential impact of the new standards.

1) Standards, amendments to standards and mandatory interpretations for years commencing as from 1 January 2006:

- IAS 19 (amended December 2004) – "Employee benefits"

The Cintra Group currently has no pensions that could be affected by this standard. However, for consistency with the parent company, the presentation of the financial statements has changed and a "Consolidated Statements of Income and Expense recognised in Equity" is presented, replacing the "Consolidated Statement of Changes in Equity" presented in previous years.

The reconciliation of opening and closing balances of share capital, reserves and retained earnings is presented in Note 15.

2) Standards, amendments and interpretations that came into effect in 2006 but have no effect on the Group's financial statements:

- IAS 21 (amended December 2005) – "Net investment in a foreign operation".
- IAS 39 (amended June 2005) – "Fair value option".
- IAS 39 (amended April 2005) – "Accounting for cash flow hedges of forecast intragroup transactions".
- IAS 39 (amended August 2005) – "Financial guarantee contracts".
- IFRS 1 (amended June 2005) – "First-time adoption of International Financial Reporting Standards" and IFRS 6 (amended June 2005) – "Exploration and evaluation of mineral resources".
- IFRS 6 – "Exploration for and Evaluation of Mineral Resources".
- IFRIC 4 – "Determining whether an arrangement contains a lease".
- IFRIC 5 – "Rights to interests arising from decommissioning, restoration and environmental rehabilitation funds".
- IFRIC 6 – "Liabilities arising from participating in a specific market – Waste electrical and electronic equipment".

3) Standards, amendments to standards and interpretations issued by the IASB that came into force after 1 January 2006 and have not been adopted early by the Group:

- IFRIC 7 – "Application of the restatement approach under IAS 29 Financial information in hyperinflationary economies" (mandatory in financial years commencing as from 1 March 2006); IFRIC 7 provides guidelines on how to apply the requirements of IAS 29 in an accounting period in which the company identifies hyperinflation in the economy of its functional currency, where that economy was not hyperinflationary in the previous period. As none of the Group companies uses a currency of a hyperinflationary economy as its functional currency, IFRIC 7 is not relevant to the Group's operations;
- IFRIC 8 – "Scope of application of IFRS 2" (mandatory in financial years commencing as from 1 May 2006); IFRIC 8 requires that the matter of whether or not transactions entail an issue of equity instruments (in cases in which the identifiable consideration is lower than the fair value of the equity instruments issued) be considered when determining whether or not such transactions come under the scope of IFRS 2. The Group will begin to apply IFRIC 8 as from 1 January 2007, although it is not expected to affect the Group's financial statements.
- IFRIC 9 – "Reassessment of embedded derivatives" (mandatory in financial years commencing as from 1 June 2006); IFRIC 9 requires companies to assess whether or not an embedded derivative must be separated from the host contract and recognised as a derivative when the company becomes party to the contract. A subsequent reassessment is prohibited, unless changes are made to the terms of the contract that entail a significant modification of the cash flows that would otherwise have been generated by the contract, in which case a reassessment must be performed. As none of the Group companies has changed the terms of its contracts, Cintra understands that IFRIC 9 will have no relevant impact on the accounting treatment of the Group's transactions.
- IFRS 7 – "Financial instruments: Disclosures" (mandatory in financial years commencing as from 1 January 2007); This IFRS brings in new requirements to improve the information disclosed on financial instruments presented in the financial statements and supersedes IAS 30, Disclosures in the financial statements of banks and similar financial institutions, and certain requirements of IAS 32, Financial Instruments: disclosure and presentation. The amendment to IAS 1 brings in disclosure requirements concerning capital. IFRS 7 is applicable to the years commencing on and after 1 January 2007. Its application will not be significant in relation to the Group's Consolidated Financial Statements.

4) Standards, amendments to standards and interpretations issued by the IASB and yet to be adopted by the European Union that came into force after 1 January 2006 according to the IASB and have not therefore been adopted early by the Group:

- IFRS 8 – "Operating Segments" (mandatory in financial years commencing as from 1 January 2009). This standard will supersede IAS 14 – "Segment reporting" and relates to the convergence with US standards in this area, contained in FAS 131 – "Disclosures about Segments of an Enterprise and Related Information", based on the breakdown of segment information in the information used to take decisions. The Cintra Group is assessing the impact of the new standard on its financial information.
- IFRIC 10 – "Interim Financial Reporting and Impairment" (mandatory in financial years commencing as from 1 November 2006). IFRIC 10 prohibits the reversal of impairment losses recognised in an interim period in respect of goodwill, investments in equity instruments and investments in financial assets at cost, at a subsequent balance sheet date. The Group will consider the application of IFRIC 10 when it is adopted by the European Union, although this is not expected to affect the Group's financial statements.
- IFRIC 11 – "IFRS 2 – Group and Treasury Share Transactions" (mandatory in financial years commencing as from 1 March 2007). IFRIC 11 develops the application of IFRS 2 to share-based payments when the shares are acquired from third parties or furnished by the company's shareholders, or payments based on the shares of a different company of the same group. Once adopted by the European Union, Cintra will assess early adoption, even though this standard is not expected to have a significant impact on the financial information.
- IFRIC 12 – "Service Concession Arrangements" (see comments above).

The individual financial statements of the consolidated companies for 2006 and these Consolidated Financial Statements are pending approval by the General Shareholders' Meetings. Nevertheless, the companies' directors expect them to be approved without any changes.

2.2 Consolidation policies

During 2006, all the individual financial statements of the companies included in the scope of consolidation were closed on the same date or include adjustments to bring them into line with those of the parent company.

The following methods have been applied to prepare the Consolidated Financial Statements:

a. Full consolidation method

All the subsidiaries are fully consolidated. Subsidiaries are companies in which the Cintra Group has effective management control because it holds more than 50% of voting rights, directly or indirectly under agreements with other shareholders. When assessing whether the Group controls a company, the existence and effects of potential voting rights which may be currently exercised or converted are taken into account.

In the event of a purchase or sale of shares that does not effect the position of control, the so-called "parent model" is applied (see Note 2.4.8).

Exhibit 1 to these notes contains the identification details of the fully-consolidated subsidiaries. A subsidiary is included in the scope of consolidation when the Group effectively and formally gains control.

The value of minority interests in the equity and earnings for the year of the fully-consolidated subsidiaries is presented in the "Minority interest" caption in the consolidated balance sheet and the "Results attributed to minority interest" caption in the consolidated income statement, respectively.

Losses attributable to minority interests in a consolidated subsidiary that exceed the amount of the minority interests in the subsidiary's equity are recognised as a reduction in the majority shareholder's items, unless the minority interests have a binding obligation to cover all or part of the losses, and provided they have the capacity to make the additional investment required. Where the subsidiary subsequently records earnings, they are assigned to the majority shareholder until its share in the losses of the minority interests previously absorbed by the majority shareholders has been recovered.

The financial statements of subsidiaries whose accounting records are denominated in a currency other than the euro are translated to euros by applying the year-end exchange rates to the assets and liabilities, except for the equity of, and investments, in group and associated companies, which are stated at the exchange rate prevailing when they joined the group. Results are translated to euros at the average exchange rate for the year. Differences arising during the translation process are recorded in the equity item "Currency translation differences".

b. Equity consolidation method

All the associates are equity consolidated. Associates are companies in which the Group has significant influence over management but does not exercise control or joint management with third parties.

Under the equity method, the interest in the company's equity is recognised in "Reserves in associates" and the share of results for the year is recognised in the income statement as "Share of results of equity-consolidated companies".

Exhibit 1 contains identification details of the associates included in the consolidation scope.

c. Proportionate consolidation method

The proportionate method is applied to joint ventures in which the business is managed jointly by the parent company and third parties not related to the Group, under a contract whereby neither party has greater control than the other. The financial statements of joint ventures are proportionately consolidated.

The assets and liabilities allocated to joint ventures or jointly controlled entities are recognised in the consolidated balance sheet and are classified based on their specific nature and percentage share of the business. Revenues and expenses arising from joint ventures are recognised in the consolidated income statements based on their nature and on the percentage share.

Exhibit I contains the identification data of the joint ventures that are consolidated. The most representative joint ventures consolidated proportionately are Autopista Trados 45, S.A. and Indiana Toll Road, in addition to the temporary joint ventures (UTEs) in which the Group has an interest.

The main amounts contributed by the joint ventures to the consolidated balance sheet and income statement are as follows:

Thousand euro

Items	2006	2005
Total assets	**1,682,588**	**100,588**
Non-current assets	1,598,607	87,314
Current assets	83,981	13,274
Total liabilities	**1,682,588**	**100,588**
Non-current liabilities	1,649,233	91,030
Current liabilities	33,355	9,558
Net Sales	**46,331**	**11,597**
Net income	**-34,059**	**3,082**

The joint ventures in which Cintra has interests include the car park activities performed by UTEs. UTEs are legal entities recognised by Spanish law that do not have a separate legal personality and are used to establish a business collaboration arrangement for a period of time between the partners, under a contract to develop or execute a project, service or supply, whereby the partners have joint control.

Exhibit 1 contains the identification details of the temporary joint ventures (UTEs) included in the consolidation scope.

d. Balances and transactions with Group companies

Balances and transactions with Group companies are eliminated during consolidation.

e. Uniformity

In order to uniformly present the items included in the accompanying Consolidated Financial Statements, uniform criteria have been applied to the individual financial statements of the consolidated companies. In 2006 the Ferrovial Group published a manual of accounting policies summarising the group's criteria for the practical application of IFRS which is used by the Cintra Group to ensure the uniformity of the IFRS applied by all the Group companies. The content of the policies is summarised in Note 2.4 Accounting Policies.

2.3 Comparability

In accordance with IFRS 1, the information contained in the notes to the 2005 Consolidated Financial Statements is presented for purposes of comparison with the 2006 figures; this information does not therefore constitute in itself the Group's 2005 Consolidated Financial Statements.

2.4 Accounting policies applied to each item in the consolidated balance sheet and income statement

2.4.1. Intangible assets

"Intangible assets" on the accompanying consolidated balance sheet are carried at acquisition price or production cost and are subsequently measured at cost less accumulated amortisation and any impairment losses. The Group does not apply the alternative fair value measurement method permitted by IAS 38.

Amortisation

Assets deemed to contribute indefinitely to the generation of income are considered to have an "indefinite useful life". The rest of the intangible assets are considered to have a "finite useful life".

Intangible assets with a finite useful life are amortised on a straight-line basis, over the concession period in the case of administrative concessions and over their useful lives in all other cases.

At present the Group records no intangible assets with indefinite useful lives.

2.4.2. Investment in infrastructure projects

This caption includes investments made by the concession companies in relation to infrastructures operated, including construction and related costs (technical studies, expropriations and financial expenses accrued during the construction period). Financial expenses accrued during the construction period are capitalised (see Note 28).

These investments are classified in the accompanying balance sheet in a separate caption on the basis of certain special features that distinguish them from other types of fixed assets:

a. A public authority controls and/or regulates the service to be provided by the concession company in relation to the infrastructure, to whom it may provide the service, and on what terms (basically the price) the service must be provided.

b. As this involves a public service, the assets may not be transferred to third parties or transfer is restricted.

c. The assets used in concession activities are owned by the grantor and operated by the concession company during the concession period. When the contract expires, the assets maintain a significant value that pertains to the grantor and the concession company holds no rights to the assets.

Another point to consider when identifying these assets separately in the balance sheet is the fact that they generate the cash flow for the project finance identified separately in the balance sheet (see Note 19 on the net cash position).

Depreciation

For depreciation purposes, a distinction must be made between the assets used in infrastructure projects under a fixed-term concession contract and the assets of infrastructure projects that are not subject to a concession contract.

In the first case, the assets are depreciated on a straight-line basis over the concession term, and in the second case the assets are depreciated over the useful lives depending on their nature.

Set out below is a breakdown of the main toll road concession contracts and their duration:

Concession company	Concession period
Autopista Collipulli Temuco	1999-2024
Autopista Temuco Río Bueno	1998-2023
Autopista Santiago Talca	1994-2024
Autopista Talca Chillán	1996-2015
Autopista Chillán Collipulli	1998-2021
407 ETR Internacional Inc.	1999-2098
ITR Concession Company	2006-2081
Skyway Concession Co.	2005-2104
Autopista del Sol (Málaga-Estepona)	1996-2046
Autopista del Sol (Estepona-Guadiaro)	1999-2054
Autopista Terrasa-Manresa	1986-2037
Autopista Trados M-45	1998-2029
Autopista Madrid-Sur	2000-2065
Autopista Madrid-Levante	2004-2040
Euroscut Norte Litoral	2001-2031
Euroscut Algarve	2000-2030
Autoestrade Lombardia	2006-2061
Eurolink Motorway	2003-2033
M-203 Alcalá O'Donnell	2005-2035
Nea Odos Concession	2006-2036

2.4.3. Property, plant and equipment

"Property, plant & equipment" are carried in the accompanying consolidated balance sheet at acquisition price or production cost, less any provisions and depreciation charged. The Group does not apply the alternative fair value measurement method permitted by IAS 16.

Certain Group assets have been restated under Royal Decree-Law 7/1996 or Vizcaya Provincial Regulation 3/1991 (21 March), whereby the provincial tax system was adapted to the New Economic Agreement between the State and the Basque Region, or under Vizcaya Provincial Regulations 6/96 (21 November) on the restatement of property, plant & equipment. IFRS 1 allows the restatements carried out under the regulations previously in force.

The net increase in value resulting from the 1996 restatements is depreciated over the tax periods remaining to the end of the useful lives of the restated assets. The effect on the depreciation charge each year is not significant.

Ordinary maintenance, conservation and repair expenses are taken to the income statement for the year. Property, plant & equipment renewal, extension or improvement costs are carried as an increase in the value of the asset only when the asset's capacity, productivity or useful life is increased.

Own work capitalised is measured, for each investment, by adding to the price of the materials used the direct or indirect costs attributable to the investment.

Financial expenses incurred in the construction or production period before the assets are put into service are capitalised.

Capitalised financial expenses relate both to specific sources of financing obtained to acquire the property, plant & equipment and to general sources of financing in accordance with the guidelines for qualifying assets provided by IAS 23.

Income from divestments or adjustments to the value of property, plant & equipment are recognised under ordinary income in the consolidated income statement.

To calculate the depreciation of property, plant & equipment, the Group companies use the method that best suits the effective technical depreciation of each item and its estimated useful life. The Group reviews the useful lives and residual values of the assets annually.

The consolidated companies depreciate their property, plant & equipment basically over the following years of useful life:

	Estimated useful life
Buildings and other constructions	10-50
Machinery, installations and tools	2-25
Fixtures and fittings	2-15
Vehicles	3-20
Other property, plant & equipment	2-20

2.4.4. Impairment losses

The Group performs annual impairment tests on goodwill that has an indefinite useful life or is not operational for any reason. In the case of depreciable assets, at each account close the Group assesses the existence of any permanent impairment that forces it to reduce the carrying amounts, where the recoverable value is lower than the carrying amount.

The recoverable amount is the higher of the market value (arm's length value less associated costs) and the value in use.

Value in use is calculated on the basis of estimated future cash flows discounted at a rate that reflects the present market value, taking into account the value of money and specific risks associated with the asset.

An impairment loss should be recognised whenever the recoverable amount is below the carrying amount.

Where an impairment loss is subsequently reversed, the carrying amount of the asset is increased subject to the maximum limit of the original amount at which the asset was carried before the impairment was recognised.

Impairment losses must be assessed for each individual asset. If this is not possible, the impairment loss is determined for the smallest identifiable group of assets that generates cash flows independent of flows from other assets (cash-generating units).

2.4.5. Leases

A lease is classified as a finance lease if it transfers substantially all the risks and rewards of ownership to the Group, which usually has the option to buy the asset at the end of the contract under the conditions agreed upon when entering into the arrangement. All other leases are classified as operating leases.

Finance leases

The Group recognises finance leases under assets and liabilities in the balance sheet at the lease inception date, at the lower of the market value of the leased asset and the present value of minimum lease instalments. The present value of lease instalments is calculated using the interest rate implicit in the contract.

The cost of assets acquired under finance leases is recognised in the consolidated balance sheet based on the nature of the leased item.

Financial expenses are apportioned over the lease period using the interest method.

Operating leases

A lease is classified as an operating lease where ownership of the leased asset and substantially all the risks and rewards are retained by the lessor.

When the Group is the lessee, leases costs are taken on a straight-line basis to the income statement over the term of the lease, irrespective of the method of payment stipulated in the lease. If the lessor provides incentives consisting of payments to be made by the lessor should be made by the lessee, the related revenues are recognised as a reduction of the cost of that lease on the same straight-line basis.

2.4.6. Financial assets

a. Financial assets at fair value recognised at the profit and loss account.

These assets were acquired mainly to generate a profit as a consequence of fluctuations in the "trading" value, or were designated in this manner on acquisition.

They are carried at fair value when first acquired and at subsequent measurements. Any changes are recognised directly in the consolidated income statement.

The assets in this category are classified as current if they are expected to be realised within 12 months of the balance sheet date.

b. Held-to-maturity investments

Held-to-maturity investments are assets with fixed or determinable receipts and fixed maturity that Group companies have the intention and capacity to hold to maturity.

Held-to-maturity investments, loans granted and deposits and guarantees are initially carried at fair value and subsequently at amortised cost, recognising in the income statement the interest accrued at the effective interest rate. The effective interest rate is the discount rate that brings the initial payment for the financial instrument exactly into line with all the cash flows estimated to maturity.

Assets in this category are classified as current where they are expected to be realised within 12 months of the balance sheet date.

Disposal of financial assets

A financial asset is written off the balance sheet when the risks and rewards of ownership of the asset are substantially transferred.

In the specific case of receivables, this is deemed to occur when all the risks, usually insolvency and default risks, are substantially transferred.

Calculation of the fair value of financial assets

In cases in which the financial asset is listed on an active official market, the fair value is calculated based on the year-end listed price. In the absence of a listing, technical measurement methods are employed (discounted cash flows, comparable transactions, etc.).

2.4.7. Derivative financial instruments at fair value

The transactions effected by Cintra using derivative financial instruments comply derive from the risk management policy described in Note 3.

The financial information on derivative financial instruments is presented in accordance with IAS 32 and 39 and is afforded the following accounting treatment:

a. Transaction costs: taken to the consolidated income statement when the derivative is recognised or when the costs are incurred, for hedging instruments and speculative derivatives, respectively.

b. Hedge derivatives are measured at market value on the contract date. Subsequent changes to the market value are measured on the basis of hedge effectiveness and type, as follows:

Effective hedges are those for which the effectiveness test gives a result of between 80% and 125%.

In the case of derivatives that are not efficient since the results are outside the above-mentioned range, subsequent changes in market value are taken to the consolidated income statement.

Subsequent changes in the market value of efficient derivatives are measured as follows, depending on the hedge type:

i) Cash flow hedge:

The risk that is hedged is the exposure to changes in the value of transactions to be effected that are highly likely, to the extent that there is reasonable evidence that they will be effected in the future, and are attributable to a specific risk. The ineffective portion of the loss or gain on the hedging instrument is taken to the income statement and the effective portion is recognised directly in equity in the consolidated balance sheet. The amount deferred in equity is not recognised in the income statement until the gains or losses on the transactions hedged are taken to the income statement or until the maturity date of the transactions.

ii) Fair value hedge of assets or liabilities recognised in the consolidated balance sheet:

The risk that is hedged is the exposure to changes in the value of an asset or liability recognised in the balance sheet, or part of that asset or liability that is attributable to a specific risk, or firm commitments.

The gain or loss on the hedging instrument and on the hedged asset or liability is recognised in the consolidated income statement.

iii) Hedges of investments in consolidated foreign entities:

The risk that is hedged is the exposure to changes in the value of investments in consolidated foreign operations, and of flows or dividends from the investments, attributable to foreign exchange fluctuations.

The gain or loss is recognised in equity.

c. Speculative transactions: the gain or loss is recognised in the consolidated income statement.

2.4.8. Business combinations and consolidation goodwill

In business combinations, goodwill is defined as the positive difference between the cost of an investment and the carrying amount at the date of the company's inclusion in the Group, net of the amount of asset revaluations or liability value adjustments and/or liabilities directly allocated to the subsidiary's or associate's assets and liabilities.

In infrastructure projects, most of the difference between the price paid and the carrying amount of the capital and reserves acquired is habitually treated as an intangible asset, included in the caption "Investment in concession assets" and amortised on a straight-line basis over the remainder of the concession period.

In accordance with IFRS 3, goodwill on consolidation is not amortised. At each year-end, or when there are signs that the asset is impaired, the Group conducts an impairment test to assess whether there is permanent impairment by virtue of which the carrying amount of goodwill exceeds its recoverable amount. If this is the case, the asset is written down. Accounting write-downs can not be reversed subsequently.

In order to perform the impairment test, all the goodwill is allocated to one or more cash-generating units. The recoverable value of each cash-generating unit is the higher of its value in use and the selling price that would be obtained in a transaction.

In transactions in which an additional interest is acquired in a company already controlled, the Group companies apply the "parent model". This involves recognising goodwill in the amount of the difference between the price paid and the carrying amount of the shares acquired. This accounting method is applied consistently in all transactions of this nature completed by the Group.

Goodwill arising from the acquisition of a foreign operation and fair value adjustments to assets and liabilities arising from the business combination are treated as assets and liabilities of the foreign operation (see Note 2.6).

2.4.9. Inventories

Raw and other materials acquired from third parties are valued at the lower of average acquisition cost and net realisable value.

For goods whose acquisition price or production cost cannot be individually identified, the weighted average price method is used in general.

Net realisable value is the estimated selling price less all estimated costs of sale and distribution.

The Group measures the net realisable value of the inventories and books the provisions required when the cost exceeds the net realisable value.

The largest investment in inventories is in the car park business and relates basically to the capitalisation of the costs incurred until completion of construction of the car parks that are to be sold in the short term.

2.4.10. Trade and other receivables

These financial assets are carried at amortised cost using the effective interest method, as described in Note 2.4.6, less a provision for impairment losses.

The amount of the provision is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted at the effective interest rate.

2.4.11. Cash and cash equivalents

Cash and cash equivalents include cash on hand, demand deposits at banks, and short-term, highly-liquid investments which initially have a maturity of three months or less and are not subject to a significant risk of changes in value.

2.4.12. Capital and reserves attributable to the Company's equity holders

Ordinary shares are classified as equity. Incremental costs directly attributable to the issue of new shares are presented in equity as a deduction, net of taxes.

When any Group company acquires shares in the parent company (treasury shares), the consideration paid, including any directly attributable incremental costs (net of income taxes), is deducted from equity attributable to the Company's equity holders. When these shares are sold or subsequently reissued, any amount received, net of any incremental cost on the transaction which is directly attributable and the corresponding income tax effects, is included in equity attributable to the Company's equity holders.

Translation differences arising from investments in foreign operations are also classified as equity and are recognised in the income statement when the investments are sold.

2.4.13. Deferred income

Deferred income relates basically to grants recognised at fair value when there is reasonable assurance that the grant will be collected and the Group complies with all applicable conditions. Government grants to cover costs are deferred and recognised in the consolidated income statement over the period necessary to match them with the costs that they are intended to compensate. Government grants relating to the purchase of Property, plant & equipment are included in non-current liabilities as deferred government grants and are credited to the income statement on a straight-line basis over the expected lives of the related assets.

2.4.14. Provisions

The Group recognises a provision for when there is a commitment or obligation to a third party that meets the following requirements: it is a present obligation arising from past events, the settlement of which is expected to result in an outflow of resources and whose amount or time of occurrence are not known for certain but can be estimated reliably.

Contingent liabilities are possible obligations arising as a result of past events, the occurrence of which is conditional on one or more future events beyond the control of the consolidated companies. In accordance with IAS 37, these contingent liabilities are not recognised in the Consolidated Financial Statements but they are disclosed in the notes (see Note 23).

2.4.15. Obligations relating to employees

Under current labour regulations and certain labour contracts, the Group companies are required to pay severance indemnities to employees whose contracts are terminated in certain circumstances.

When a restructuring plan is approved by the directors, disclosed publicly and communicated to the employees, the Group posts the necessary provisions to cover future payments arising from the implementation of the plans, based on the best available estimates of costs provided by actuarial studies.

2.4.16. Share-based compensation

Stock option plans

Stock option plans are measured when the options are initially granted using the interest method, based on an improved binomial model that accounts for the strike price, historical volatility, exercise period, expected dividends, risk-free interest rate, and the assumptions made to incorporate the effects of expected early exercise.

That measurement is recognised under "Staff expenses" in the income statement during the period established as the period during which the employees must remain in the Group's employ in order to exercise the relevant proportion of the options; the balancing entry in this case is in equity and the initial measurement is not restated under IFRS 2.

Finally, as stated in Note 35, the company has arranged a number of cash-settled swaps to hedge the stock option plans; the swaps are treated as derivatives and are designed to hedge future cash flows necessary to pay the compensation. These derivatives are accounted for in accordance with the general rules applicable to derivative financial instruments (Note 2.4.7.).

2.4.17. Financial liabilities

These liabilities are initially carried at the fair value of the consideration received less the initial costs arising from the obligation and are subsequently measured at amortised cost using the effective interest method. The effective interest rate is the rate that brings the expected flow of future payments to the liability's maturity exactly into line with the initial amount received.

Where existing liabilities are renegotiated, the liabilities are not considered to change substantially provided the following condition is met:

The discounted present value of the cash flows, including any fees paid net of any fees received and discounted using the effective interest method, differs by no more than 10% from the discounted present value of the outstanding cash flows of the original financial liability calculated by the same method.

2.4.18. Current assets and liabilities

In general, assets and liabilities are classified as current or non-current depending on the operating cycle. However, the Group has decided to consider assets and liabilities that mature in less than twelve months as current and those that mature in more than twelve months as non-current.

2.4.19. Income tax and deferred taxes

The income tax expense for each company included in the scope of consolidation is calculated on the basis of their individual reported income before taxes, increased or decreased, as appropriate, by any permanent differences arising from the application of tax criteria and the elimination of any tax consolidation adjustments and, if applicable, the effects of tax allowances and deductions.

The income tax expense reflected in the Consolidated Financial Statements is calculated by aggregating the expense recognised for each company of the consolidated group, increased or decreased, as appropriate, by consolidation adjustments.

Deferred tax assets and liabilities are calculated using the liability method in respect of temporary differences between the tax bases of the assets and liabilities and their carrying amounts recognised in the Consolidated Financial Statements. However, deferred taxes are not recognised when the transaction is not a business combination or, at the time of the transaction, do not affect either reported or taxable income.

In the case of business combinations, a deferred tax liability is recognised to reflect the amortisation of the goodwill generated.

Deferred tax assets and liabilities are measured at the tax rates in force or approved at the balance sheet date and that are expected to apply in the period in which the asset is realised or the liability is settled. Deferred tax assets and liabilities are recognised as income or expense, except when they relate to items that are recognised directly in equity, in which case they are also charged or credited directly to equity.

Tax liabilities arising from retained earnings of subsidiaries are not recognised when the Group is able to control the timing of the reversal of the timing difference and it is probable that reversal will not occur in the foreseeable future.

Deferred tax assets and tax credits arising from tax losses are recognised when it is probable that the company will recover them in the future, regardless of when they are recovered and provided that the recovery is envisaged during the legal recovery period. Deferred tax assets and liabilities are not discounted and are classified as non-current assets and liabilities in the balance sheet.

At each year-end, the recognised deferred tax assets and liabilities are reviewed to ascertain their validity; the necessary corrections are made based on the outcome of the analysis.

2.4.20. Recognition of income

Income and expenses are recognised on an accruals basis, i.e. when the actual flow of the related goods and services occurs, regardless of when the resulting monetary or financial flow arises. Specifically, income is measured at the fair value of the consideration to be received and represents the amounts to be received for the goods delivered and services provided in the ordinary course of business, less discounts, refunds, value added tax and other sales taxes.

Set out below are details of the methods applied to recognise income and expenses in each of the segments in which the Cintra Group operates.

a. Toll roads

Specific characteristics of this industry:

• This is a highly regulated industry. Prices are established by the Government in accordance with an Economic and Financial Plan which includes a forecast of all material financial variables of the project over the total life of the concession (investments to be made, financing, projected revenues from toll road traffic, operating expenses, financial expenses, etc.), as well as the assumptions and hypotheses applied in the calculation.

• In most cases the principle of risk and business venture on the part of the concession company coexists with the principle of assurance of the concession's economic and financial equilibrium on the part of the Government.

• The infrastructure projects generally require high volumes of investment (both initially and, to a lesser extent, for replacement purposes) and always give rise to negative cash flows in the construction years and in the first years of operation; consequently, a net contribution of funds by shareholders and lenders is required in this period, which gives rise to initial high financial leverage of the project and to a significant temporary mismatch between financial costs (which decrease during the concession term as leverage decreases) and operating revenues (which increase during the concession term).

Contracts included in this business area may be classed as concession contracts and are therefore subject to IFRIC 12.

Based on this standard, the assets may be classified as intangible or financial (receivable from the granting authority). As indicated previously, the Cintra Group is not applying this interpretation as it has yet to be approved by the European Union.

This notwithstanding, the method used to recognise income and expenses in this type of business is similar to the one stipulated in IFRIC 12 for intangible assets. Specifically, the Group has applied the following method to recognise income and expenses when preparing these Consolidated Financial Statements:

• Straight-line depreciation of the concession assets over the concession period, except for the Chilean concession assets, which are covered by an agreement with the Chilean authorities whereby the concession period is variable and ends when a specified level of revenues is obtained. For those toll roads, the depreciation method is based on the total volume of revenues for each year as a percentage of the volume of revenues forecast for the entire concession term.

• Capitalisation of financial expenses accrued during the construction period.

• The financial expenses accrued after the asset becomes operational are recognised directly in the income statement.

• Toll revenues are recognised as they accrue, which usually depends on infrastructure usage.

• Operating expenses are also recognised on an accrual basis.

b. Car parks

The car park business may be divided into:

• Car parks for local residents.
• On-street parking.
• Off-street parking.

Car parks for local residents

This business involves the construction of car parks whose spaces are sold directly to the end customer.

The sale and related costs are not recognised until the parking space has been handed over, which usually coincides with the execution of the public deed of sale. Additionally, in order to recognise the sale and costs, construction of the car park must have been completed and the licence for the use of the car park must have been handed over.

Commitments formalised in car park sale contracts pending handover of the product are recorded as customer prepayments in the amounts received on account of the car park.

Capitalised costs are recognised in inventories. If the asset is sold for less than its cost, similar inventories remaining at the year end are depreciated accordingly. Additionally, unsold inventories are depreciated on a straight-line basis over the concession term, once construction is completed, using the amount obtained after considering any value adjustment arising from the fair value measurement.

On-street parking

This is a public service provided for local authorities aimed mainly at managing on-street parking and collecting the fees established for those services by municipal governments.

The revenues are usually the hourly parking fees paid or the price paid for the public service by the municipal government and they are recorded when those revenues are payable.

In the case of concessions, the amount paid to obtain the concession is recognised in income over the concession period.

Capitalised costs are classified as property, plant & equipment. Depreciation is on a straight-line basis during the concession term and begins when the asset is available for use.

Off-street parking

In this case, revenues arise from the use of parking spaces owned by the company or held under an administrative concession.

Off-street car park revenues are recorded when the hourly parking rate is paid and, in the case of season ticket holders, on an accrual basis.

Mixed car parks (with public and private spaces) record revenues as follows: in the case of public spaces, in the manner described in the preceding paragraph; and, in the case of private spaces, the amount received is recorded as deferred revenues and recognised in income on a straight-line basis over the concession period.

During the accounting period in which the revenues are recognised, the necessary provisions are posted to cover costs to be incurred following handover. These provisions are calculated using best estimates of costs to be incurred and may only be decreased as a result of a payment made in relation to the costs provisioned or a reduction in the risk. Once the risk has disappeared or the payments have been made, the surplus provision is reversed.

Capitalised costs related to assets for sale are classified as inventories and those related to assets for rent as property, plant & equipment.

The amounts paid to obtain the necessary administrative concessions in order to build and operate the car parks are recognised and measured in intangible assets.

2.5. Segment reporting

A business segment is an identifiable component of the company engaged in providing products or services subject to risks and returns that are different from those of other business segments.

A geographic segment is an identifiable component of the company engaged in providing products or services within a particular economic environment, subject to risks and returns that are different from those of segments operating in other geographic segments.

On the basis of the Cintra Group's primary management parameter, the primary reporting format consists of business segments, as indicated in Note 1, and therefore the geographical segments form the secondary reporting format.

a. Basis and methodology of segment information

Segment income consists of ordinary income directly attributable to the segment and the relevant proportional part of income from joint ventures and/or UTEs consolidated by means of the proportionate method.

Segment expenses are the amounts arising from operating activities and directly attributable to the segment plus the relevant proportional part of costs that may be allocated to the segment using a reasonable allocation method. Segment expenditure includes the relevant proportional part of costs from joint ventures and/or temporary joint ventures (UTEs) consolidated by means of the proportionate method.

Shares in the results of associates consolidated by means of the equity method are allocated to each segment.

Segment results show the proportional part attributable to minority interest.

Segment assets and liabilities are directly related to segment operations and include the proportional part pertaining to joint ventures and/or temporary joint ventures (UTEs).

Segment information is set out below.

b. Business segments

At 31 December 2006, the Group is organised on a worldwide basis based on two main business segments:

- Toll roads.
- Car parks.

Note 1 on the business and consolidation scope contains a description of the activities carried out in each segment.

Transfers or transactions between segments are formalised on the normal terms and conditions also available to unrelated third parties.

Wherever it appears in this report, the "rest" column contains adjustments between segments.

The main information on these segments for 2005 and 2006 is presented in the following notes to these Consolidated Financial Statements:

- The most representative accounting policies applied to each business segment are described in Note 2.4 on accounting standards.
- Note 24 on Operating revenue contains a breakdown of income by business segment, distinguishing between income from sales to external customers and income from sales to other segments.
- Segment results from continuing operations are presented in Note 31.
- Additions to and investments in non-current assets by business segment are detailed in Note 4 on Intangible assets, Note 5 on Investment in concession assets and Note 6 on Property, plant & equipment.
- Note 19 contain a breakdown of the net cash position by business segment.

Set out below are the balance sheets and income statements for 2006 and 2005 by segment:

Consolidated balance sheet at 31 december 2006 by segment

Thousand euro

ASSETS	Toll roads	Car parks	Other	TOTAL
NON-CURRENT ASSETS	**9,961,926**	**294,088**	**-**	**10,256,014**
Intangible assets	15	91,637	-	91,652
Investment in infrastructure projects	9,487,254	-	-	9,487,254
Property, plant & equipment	1,133	153,892	-	155,025
Goodwill on consolidation	117,496	41,800	-	159,296
Equity-consolidated companies	-	6,182	-	6,182
Non-current financial assets	356,028	577	-	356,605
Other financial assets	356,028	577	-	356,605
DERIVATIVE FINANCIAL INSTRUMENTS AT FAIR VALUE	**68,264**	**-**	**-**	**68,264**
DEFERRED TAX ASSETS	**421,004**	**365**	**-**	**421,369**
CURRENT ASSETS	**1,143,192**	**45,213**	**(49,293)**	**1,139,112**
Inventories	1,901	12,966	-	14,867
Trade and other receivables	297,354	23,182	(5,059)	315,477
Trade debtors for sales and services rendered	189,886	18,664	-	208,550
Other debtors	123,153	6,089	(5,059)	124,183
Current deferred tax assets	34,556	37		34,593
Provisions	(50,241)	(1,608)	-	(51,849)
Cash and cash equivalents	843,937	9,065	(44,234)	808,768
Infrastructure projects companies	547,326	-	-	547,326
Other companies	296,611	9,065	(44,234)	261,442
TOTAL ASSETS	**11,594,386**	**339,666**	**(49,293)**	**11,884,759**

Thousand euro

LIABILITIES AND EQUITY	Toll roads	Car parks	Other	TOTAL
EQUITY	**1,368,649**	**163,607**	**-**	**1,532,256**
Capital and reserves attributable to the Company's equity holders	1,099,393	161,607	-	1,261,000
Capital and reserves attributable to minority interest	269,256	2,000	-	271,256
DEFERRED INCOME	**216,061**	**17,048**	**-**	**233,109**
PROVISIONS FOR LIABILITIES AND CHARGES	**6,753**	**2,004**	**-**	**8,757**
NON-CURRENT LIABILITIES	**7,984,619**	**36,270**	**(1,342)**	**8,019,547**
Borrowings	7,851,156	32,400	(1,342)	7,882,214
Bonds and borrowings of infrastructure projects companies	7,806,900	-	-	7,806,900
Bank borrowings, Other companies	42,123	32,400	-	74,523
Other borrowings	2,133	(0)	(1,342)	791
Other liabilities	133,463	3,870	-	137,333
DERIVATIVE FINANCIAL INSTRUMENTS AT FAIR VALUE	**294,676**	**-**	**-**	**294,676**
DEFERRED TAX LIABILITIES	**187,823**	**3,954**	**-**	**191,777**
CURRENT LIABILITIES	**1,535,805**	**116,783**	**(47,951)**	**1,604,637**
Borrowings	1,312,730	48,814	(44,882)	1,316,662
Bonds and borrowings of infrastructure projects companies	1,312,676	-	-	1,312,676
Bank borrowings, Other companies	37	1,073	-	1,110
Other borrowings	17	47,741	(44,882)	2,876
Trade and other payables	218,837	67,961	(3,069)	283,729
Accounts payable to associates	3,794	855	22	4,671
Trade payables	94,189	51,173	(990)	144,372
Current deferred tax liabilities	58,073	5,949		64,022
Other payables	62,781	9,984	(2,101)	70,664
Trade provisions	4,238	8		4,246
TOTAL LIABILITIES AND EQUITY	**11,594,386**	**339,666**	**(49,293)**	**11,884,759**

Consolidated balance sheet at 31 december 2005 by segment

Thousand euro

ASSETS	Toll roads	Car parks	Other	TOTAL
NON-CURRENT ASSETS	**8,586,376**	**272,476**	**-**	**8,858,852**
Intangible assets	17	68,099	-	68,116
Investment in infrastructure projects	8,040,281	-	-	8,040,281
Property, plant & equipment	995	156,680	-	157,675
Investment property				-
Goodwill on consolidation	140,096	41,800	-	181,896
Equity-consolidated companies	13,168	5,625	-	18,793
Non-current financial assets	391,819	272	-	392,091
Receivables from infrastructure projects companies				-
Other financial assets	391,819	272	-	392,091
DERIVATIVE FINANCIAL INSTRUMENTS AT FAIR VALUE	**33,809**	**-**	**-**	**33,809**
HELD-FOR-SALE ASSETS AND ASSETS FROM DISCONTINUED OPERATIONS	**-**	**-**	**-**	**-**
DEFERRED TAX ASSETS	**393,430**	**548**	**-**	**393,978**
CURRENT ASSETS	**984,848**	**29,557**	**(66,212)**	**948,193**
Inventories	2,307	6,516	-	8,823
Trade and other receivables	259,541	14,056	(4,953)	268,644
Trade receivables for sales and services	148,865	12,730	-	161,595
Other debtors	126,180	2,616	(4,953)	123,843
Current deferred tax assets	31,144	44		31,188
Provisions	(46,648)	(1,334)	-	(47,982)
Cash and cash equivalents	723,000	8,985	(61,259)	670,726
infrastructure projects companies	347,520	-	-	347,520
Other companies	375,480	8,985	(61,259)	323,206
TOTAL ASSETS	**9,998,463**	**302,581**	**(66,212)**	**10,234,832**

Thousand euro

LIABILITIES AND EQUITY	Toll roads	Car parks	Other	TOTAL
EQUITY	**1,416,227**	**152,399**	**-**	**1,568,626**
Capital and reserves attributable to the Company's equity holders	997,814	150,916	-	1,148,730
Capital and reserves attributable to minority interest	418,413	1,483	-	419,896
DEFERRED INCOME	**194,048**	**20,645**	**-**	**214,693**
PROVISIONS FOR LIABILITIES AND CHARGES	**9,836**	**1,685**	**-**	**11,521**
NON-CURRENT LIABILITIES	**6,936,524**	**16,520**	**(1,342)**	**6,951,702**
Borrowings	6,852,352	12,645	(1,342)	6,863,655
Bonds and borrowings of infrastructure projects companies	6,752,624	-	-	6,752,624
Bank borrowings, Other companies	96,643	12,645	-	109,288
Other borrowings	3,085	-	(1,342)	1,743
Other liabilities	84,172	3,875	-	88,047
DERIVATIVE FINANCIAL INSTRUMENTS AT FAIR VALUE	**340,403**	**-**	**-**	**340,403**
HELD-FOR-SALE LIABILITIES AND LIABILITIES FROM DISCONTINUED OPERATIONS				**-**
DEFERRED TAX LIABILITIES	**137,727**	**3,782**	**-**	**141,509**
CURRENT LIABILITIES	**963,697**	**107,550**	**(64,869)**	**1,006,378**
Borrowings	717,156	63,277	(61,248)	719,185
Bonds and borrowings of infrastructure projects companies	717,096	-	-	717,096
Bank borrowings, Other companies	6	515	-	521
Other borrowings	54	62,762	(61,248)	1,568
Trade and other payables	242,223	44,273	(3,621)	282,875
Accounts payable to associates	10,764	370	22	11,156
Trade payables	86,281	26,278	(2,304)	110,255
Current deferred tax liabilities	59,981	7,070	-	67,051
Other payables	85,197	10,555	(1,339)	94,413
Trade provisions	4,318	-	-	4,318
TOTAL LIABILITIES AND EQUITY	**9,998,462**	**302,581**	**(66,211)**	**10,234,832**

Consolidated income statement for 2006 by segment

Thousand euro

CONSOLIDATED INCOME STATEMENT	Toll roads	Car parks	Other	TOTAL
Sales	756,074	132,566	-4,083	884,557
Increase in inventories of finished goods and work in progress				
Other operating revenue	10,196	83		10,279
TOTAL OPERATING REVENUE	**766,270**	**132,649**	**-4,083**	**894,836**
Materials consumed and other external expenses	-1,944	-5,351	86	-7,209
Staff expenses	-63,243	-46,878		-110,121
a) Wages, salaries and similar compensation	-58,442	-36,155		-94,597
b) Staff welfare costs	-4,801	-10,723		-15,524
Non-current assets depreciation and amortisation	-203,826	-17,002		-220,828
Change in trade provisions	-11,202	-1,155		-12,357
Other operating expenses	-154,038	-34,434	3,997	-184,475
TOTAL OPERATING EXPENSES	**-434,253**	**-104,820**	**4,083**	**-534,990**
OPERATING PROFIT / (LOSS)	**332,017**	**27,829**		**359,846**
Financial results, infrastructure projects	-467,490			-467,490
Financial results, Other companies	1,503	-2,797		-1,294
Financial results, financing	1,467	-2,306		-839
Other financial results	36	-491		-455
FINANCIAL PROFIT / (LOSS)	**-465,987**	**-2,797**		**-468,784**
SHARE OF RESULTS OF EQUITY-CONSOLIDATED COMPANIES	**6,115**	**1,059**		**7,174**
OTHER PROFIT AND LOSS	**195,260**	**7,162**		**202,422**
CONSOLIDATED PROFIT / (LOSS) BEFORE INCOME TAX	**67,405**	**33,253**		**100,658**
Income tax	-15,919	-8,320		-24,239
CONSOLIDATED PROFIT / (LOSS) FROM CONTINUING OPERATIONS	**51,486**	**24,933**		**76,419**
NET PROFIT / (LOSS) FROM DISCONTINUED OPERATIONS				
CONSOLIDATED PROFIT / (LOSS) FOR THE YEAR	**51,486**	**24,933**		**76,419**
(PROFIT) / LOSS ATTRIBUTED TO MINORITY INTEREST	**79,218**	**28**		**79,246**
PROFIT / (LOSS) FOR YEAR ATTRIBUTED TO THE PARENT COMPANY	**130,704**	**24,961**		**155,665**

Consolidated income statement for 2005 by segment

Thousand euro

CONSOLIDATED INCOME STATEMENT	Toll roads	Car parks	Other	TOTAL
Sales	579,806	120,009	-3,592	696,223
Increase in inventories of finished goods and work in progress				0
Other operating revenue	16,992	301		17,293
TOTAL OPERATING REVENUE	**596,798**	**120,310**	**-3,592**	**713,516**
Materials consumed and other external expenses	1,152	-9,854	54	-8,648
Staff expenses	-49,940	-41,225	0	-91,165
a) Wages, salaries and similar compensation	-46,024	-31,910		-77,934
b) Staff welfare costs	-3,916	-9,315		-13,231
Fixed asset depreciation	-143,843	-15,464		-159,307
Change in trade provisions	-10,972	261		-10,711
Other operating expenses	-125,785	-27,505	3,538	-149,752
TOTAL OPERATING EXPENSES	**-329,388**	**-93,787**	**3,592**	**-419,583**
OPERATING PROFIT / (LOSS)	**267,410**	**26,523**	**0**	**293,933**
Financial results, infrastructure projects	-354,013			-354,013
Financial results, Other companies	-538	-2,487	0	-3,025
Financial results, financing	-766	-1,833		-2,599
Other financial results	228	-654		-426
FINANCIAL PROFIT / (LOSS)	**-354,551**	**-2,487**	**0**	**-357,038**
SHARE OF RESULTS OF EQUITY-CONSOLIDATED COMPANIES	**9,061**	**1,302**		**10,363**
OTHER PROFIT AND LOSS	**34,060**			**34,060**
CONSOLIDATED PROFIT / (LOSS) BEFORE INCOME TAX	**-44,020**	**25,338**	**0**	**-18,682**
Income tax	16,246	-8,032		8,214
CONSOLIDATED PROFIT / (LOSS) FROM CONTINUING OPERATIONS	**-27,774**	**17,306**	**0**	**-10,468**
NET PROFIT / (LOSS)FROM DISCONTINUED OPERATIONS				**0**
CONSOLIDATED PROFIT / (LOSS) FOR THE YEAR	**-27,774**	**17,306**	**0**	**-10,468**
(PROFIT) / LOSS ATTRIBUTED TO MINORITY INTEREST	**44,329**	**-77**		**44,252**
PROFIT / (LOSS) FOR YEAR ATTRIBUTED TO THE PARENT COMPANY	**16,555**	**17,229**	**0**	**33,784**

c. Geographical segments

The parent company's home country is Spain.

The Group's business segments operate mainly in the following geographical areas:

Spain.
United States.
Canada.
Chile.
Portugal.
Rest of Europe.
Rest of world.

The main data (in thousand euro) of those segments are as follows:

	Total assets		Changes in PPE and intangible assets	
	2006	**2005**	**2006**	**2005**
Spain	4,281,676	3,880,834	344,040	332,894
United States	2,639,996	1,493,300	1,539,348	1,489,560
Canada	2,711,816	3,049,182	73,814	25,325
Chile	1,377,402	954,966	576,581	58,847
Portugal	609,024	549,488	17,143	123,262
Rest of Europe	264,278	306,346	4,936	90,006
Rest of world	567	716		
Total	**11,884,759**	**10,234,832**	**2,555,862**	**2,119,894**

Note 24 on operating revenue includes a breakdown of sales to external customers by geographical segment.

2.6. Foreign currency

a. Functional and presentation currency

The items included in the financial statements of each of the Group companies are measured using the currency of the economic environment in which the entity operates, i.e. in its functional currency.

The Consolidated Financial Statements are presented in euros, which is the parent company's functional and presentation currency.

b. Group companies

The results and financial position of all the Group companies (none of which uses the currency of a hyperinflationary economy) that have a functional currency different from their presentation currency are translated into the presentation currency.

To this end, a distinction is made between a foreign operation and a foreign establishment and the figures are translated into the presentation currency using different methods, depending on the case:

Foreign entity

A foreign entity is any establishment whose operations do not form an integral part of the reporting entity's operations, i.e. it accumulates cash and other monetary items, incurs costs, generates revenues and may agree on loans principally in its local currency.

For such cases, the closing rate translation method is applied, as follows:

- All asset items, except for those referred to below, are translated at the closing rate at the date of the balance sheet.
- Joint venture accounts in foreign entities and long-term loans granted to them by the parent company are translated at the historical exchange rate.
- Goodwill generated on the acquisition of companies is translated at the closing rate for each period and currency translation differences are stated in the amount of the difference between the closing rate and the historical exchange rate at which they were carried.
- All due liabilities are translated at the closing rate on the balance sheet date.
- Equity is translated at the historical exchange rate.
- Income and expenses are translated at average exchange rates.
- All resulting exchange differences are recognised as a separate component of equity.

Foreign establishment

Foreign establishments form an integral part of the reporting entity's operations such that their business is run as if it were an extension of the reporting entity's operations and therefore used the same functional currency.

In this regard, the companies that contribute assets and liabilities denominated in currencies other than the euro are analysed in the following table:

Company	Activity	% interest	Currency
407 International, Inc	Toll roads	53.23%	Canadian dollar
Cintra Canadá	Toll roads	100.00%	Canadian dollar
Autoestrada Poludnie, S.A	Toll roads	50.00%	Polish zloty
Cintra Chile, Ltda..	Toll roads	100.00%	Chilean peso
Autopista Collipulli Temuco (a)	Toll roads	100.00%	Chilean peso
Autopista Temuco Rio Bueno. (a)	Toll roads	75.00%	Chilean peso
Autopista Santiago Talca (a)	Toll roads	100.00%	Chilean peso
Autopista Chillán Collipulli (a)	Toll roads	100.00%	Chilean peso
Autopista Talca Chillán	Toll roads	67.61%	Chilean peso
Cintra US Corp.	Toll roads	100.00%	US dollar
Skyway Concession Company LLC	Toll roads	55.00%	US dollar
SCC Holding LLC.	Toll roads	55.00%	US dollar
Cintra Skyway LLC	Toll roads	100.00%	US dollar
Cintra Developments LLC	Toll roads	100.00%	US dollar
Cintra Zachry LP	Toll roads	85.00%	US dollar
Cintra Zachry GP	Toll roads	85.00%	US dollar
Cintra Texas Corp.	Toll roads	100.00%	US dollar
ITR Concession Company Holdings	Toll roads	50.00%	US dollar
ITR Concession Company	Toll roads	50.00%	US dollar
Cintra ITR LLC	Toll roads	100.00%	US dollar
Statewide Mobility Partners LLC	Toll roads	50.00%	US dollar
Estacionamientos Ríos Piedras	Car parks	74.94%	US dollar

(a) The concession companies are Ruta de los Ríos Sociedad Concesionaria S.A. (Temuco Río Bueno toll road), Ruta de Araucania Sociedad Concesionaria S.A. (Collipulli Temuco toll road), Autopista del Maipo S.A. (Santiago Talca highway), and Autopista del Bosque S.A. (Chillán Collipulli toll road). All references in these Notes to any of these four companies will include the name that appears in the above table.

Set out below is a breakdown of exchange rate fluctuations between the Group's main currencies and the euro:

Closing exchange rate 1 Euro=Currency

	31/12/0	31/12/05	fluctuations
Canadian dollar	1.5372	1.3754	11.76%
Chilean peso	703.5480	608.5120	15.62%
Polish zloty	3.8368	3.8453	-0.22%
US dollar	1.3189	1.1833	11.46%

The above-mentioned fluctuations give rise to a reduction in the Group's asset and liability balances. The tables included in

the following notes explaining movements in assets and liabilities contain a column where the effect of the exchange rate is significant.

The net impact of the fluctuations on assets and liabilities, less the impact on minority interest, is recognised in equity, in the item "Currency translation differences" (see note 15). In 2006, these fluctuations have caused a reduction in equity attributable to the parent company totalling 15,231 thousand euro (increase of 9,431 thousand euro in 2005).

c. Transactions and balances denominated in foreign currency

Foreign currency transactions are translated into the functional currency using the exchange rates prevailing at the dates of the transactions. Foreign exchange gains and losses resulting from the settlement of such transactions are recognised in the consolidated income statement when they arise.

Monetary assets and liabilities denominated in foreign currencies are translated at year-end exchange rates. Gains and losses are recognised in the income statement.

2.7. Accounting estimates and judgements

The information contained in the financial statements is the responsibility of the Group's directors.

In the Consolidated Financial Statements for 2006, estimates made by the Group's directors have been used to measure certain assets, liabilities, income, expenses and commitments. The following estimates have been used:

- Evaluation of potential losses due to the impairment of certain assets.
- Assumptions employed in the actuarial calculation of pension liabilities and other commitments with employees.
- Useful lives of PPE and intangible assets.
- Measurement of goodwill.

These estimates were made using the best information available at 31 December 2006 in relation to the facts analysed. However, future events could force the Group to modify its estimates. If applicable, estimates will be modified in accordance with IAS 8.

2.8. Changes in estimates and accounting policies, and correction of fundamental errors

a. Changes in accounting estimates

The effect of any change in accounting estimates is recorded on the same line in the income statement as the expense or income recognised using the previous estimate.

b. Changes in accounting policies and correction of fundamental errors

The effect of any change in accounting policies and any correction of fundamental errors is accounted for as follows: the accumulated effect at the beginning of the year is adjusted in Reserves and the effect on the current year is taken to the income statement. In such cases, the financial data for the comparative year presented together with the current year are adjusted accordingly.

3. FINANCIAL RISK MANAGEMENT

The Group's activities expose it to a variety of financial risks, particularly interest rate risk, foreign exchange risk, credit risk and liquidity risk.

3.1 Interest rate risk

The Group's main interest rate risk arises from the financing of infrastructure projects.

The financing of infrastructure concession projects is characterised by being tied to project cash flow. In this connection, when the project enters the operation phase the objective is to attempt to establish as far as possible a fixed interest rate or assure such a rate through hedging against possible interest rate fluctuations, thereby avoiding possible subsequent changes to the project's profitability as a result of such fluctuations. Such hedging techniques form part of the obligations frequently imposed by financial institutions. Note 9 on Derivative financial instruments at fair value contains a breakdown of these derivatives and the amount of the risks hedged in relation to the Group's total liabilities.

3.2 Foreign exchange risk

Cintra manages its foreign exchange risk through two types of hedges:

a. Hedge of the Group's assets

The Group seeks to obtain financing for its long-term assets denominated in currencies other than the euro in the same currency as the one in which the asset is denominated. This is particularly true in the case of the concession holder companies and of acquisitions of companies whose assets are denominated in currencies other than the euro.

Note 9 on Derivate financial instruments at fair value contains an analysis of the hedges contracted on the Company's assets.

b. Hedge of flows from investments in consolidated foreign operations

The risk consists of exposure to changes in the value of forecast dividend flows from investments in consolidated foreign entities, attributable to foreign exchange fluctuations affecting the currency in which the investments are denominated. This risk is also hedge using foreign exchange derivatives, an analysis of which is set out in Note 9 on Derivative financial instruments at fair value.

3.3 Credit risk

The Group's main financial assets are cash and cash equivalents, trade and other receivables, and investments, which represent the Group's maximum exposure to credit risk in connection with its financial assets.

The Group's credit risk is mainly attributable to its trade receivables. The amounts involved are recorded in the balance sheet, net of bad debt provisions, which are estimated by Group management on the basis of prior year experience and an assessment of the current economic environment.

Credit risk relating to investments in financial products is concentrated mainly on short-term financial investments ("repos" of sovereign debt and/or highly-liquid deposits in both cases) and derivative financial instruments that hedge foreign exchange, interest rate and equity securities price risks. Counterparties are always financial institutions and a strict diversification policy is applied on the basis of international credit ratings, maximum credit limits and regular reviews. For example, in the specific case of transactions in countries whose economic and socio-political circumstances preclude high credit quality, the Group mainly selects branches and subsidiaries of foreign financial institutions, or the largest local institutions, that fulfil or nearly fulfil stipulated credit policy.

The Group has no significant concentrations of credit risk and exposure is distributed among a large number of counterparties and customers.

3.4. Liquidity risk

Although the general situation in financial markets, particularly the banking market, has been highly favourable for credit seekers in recent years, the Ferrovial Group constantly monitors factors that could help to resolve liquidity crises, particularly sources of financing and their characteristics.

Special attention is paid to the following factors:

- Liquidity of monetary assets: cash surpluses are always placed in very-short-term assets. Specific authorisation is required for placements in assets having a term of more than three months.
- Diversification of sources of financing: Cintra obtains non-recourse financing for concessions through a variety of instruments and terms so as to minimise potential refinancing risks in the event of a liquidity crisis. In particular, the Group uses various types of bonds in large transactions to avoid saturating the habitual source of financing (banking market). The resulting combination of longer terms, price and diversification is considered to be beneficial.

The Group does not rule out the use of other sources of financing in the future.

Note 19 on the Group's net cash position contains an analysis of bank financing obtained by the concession companies and the rest of the companies (without recourse and with resource from the shareholder, respectively).

4. INTANGIBLE ASSETS

Movements in Intangible assets on the consolidated balance sheet during 2006 and 2005 are as follows:

2005

Thousand euro	Balance at 01/01/05	Changes in consolid. scope	Additions	Disposals	Effect of exchange rate	Balance at 31/12/05
Toll roads	283		10	-206		87
Car parks	73,898	9,525	93	-1		83,515
Total investment	**74,181**	**9,525**	**103**	**-207**		**83,602**
Accumulated amortisation	-9,272		-6,419	205		-15,486
TOTAL	**64,909**	**9,525**	**-6,316**	**-2**		**68,116**

Changes in scope of consolidation

The main change relates to the inclusion of Aparcamientos de Bilbao, the company holding the concession for the Indautxu off-street parking concession in the amount of 9,452 thousand euro.

2006

Thousand euro	Balance at 31/12/05	Changes in consolid. scope	Additions	Disposals	Effect of exchange rate	Balance at 31/12/06
Toll roads	87	0	9	0	0	96
Car parks	83,515	31,326	4,407	-8,043	0	111,205
Total investment	**83,602**	**31,326**	**4,416**	**-8,043**	**0**	**111,301**
Accumulated amortisation	-15,486	0	-2,480	-1,683	0	-19,649
TOTAL	**68,116**	**31,326**	**1,936**	**-9,726**	**0**	**91,652**

The main change in the consolidation scope is due to the addition of the company Guipúzcoa Parking Siglo XXI, which manages the Oquendo car park in San Sebastián. A mortgage loan was obtained, secured by the right to the administrative concession for the car park.

The balance in this item increased due to the 40-year lease entered into by Cintra Aparcamientos, S.A. for the Hospital del Espíritu Santo car park in Santa Coloma de Gramanet (Barcelona).

The main decreases are due to the sale by Eguisa of the Montalbán car park in Madrid and the Kursaal car park in San Sebastián.

No impairment losses or reversals were recorded in 2006.

At 31 December 2006, fully-amortised assets totalled 1,124 thousand euro.

None of the Group's intangible assets has an indefinite useful life.

5. INVESTMENT IN INFRASTRUCTURE PROJECTS

This caption relates to investments in the assets of the toll road concession companies. These assets are used directly in business operations. Related risks are adequately covered by insurance policies.

The majority of concession assets relate to administrative concession contracts. As indicated in Note 2.4.2, in most cases the assets are owned by the granting government body from inception and the concession holder has a right to exploit them in order to recover the investment over the concession term in accordance with the terms and conditions laid down by the granting government body. Under the concession contract, these assets must revert to the granting government body at the end of the concession period.

Set out below is an analysis of investments in infrastructure projects showing movements during 2005 and 2006:

2005

Thousand euro	Balance at 01/01/05	Changes consolid. scope	Additions	Disp.	Reclas.	Effect of exchange rate	Balance at 31/12/05
Autopista del Sol	678,012		56	-174			677,894
Autopista Terrasa-Manresa	218,241		940	-147			219,034
Autopista Trados-45	97,260		72				97,332
Autopista R-4 Madrid-Sur (a)	648,231		28,845				677,076
Autopista Madrid Levante (b)	68,887		261,201				330,088
M-230 Alcalá O'Donnell		6,733					6,733
Cintra Chile	92,897					22,069	114,966
Autopista Temuco Río Bueno	156,234			-2,517		38,107	191,824
Autopista Collipulli Temuco	185,671		5,189			46,558	237,418
Autopista Santiago Talca	427,259		56,176			109,799	593,234
407 ETR International, Inc.	2,490,014		25,325			465,464	2,977,803
Skyway Concesión Co. LLC		1,489,559				70,560	1,560,119
Euroscut Algarve	273,263		1,428				274,691
Euroscut Norte Litoral	229,802		121,834	-15,368			336,268
Eurolink Motorway Operation	242,851		90,006				332,857
Total investment	**5,808,622**	**1,496,292**	**591,072**	**-18,206**		**749,557**	**8,627,337**
Depreciation	**-417,591**	**-5,462**	**-128,307**			**-35,696**	**-587,056**
TOTAL NET INVESTMENT	**5,391,031**	**1,490,830**	**462,765**	**-18,206**		**713,861**	**8,040,281**

(a) Includes the balances of Inversora de Autopistas del Sur, S.L.

(b) Includes the balances of Inversora de Autopistas de Levante, S.L.

The main changes in the consolidation scope are due to the inclusion of Chicago Skyway companies in January 2005 and of M-203 in September 2005.

The most relevant additions for the period relate to toll roads under construction in 2005, mainly the Madrid-Levante road, Euroscut Norte Litoral and Eurolink.

In 2005, fluctuations in the euro exchange rate with respect to the currencies of the countries in respect of which the Group records significant toll roads in non-current assets (mainly Canada, Chile and the United States) have caused an increase in the relevant balance sheet asset accounts.

2006

Thousand euro	Balance at 31/12/05	Changes consolid. scope	Additions	Disp.	Re-clas.	Effect of exchange rate	Balance at 31/12/06
Autopista del Sol	677,894		2,502	-27			680,369
Autopista Terrasa-Manresa	219,034		3,324	-27			222,331
Autopista Trados M-45	97,332		1,042	-492			97,882
Autopista R-4 Madrid-Sur (a)	677,076		61,708	-687			738,097
Autopista Madrid Levante (b)	330,088		190,509				520,597
M-230 Alcalá O'Donnell	6,733		29,571				36,304
Cintra Chile	114,966					-15,530	99,436
Autopista Temuco Río Bueno	191,824		554			-26,854	165,524
Autopista Collipulli Temuco	237,418		7,202			-33,562	211,058
Autopista Santiago Talca	593,234		44,211			-82,688	554,757
Autopista Talca Chillán		251,918				-33,679	218,239
Autopista Chillán Collipulli		272,696				-12,731	259,965
407 ETR International, Inc.	2,977,803		73,814			-318,484	2,733,133
Skyway Concesión Co. LLC	1,560,119		29,124			-161,967	1,427,276
Indiana Toll Road		1,510,224				-61,842	1,448,382
Autostrade Lombardia		815					815
Euroscut Algarve	274,691		711	-41			275,361
Euroscut Norte Litoral	336,268		16,432				352,700
Eurolink Motorway	332,857		4,120				336,977
Total investment	**8,627,337**	**2,035,653**	**464,824**	**-1,278**	**0**	**-747,337**	**10,379,199**
Depreciation	**-587,056**	**-180,209**	**-178,822**	**131**	**0**	**54,011**	**-891,945**
TOTAL NET INVESTMENT	**8,040,281**	**1,855,444**	**286,002**	**-1,147**	**0**	**-693,326**	**9,487,254**

(a) Includes the balances of Inversora de Autopistas del Sur, S.L.

(b) Includes the balances of Inversora de Autopistas de Levante, S.L.

The main changes in the consolidation scope relate to the inclusion of Indiana Toll Road in June and of Autopista Chillán Collipulli in November, as well as the change of consolidation method applied to Talca-Chillán when the shareholding was increased in May.

The main additions for the period relate to the toll roads under construction during the year (M-203, Autopista Madrid-Levante to July and Norte-Litoral).

In 2006, fluctuations in the euro exchange rate with respect to the currencies of the countries in respect of which the Group records significant toll roads in non-current assets (mainly Canada, United States and Chile) have caused an increase in the relevant balance sheet asset accounts.

The following table shows the closing balance of investments in concession assets, broken down by company and percentage of completion at 31 December 2005 and 2006:

2005

	Investments in concession assets			Percentage of completion
Thousand euro	Operational sections	Sections under construction	Total	
Autopista del Sol	677,894		677,894	
Autopista Terrasa-Manresa	219,034		219,034	
Autopista Trados M-45	97,332		97,332	
Autopista R-4 Madrid-Sur (a)	677,076		677,076	
Autopista Madrid Levante (b)		330,088	330,088	57.90%
M-230 Alcalá O'Donnell		6,733	6,733	0.00%
Cintra Chile	114,966		114,966	
Autopista Temuco Río Bueno	191,824		191,824	
Autopista Collipulli Temuco	237,418		237,418	
Autopista Santiago Talca	593,234		593,234	
407 ETR International, Inc.	2,977,803		2,977,803	
Skyway Concesión Co. LLC	1,560,119		1,560,119	
Euroscut Algarve	274,691		274,691	
Euroscut Norte Litoral		336,268	336,268	91.23%
Eurolink Motorway Operation	332,857		332,857	
TOTAL	**7,954,248**	**673,089**	**8,627,337**	

(a) Includes the balances of Inversora de Autopistas del Sur, S.L.

(b) Includes the balances of Inversora de Autopistas de Levante, S.L.

2006

Thousand euro	Investments in concession assets			Percentage of completion
	Operational sections	Sections under construction	Total	
Autopista del Sol	680,369		680,369	
Autopista Terrasa-Manresa	222,331		222,331	
Autopista Trados M-45	97,882		97,882	
Autopista R-4 Madrid-Sur (a)	738,097		738,097	
Autopista Madrid Levante (b)	520,597		520,597	
M-230 Alcalá O'Donnell		36,304	36,304	51.30%
Cintra Chile	99,436		99,436	
Autopista Temuco Río Bueno	165,524		165,524	
Autopista Collipulli Temuco	211,058		211,058	
Autopista Santiago Talca	554,757		554,757	
Autopista Talca Chillán	218,239		218,239	
Autopista Chillán Collipulli	259,965		259,965	
407 ETR International, Inc.	2,733,133		2,733,133	
Skyway Concesión Co. LLC	1,427,276		1,427,276	
Indiana Toll Road	1,448,382		1,448,382	
Autostrade Lombardia		815	815	
Euroscut Algarve	275,357		275,357	
Euroscut Norte Litoral	352,700		352,700	
Eurolink Motorway Operation	336,977		336,977	
TOTAL	**10,342,080**	**37,119**	**10,379,199**	

(c) Includes the balances of Inversora de Autopistas del Sur, S.L.

(d) Includes the balances of Inversora de Autopistas de Levante, S.L.

Interest capitalised during the year is analysed in Note 28.

Other information

Concession assets located outside Spain at 31 December 2006 and 2005 total 7,444,409 thousand euro and 6,244,548 thousand euro, respectively, net of depreciation.

6. PROPERTY, PLANT & EQUIPMENT

Set out below is an analysis of Property, plant & equipment on the consolidated balance sheet showing movements by segment during 2005 and 2006:

2005

Thousand euro	Balance at 01/01/05	Changes in consolid. scope	Additions	Disp.	Reclas.	Effect of exchange rate	Balance at 31/12/05
Land and buildings	168,270	39	8,818	-1,097		467	176,497
Plant and machinery	45,001	793	9,280	-510	136	12	54,712
Fixtures, fittings, tools and equipment	5,872	226	368	-2,404		71	4,133
Payments on account and PPE in course of construction	17,283	1,078	3,570	-12			21,919
Other non-current assets	7,607	275	973	-637		24	8,242
TOTAL INVESTMENT	**244,033**	**2,411**	**23,009**	**-4,660**	**136**	**574**	**265,503**
Depreciation, land and buildings	-60,687	-18	-4,519	333	0	-373	-65,264
Depreciation, plant and machinery	-19,608	0	-4,087	0	0	0	-23,695
Depreciation, fixtures, fittings, tools and equipment	-1,977	-4	-353	777	0	-55	-1,612
Depreciation, other non-current assets	-16,263	-10	-578	470	-869	-8	-17,258
Total depreciation	**-98,535**	**-32**	**-9,537**	**1,580**	**-869**	**-435**	**-107,828**
TOTAL	**145,498**	**2,379**	**13,472**	**-3,080**	**-733**	**139**	**157,675**

Thousand euro	Balance 01/01/05	Changes in consolid. scope	Additions	Disp.	Reclas.	Effect of exchange rate	Balance at 31/12/05
Toll roads	2,040	121	340	-470		87	2,118
Car parks	241,993	2,290	22,669	-4,190	136	487	263,385
PPE	**244,033**	**2,411**	**23,009**	**-4,660**	**136**	**574**	**265,503**
Depreciation	-98,535	-32	-9,537	1,580	-869	-435	-107,828
NET TOTAL	**145,498**	**2,379**	**13,472**	**-3,080**	**-733**	**139**	**157,675**

Changes in scope of consolidation

The main changes relate to the inclusion of Aparcamientos de Bilbao, amounting to 1,078 thousand euro.

Additions

Infrastructure additions relate basically to new investments in off-street parking projects and machinery for on-street parking projects. The amount of 8,648 thousand euro in connection with Estacionamientos Alhóndiga is worthy of note, relating to the transfer of the balance from inventories, as this is a mixed car park and not residents-only. Additionally, the amount of 5,918 thousand euro relating to Dornier, S.A. is an investment made to exploit the ORA concessions, and 5,579 thousand euro relates to mixed car parks being built by Cintra Aparcamientos.

2006

Thousand euro	Balance at 01/01/06	Changes in consolid. scope	Additions	Disp.	Reclas.	Effect of exchange rate	Balance 31/12/06
Land and buildings	176,497	0	10	-2,823	0	-376	173,308
Plant and machinery	54,712	0	16,157	-286	402	-9	70,976
Fixtures, fittings, tools and equipment	4,133	5	364	-1,314	2	-56	3,134
Payments on account and PPE in course of construction	21,919	718	0	-7,247	-405	0	14,985
Other non-current assets	8,242	-19	2,411	-510		-25	10,099
TOTAL INVESTMENT	**265,503**	**704**	**18,942**	**-12,180**	**-1**	**-466**	**272,502**
Depreciation, land and buildings	-65,264		-1,784	582		306	-66,160
Depreciation, plant and machinery	-23,695		-6,766	115			-30,346
Depreciation, fixtures, fittings tools and equipment	-1,612		-149	31		41	-1,689
Depreciation, other non-current assets	-17,258		-1,565	322	-790	8	-19,282
Depreciation	**-107,828**	**0**	**-10,264**	**1,050**	**-790**	**355**	**-117,477**
TOTAL	**157,675**	**704**	**8,678**	**-11,130**	**-791**	**-111**	**155,025**

Thousand euro	Balance 01/01/06	Changes in consolid. scope	Additions	Disp.	Reclas.	Effect of exchange rate	Balance at 31/12/06
Toll roads	2,118	-14	568	-188		-72	2,412
Car parks	263,385	718	18,374	-11,992	-1	-394	270,090
PPE	**265,503**	**704**	**18,942**	**-12,180**	**-1**	**-466**	**272,502**
Depreciation	-107,828		-10,264	1,050	-790	355	-117,477
NET TOTAL	**157,675**	**704**	**8,678**	**-11,130**	**-791**	**-111**	**155,025**

Changes in scope of consolidation

The main changes relate to the inclusion of Guipuzcoa Parking Siglo XXI, amounting to 718 thousand euro.

Additions

Infrastructure additions relate basically to new investments in off-street parking projects and machinery for on-street parking projects. The amount of 11,340 thousand euro in connection with Aparcament Escaldes is worthy of note, relating to the capital increase carried out through a non-cash contribution of the Clot D´Emprivat car park. Additionally, the amount of 2,241 thousand euro relating to Dornier, S.A. is the investment made in the ORA concessions, and 1,073 thousand euro relates to mixed car parks being built by Cintra Aparcamientos.

Other information

- Property, plant and equipment not used in operations is insignificant with respect to closing consolidated balances.
- Property, plant and equipment located outside Spain totals 1,066 thousand euro in 2005 and 876 thousand euro in 2006, net of depreciation.
- At 31 December 2006, fully-depreciated assets totalled 20,770 thousand euro.
- The Group has taken out insurance policies to cover the possible risks to which certain PPE are subject and any claims that may be filed in relation to the business. These policies are understood to provide sufficient coverage of the risks to which such assets are subject.

7. EQUITY-CONSOLIDATED COMPANIES

This caption relates to the companies in which the Group has significant influence, i.e. the power to participate in decisions concerning financial policy and operations, but does not have control over the companies.

Shareholdings in equity-consolidated companies are analysed below at 31 December 2005 and 2006:

2005

Thousand euro

COMPANIES	Balance at 01/01/05	Changes in consolida-tion scope	Additions (increase in % interest)	Disposals (decrease in % interest)	Result for the year	Dividend/ equity distrib.	Effect of exchange rate	Balance at 31/12/05
Europistas Concesionaria Española, S.A.	**8,825**		2,679		8,206	-7,269		**12,441**
Túneles de Artxanda, S.A.	**1,736**				-192			**1,544**
S. Munic. de Aparc Y Serv. S.A.	**4,208**				631	-294		**4,545**
Other	**1,787**				-2,175	-183	834	**263**
TOTAL	**16,556**	**0**	**2,679**	**0**	**6,470**	**-7,746**	**834**	**18,793**

The main variances during the year are described below:

a. Toll roads:

Capital increase of 2,679 thousand euro in Europistas.
Dividend pay-out of 7,269 thousand euro by Europistas.

b. Car parks:

Dividend pay-outs of 6 thousand euro by Estacionamientos y Servicios Extremeños, S.A., 294 thousand euro by Sociedad Municipal de Aparcamientos y Servicios S.A. and 177 thousand euro by Estacionamientos Urbanos de León.

2006

Thousand euros

COMPANIES	Balance at 01/01/06	Changes in consolidation scope	Result for the year	Dividend/ equity distrib.	Effect of exchange rate	Balance at 31/12/06
Europistas Concesionaria Española, S.A.	**12,441**	-17,818	5,377			0
Túneles de Artxanda, S.A.	**1,544**	-1,341	-203			0
S. Munic. de Aparc. Y Serv. S.A.	**4,545**		710	-294		4,961
Other	**263**	-123	1,289	-208		1,221
TOTAL	**18,793**	**-19,282**	**7,173**	**-502**		**6,182**

Set out below is a breakdown of Equity-consolidated companies by segment:

COMPANIES	Balance at 31/12/06	Balance at 31/12/05
Toll roads	0	13,168
Car parks	6,182	5,625
TOTAL	**6,182**	**18,793**

The main variances during the year are described below:

a. Toll roads:

The companies Europistas and Túneles de Artxanda were sold and therefore excluded from the consolidation scope (see Note 29).

As Cintra Chile increased its shareholding in Talca Chillán Sociedad Concesionaria, S.A. to 67.61%, this company has been fully consolidated.

b. Car parks:

Dividend pay-outs of 6 thousand euro by Estacionamientos y Servicios Extremeños, S.A., 294 thousand euro by Sociedad Municipal de Aparcamientos y Servicios S.A. and 179 thousand euro by Estacionamientos Urbanos de León.

Other information

- There are no significant restrictions on the capacity of associates to transfer funds to the parent company in the form of dividends, debt repayments or advance payments.
- There are no reasons to draw the conclusion that the Group has significant influence in companies in which its interest is less than 20% or does not have significant influence in companies in which its interest exceeds 20%.

8. NON-CURRENT FINANCIAL ASSETS

8.1. Other financial assets

Movements in this item in 2005 and 2006 are as follows:

2005

Thousand euros	Balance at 01/01/05	Additions	Disposals	Effect of exchange rate	Balance 31/12/05
Deposits securing bond issues	252,366	143,074	-68,616	54,885	381,709
Long-term loans to employees	242	630	-528		344
Long-term guarantees and deposits	368	30	-12	2	388
Other	287	9,006		357	9,650
TOTAL	**253,263**	**152,740**	**-69,156**	**55,244**	**392,091**

The most significant balances in the item Deposits securing bond issues relates to the companies 407 ETR International Inc and Skyway Concession Co LLc, amounting to 277,815 thousand euro and 103,894 thousand euro, respectively.

The average interest rate on the deposits of the companies 407 ETR International Inc and Skyway Concession Co LLc is 2.91% for deposits expiring within two years and 3.13% for deposits expiring within one year.

The main balance in the item Other relates to Long-term time deposits, most of which relate to the company 407 ETR International Inc.

2006

Thousand euros	Balance at 01/01/06	Additions	Disp.	Effect of exchange rate	Balance 31/12/06
Deposits securing bond issues	381,709	15,807	-29,742	-39,133	328,641
Long-term loans to employees	344	188	-200		332
Long-term guarantees and deposits	388	24,309	-6,681		18,016
Other	9,650		-34		9,615
TOTAL	**392,091**	**40,304**	**-36,657**	**-39,133**	**356,605**

Deposits securing bond issues

These deposits relate mainly to concession companies, are not freely disposable and must remain in the companies' assets as security for the bonds and debentures issued by the companies (see Note 19 Net cash position).

The main deposits recorded at 31 December 2005 and 2006 are as follows:

Thousand euro	31/12/06	31/12/05
407 ETR International Inc.	241,094	277,815
Skyway Concession Co. LLc	87,547	103,894
Other	-	-
	328,641	381,709

The average interest rate on the deposits of 407 ETR International Inc and Skyway Concesión Co LLc is 4.13% and 4.58%, respectively.

These deposits expire within one year in both cases.

Guarantees and deposits

The main balance in the item Other relates to Long-term time deposits, most of which pertain to the company ITR Concession Company.

9. DERIVATIVE FINANCIAL INSTRUMENTS AT FAIR VALUE

As indicated in Note 3 on Financial risk management, the Group's activities are exposed to a variety of financial risks including interest rate and foreign exchange risks.

Cintra has entered into a number of contracts to hedge these transactions, which are accounted for as described in Note 2.4.7.

At 31 December 2006, 78% of the Group's total financial liabilities were contracted at a fixed rate or were covered by interest-rate hedges maturing after more than one year (or to maturity, if earlier). Of this 78%, 47% consists of fixed-interest debt and the remainder is hedged by derivative financial instruments. Additionally, 9% of the debt consists of bonds bearing interest linked to inflation and fluctuations in interest rates are covered by adjustments to the tolls charged by the bond issuer (407 ETR International, Inc.). Only 13% of the debt outstanding at 31 December bears interest at a variable rate.

A sensitivity analysis has been performed on the 2006 debt, assuming an increase of 100 basis points (1%) per annum in nominal interest rates. The impact on estimated annual financial expense accounts for 2.3% of total financial expense on recognised in 2006. This is considered to be insignificant in relation to the company's equity.

Set out below is an analysis of the hedges and their fair values at 31 December 2006 and 2005, by nature of contracts in force and the type of derivative financial instrument contracted:

Thousand euro		Fair value	Notional maturities				
Derivative type	**Instrument type**	**31/12/06**	**Dec. 07**	**Dec. 08**	**Dec. 09**	**Dec. 10**	**Dec. 11 and successive**
ASSET DERIVATIVES							
	Currency sale forward	2,646	18,215	12,035			
Cash flow hedge derivatives	Collar	0	210,000				
	Interest rate swap	64,809	-16,980	-63,297	428,276	191,399	1,748,289
Derivatives linked to remuneration plans	Equity swap	809					3,637
TOTAL ASSETS		**68,264**	**211,235**	**-51,262**	**428,276**	**191,399**	**1,751,926**
LIABILITY DERIVATIVES							
	Currency sale forward	22		2,594			
Cash flow hedge derivatives	Collar	0	35,000				
	Interest rate swap	83,249	-206	-720	-997	77	1,174,815
Equity hedge derivatives	Cross currency swap	101,648			6,048	7,306	305,852
Derivatives at fair value Recognised in the profit and loss account	Synthetic inflation Protection securities (SIPS)	109,757					
TOTAL LIABILITIES		**294,676**	**34,794**	**1,875**	**5,051**	**7,383**	**1,480,667**

Set out below is a breakdown of asset and liability derivatives based on the maturities of the underlying transactions:

	31/12/06		
Thousand euro	**Short Term**	**Long Term**	**Total**
Asset derivatives	1,681	66,583	**68,264**
Liability derivatives	22	294,654	**294,676**

Movements in derivatives in 2006 had a negative impact of 12,654 thousand euro on the income statement, before taxes and before distributing minority interests, and a positive impact of 65,371 thousand euro on reserves, before taxes.

The majority of derivatives contracted by the Cintra Group have an AA credit rating.

a. Interest-rate hedges of future cash flows

The main hedge transactions in force at 31 December 2006 and 2005 relating to this type of financing cover financing for concession projects, where the purpose once the project is in progress is to obtain, as far a possible, a fixed rate of interest or to ensure a fixed rate by means of interest-rate hedges.

2005

- At 31 December 2006, Autopista Terrasa-Manresa, S.A. records interest-rate swaps hedging 44.72% of its debt at a fixed interest rate of between 2.94% and 5%.
- Autopista del Sol records interest-rate swaps covering 35.95% of its total debt at a fixed rate of between 3.04% and 5.1%.
- Euroscut Norte Litoral an interest-rate hedge covering a maximum debt of €228.7 million at a fixed interest rate of 3.65%.
- Inversora Autopista del Sur records interest-rate swaps hedging all its Tranche A and Tranche BEI debts (456,600 thousand euro) at a rate of 3.83% and all its Tranche B debt (100,000 thousand euro) at a rate of 4.18%.
- Inversora Autopista de Levante has hedged its entire debt at a rate of 4.39%.
- Eurolink records partial interest-rate hedges with different terms to cover a range of between 3.44% and 5.39%.
- Chicago Skyway has hedged its entire debt by means of interest-rate swaps. Series A bonds (439 million US dollars) are hedged for a notional sum equal to 100% of their value at a rate of 4.82% for the first nine years of the bond's term and at 5.88% for the final three years. Series B bonds (961 million US dollars) are fully hedged by means of swap contracts establishing a schedule of certain flows receivable in exchange for variable-interest payments that increase over time, for an effective rate of 5.66% (including the bond margin). Finally, the Group has contracted hedges for all Series C debt (150 million US dollars) establishing a fixed rate of 4.68%.

2006

- At 31 December 2006, Autopista Terrasa-Manresa, S.A. records interest-rate swaps hedging 23.14% of its debt at a fixed interest rate of between 2.94% and 5%.
- Autopista del Sol records interest-rate swaps covering 36.13% of its total debt at a fixed rate of between 3.04% and 5.1%.
- Euroscut Norte Litoral records an interest-rate hedge covering a maximum debt of 233,160 thousand euro at a fixed interest rate of 3.65%.
- Inversora del Sur records interest-rate swaps hedging all its Tranche A and Tranche BEI debts (456,600 thousand euro) at a rate of 3.83% and all its Tranche B debt (100,000 thousand euro) at a rate of 4.18%.
- Inversora Autopista de Levante has hedged 50% of its debt at a rate of 4.39%.
- Eurolink records partial interest-rate hedges with different terms to cover a range of between 3.44% and 5.39% and an amount equal to 75% of its debt.
- Chicago Skyway has hedged its entire debt by means of interest-rate swaps. The Series A bonds (439 million US dollars) are hedged for a notional sum equal to 100% of their value at a rate of 4.82% for the first nine years of the bond's term and at 5.88% for the final three years. Series B bonds (961 million US dollars) are fully hedged by means of swap contracts establishing a schedule of certain flows receivable in exchange for variable-interest payments that increase over time, for an effective rate of 5.66% (including the bond margin). Finally, the Group has contracted hedges for all Series C debt (150 million US dollars) establishing a fixed rate of 4.68%.
- Indiana Toll Road has contracted interest rate swaps for its entire debt to 2026, establishing an average interest rate of 6.40%.

b. Foreign exchange hedges of future cash flows

At 31 December 2006 there are no foreign exchange hedges of future cash flows.

c. Foreign exchange hedges of the company's assets and liabilities

As indicated in Note 3 above, the Group seeks to obtain financing for long-term assets denominated in currencies other than the euro in the same currency as the one in which the assets are denominated.

In 2005 Cintra S.A. contracted a number of hedges, including the hedge of fluctuations in the US dollar-Chilean UF (inflation-indexed development units) exchange rate for payments in respect of dollar financing for the Maipo toll road. This hedge remained in force at December 2006.

Cintra S.A. has also hedged fluctuations in the euro-Polish zloty exchange rate. The purpose of this hedge is to cover the loans received from its subsidiary Autoestrada Poludnie, S.A. In 2005 these hedges amounted to 9,719,000 Policy zloty (2,512 thousand euro) and all the hedges matured in 2006. In 2006 coverage totalled 9,953,000 zloty (2,594 thousand euro), all maturing in 2007.

d. Foreign exchange hedges of flows from investments in consolidated foreign entities

Cintra has concluded forward sale contracts to hedge the exchange rates affecting a part of the dividends it expects to receive in coming years from the company 407 ETR International.

In 2005 these hedges amounted to 60,000,000 Canadian dollars (39,701 thousand euro). Of this amount, hedges totalling 48 million Canadian dollars (31,065 thousand euro) and 12 million Canadian dollars (8,636 thousand euro) mature in 2006 and 2007, respectively.

In 2006 these hedges amounted to 46,500,000 Canadian dollars (32,729 thousand euro). Of this amount, hedges totalling 28 million Canadian dollars (19,838 thousand euro) and 18,500,000 Canadian dollars (12,891 thousand euro) mature in 2007 and 2008, respectively.

e. Hedge of stock option-based remuneration plans

As indicated in Note 35, in order to provide for any possible losses that may be caused by the exercise of stock options granted under stock option-based remuneration plans, the Cintra Group contracts swaps that may be settled only in cash, when the options are granted. The main features of the contracts are explained in detail in Note 35.

f. Derivatives at fair value recognised in the profit or loss account

The obligations recorded by the company 407 ETR International Inc include an issue of €109.8 million in the form of a product named SIPS (Synthetic Inflation Protected Securities). This is a bond in respect of which the coupon is linked solely to the inflation rate in Canada. It is accounted for as a derivative financial instrument, as it is a hybrid of a nominal bond and a real return bond. Consequently, the carrying amount is adjusted to its market value. The difference between the opening and closing market value is taken to the income statement as a financial expense.

10. BUSINESS COMBINATIONS AND CONSOLIDATED GOODWILL

10.1. Goodwill on consolidation

Movements in Goodwill on consolidation by cash-generating unit during 2005 and 2006 are set out below:

2005

Thousand euro	01/01/05	Movements during the year			31/12/05
ITEMS	**Investment**	**Investment/ Disposal**	**Impairment loss**	**Exchange rate**	**Investment**
Toll roads					
407 ETR International Inc.	79,899			13,947	93,846
Autopista del Maipo	11,783			2,643	14,426
Autopista del Sol	20,050				20,050
Europistas	11,328				11,328
Euroscut Algarve	446				446
Car parks	41,800				41,800
TOTAL	**165,306**			**16,590**	**181,896**

Movements in 2005 are explained by the effect of exchanges rates on goodwill denominated in foreign currencies.

2006

Thousand euro	01/01/06	Movements during the year			31/12/06
ITEMS	**Investment**	**Investment/ Disposal**	**Impairment loss**	**ITEMS**	**Investment**
Toll roads					
407 ETR International Inc.	93,846			-9,412	84,434
Autopista del Maipo	14,426			-1,860	12,566
Autopista del Sol	20,050				20,050
Europistas	11,328	-11,328			0
Euroscut Algarve	446				446
Car parks	41,800				41,800
TOTAL	**181,896**	**-11,328**	**0**	**-11,272**	**159,296**

The main movements in 2006 are explained below:

- Effect of exchange rates on goodwill declared in local currency.
- Sale of Europistas, which has been excluded from the consolidation scope, as explained in Note 29.

10.2. Impairment test for consolidated goodwill

Group management has implemented an annual procedure to identify any impairment of the cost recognised with respect to the recoverable amount of goodwill. This procedure is applied to each group of companies acquired for which goodwill is recognised.

Impairment is calculated by comparing the company's carrying amount (equity plus net goodwill) with its fair value, which is the price at which it could be sold to an independent party, less possible transaction costs, provided the fair value may be reliably estimated, i.e. the company is quoted in an active organised market or a transaction between independent parties may serve as a reference.

Where fair value cannot be reliably estimated or a potential impairment loss has been identified, the company's carrying amount is compared with its value in use obtained by discounting cash flows. In the case of concession companies incorporated for a limited period with a financial structure that is separate from the Group's overall structure, the value is obtained by discounting expected flows to be received by the shareholder to the end of the concession term, in accordance with the company's economic and financial plan (this may vary if assumptions are changed in the future). Future flows are discounted at an estimated cost of capital based on a risk-free rate referenced to 30-year bonds, a beta coefficient reflecting the company's leverage and asset risk, and an estimated market premium. No residual value is estimated for toll road projects as the models employed account for the entire concession period. However, a residual value is calculated for car park projects to account for the renewal of contracts and for growth.

	407 ETR	Autopista del Sol
Ke (a)	6.91%	7.11%
Rf (b)	4.14%	4.11%
Beta u (c)	0.60	0.55

(a) Ke is the shareholder's discount rate

(b) Rf is the risk-free rate

(c) Beta u is deleveraged

10.3. Business combinations

Set out below are details of the net assets acquired and goodwill recognised as a result of the main business combinations completed by the Cintra Group during the year, as well as the contributions by the acquired businesses to the Group's revenues and net results.

Goodwill generated by a business combination is attributable to the profitability of the acquired business and the synergies expected to arise following the acquisition. The purchase consideration for the acquisition has been settled in cash in all cases and therefore the relevant amount matches the net cash outflow from the Group.

The business combinations are described in detail in Note 1 on business activities and scope of consolidation.

Having regard to the acquisition of Chicago Skyway in 2005, it should be noted that there have been no changes to the purchase consideration recognised.

10.3.1. Acquisition of Indiana Toll Road

This acquisition is disclosed for informative purposes, as a joint venture is not deemed to be a business combination under IFRS.

The acquired business contributed revenues of 29,786 thousand euro and a net loss of 37,780 thousand euro for the period 29 July 2006 to 31 December 2006. Had the acquisition occurred on 1 January 2006, Group revenues would have amounted to 51,848 thousand euro and the net loss for the year would have totalled 78,526 thousand euro.

The following table contains an analysis of the net assets acquired; goodwill recognised and related fair value adjustments:

Thousand euro	Carrying amount	Adjust-ments	Fair value
Concession assets	220,699	2,865,643	3,086,342
Total net assets			3,086,342
Minority interest (50%)			1,543,171
Total fair value of net assets acquired			**1,543,171**
Purchase consideration			**1,543,171**
Cash paid and directly attributable costs			1,543,171
Goodwill			**0**

The net cash outflow resulting from the acquisition is analysed below:

	Thousand euro
Cash consideration	1,543,171
Cash and cash equivalents acquired	
Net cash outflow	1,543,171

The values of these assets are subject to review.

10.3.2. Acquisition of Autopista Chillán Collipulli

The acquired business contributed revenues of 4,256 thousand euro and a net result of 236 thousand euro for the period 1 November 2006 to 31 December 2006. Had the acquisition occurred on 1 January 2006, Group revenues would have amounted to 26,181 thousand euro and a net loss of 4,561 thousand euro would have been posted.

The following table contains an analysis of the net assets acquired; goodwill recognised and related fair value adjustments:

Thousand euro	Carrying amount	Adjustments	Fair value
Concession assets	207,118	12,193	219,311
Other assets	11,315		11,315
Liabilities	-220,730	-1,772	-222,502
Total net assets			8,124
Minority interest (0%)			0
Total fair value of net assets acquired			**8,124**
Purchase consideration			**8,124**
Cash paid and directly attributable costs			8,124
Goodwill			**0**

The net cash outflow resulting from the acquisition is analysed below:

	Thousand euro
Cash consideration	8,124
Cash and cash equivalents acquired	
Net cash outflow	**8,124**

The values of these assets are subject to review, as the acquisition took place in November 2006.

10.3.3. Acquisition of an additional share in Autopista Talca Chillán

The acquired business, including the additional share, contributed revenues of 22,296 thousand euro and a net loss of 2,945 thousand euro for the period 1 May 2006 to 31 December 2006. Had the acquisition occurred on 1 January 2006, Group revenues would have amounted to 36,133 thousand euro and the net loss for the year would have totalled 2,394 thousand euro.

Control over the company has been assured by acquiring this additional 24.2% interest. The acquisition generated negative goodwill, resulting in a profit of 2,491 thousand euro after taxes. The values are subject to review.

11. INVENTORIES

Set out below is a breakdown of inventories at 31 December 2006 and comparative prior-year figures (thousand euro):

CONCEPTOS	Balance 31/12/06	Balance 31/12/05	Variance
Raw materials and other supplies	2,635	2,275	360
Work in progress	8,303	2,465	5,838
Completed projects and other finished goods	3,047	1,986	1,061
Initial costs and site facilities	881	2,059	-1,177
Prepayments	1	3	-37
TOTAL	**14,867**	**8,823**	**6,044**

Set out below is a breakdown of inventories by segment (thousand euro):

	Balance 31/12/06	Balance 31/12/05	Variance
Toll roads	1,901	2,307	-405
Car parks	12,966	6,516	6,449
TOTAL	**14,867**	**8,823**	**6,044**

The main movements in this caption relate to the car park companies, consisting basically of resident spaces yet to be sold. The variance relating to Aparcamientos de Bilbao, S.A. is due to the construction of the Sarriko and Garai (Bilbao) resident car parks, in the amount of 3,106 thousand euro. A significant variance of 3,783 thousand euro was also recognised by Cintra Aparcamientos, S.A., in connection with the construction of the Menorca and Doce de Octubre car parks in Madrid and the General Urrutia car park in Valencia.

Other information

- The cost of inventories recognised as an expense in the consolidated income statement for 2006 and 2005 amounted to 504 thousand euro and 163 thousand euro, respectively.

12. TRADE RECEIVABLES

Set out below is an analysis of Trade receivables for sales and services at 31 December 2006 and 2005:

Thousand euro

ITEMS	Balance 31/12/06	Balance 31/12/05	Variance
Trade receivables	167,480	147,491	19,989
Notes receivable	1,491	1,786	-295
Trade receivables pending certification	39,579	12,318	27,261
Total	**208,550**	**161,595**	**46,955**
Bad debt provisions	-51,849	-47,982	-3,867
TOTAL	**156,701**	**113,613**	**43,088**

Set out below is an analysis of Trade receivables for sales and services by segment at 31 December 2006 and 2005:

Thousand euro

ITEMS	Balance 31/12/06	Balance 31/12/05	Variance
Toll roads	189,886	148,865	41,021
Car parks	18,664	12,730	5,934
TOTAL	**208,550**	**161,595**	**46,955**

Analysis of changes

The increase in the toll roads item is due mainly to the rise in the balance relating to the Euroscut Norte Litoral road and the 407 Internacional Inc road (26,868 thousand euro and 9,064 thousand euro, respectively).

The increase in the car parks item is explained mainly by the sale of resident spaces in the Menorca and Doce de Octubre car parks by Cintra Aparcamientos. As regards Dornier, S.A., revenues rose at the Ora de Ser Madrid, Toledo and Valencia sites, in addition to revenues from towing services in Palma.

Other information

- Credit risk is not deemed to be concentrated as the majority of customers are individuals.
- Consolidated Group management considers that the carrying amounts of trade receivables are close to their fair values.

13. OTHER RECEIVABLES

The following table contains a breakdown of "Other receivables", showing the balance receivable from "Public Administrations" separately from the rest:

Thousand euro

ITEMS	Balance 31/12/06	Balance 31/12/05	Variance
Other receivables	47,898	36,533	11,365
Receivables, Public Administrations	76,285	87,310	-11,025
TOTAL	**124,183**	**123,843**	**340**

The item "Other receivables" includes balances receivable not generated during the ordinary course of business and Prepayments to suppliers totalling 4,615 thousand euro in 2006 and 240 thousand euro in 2005.

The item "Receivables, Public Administrations" includes various balances receivable from the Public Administrations. The main balances are set out below:

Thousand euro	2006	2005
VAT refundable	53,145	65,490
Capital grants receivable from tax administration	21,040	19,745
Other taxes refundable	2,100	2,075
TOTAL	**76,285**	**87,310**

Consolidated Group management considers that the carrying amounts of trade receivables are close to their fair values.

14. TRADE PROVISIONS

Set out below is a breakdown of Trade provisions on the assets and liabilities sides of the balance sheet:

Thousand euro	Balance 31/12/06	Balance 31/12/05	Variance
Provision for doubtful receivables	51,849	47,982	3,867
Asset provisions	**51,849**	**47,982**	**3,867**
Other provisions	4,246	4,318	-72
Liability provisions	**4,246**	**4,318**	**-72**
TOTAL	**56,095**	**52,300**	**3,795**

The following table shows "Trade provisions" in assets and liabilities by segment:

Thousand euro	Balance 31/12/06	Balance 31/12/05	Variance
Toll roads	54,479	50,966	3,513
Car parks	1,616	1,334	282
TOTAL	**56,095**	**52,300**	**3,795**

The Group recognised losses of 11,483 thousand euro and 11,586 thousand euro in 2005 and 2006, respectively, due to the impairment of its trade receivables and other receivables.

The most significant balance relates to the provision for doubtful trade receivables recognised by 407 International Inc.

15. EQUITY

Set out below is a breakdown of movements in Equity during 2006:

	BALANCE 31-12-05	Distrib. results Dividend	Distrib. results Reserve	Var. capital	Conv. diff.	Hedg-es	Other mov.	2006 profit	BALANCE 31-12-06
Share capital	**98,223**			4,911					**103,134**
Share premium	**1,217,656**			-4,911					**1,212,745**
Revaluation reserves	**-45,702**					20,407			**-25,295**
Legal reserve	**19,645**								**19,645**
Other reserves	**324,004**		111,412						**435,416**
Reserves in consolidated companies	**-519,577**		-115,149				-11,050		**-645,776**
Currency translation diff.	**20,697**				-15,231				**5,466**
Profit	**33,784**	-37,521	3,737					155,665	**155,665**
EQUITY ATTRIB. TO EQUITY HOLDERS	**1,148,730**	**-37,521**	**0**	**0**	**-15,231**	**20,407**	**-11,050**	**155,665**	**1,261,000**
Minority interest	**419,896**	-62,337		11,204	-44,224	13,569	12,394	-79,246	**271,256**
TOTAL EQUITY	**1,568,626**	**-99,858**		**11,204**	**-59,455**	**33,976**	**1,344**	**76,419**	**1,532,256**

16. CAPITAL AND RESERVES ATTRIBUTABLE TO THE COMPANY'S EQUITY HOLDERS

16.1. Share capital, share premium, parent company reserves and proposed distribution of results of Cintra, S.A.

• Share capital and share premium

At 31 December 2006, Cintra, S.A.'s share capital consists of 515,671,933 fully-subscribed and paid up ordinary shares with a par value of 0.20 euros each, all carrying the same rights.

On 22 November 2006, a paid-up capital increase was carried out, with 20 old shares being exchanged for one new shares. The number of outstanding shares rose by 24,555,806.

The share premium amounts to 1,212,745 thousand euro and is recorded as a freely distributable reserve. The paid-up capital increase was charged to the share premium, causing a reduction of 4,911 thousand euro in the share premium account.

At 31 December 2006, the main shareholder is Ferrovial Infraestructuras, S.A., with an interest of 62.03%.

The shares of the parent company are listed on the continuous market of the Spanish Stock Exchanges and all carry the same voting and dividend rights.

• Treasury shares

At 31 December 2006 the Company holds no treasury shares.

During 2006, the Company purchased 38,000 treasury shares at an average price of 11.3417 euros per share. The same numbers of treasury shares were sold during the year at an average price of 11.0746 euros per share, generating a capital loss of 10 thousand euro. This operation was completed in order to implement the executive equity remuneration plan approved by the 2006 Annual General Meeting (Note 35).

• Reserves attributable to the parent company

Legal reserve

In accordance with the revised Spanish Companies Act, 10% of profits for the year must be transferred to the legal reserve until the balance in the reserve reaches at least 20% of share capital.

The legal reserve may be used to increase capital in the part that exceeds 10% of the increased capital figure.

With the exception of the purpose indicated above, and until the balance exceeds 20% of share capital, it may only be used to offset losses, where other available reserves are insufficient.

At 31 December 2006, the legal reserve had not reached 20% of share capital and therefore an increase of 982 thousand euro has been proposed to reach that percentage.

• Revaluation reserves (Royal Decree-Law 7/1996)

As permitted by legislation prevailing at 31 December 1996, some Group companies restated the values of their property, plant and equipment.

During 1998, the tax authorities approved the balance in this account, amounting to 1,948 thousand euro in the parent company, which may therefore be transferred tax-free to:

- Offset prior-year losses.
- Increase share capital.
- Reserves freely distributable as from 31 December 2006, although the balance may not be distributed until the mon etary gain has been realised. The monetary gain is deemed to be realised when the restated assets are depreciated, sold or written off the balance sheet.

• Proposed distribution of profit of Cintra, S.A.

Set out below is the proposal for the distribution of profit for the year ended 31 December 2006, prepared by the directors and pending approval by the Annual General Meeting:

Item	Thousand euro
Available for distribution	
Profit/(loss)	339,127
Retained Earnings	0
Total available for distribution	**339,127**
Distribution	
Legal reserve	982
Voluntary reserve	288,125
Dividends	50,020
TOTAL DISTRIBUTION	**339,127**

The distribution of results is explained below:

- 982 thousand euro is to be transferred to the legal reserve to reach 20% of share capital.
- The remainder, 288,125 thousand euro, is to be taken to voluntary reserves.
- A dividend of 50,020 thousand euro is to be paid out, entailing an outlay of 9.70 euro cents per share. This payment will be made after 16 April 2007.

16.2. Movement in equity attributable to equity holders

Movements in this caption in 2005 and 2006 are as follows:

Thousand euros	31/12/06	31/12/05
OPENING EQUITY ATTRIBUTABLE TO EQUITY HOLDERS	**1,148,730**	**1,152,916**
Profit 2005/2006	155,665	33,784
Dividends	-37,521	-30,000
Currency translation differences	-15,231	9,432
Value adjustments in equity (hedges)	20,407	-17,402
Other movements	-11,050	
CLOSING EQUITY ATTRIBUTABLE TO EQUITY HOLDERS	**1,261,000**	**1,148,730**

16.3. Reserves in consolidated companies and currency translation differences

Set out below is a breakdown by segment of reserves in consolidated companies at 31 December 2006 and comparative prior-year figures (thousand euros):

Thousand euros	Balance 31/12/06	Balance 31/12/05	Variance
Toll roads	-683,200	-539,587	-143,613
Car parks	37,424	20,010	17,414
TOTAL	**-645,776**	**-519,577**	**-126,199**

Set out below is a breakdown by segment of currency translation differences at 31 December 2006 and comparative prior-year figures (thousand euros):

Thousand euros	Balance 31/12/06	Balance 31/12/05	Variance
Toll roads	5,450	20,635	-15,185
Car parks	16	62	-46
TOTAL	**5,466**	**20,697**	**-15,231**

Having regard to the restrictions on the distribution of reserves, financing contracts generally impose restrictions on the pay-out of dividends until certain ratios are fulfilled. Nonetheless, management is not aware of any infringements of such ratios.

17. MINORITY INTEREST

This consolidated balance sheet item relates to the proportional part of equity of the fully-consolidated companies that have other non-Group shareholders.

Movements in this caption during 2006 and 2005 are summarised below:

Thousand euros	2006	2005
Opening balance	**419,896**	**245,944**
Dividends	-62,337	-27,246
Losses	-79,246	-44,252
Currency translation differences	-44,224	-26,380
Changes in equity and changes in consolidation scope	11,204	285,171
Hedge transactions and other	25,963	-13,341
CLOSING BALANCE	**271,256**	**419,896**

2005

The item Changes in equity and changes in consolidation scope relates mainly the increase in minority interests due to the inclusion of the companies SCC Holding and Skyway in the Cintra Group, each of which is 45%-owned, entailing a total of 422,300 thousand euro.

Additionally, the item Hedge transactions and other relates mainly to the application of IAS to derivative financial instruments.

2006

The item Changes in equity and changes in consolidation scope relates mainly to the capital increase in Inversora Madrid Levante, entailing an increase of 19,142 thousand euro in minority interests, and to the reimbursement of capital in Temuco Río Bueno, causing a decrease of 8,931 thousand euro.

The Dividends item derives mainly from the companies 407ETR (dividend of 45,262 thousand euro), Ausol (9,317 thousand euro) and Autema (3,567 thousand euro).

The balance in minority interest at 31 December 2005 and 2006 is analysed below by segment:

Thousand euro	Balance 31/12/06	Balance 31/12/05	Variance
Toll roads	269,256	418,413	-149,157
Car parks	2,000	1,483	517
TOTAL	**271,256**	**419,896**	**-148,640**

Non-Group companies with significant interests in subsidiaries

At 31 December 2006, the following Group companies had other non-Group shareholders with interests of 10% or more:

COMPANIES	% interest	Shareholder
407 International Inc.	16.77%/30%	SNC Lavalin/Macquarie Infraestructure Group
Autopista del Sol, C.E.S.A.	20%	Unicaja
Autopista Terrasa Manressa, S.A.	22.33%	Abertis
Autopista Trados-45, S.A.	50%	Abertis
Autopista Temuco Río Bueno.	25%	Fondo Las Américas
R-5 Talca-Chillán	23.57%/8.53%	Sodeia/Delta
Inversora de Autopistas del Sur, S.L.	25%/10%/10%	Europistas/E.N.A./Caja Castilla La Mancha
Eurolink Motorway Operation, Ltd.	34%	SIAC
Skyway Concession Company Holding	45%	Macquarie Infraestructure Group
Cintra Zachry GP LLC	15%	Zachry Investments Inc
Cintra Zachry LP	14.85%	Zachry Developments LLC
Inversora Madrid Levante	40%/5%/3.16%	Europistas/Kutxa/Budimex
Statewide Mobility Partners LLC	50%	Macquarie Infraestructure Group
Autostrade Lombardia SPA	32%	Merloni Finanziaria SPA
Estacionamientos Alhondiga, S.A.	25%/25%	Construcciones Lauki/Construcciones Bazola
Guadianapark	25%	Iniciativas Pacenses
Aparcamientos de Bilbao	25%	Balzola
Aparcamientos Guipuzcoanos Siglo XXI	60%	Construcciones Moyua

18. DEFERRED INCOME

Movements in this caption during 2005 and 2006 are set out below:

2005

Thousand euro

ITEMS	Balance 01/01/05	Scope changes	Additions	Disposals	Reclassification	Forex effect	Balance 31/12/05
Grants	127,181		38,580	-211			165,550
Other deferred income	40,626		7,217	-1,492	2,792		49,142
TOTAL	**167,807**		**45,797**	**-1,703**	**2,792**		**214,693**

The main variance during the year is the increase of 38,580 thousand euro in the Eurolink capital grant.

In Other deferred income, the increases of 2,117 thousand euro and 5,100 thousand euro in the companies Aparcamientos Dornier, S.A. and Estacionamientos Alhóndiga, respectively, are worthy of note.

As regards the nature of the Eurolink grants, according to the concession contract the holder is entitled to receive from the Administration (National Roads Authority) 160,000 thousand euro as payment for construction work. Distributed in six payments of 24 thousand euro and a seventh payment of 16 thousand euro, the grants were subject to percentage of completion requirements or, failing this, a final deadline.

In the case of Trados-45, the grant relates to the indemnity paid by the Madrid Regional Government to restore the financial balance of the concession contract. The inclusion of that amount in results for the year will be deferred to the end of the concession period on the basis of forecast revenues for the year as a percentage of total shadow toll revenues according to the concession's financial model.

2006

Thousand euros

ITEMS	Balance 01/01/06	Scope changes	Additions	Disposals	Forex effect	Balance 31/12/06
Grants	165,550			-1,953		163,597
Other deferred income	49,142		29,254	-5,981	-2,903	69,512
TOTAL	**214,692**		**29,254**	**-7,934**	**-2,903**	**233,109**

Analysis of movements

The main movements relate to the companies Autopista R4 Madrid-Sur and Autopista Madrid Levante, amounting to 23,646 thousand euro and 3,262 thousand euro, respectively.

The main disposal relates to the sale by Estacionamientos Guipuzcoanos of the Kursaal mixed car park (San Sebastián) for 3,163 thousand euro.

19. PROVISIONS FOR LIABILITIES AND CHARGES

Set out below is a breakdown of this caption:

Thousand euro	2006	2005
Provision for taxes	7,667	9,283
Other provisions	1,090	2,238
TOTAL PROVISION FOR LIABILITIES AND CHARGES	**8,757**	**11,521**

2005

The provision for taxes includes the provision for property tax recognised by Autopista del Sol, S.A. in the amount of 7,936 thousand euro.

2006

The main movements relate to the reduction of 1,017 thousand euro posted by Cintra Concesiones de Infraestructuras de Transportes, S.A. and to foreign exchange fluctuations.

20. NET CASH

In order to provide a joint analysis of the Group's indebtedness, the following table contains a breakdown by segment of the asset accounts (Cash and cash equivalents) and liability accounts (short- and long-term Bonds and Borrowings) forming the Group's net cash position.

Each segment's cash position includes the loans or borrowings obtained by each business area from other Group business areas, which are fully eliminated on consolidation.

2005

	ASSETS		LIABILITIES					
	Receivable from Group and related comp.	Cash & cash equivalents	Bonds		Bank borrowings		Payable to Group and related comp.	Adjusted net cash position
	L/T & S/T		L/T	S/T	L/T	S/T	L/T & S/T	
Concession holders		347,520	4,478,774	517,291	2,273,849	199,776	916	-7,123,086
Car parks	19	8,967			12,645	515	62,762	-66,936
Toll roads	62,253	313,226			96,643	6	921	277,909
Adjustments	-61,259						-61,259	
GROUP TOTAL	**1,013**	**669,713**	**4,478,774**	**517,291**	**2,383,137**	**200,297**	**3,340**	**-6,912,113**

2006

	ASSETS		LIABILITIES					
	Receivable from Group and related comp. (*)	Cash & cash equivalents	Bonds		Bank borrowings		Payable to Group and related comp. (*)	Adjusted net cash position
	L/T & S/T		L/T	S/T	L/T	S/T	L/T & S/T	
Concession holders		547,326	4,460,015	684,855	3,346,885	627,821	39	-8,572,289
Car parks	696	8,369			32,400	1,073	47,692	-72,100
Toll roads	54,134	242,477			42,123	37	136	254,315
Adjustments	- 44,234						-44,234	
GROUP TOTAL	**10,596**	**798,172**	**4,460,015**	**684,855**	**3,421,408**	**628,931**	**3,633**	**-8,390,074**

(*) Relate to balances with other companies of the Ferrovial Group, mainly Ferrovial Infraestructuras

Movements in the net cash position in 2006 and 2005 are set out below:

Thousand euro	Balance 31/12/06	Balance 31/12/05	Variance
Concession companies	-8,572,289	-7,123,086	-1,449,203
Car parks	-72,100	-66,936	-5,164
Toll roads	254,315	277,909	-23,594
TOTAL	**-8,390,074**	**-6,912,113**	**1,477,961**

20.1. Net cash of infrastructure projects

a. Cash and cash equivalents

This item relates both to current asset investments, consisting basically of investments in government securities and deposits in euros and other currencies, and to cash and bank balances, of concession companies. It also includes balances generally subject to certain restrictions (as a result of reserve accounts imposed by financing contracts).

Set out below is a breakdown of cash and cash equivalents recognised by the concession companies:

Concession companies	Balance at 31/12/06	Balance at 31/12/05	Variance
Autopista Collipulli Temuco,	6,555	12,978	-6,423
Autopista Temuco Río Bueno,	16,275	32,534	-16,259
Autopista Santiago Talca	163,519	82,683	80,836
R-5 Talca-Chillan	63,051	0	63,051
Autopista Chillán Collipulli	24,916	0	24,916
Autoestrade Lombardia SPA	1,954	0	1,954
407 ETR International Inc,	67,106	67,580	-474
Autopista del Sol, C,E,S,A,	16,269	52,900	-36,631
Autopista Terrasa-Manresa, S,A,	81	97	-16
Autopista Trados M-45, S,A,	7,244	8,466	-1,222
Autopista Madrid-Sur (a)	8,201	17,296	-9,095
Autopista Madrid-Levante (b)	2,260	2,095	165
Euroscut Norte Litoral, S,A,	47,407	5,579	41,828
Algarve Internacional, B,V,	2,172	1,665	507
Euroscut Algarve, S,A,	40,681	35,566	5,115
Eurolink Motorway	16,839	26,410	-9,571
M-203 Alcalá O'Donnell	399	44	355
ITR Concession Company	60,876	0	60,876
SCC Holding LLC	395	958	-563
Skyway Concession Co,	1,126	669	457
TOTAL	**547,326**	**347,520**	**199,806**

a) Includes the balances of Inversora de Autopistas del Sur, S.L.

b) Includes the balances of Inversora de Autopistas de Levante

The most significant movements are explained below:

- Autopista Santiago Talca, which recognises current asset investments of 82,683 thousand euro in 2005 and 163,519 thousand euro in 2006 due to the issue of a bond in December 2006, whereby this company was required to increase its reserve accounts.
- Autopista Chillán Collipulli and Indiana Toll Road, due to the inclusion of these two companies in the consolidation scope during the year.
- Change in the consolidation method applied to Talca Chillán, which is fully consolidated in 2006.
- A decrease in the current asset investments recognised by Ausol due to the payment of a dividend.
- Increase in the bank borrowings recognised by Norte Litoral.

The average interest rate obtained by the concession companies on their cash and cash equivalents in 2006 amounted to 2.87% (2.67% in 2005). The average maturity period for deposits is eight days.

b. Obligations of infrastructure projects

The following table shows the evolution of borrowings arising from the issue of bonds by concession companies:

Thousand euro	Balance at 31/12/06			Balance at 31/12/05			
COMPANIES	**Long-term**	**Short-term**	**TOTAL**	**Long-term**	**Short-term**	**TOTAL**	**Variance**
407 ETR International Inc. (a)	2,195,174	618,084	2,813,258	2,540,212	501,013	3,041,225	- 227,967
Autopista Santiago Talca.	530,043	1,283	531,326	462,580	7,564	470,144	61,182
Autopista Collipulli Temuco.	173,683	7,948	181,631	200,902	8,714	209,616	- 27,985
Autopista Chillán Collipulli	209,624	15,717	225,341				225,341
Autopista Talca Chillán	153,473	41,779	195,252				195,252
EuroScut Algarve, S.A.	131		131				131
Algarve Internacional, B.V.	126,045		126,045	126,500		126,500	- 455
Skyway Concession Co.	1,071,842	44	1,071,886	1,148,580		1,148,580	- 76,694
TOTAL	**4,460,015**	**684,855**	**5,144,870**	**4,478,774**	**517,291**	**4,996,065**	**148,805**

The most significant movements are explained below:

- Effect of exchange rates on 407 ETR Internacional Inc amounting to 320,108 thousand euro, offsetting the growth in borrowings.
- Inclusion in the consolidation scope of Autopista Chillán Collipulli (225,341 thousand euro).
- Change of consolidation method applied to R-5 Talca Chillan from equity to full consolidation.
- Note 20.3 contains a breakdown by currency.

c. Bank loans and credit lines obtained by infrastructure projects from credit institutions

The following table shows movements in bank loans and credit lines obtained by the concession companies and the main terms applicable:

Thousand euro	Balance at 31/12/06			Balance at 31/12/05			
COMPANIES	**Long-term**	**Short-term**	**TOTAL**	**Long-term**	**Short-term**	**TOTAL**	**Variance**
Autopista del Sol, C.E.S.A.		484,340	484,340	481,264	247	481,511	2,829
Autopista Terrasa-Manresa, S.A.	226,542	76,021	302,563	188,000	104,004	292,004	10,559
Autopista Trados M-45, S.A.	69,639	1,178	70,817	70,743	2,500	73,243	-2,426
Autopista Madrid-Sur (a)	527,187	2,456	529,643	496,855	2,381	499,236	30,407
Autopista Madrid-Levante (b)	437,427	26,841	464,268	254,310	32,238	286,548	177,720
Euroscut Algarve, S.A.	127,609		127,609	127,536	702	128,238	-629
Euroscut Norte Litoral, S.A.	312,379	2,104	314,483	226,670	8,361	235,031	79,452
Autopista Temuco Río Bueno.	155,580	10,241	165,821	158,979	3,379	162,358	3,463
Autopista Collipulli Temuco.	117		117			0	117
Eurolink Motorway	146,556	3,785	150,341	146,000	42,500	188,500	-38,159
SCC Holding LLC (Chicago)	118,095	4,537	122,632	123,492	3,464	126,956	-4,324
ITR Concession Company	1,225,754	16,318	1,242,072				1,242,072
TOTAL	**3,346,885**	**627,821**	**3,974,706**	**2,273,849**	**199,776**	**2,473,625**	**1,501,081**

a) Includes the balances of Inversora de Autopistas del Sur, S.L.
b) Includes the balances of Inversora de Autopistas de Levante

The main movements are explained below:

- Inclusion in the consolidation scope of ITR Concession Company (1,242,072 thousand euro).
- Increase in borrowings recognised by Autopista Madrid Levante (177,720 thousand euro) to cover investments in construction work until the toll road became operational in July 2006.
- Increase in borrowings recognised by Euroscut Norte Litoral (79,452 thousand euro) to cover investments in construction work.
- Reduction in borrowings recognised by Eurolink due to the repayment of the equity bridge loan.

The amount of bank borrowings denominated in foreign currency is set out in Note 20.3.

In general, loans of this kind are secured solely by project flows and hedge contracts are formalised to cover interest-rate fluctuations affecting at least a part of the financing (see Note 9).

The average interest rates on bank borrowings obtained by concession companies in 2006 and 2005 were 4.20% and 4.08%, respectively.

Set out below are credit limits and amounts utilised on bank credit lines at 31 December 2006 and 2005:

Thousand euro	31/12/06			31/12/05		
Credit lines	**Limit**	**Utilised**	**Available**	**Limit**	**Utilised**	**Available**
Short-term maturities	655,360	595,360	60,000	715,690	636,011	79,679
Long-term maturities	3,768,998	3,379,346	389,652	2,257,157	1,837,614	419,543
TOTAL	**4,424,358**	**3,974,706**	**449,652**	**2,972,847**	**2,473,625**	**499,222**

20.2 Net cash position of Other companies

a. Cash and cash equivalents of Other companies

Set out below is a breakdown of Cash and cash equivalents by segment for the rest of the companies:

2005

Thousand euro	Banks	Cash	Short-term deposits	Other short-term receivables	TOTAL
Toll roads	1,817	239	311,072	98	313,226
Car parks	5,674	443	2,850		8,967
TOTAL	**7,491**	**682**	**313,922**	**98**	**322,193**

2006

Thousand euro	Banks	Cash	Short-term deposits	Other short-term receivables	TOTAL
Toll roads	2,563	296	239,420	98	242,477
Car parks	4,078	332	3,959		8,369
TOTAL	**6,641**	**628**	**243,379**	**98**	**250,846**

b. Bank borrowings obtained by Other companies

Set out below is a breakdown of bank borrowings by segment for the Other the companies:

Thousand euro	Balance at 31/12/06			Balance at 31/12/05			
Other companies	**Long-term**	**Short-term**	**TOTAL**	**Long-term**	**Short-term**	**TOTAL**	**Variance**
Car parks	32,400	1,073	33,473	12,645	515	13,160	20,313
Toll roads	42,123	37	42,160	96,643	6	96,649	- 54,489
TOTAL	**74,523**	**1,110**	**75,633**	**109,288**	**521**	**109,809**	**-34,176**

Set out below are credit limits and amounts utilised on bank credit lines obtained by the rest of the companies at 31 December 2006 and 2005:

Thousand euro	Limit	Utilised	31/12/06 Available	Limit	Utilised	31/12/05 Available
Credit lines						
Short-term maturities	42,123	42,123				
Long-term maturities	88,608	32,400	56,208	161,071	109,288	51,783
TOTAL	**130,731**	**74,523**	**56,208**	**161,071**	**109,288**	**51,783**
Other payables		**1,110**			**521**	
TOTAL	**130,731**	**75,633**	**56,208**	**161,071**	**109,809**	**51,783**

20.3. Maturities of financial liabilities

Set out below is a breakdown of the maturities of the financial liabilities forming the net cash position:

Thousand euro at 31/12/06	Maturities					
Payables	**2007**	**2008**	**2009**	**2010**	**2011 or later**	**Total**
Obligations of infrastructure projects	**613,394**	**65,053**	**260,104**	**107,283**	**4,208,791**	**5,144,870**
EUROS					126,176	126,176
UF	40,397				773,948	814,345
USD					1,391,091	1,391,091
CAD	572,997	65,053	260,104	107,283	1,807,821	2,813,258
Bank borrowings of infrastructure projects	**587,460**	**135,000**	**158,913**		**3,093,333**	**3,974,706**
EUROS	587,460	135,000	158,913		1,562,691	2,444,064
UF					165,938	165,938
USD					1,364,704	1,364,704
Bank borrowings of Other companies	**43,233**	**1,767**	**2,074**	**2,080**	**26,479**	**75,633**
EUROS	1,110	1,767	2,074	2,080	26,479	33,510
UF	42,123					42,123

20.4. Guarantees

The financing obtained by Group companies is secured by each concession company's own cash flows, without recourse to Cintra (except for the guarantees listed in the following table). Additionally, such financing generally entails the establishment of pledges and/or mortgages on assets and/or rights arising from the projects financed.

PROJECT	PURPOSE	DURATION	AMOUNT (CINTRA'S %)
Autopista Talca Chillán	Increase in construction or maintenance costs	Term of the debt	Amount of departure above 10% of base case
	Increase in operating costs	Term of the debt	Amount of departure above 6.5% of base case
Autopista Santiago Talca	Guarantee of completion of construction work (by 31-12-11)	Until road is opened	Amount required to complete work
Euroscut Norte Litoral	Excess cost of expropriations, base case	Expropriation period	Amount of departure above agreed limit
Inversora Madrid Sur	Debt servicing, refinancing, reduction in ratios and penalties	Term of the debt	Limited to 48.5 million euro
Inversora Madrid Levante	Debt servicing	Term of the debt	Amount of cash shortfall, limited to 4.3 million euro

Having regard to the Scut de Azores project, and as stated in Cintra's admission to listing prospectus, Cintra has a commitment to acquire the shares held by Ferrovial Infraestructuras (89% of the project) at the earliest opportunity and subject to the necessary administrative approval. Consequently, Cintra must assume the rights and obligations arising from that project. Guarantees have been furnished in this project covering the possible dissolution of the company due to a reduction in its net worth, in accordance with Article 35 of the Trading Companies Act (limited to €10.2M), and to the theoretical refusal of approval by the Court of Auditors (limited to €15.8M).

21. LONG-TERM NON-FINANCIAL LIABILITIES

Set out below is a breakdown of long-term non-financial liabilities:

Thousand euro	Balance at 31/12/06	Balance at 31/12/05	Variance
Other long-term borrowings	116,229	84,615	31,614
L/T guarantees and deposits received	21,035	3,357	17,678
Bills payable	69	75	-6
TOTAL	**137,333**	**88,047**	**49,286**

The line "Other long-term payables" relates to non-current liabilities totalling 21,591 thousand euro at 31 December 2006 (2,982 thousand euro at 31 December 2005). These balances include implicit interest and the difference between their carrying amount and fair value is not deemed to be significant.

This item also includes long-term subsidised loans, consisting of the participating loan granted by the State to the concession company Autopista del Sol to build the Estepona-Guadiaro section, amounting to 81,186 thousand euro at 31 December 2006 (81,186 thousand euro at 31 December 2005). In 2006 it also includes the sum of 13,005 thousand euro relating to Eurolink Motorway Operation.

22. CURRENT LIABILITIES

Set out below is an analysis of the remaining short-term non-financial debts:

Thousand euro	Balance 31/12/06	Balance 31/12/05	Variance
Payables to associates	4,671	11,156	-6,485
Trade payables	144,372	110,255	34,117
Current tax liabilities	64,022	67,051	-3,029
Other non-trade payables	70,664	94,413	-23,749
TOTAL	**283,729**	**282,875**	**854**

The item "Other non-trade payables" relates to Public Administrations, amounting to 2,224 thousand euro and 27,255 thousand euro at 31 December 2006 and 2005, respectively.

Trade payables are analysed below by segment:

Thousand euro	Balance 31/12/06	Balance 31/12/05	Variance
Concession companies	58,675	77,753	-19,079
Toll roads	33,315	6,123	27,192
Car parks	52,383	26,379	26,004
Trade payables	**144,372**	**110,255**	**34,117**

23. TAX MATTERS

23.1. Consolidated tax group

Cintra, S.A. has filed consolidated tax returns since 2002. The following companies form the consolidated tax group in 2006, together with Cintra S.A. (parent): Autopista de Toronto, S.L., Autema S.A., Ausol, S.A, Laertida, S.L., Cintra Autopistas Integradas, S.A., Cintra Aparcamientos, S.A., Dornier, S.A., Femet, S.A., Balsol 2001, S.A. and Autopista Alcalá O´Donnell, S.A. The following companies also file consolidated returns, forming different tax groups: Inversora de Autopistas del Sur, S.L. (parent) and Autopista Madrid Sur, S.A. (subsidiary); and Inversora de Autopistas de Levante, S.L. (parent) and Autopista Madrid Levante, S.A. (subsidiary).

23.2. Years open to tax inspection

The last four years are open to inspection for all the taxes to which the Group is subject. As a result of actions that may be undertaken by the tax authorities in connection with the years open to inspection, contingent tax liabilities could arise that may not be objectively quantified. Nonetheless, the parent company's directors consider that any resulting liabilities will be insignificant.

23.3. Reconciliation of corporate tax payable

Set out below is the reconciliation of reported results and the income tax base:

Thousand euro	Increase	Decrease	2006 TOTAL	Increase	Decrease	2005 TOTAL
Consolidated reported result for the year before taxes			**100,658**			**-18,682**
Permanent differences:						
From individual companies (Spain)	55,343	-8,296	**55,343**	39,607	-2,670	**36,937**
From individual companies (abroad)	7,948	-3,131	**7,948**	4,671	-559	**4,112**
From net consolidation adjustments					-6,551	**-6,551**
Temporary differences:						
Arising during the year	206,171	-144,401	**206,171**	254,280	535	**254,815**
Arising in prior years	146,174	-63,435	**146,174**	27,462	-32,694	**-5,232**
Offset of tax-loss carryforwards			**-38,499**			**-47,624**
TAXABLE INCOME			**308,790**			**271,775**

23.4. Tax rates

Income tax expense is calculated at the tax rates applicable in each country. Spain 35%, Portugal 27.5%, Canada 36.12%, United States 35%, Chile 17%, Poland 19% and Ireland 12.5%. In accordance with International Accounting Standards and habitual practice in Spain, tax on repatriated results generated abroad is also recognised, to the extent that there are plans to repatriate profits within a reasonable period of time.

The Cintra Group has recorded in 2006 income tax expense the impact on deferred tax assets and liabilities of the change in the Spanish income tax rate, which has been reduced from 35% in 2006 to 32.5% in 2007 and 30% in 2008. To this end, deferred tax assets and liabilities estimated to be recovered as from 31 December 2007 have been discounted using the 30% rate. The impact of this matter on income tax expense amounts to 20,837 thousand euro.

The Cintra Group has recorded corporate income tax expense of 24,239 thousand euro for 2006, representing a tax rate of 24.08%.

The tax rate for the year is lower than the general Spanish income tax rate (35%), due basically to:

Thousand euro	2006	2005
Result before taxes	**100,658**	**-18,682**
Tax calculated at domestic rates	35,230	6,539
Consolidation adjustments	17,590	2,293
Deductions	-73,189	-20,625
Differences arising from foreign tax rates	8,057	-285
Adjustment to tax rate	20,837	
Regularisation of prior-year tax	11,406	10,402
Impact on equity-consolidated expense and other	4,308	9,890
Tax income	**24,239**	**8,214**
Effective rate	24.08%	-43.98%

23.5. Movement in deferred taxes

Movement in deferred tax assets and liabilities in 2006 are set out below:

Thousand euro

2006	Assets	Liabilities
Balance at 31.12.05	**393,977**	**141,509**
Additional of companies to consolidation scope and other	10,590	31,812
Recognised	72,160	50,541
Recovered	-22,202	-51,161
Impact of adjustment to tax rate on results	-22,315	-1,478
Impact on equity	-10,841	20,554
Balance at 31.12.06	**421,369**	**191,777**

Set out below are the main deferred tax assets and liabilities recognised by the Group and movements during 2006:

Thousand euro	Balance 01/01/06	Charged /credited to income st.	Adjustment to tax rate	Charged /credited to equity	Scope changes and other	Balance 31/12/06
Deferred tax liabilities						
Derivatives	11,634			20,554		32,188
Gains eliminated	0	26,321				26,321
Eliminated on consolidation	90,312	-5,850	-73			84,389
Other	39,563	-21,091	-1,405		31,812	48,879
Total	**141,509**	**-620**	**-1,478**	**20,554**	**31,812**	**191,777**
Deferred tax assets						
Depreciation, concessions	76,375	13,519	-6,021			83,873
Financial expenses capitalised	118,754	7,455	-15,342			110,867
Derivatives	44,850			-10,841		34,009
Tax credits	89,781	-11,709	-60			78,012
Provisions and other	64,217	40,693	-892		10,590	114,608
TOTAL	**393,977**	**49,958**	**-22,315**	**-10,841**	**10,590**	**421,369**

At 31 December 2006, tax-loss carry forwards break down as follows:

• Tax losses generated by Spanish companies filing individual tax returns:

Years	Thousand euro
2001	1,084
2004	1,366
TOTAL	**2,450**

• Tax losses generated by tax groups other than the consolidated group parented by Cintra, S.A.:

Years	Thousand euro
2002	2,067
2003	15,843
2004	28,341
2005	41,107
2006	48,827
TOTAL	**136,186**

These tax losses relate to the tax groups parented by Inversora de Autopistas del Sur, S.L. and Inversora de Autopistas de Levante, S.L. and are not capitalised on the grounds that the financial and economic prospects for the toll roads managed, in the initial years of the concession, do not reasonably allow the timely recovery of the tax credits.

• Tax losses generated by foreign operations:

Country	Thousand euro
Chile	182,551
Canada	343,558
USA	150,052
Portugal	1,322
TOTAL	**677,483**

At 31 December 2006 a deferred tax asset is recognised for tax losses in the amount of 78,012 thousand euro, relating mainly to the US companies (30,704 thousand euro) and to the Canadian companies (18,572 thousand euro).

Additionally, the Group records tax deductions for investments and other items pending application at 31 December 2006 for a total of 125,238 thousand euro (92,759 thousand euro in 2005).

24. CONTINGENT ASSETS AND LIABILITIES

At 31 December 2006 and 2005, the companies had furnished bank guarantees for a total of 491,158 thousand euro and 303,306 thousand euro, respectively, the majority of which related to tender processes, payables and other obligations.

The following table shows a breakdown of bank guarantees furnished by segment (thousand euro):

	2006	2005
Cintra Concesiones de Infraestructuras de Transporte, S.A.	74,776	44,808
Ruta de la Araucannía sociedad concesionaria, S.A.	5,214	6,217
Ruta de los Ríos sociedad concesionaria, S.A.	9,698	5,450
R.5 Talca-Chillán, S.A.	4,514	14,473
Autopista del Maipo, S.A.	19,677	18,723
Autopista Chillán Collipulli, S.A.	7,819	0
Eurolink Motorway Ltd.	100,800	39,525
Amex Cintra Development, LLC.	57	63
Amex Cintra Zachry, LP.	32	35
M-203 Alcalá-O´Donnell	4,074	5,632
Euroscut Norte Litoral, S.A.	2,560	5,241
Euroscut Sociedade Concessionaria da Scut do Algarve, S.A.	2,819	2,777
Euroscut Açores (1)	45,237	0
Autopista del Sol, C.E.S.A.	56,151	52,494
Autopista Terrasa Manresa, S.A.	6,638	5,319
Autopista Trados-45, S.A.	3,936	3,796
Inversora de Autopistas del Sur, S.L.	41,729	39,747
Inversora de Autopistas de Levante, S.L.	35,123	24,195
Car parks	70,304	34,811
TOTAL	**491,158**	**303,306**

(1) Bank guarantee contracted by Cintra and divided into two guarantees, one for the account of Ferrovial Infraestructuras, S.A. (45,136 thousand euro) and the other for the account of Ferrovial Agromán, S.A. (101 thousand euro), both shareholders of Euroscut Açores.

The majority relate to bank guarantees submitted during tender processes and to fulfil the obligations of concession contracts.

Resolution of disputes, 407 Canadá

On 31 March 2006, 407 ETR Concession Company Limited, the concession holder of the Toronto 407 ETR Express Toll Route, and Ontario Province, reached an amicable agreement to discontinue all suits and claims in progress and to accept as final and binding the judgements issued in the various court and arbitration proceedings.

Indiana

At the end of January 2007, ITR Concession Company LLC became a co-defendant together with the State of Indiana and other public bodies in relation to a fatal accident on the toll road in which five people were killed. The claim filed in relation to four of the deaths, members of the same family, demands damages of 75 million US dollars.

Although ITR Concession Company was already managing the road at that time, the accident occurred in a section where there were road works for which the Administration was responsible. Additionally, and although the conclusion drawn theoretically states that the facts entail liability for the concession company, any loss is expected to be covered by the insurance policy (up to 75 million US dollars).

Risk of increase of the expropriation costs for Autopista Madrid Sur Sociedad Concesionaria.

The Company has been informed that the Madrid High Court (TSJMadrid) sent notice in January 2007 of a ruling in relation to the value of the land expropriated for one of the Madrid arterial roads.

The ruling refers to a different concession company from the holder of the concession for the Radial 4 road (in which the Company has an indirect interest) and differs from the approach adopted by the Madrid Provincial Compulsory Purchase Jury, taking the view that the land must be valued based on its classification. Consequently, and in that case, the ruling considers that land classified as non-building land must be valued as such, rather than under the general regime. However, this slightly increases the value of the non-building land initially forecast and brings in other aspects such as expectations and an indemnity.

Although this ruling appears to create a precedent, it is as yet difficult to assess the impact on the Radial 4 road. On the one hand, the matter of whether the court TSJMadrid will maintain this doctrine has yet to be confirmed and, if appropriate, ratified by the Supreme Court; on the other hand, in view of the diversity of the land, different valuations may be obtained of land that is classified in the same manner, depending on the circumstances. At present, the vast majority of the case files relating to the Radial 4 road concession company have not reached the contentious-administrative phase and no rulings are likely to be issued by TSJMadrid within the next two years.

In any event, and should this precedent be confirmed, the Company considers that the Radial 4 road concession company will reasonably be entitled to obtain a payment to rebalance the financial situation of the concession and at least partially offset any departures that may arise.

Other Cintra Group companies are also involved a defendants in a number of lawsuits. In the directors' opinion, the possible impact of the facts described on the accompanying financial statements should not be significant.

25. OPERATING REVENUE

Set out below is an analysis of the Group's revenue:

Thousand euro	2006	2005
Net revenue	**884,557**	**696,223**
Sales	739,419	566,490
Provisions of services	136,966	108,833
Sales returns and volume discounts	-2,161	-1,904
Operating lease revenue	588	391
Other revenue	9,745	22,413
Other operating revenue	**10,279**	**17,293**
Own work capitalised	9,491	11,453
Operating grants	363	259
Capital grants taken to profit and loss	425	247
Other revenue		5,334
Total operating revenue	**894,836**	**713,516**

Set out below is a breakdown of revenue by segment together with prior-year comparative figures:

Thousand euro	2006 External sales	2006 Inter-segment sales	2006 Total	2005 External sales	2005 Inter-segment sales	2005 Total
Toll roads	746,790	9,284	756,074	570,697	9,109	579,806
Car parks	132,144	422	132,566	119,729	280	120,009
Eliminations, inter-group transactions		-4,083	-4,083		-3,592	-3,592
TOTAL	**878,934**	**5,623**	**884,557**	**690,426**	**5,797**	**696,223**

Analysis of movements:

- Increases in toll road concession companies are due mainly to significant growth in traffic on all roads; the addition of Indiana Toll Road on 1 July; the full consolidation of Talca-Chillán since May; and Eurolink, for which revenue relates to a full year.
- Movements relating to car parks are explained by the increase in the number of spaces managed in 2006.

Set out below is an analysis of revenue from external customers by segment and the main countries in which Cintra operates (thousand euro):

Thousand euro	2006 Car parks	2006 Toll roads	2006 Total	2005 Car parks	2005 Toll roads	2005 Total
Spain	130,529	142,241	272,770	118,302	123,204	241,506
USA		76,776	76,776		41,444	41,444
Canada		318,211	318,211		280,490	280,490
Chile		129,329	129,329		90,220	90,220
Portugal		64,753	64,753		34,661	34,661
Rest of Europe	1,315	15,480	16,795	1,132	678	1,810
Rest of world	300		300	295		295
TOTAL	**132,144**	**746,790**	**878,934**	**119,729**	**570,697**	**690,426**

Revenue recognised in respect of each country relates basically to transactions completed in local currency. Of total revenue, 40.31% (40.26% in 2005) relates to amounts billed in euros.

26. STAFF EXPENSES

Staff expenses are analysed below:

Thousand euro	2006	2005
Wages and salaries	92,839	76,533
Social Security contributions	15,524	13,231
Severance payments	436	242
Other staff expenses	1,322	1,159
TOTAL	**110,121**	**91,165**

Set out below is the average number of employees by category:

Thousand euro	2006	2005	Variance
University graduates	478	357	121
Administrative staff	741	776	-35
Workers and technicians	2,798	2,105	693
Total	**4,017**	**3,238**	**779**

Set out below is the average number of employees by segment:

Thousand euro	2006	2005	Variance
Toll roads	1,882	1,333	549
Car parks	2,135	1,905	230
Total	**4,017**	**3,238**	**779**

Staff expenses related to stock options is detailed in Note 35.

27. OPERATING LEASES

The Group as lessee

The expense recognised in the income statement during 2006 in relation to operating leases totals 5,470 thousand euro (5,635 thousand euro in 2005).

At the balance sheet date, the Group records commitments in respect of minimum future non-cancellable operating lease instalments with the following maturities:

Thousand euro	2006	2005
Less than 1 year	3,323	2,145
Between 1 and 5 years	765	2,455
More than 5 years	1,382	1,035
TOTAL	**5,470**	**5,635**

28. OPERATING RESULTS

Thousand euro	2006 Result	2006 Margin	2005 Result	2005 Margin	Variance %
Toll roads	332,017	44.13%	267,410	46.39%	24.16%
Car parks	27,829	21.04%	26,523	22.13%	4.92%
OPERATING RESULTS	**359,846**	**40.68%**	**293,933**	**42.22%**	**22.42%**

The evolution of operating results and margins in each segment is addressed in detail in the accompanying Directors' Report.

Set out below is an analysis of operating results by segment and the main countries in which Cintra operates (thousand euro):

2005

Thousand euro

2005	SPAIN	USA	CANADA	CHILE	PORTUGAL	REST OF EUROPE	REST OF WORLD	Total
Toll roads	47,917	8,313	151,022	45,171	14,999	-12	0	**267,410**
Car parks	26,253					320	-50	**26,523**
Total	**74,170**	**8,313**	**151,022**	**45,171**	**14,999**	**308**	**-50**	**293,933**

2006

Thousand euro

2006	SPAIN	USA	CANADA	CHILE	PORTUGAL	REST OF EUROPE	REST OF WORLD	Total
Toll roads	49,245	21,292	178,652	58,331	21,330	3,167	0	**332,017**
Car parks	27,468					424	-63	**27,829**
TOTAL	**76,713**	**21,292**	**178,652**	**58,331**	**21,330**	**3,591**	**-63**	**293,933**

The operating result recognised in respect of each country relates basically to transactions completed in local currency. Of the total operating result, 28.28% (30.45% in 2005) is in euros.

Set out below is a breakdown of EBITDA (Gross operating results) by segment for 2006 and 2005:

Thousand euro	2006	2005	Variance
Toll roads	547,045	422,202	124,843
Car parks	45,986	41,749	4,237
TOTAL GROSS OPERATING RESULT	**593,031**	**463,951**	**129,080**

29. FINANCIAL RESULTS

The following table contains a breakdown of financial results, distinguishing between concession companies and the rest of the companies:

Thousand euro	2006	2005	% variance
Financial results, infrastructure projects	**-467,490**	**-354,013**	**-32.05%**
Autopista Chillán Collipulli	-1,833		
Autopista Collipulli Temuco	-19,287	-21,228	9.15%
Autopista Temuco Río Bueno	-12,090	-10,007	-20.81%
Autopista Santiago Talca	-41,827	-6,018	-695.03%
Autopista Talca Chillán	-9,791		
407 ETR Internacional Inc.	-159,704	-184,995	13.67%
Autopista del Sol	-22,376	-16,757	-33.53%
Autopista Terrasa-Manresa	-11,472	-8,816	-30.12%
Autopista Trados M-45	-2,651	-2,226	-19.10%
Autopista R-4 Madrid Sur	-30,692	-28,769	-6.69%
Autopista Madrid Levante	-16,468		
Euroscut Algarve	-15,576	-15,626	0.32%
Euroscut Norte	-11,904		
Algarve Internacional BV	683	656	4.07%
Eurolink Motorway Operation	-9,889	-354	-2693.62%
Skyway Concession Co.	-54,963	-56,566	2.83%
SCC Holding	-8,991	-3,307	-171.89%
ITR Concession Company	-39,174		
Autoestrade Lombardia	59		
Financinfrastructures Ltda	456		
Financial results, other companies	**-1,294**	**-3,025**	**57.26%**
Toll roads	1,503	-538	379.55%
Car parks	-2,797	-2,487	-12.46%
TOTAL	**-468,784**	**-357,038**	**-31.30%**

The following table contains a breakdown of movements in financial income and costs:

Thousand euro	2006	2005	Variance
Financial income, yield on investments	**58,291**	**77,004**	**-18,713**
Infrastructure projects	52,980	72,460	-19,480
Other companies	5,311	4,544	767
Other financial income	**1,535**	**913**	**622**
Total financial income	**59,826**	**77,917**	**-18,091**
Financial cost, financing	**-527,114**	**-433,606**	**-93,508**
Infrastructure projects	-520,470	-426,464	-94,006
Other companies	-6,644	-7,142	498
Other financial costs	**-1,496**	**-1,349**	**-147**
Total financial costs	**-528,610**	**-434,956**	**-93,654**
TOTAL FINANCIAL RESULTS	**-468,784**	**-357,038**	**-111,746**

The following table contains a breakdown of the financial results of the concession companies: The table indicates the portion of the financial result that is capitalised as an increase in the value of non-current assets for toll roads under construction:

	2006			2005		
	Expense/ income capitalised during construc.	Financial expense/ income in income statement	Accrued financial income/ expense	Expense/ income capitalised during construc.	Financial expense/ income in income statement	Accrued financial income/ expense
Financial results, concession holders						
407 ETR International Inc.		-159,704	-159,704		-184,995	-184,995
Autopista del Sol		-22,376	-22,376		-16,757	-16,757
Autopista Terrasa-Manresa		-11,472	-11,472		-8,816	-8,816
Autopista Trados M-45		-2,651	-2,651		-2,226	-2,226
Autopista R-4 Madrid Sur		-30,692	-30,692		-28,769	-28,769
Autopista Madrid Levante	-10,259	-16,468	-26,727	-10,231		-10,231
Autopista M-203 Alcalá-O'Donnell	27		27	21		21
Autopista Collipulli Temuco.		-19,287	-19,287		-21,228	-21,228
Autopista Talca Chillán		-9,791	-9,791			
Autopista Santiago Talca	-3,728	-41,827	-45,555	-5,403	-6,018	-11,421
Autopista Temuco Río Bueno		-12,090	-12,090		-10,007	-10,007
Autopista Chillán Collipulli		-1,833	-1,833			
Eurolink Motorway		-9,889	-9,889	-7,225	-354	-7,579
Financinfrastructures Ltda		456	456			
Euroscut Algarve		-15,576	-15,576		-15,626	-15,626
Euroscut Norte Litoral	-12,439	-11,904	-24,343	-10,216		-10,216
Algarve Internacional BV		683	683		656	656
Autoestrade Lombardia		59	59			
Skyway Concession Co		-54,963	-54,963		-56,566	-56,566
SCC Holding		-8,991	-8,991		-3,307	-3,307
ITR Concession Company		-39,174	-39,174			
TOTAL	**-26,399**	**-467,490**	**-493,889**	**-33,054**	**-354,013**	**-387,067**

The following table contains a breakdown of the Rest of the companies' financial results, distinguishing between pure financial results attributable to each company's debts and the other items that make up financial results:

Thousand euro	2006	2005	% variance
Interest income on financial assets	5,311	4,544	16.88%
Interest expense on financial liabilities	-6,644	-7,120	6.69%
Dividend income			
Fair value gains on financial instruments	1,033	280	269.54%
Fair value losses on financial instruments		-124	
Amount transferred from equity for cash flow hedges	-10	59	-117.08%
Exchange differences	-413	74	-658.15%
Late-payment interest and other costs charged to customer		0	
Cash discounts on purchases			
Guarantee deposits	-583	-567	2.82%
Other	12	-171	-107.02%
TOTAL	**-1,294**	**-3,025**	**57.22%**

30. OTHER PROFIT AND LOSS

This caption includes gains and losses from sales of investee companies and from goodwill impairment. Specifically, the following gains and losses were generated in 2006:

On 29 July, Cintra, S.A. reached an agreement with the Isolux Group in connection with the public offering made by that Group for the entire capital of Europistas, irrevocably undertaking to accept the offer (€5.13 per share). On 14 November, the two companies decided to terminate the written agreement. As a result, Cintra, S.A. accepted the bid led by Sacyr at a price of 9.15 euros per share, entailing the payment of compensation of €131.3 million to the Isolux Group. The sale of all the shares in Europistas C.E.S.A. (32.48%) generated a consolidated profit of 199,762 thousand euro.

The divestment by Eguisa in the Montalbán (Madrid) and Kursaal (San Sebastián) car parks generated a gain of 7,162 thousand euro.

Currency translation differences on the reimbursement of equity of the Chilean toll roads Talca Chillán and Temuco Río Bueno resulted in a loss of 8,852 thousand euro.

31. PROFIT BEFORE INCOME TAX

Set out below are movements in results before income tax by business segment:

Thousand euro	2006 Result	2006 Margin	2005 Result	2005 Margin	% variance
Toll roads	67,405	8.96%	-44,020	-7.64%	-253.12%
Car parks	33,253	25.14%	25,338	21.14%	31.24%
TOTAL	**100,658**	**11.38%**	**-18,682**	**-2.68%**	**-638.75%**

32. PROFIT FROM CONTINUING OPERATIONS

Set out below are movements in results from continuing operations by business segment:

Thousand euro	2006 Result	2006 Margin	2005 Result	2005 Margin	% variance
Toll roads	51,486	6.81%	-27,774	-4.79%	285.37%
Car parks	24,933	18.85%	17,306	14.42%	44.06%
Total	**76,419**	**8.64%**	**-10,468**	**-1.50%**	**830.02%**

33. EARNINGS PER SHARE

33.1 Basic earnings per share

Basic earnings per share are calculated by dividing the net results for the year attributable to the Group by the weighted average number of outstanding shares for the year, excluding the number of treasury shares held during the year.

Set out below is the calculation of basic earnings per share from continuing operations and from continuing and discontinued operations:

Basic earnings per share from continuing operations:

	2006	2005
Profit for the year from continuing operations attributed to the parent company (thousand euro)	**155,665**	**33,784**
Weighted average number of outstanding shares (thousand shares)	493,807	491,116
Less average number of treasury shares (thousand shares)	0	0
Average number of shares to determine basic earnings per share	**493,807**	**491,116**
Basic earnings per share (euro)	**0.32**	**0.07**

33.2. Diluted earnings per share

Diluted earnings per share are calculated by adjusting the weighted average number of outstanding ordinary shares to reflect the conversion of all potentially dilutive ordinary shares. For such purposes, conversion is deemed to take place at the start of the period or when the potentially dilutive ordinary shares are issued, where they have become outstanding during the period in question.

There are two kinds of potentially dilutive ordinary shares:

• Convertible debt: Convertible debt is assumed to be converted to ordinary shares and the net profit is adjusted to eliminate interest expense net of the tax effect.

• Stock options: A calculation is made to determine the number of shares that could have been acquired at fair value (average annual price of the company's share), based on the monetary value of outstanding stock option subscription rights.

At 31 December 2006 and 2005, the Group only records stock options as potentially dilutive ordinary shares.

Diluted earnings per shares are calculated below:

Diluted earnings per share from continuing operations

	2006	2005
Profit for the year from continuing operations attributed to the parent company (thousand euro)	**155,665**	**33,784**
Weighted average number of outstanding shares (thousand shares)	493,807	491,116
Less average number of treasury shares (thousand shares)	0	0
Stock options (thousand shares)	1,253	864
Average number of shares to determine diluted earnings per share	**495,060**	**491,980**
Diluted earnings per share (euro)	**0.31**	**0.07**

34. CASH FLOW

The cash flow statement that forms part of these financial statements has been prepared in accordance with IAS 7.

The cash flow statement explains the overall change in the consolidated Group's cash situation, including all the activities of the Group companies and concession companies.

Consequently, cash flows from operating activities relate to all the operating activities, including those of concession companies (basically tolls collected less operating costs), and cash flows from investing activities include all investments in property, plant, equipment and intangible assets, including investments in concession assets by concession companies.

This notwithstanding, in order to provide a more appropriate explanation of the cash resources generated by the Group, a distinction is made (as in prior years) between:

a) Flows generated by the Group's businesses, where concession companies are treated as financial investments and therefore the relevant shareholdings are included in cash flows from investing activities and the returns obtained from those investments (dividends and other income) are included in cash flows from operating activities.

b) Cash flows obtained by the concession companies, including activity and financing flows derived from those companies' operations.

As may be observed in the accompanying tables, the sum of the two segments is the Group's overall cash flow, after eliminating, through the adjustments column, the dividends received from concession companies, which are consolidated using the full and proportionate methods (€143.9 million in 2006 and €221.1 million in 2005), and the investments made in their capital (€398.3 million in 2006 and €392.6 million in 2005).

Thousand euro

2005	Cash flow (concession companies as financial investments)	Cash flow (concession companies)	Adjustments	CONSOLIDATED CASH FLOW
Gross operating results (EBITDA)	36,711	427,240	0	463,951
Dividends received	226,237	0	-221,127	5,110
Change in receivables and other	14,849	-74,208	0	-59,359
Income tax payment	20,360	-21,600	0	-1,240
Other items	632	0	0	632
Cash flows from operating activities	**298,789**	**331,432**	**-221,127**	**409,094**
Investment	-418,026	-2,065,233	392,571	-2,090,688
Investments in concession assets		-2,065,233	0	-2,065,233
Investment in property, plant, equipment and intangible assets	-25,455	0	0	-25,455
Non-current financial investments	-392,571	0	392,571	0
Divestment	41,479	0	0	41,479
Cash flows from investing activities	**-376,547**	**-2,065,233**	**392,571**	**-2,049,209**
Cash flows from activities	**-77,758**	**-1,733,801**	**171,444**	**-1,640,115**
Proceeds from capital and minority interest	0	711,118	-392,571	318,547
Payment of dividends to parent company	-30,000	0	0	-30,000
Payment of minority interest dividends to associates	0	-385,995	221,127	-164,868
Cash flows from shareholders and minority interest	**-30,000**	**325,123**	**-171,444**	**123,679**
Interest paid/received	-3,025	-284,205	0	-287,230
Increase in bank borrowings	0	1,617,501	0	1,617,501
Decrease in bank borrowings	-70,287	0	0	-70,287
Cash flows from financing activities	**-103,312**	**1,658,419**	**-171,444**	**1,383,663**
Change in cash and cash equivalents	**-181,070**	**-75,382**	**0**	**-256,452**
Opening cash and cash equivalents	504,276	387,559		891,435
Closing cash and cash equivalents	323,206	347,520		670,726
Impact of exchange rate on cash and cash equivalents		-35,343		-35,343

Thousand euro

2006	Cash flow (concession companies as financial investments)	Cash flow (concession companies)	Adjustments	CONSOLIDATED CASH FLOW
Gross operating results (EBITDA)	37,285	555,746	0	593,031
Dividends received	148,598	0	-143,879	4,719
Change in receivables and other	34,951	-2,787	0	32,164
Income tax payment	17,743	-44,972	0	-27,229
Other items	0	0	0	0
Cash flows from operating activities	**238,577**	**507,987**	**-143,879**	**602,685**
Investment	-475,125	-2,025,135	398,284	-2,101,976
Investments in concession assets	0	-2,025,135	0	-2,025,135
Investment in property, plant, equipment and intangible assets	-47,709	0	0	-47,709
Non-current financial investments	-427,416	0	398,284	-29,132
Divestment	249,842	0	0	249,842
Cash flows from investing activities	**-225,283**	**-2,025,135**	**398,284**	**-1,852,134**
Cash flows from activities	**13,294**	**-1,517,148**	**254,405**	**-1,249,449**
Proceeds from capital and minority interest	0	428,060	-398,284	29,776
Payment of dividends to parent company	-37,521	0	0	-37,521
Payment of minority interest dividends to associates	0	-221,752	143,879	-77,873
Cash flows from shareholders and minority interest	**-37,521**	**206,308**	**-254,405**	**-85,618**
Interest paid/received	-383	-355,882	0	-356,265
Increase in bank borrowings	0	1,891,943	0	1,891,943
Decrease in bank borrowings	-37,154	0	0	-37,154
Cash flows from financing activities	**-75,058**	**1,742,369**	**-254,405**	**1,412,906**
Change in cash and cash equivalents	**-61,764**	**225,221**	**0**	**-163,457**
Opening cash and cash equivalents	323,206	347,520		670,726
Closing cash and cash equivalents	261,442	547,326		808,768
Impact of exchange rate on cash and cash equivalents		25,415		25,415

Cash flow (concession companies as financial investments)

Cash flow for 2006 has been significantly affected by the acquisition of the Indiana Toll Road for €302.9 million, less the amounts collected from the sale of the shares in Europistas, C.E.S.A. to Sacyr (€237.5 million) and from the sale of the Kursaal and Montalbán car parks (€12.4 million).

However, despite the significant volume of investments, the Group's cash flows from activities have not been significantly affected due to the considerable cash flows from operating activities generated by the company.

Cash flows from operating activities

Cash flows from operating activities (€238.6 million) include the amount of €148.6 million in dividends and equity reimbursed from the toll road concession companies, a breakdown of which is set out in the accompanying table. The remaining flows relate mainly to the car park activity (approximately €46.4 million), net of tax collections and other collections and payments pertaining to the Division's parent companies.

Thousand euro	31/12/06	31/15/05
Europistas	4,098	4,591
407 ETR International Inc.	3,829	929
Autopista Terrasa-Manresa	11,467	10,594
Autopista del Sol	37,271	6,123
Aparcamientos	621	518
Autopista Trados M-45	2,611	4,214
Euroscut Algarve	3,322	0
Autopista Temuco Río Bueno	5,584	5,584
Total dividends	**73,011**	**32,553**
Autopista Talca Chillán	6,835	0
Autopista Temuco Río Bueno	25,495	0
407 ETR International Inc.	43,257	26,852
Autopista Trados M-45	0	596
Chicago Skyway	0	166,235
Total equity reimbursed	**75,587**	**193,683**
TOTAL	**148,598**	**226,236**

At this point, and as reflected in the above table, cash flows from operating activities include both dividends received and equity reimbursed, which is treated as investment income because it is not generated by the sale of any share of the relevant business.

Cash flows from investing activities

The following table contains a breakdown of outlays arising from investments made:

Thousand euro	31/12/06	31/12/05
Autopista Madrid-Sur R-4	27,465	0
Eurolink Motorway	28,050	0
Chicago Skyway	0	374,793
Indiana Toll Road	302,892	0
Autopista Madrid-Levante	22,000	13,959
Autopista Talca Chillán	3,184	0
M-203 Alcalá-O'Donnell	40,458	3,819
Autopista Nea Odos Concession	1,667	0
Autoestrade Lombardía	1,700	0
Car parks	46,243	24,884
Other	1,466	571
TOTAL	**475,125**	**418,026**

The Group's most significant outlays during 2006 include the acquisition of 50.0% of the Indiana Toll Road and of an additional 10% of the Madrid-Sur R-4 road. Capital increases have also been carried out in Inversora Autopista Madrid- Levante, M-203 Alcalá-O'Donnell and Eurolink Motorway.

In addition to the above-mentioned investments in concession assets, the above table shows investments in non-current assets relating to the car park activity.

The most significant divestment flows include the income obtained from the sale of Europistas, C.E.S.A. to Sacyr (€237.5 million) and from the sale of the Kursaal and Montalbán car parks (€12.4 million).

Cash flows from shareholders and minority interest

Payments made to the shareholders of the Cintra Group, amounting to €–37.5 million in 2006, are carried as dividend flows.

Other effects on equity include the impact of foreign exchange where cash resources or debts denominated in foreign currency are affected. In this current year, as in 2005, the impact is positive due to the euro's appreciation against certain currencies, which caused a decrease in net debt.

Cash flows of concession holder companies

When preparing cash flow information for the concession companies, only the companies consolidated using the full or proportionate methods have been considered, by including 100% of fully-consolidated company flows and the proportional part of the flows of companies consolidated using the proportionate method, as reflected in the balance sheet. Set out below is a breakdown of the main items that explain the companies' net cash position:

	2006 Cash flow (concession companies)	2005 Cash flow (concession companies)
Cash flows from operating activities	**507,987**	**331,432**
Investment	-2,025,135	-2,065,233
Divestment	0	0
Cash flows from investing activities	**-2,025,135**	**-2,065,233**
Cash flows from activities	**-1,517,148**	**-1,733,801**
Proceeds from capital and minority interest	428,060	711,118
Payment of dividends to parent company	0	0
Payment of minority interest dividends to associates	-221,752	-385,995
Cash flows from shareholders and minority interest	**206,308**	**325,123**
Interest paid	-355,882	-284,205
Reserve funds	0	0
Increase in bank borrowings	1,891,943	1,617,501
Decrease in bank borrowings	0	0
Cash flows from financing activities	**1,742,369**	**1,658,419**
Change in cash and cash equivalents	**225,221**	**-75,382**
Opening cash and cash equivalents	347,520	387,559
Closing cash and cash equivalents	547,326	347,520
Impact of exchange rate on cash and cash equivalents	25,415	-35,343

Cash flows from operating activities of the concession companies relate basically to cash inflows of operational projects, although they also include VAT refunds and payments of projects under construction. These companies' cash flows from operating activities may be explained on the basis of EBITDA by adding the effect of working capital, as shown below:

CASH FLOW STATEMENT OF CONCESSION COMPANIES	
Operating results of concession holder companies	**341,798**
Depreciation and amortisation/Provisions	213,948
Gross operating results (EBITDA)	**555,746**
Income tax payment	-44,972
Change in working capital	-2,787
Cash flows from operating activities	**507,987**

Cash flows from investing activities relating to property, plant and equipment include outlays made to increase PPE, due mainly to the acquisition of the Indiana Toll Road, as well as to the concession companies in the construction phase in 2005 and 2006.

Cash flows from shareholders and minority interest relate to dividends paid and equity reimbursed by the concession companies to their shareholders, as well as amounts received by these companies for capital increases. In the case of fully-consolidated concession companies, the figures relate to 100% of the amounts paid and received by the concession companies, irrespective of the Group's interest in each company. No dividend or equity reimbursement is included in relation to equity-consolidated companies.

The following table contains a breakdown of equity reimbursed and dividends paid by each company:

	31/12/06	31/12/05
407 ETR International Inc.	94,327	52,190
Autopista Terrasa-Manresa	15,036	13,888
Autopista del Sol	46,588	7,203
Autopista Trados M-45	2,610	4,810
Autopista Temuco Río Bueno	48,917	7,445
Autopista Talca Chillán	10,109	
Euroscut Algarve	4,165	
Chicago Skyway		300,458
TOTAL	**221,752**	**385,995**

Cash inflows arising from capital increases or outlays pending in 2006 include the capital increase in the companies Inversora Madrid-Levante and M-203 Alcalá-O'Donnell and the investment in the Indiana Toll Road.

Additionally, cash flows from shareholders and minority interest include the impact on the net cash position of foreign exchange fluctuations in 2006, when the financial statements of companies denominated in different currencies were translated to euros. This relates basically to the Canadian company 407 ETR International Inc, the US companies Chicago Skyway and Indiana Toll Road, and the Chilean concession companies. The overall impact of foreign exchange fluctuations is an increase in debts and therefore a reduction in the concession companies' net cash position in the amount of €578.5 million.

Finally, **cash flows from financing activities** relate to interest paid by the concession companies, plus other commissions and costs closely related to the obtainment of financing. These flows consist of interest expense for the period and other items that directly affect net debt for the period. This amount does not match the financing results reflected in the income statement, mainly due to differences between the accrual and payment of interest by the highway companies 407 ETR, Chicago Skyway and Indiana Toll Road.

35. DIRECTORS' REMUNERATION

In accordance with the provisions of the Board of Directors' Regulations, Cintra provides the shareholders and the market with the following detailed information on corporate regulations governing directors' remuneration, information on the items included in the remuneration and, where required, details of remuneration paid to the individual members of the Board of Directors.

a) Clauses in the Articles of Association relating to remuneration:

Article 36 of the Articles of Association relating to directors' remuneration stipulates the following:

1. "The directors, in their capacity as members of the Board of Directors, shall receive remuneration from the Company consisting of a fixed annual sum. The amounts that may be paid by the Company as directors' remuneration shall be established by the General Meeting. The Board of Directors shall be responsible for specifying the exact amounts payable, subject to the aforementioned limit, the conditions that must be fulfilled to obtain the remuneration and the allocation of the remuneration to each director.

2. Additionally, the directors that perform executive functions in the Company shall receive remuneration comprising: (a) a fixed portion, based on the services and responsibilities assumed; (b) a variable portion, correlated to an indicator of the performance of the director or the Company; (c) a welfare-related portion; and (d) a severance indemnity in the event of dismissal not due to an infringement attributable to the director.

The amount pertaining to the fixed portion, the indicators or calculation method for the variable portion, the cost of welfare benefits and the reference parameters for quantifying the severance indemnity shall be determined by the General Meeting.

Subject to the limits imposed by the General Meeting, the Board of Directors may determine individual remuneration packages for each director and define other conditions to be fulfilled in order to obtain the remuneration. The executive directors in question shall not attend or participate in deliberations during the relevant Board meeting. The Board shall ensure that the remuneration is in line with market conditions and takes into account the level of responsibility and commitment required in the role performed by each director.

3. The directors may also be remunerated in the form of shares in the Company or in another listed Group company, as well as in the form of options on or instruments linked to the price of those shares. In the case of shares in the Company, this remunera-

tion shall be agreed by the General Meeting. The resolution in question shall state the number of shares to be handed over, if applicable, the exercise price of the stock options, the value of the reference shares and the duration of this form of remuneration.

4. The Company is authorised to contract a third-party liability insurance policy covering its directors.

5. The remuneration paid to external directors and executive directors (in the latter case, the portion pertaining to their directorship, excluding their executive functions) shall be disclosed in the notes to the financial statements for each individual director. The portion of the remuneration paid to the executive directors pertaining to their executive functions shall be disclosed as a total amount accompanied by an itemised breakdown."

b) Resolutions of the General Meeting and the Board of Directors in connection with directors' remuneration.

The Extraordinary General Shareholders' Meeting of CINTRA held on 4 October 2004 adopted the following resolution, in accordance with Article 36 of the Articles of Association:

1. Establish the maximum aggregate amount of remuneration payable annually by the Company to all of its directors, in accordance with Article 36.1 of the revised Articles of Association, at €1 million.

2.In conformity with Article 36.2 of the revised Articles of Association, the maximum annual remuneration of each of the Company's executive directors shall be determined as follows:

i.Fixed portion.

The total gross amount payable for this item shall not exceed €500,000 per annum. Unless modified by the General meeting, this amount shall rise annually in line with the Spanish consumer price index and/or any other market indicator for similar positions that may be prepared by a reputable independent human resources consultancy organisation.

ii. Variable portion.

This remuneration item is linked to the achievement of targets in terms of the parameters of the Company and/or the Group to which the executive belongs, such as:

a) Increase in net profits on the previous year.

b) Degree of fulfilment of the pre-tax profits budgeted for the year in question.

c) Degree of fulfilment of the budgeted cash flow.

d) Evolution of structural costs.

e) Number and type of projects tendered, awarded or financed.

The variable portion shall accrue only once and shall not generate any vested rights. The annual maximum amount shall not in any event exceed twice the fixed portion for the year in question.

iii. Welfare-related portion.

The annual maximum cost of pension plans, insurance policies and/or other welfare benefits shall not exceed €3,000. That amount shall increase annually in the manner stipulated in point (i) above.

iv. Severance indemnity.

The amount of the severance indemnity payable in the event of a dismissal not attributable to an infringement by the director, during the first eight years of service in the Company or Group, may not exceed three annual payments, i.e. three times the total fixed remuneration for the year in question plus three times and last variable remuneration accrued prior to dismissal. This limit shall increase to four annual payments as from the ninth year of service.

In accordance with the final paragraph of Article 36.2 of the Articles of Association, the Board of Directors is authorised to determine each executive director's exact remuneration subject to the limits stated in (i) to (iv) above, and to define any other conditions that must be fulfilled to obtain the remuneration.

3. The above-mentioned remuneration and, if applicable, any remuneration agreed by the General Meeting in accordance with Article 36.3 of the Articles of Association, are compatible with the stock option plans created by Grupo Ferrovial, S.A. for Company directors".

- On 15 November 2004, Cintra's Board of Directors approved the following resolution:

Established remuneration of €60,000 per year per director, applicable to each of the independent external directors and to the executive directors.

c) Remuneration regime for 2006:

During 2006, remuneration paid to Cintra's Board of Directors comprised the following items for independent external directors, controlling external directors and executive directors:

i. Independent external directors:

- Bonuses provided by the Articles of Association: this type of remuneration pertains to the three independent directors.

ii. Executive Directors:

- Bonuses provided by the Articles of Association: this type of remuneration pertains to the Second Executive Vice-Chairman.
- The portion of the directors' remuneration relating to their executive functions includes the following items: fixed remuneration, variable remuneration, extraordinary bonus, remuneration for membership of other boards of directors of group companies or associates accrued during 2006, life insurance premiums and other items.

iii. Controlling external directors: no remuneration of any kind has been paid in their capacity as Company directors. The only item in respect of which certain controlling external directors have received remuneration is membership of other boards of directors of group companies or associates.

Set out below are details of the remuneration received by each individual external director and the Second Executive Vice-Chairman; in the latter case, the details relate to the portion received as director, excluding executive functions:

- Mr José Fernando Sánchez-Junco Mans: 60 thousand euro.
- Mr Fernando Abril-Martorell Hernández: 60 thousand euro.
- Mr Jaime Bergel Sainz de Baranda: 60 thousand euro.
- Mr Juan Béjar Ochoa: 60 thousand euro.

The Company's Executive Directors received 1,510 thousand euro for the performance of executive functions, encompassing fixed remuneration, variable remuneration, life insurance premiums, membership of other boards of directors of group companies or associates, and other items.

d) Remuneration of senior managers reporting directly to the Chief Executive Officer:

The remuneration received by the Company's senior managers, excluding the Executive Directors, totalled 2,494 thousand euro in 2006, comprising the following items:

- Fixed remuneration: 1,537 thousand euro.
- Variable remuneration: 590 thousand euro.
- Additionally, the senior managers received 126 thousand euro for their membership of administrative bodies of other group companies or associates.
- Life insurance premiums: 6 thousand euro.
- Other items: 235 thousand euro.

36. REMUNERATION PLAN CONSISTING OF STOCK OPTIONS AND SHARES AS PART OF VARIABLE REMUNERATION

A.- In September 2005, the Board of Directors approved a Company stock options plan, targeting: (i) executives of Cintra and its subsidiaries who report directly to the Chief Executive Officer; and (ii) other executives of the Company and its subsidiaries, in the terms to be specified by the Chief Executive Officer.

The options plan targeting executives who report directly to the CEO was approved by the Company's General Meeting held on 28 March 2006. The same meeting approved an options plan for the Company's CEO (now Second Vice-Chairman).

As a result of the paid-up capital increase agreed by the General Meeting, and in accordance with the Options Plan Regulations, the number of options allocated, the exercise price and the premium payable by the participants have been adjusted in order to maintain the scope of the options granted.

The main features of the options plans, when created and adjusted as a result of the above-mentioned paid-up capital increase, are described below:

a) Options plan:

- **Plan participants:** (i) executives of Cintra and its subsidiaries who report directly to the Chief Executive Officer; and (ii) other executives of the Company and its subsidiaries, in the terms to be specified by the Chief Executive Officer.
- **Scope:** Each option represents one share. The maximum number of options is 1,050,000 (or 0.204% of share capital).
- **Grant price:** €9.90 per share.
- **Option vesting and exercise period:** The options may be exercised as from the third year following the grant date and before six years have elapsed (2008-2011), provided certain minimum profitability rates are achieved.
- The system provides a premium of one (0,31) euros per share charged to the beneficiary.

b) Options plan:

- **Plan participant:** the Chief Executive Office (now Second Vice-Chairman)
- **Scope:** Each option represents one share. The maximum number of options is 278,250 (or 0.05% of CINTRA's share capital).

• **Grant price:** 10.28 euros

• **Option vesting and exercise period:** The options may be exercised, one third at a time, as from the third year following the grant date and before six years have elapsed (2009-2012), provided certain minimum profitability rates are achieved; options not exercised in one period shall accumulate to the following period.

• The system provides a premium of one (0,31) euros per share charged to the beneficiary.

Staff expenses for stock options in 2006 totalled 751 thousand euro (59 thousand euro in 2005).

In order to hedge any loss for the Company that may be caused by the exercise of stock options under these remuneration plans, when the options are granted Cintra contracts equity swaps that may be settled only in cash. These hedges ensure that Cintra will collect an amount equal to the increase in the share price when the compensation is paid.

The hedge contracts are equity swaps whereby the financial institution undertakes to pay to the Cintra Group cash amounts equal to the return on the Cintra Group's shares and the Group undertakes to pay the compensation. The main features of the contract are as follows:

• The returns are calculated based on the same reference number of shares employed to calculate the compensation.

• The price per share used to calculate the returns is the same as the reference price employed to calculate the increase in the share's value.

• The Cintra Group will pay a return to the financial institution calculated by applying the Euribor rate plus a spread to the result of multiplying the number of shares by the reference price.

• The financial institution will pay to the Cintra Group an amount equal to all the dividends generated by those shares.

  • The Cintra Group may opt to partially or totally terminate the contract, in which case:

  • If the share price is below the reference price at which the contract was concluded, the Cintra Group must pay the difference to the financial institution.

• If the share price is above the reference price, the Cintra Group will receive the difference between the two amounts.

For accounting purposes, these contracts are treated as derivative financial instruments, this being the general treatment afforded to this type of financial products (Note 2.4.7).

The main assumptions used to value the plans created in 2006 are as follows:

• Estimated exercise period: 5 years

• Leaving rate before and after the exercise period. 7%

• Volatility: 20.98%

• Risk-free rate: 3.60%

• Dividend forecast: 0.74%

Additionally, the Company's next Annual General Meeting will be asked to approve a stock option plan for the CEO subject to a maximum of 73,500 options (or 0.01% of Cintra's capital).

B.- The Board meeting held on 21 February 2006 and, subsequently, the General Meeting of 28 March 2006, approved a compensation system for senior managers consisting of the payment of a part of their variable compensation for 2005 in the form of Company shares.

The main features were as follows:

• **Beneficiaries:** executives (including Executive Directors and senior managers), department heads or similar categories, resident in Spain for tax purposes, of Cintra and the rest of the Cintra group companies. The plan was voluntary for participants.

• **Limit:** The maximum amount receivable in the form of shares was 12 thousand euro per participant.

• **The maximum total number of shares deliverable under the Plan:** could not exceed the number of shares obtained by dividing 12 thousand euro by the closing listed price of the share on the relevant transfer date, multiplied by the number of participants.

• **Value and origin of the shares:** The value of the shares used for reference purposes was the closing listed price on the relevant transfer date. All the shares originated from the treasury shares portfolio.

37. ENVIRONMENTAL POLICY

Any operation designed mainly to prevent, reduce or repair damage to the environment is treated as an environmental activity.

Investments in environmental activities are measured at acquisition cost and capitalised when incurred as an increase in the cost of non-current assets, applying the methods described in Note 2 on accounting policies.

Costs incurred to protect and improve the environment are taken to the income statement when incurred, irrespective of when the related monetary or financial flows take place.

Provisions for probable or certain environmental liabilities, litigation in progress and indemnities or other outstanding obligations not covered by insurance policies are recorded when the liability or obligation arises.

37.1. Environmental assets

Cintra's environmental assets relate to the investment made in the toll road activities, the purpose being to analyse environmental impact and protect the environment. The amount capitalised relates mainly to the investment made by Autopista del Sol, C.E.S.A. in landscape recovery, sound impact studies and other general activities. Throughout the construction of the Malaga-Estepona and Estepona-Guadiaro sections, the Company included in non-current assets the cost of all the measures implemented to protect the environment. All these amounts are recognised as an increase in the toll road investment.

Thousand euro	2006	2005
Málaga – Estepona section	26,251	26,251
Estepona – Guadiaro section	4,285	4,285
TOTAL CAPITALISED BY AUTOPISTA DEL SOL, C.E.S.A.	**30,536**	**30,536**

The Company also incurred other environmental protection costs totalling 772 thousand euro for the account of the Administration (772 thousand euro in 2005).

The company recognises property, plant and equipment consisting of machinery and vehicles used in activities designed to protect and improve the environment. This work is performed by the company's own employees and by external specialists. The rest of the costs incurred during the year to protect and improve the environment are insignificant.

Additionally, the company Eurolink Motorway, which was awarded a concession to build and operate a toll road in Ireland, recognises environmental assets totalling 14,986 thousand euro net of depreciation (13,502 thousand euro in 2005). Related costs incurred by this company during the year total 5 thousand euro.

As regards the rest of the toll roads, the following environmental costs were incurred:

Thousand euro	2006
Autopista Chillán Collipulli	21
Autopista Collipulli Temuco	19
Autopista Temuco Río Bueno	17
R5-Talca Chillán	9
Autopista de Maipo	9
Autopista Madrid Sur	48
Euroscut Algarve	20
Autopista Madrid Levante	8
Autema	5
TOTAL	**156**

37.2 Environmental provisions

In the infrastructures segment, no provisions have been recorded for environmental liabilities and charges and there are no long-term environmental obligations at 31 December 2006 and 2005, as the directors consider that there are no risks in this respect.

38. RELATED-PARTY TRANSACTIONS

Set out below is a description of the main contractual relations between the Company, its significant shareholder and its group of companies:

Framework agreement between Grupo Ferrovial, Ferrovial Agroman and Cintra

As a result of the flotation, Grupo Ferrovial, S.A. Ferrovial Agroman, S.A. and Cintra signed a Framework Agreement that came into force on 27 October 2004, the purpose being to regulate relations between Grupo Ferrovial and its subsidiaries, other than Cintra, (hereinafter Ferrovial) and Cintra and its subsidiaries (hereinafter Cintra), in connection with:

1.- Development of Transport Infrastructure Projects (toll roads and car parks):

The Framework Agreement regulates the commitments and obligations of Cintra and Ferrovial in relation to the toll road and car park transport infrastructure concessions.

The Framework Agreement excludes Projects in which the amount of the design and build work is equal to or lower than €3 million (an amount that increases with inflation, resulting in a figure of €3,210,552 for 2006 based on the 2005 inflation rate) or in which the successful bidder is required (by the bidding specifications or by law) to contract the work to a pre-established party other than Ferrovial and not controlled by Cintra.

The Framework Agreement provides a system of pre-emptive and exclusive rights between Cintra and Ferrovial, in tenders and related activities, in relation to the concession and operation of toll road and car park infrastructures.

Having regard to Project execution, the Agreement provides for the distribution of tasks. If Cintra and Ferrovial wish to participate in a Project, Cintra will coordinate, prepare and submit the bid and will take charge of all substantive aspects other than those related to construction; Ferrovial will be responsible for the technical and financial content and documentation relating to the construction work.

2.- The Framework Agreement will be applicable to specific contracts for services related to projects (cleaning, gardening, etc.) value at over €3 million (an amount that increases with inflation, resulting in a figure of €3,210,552 for 2006 based on the 2005 inflation rate).

3.- Provision of inter-group services

Among other issued, the above-mentioned Framework Agreement provided for the reciprocal provision of services between Grupo Ferrovial and its group of companies and Cintra and its group of companies. To this end, on 21 June 2005 Grupo Ferrovial and Cintra entered into a Master Corporate Services Agreement.

Grupo Ferrovial provides Grupo Cintra with services related to information systems, and management assistance and support; Grupo Cintra provides Grupo Ferrovial with assistance and support in the management of Grupo Ferrovial companies operating in the infrastructures area; both groups receive remuneration for the services rendered.

The services rendered by the two groups are mutually beneficial, assure adequate levels of quality and enhance the efficiency and effectiveness of their respective organisations. Additionally, in order to guarantee an adequate service at all times, as well as to ensure that the services received and/or rendered are advisable and justified, the Parties have agreed that the nature, scope, price and quality of the services must be reviewed annually.

The Related-Party Transactions Committee is responsible for supervising compliance with the Framework Agreement and, in general, for supervising transactions between Grupo Ferrovial and Cintra.

Set out below are details of the main transactions between Cintra and Ferrovial companies:

A) Provision of services between Grupo Ferrovial and Cintra: Services rendered under the Master Corporate Services Agreement dated 21 June 2005. In 2006, Grupo Ferrovial, S.A. and Cintra invoiced a total of 4,746 thousand euro and 3,500 thousand euro, respectively.

B) Contracts for construction work between Ferrovial Agroman Cintra group companies, stating amounts billed in 2006 according to Cintra's records:

1. Autopista del Sol Concesionaria Española de Autopistas, S.A.: Construction contracts between the concession company and Ferrovial Agroman (31 thousand euro).
2. Autopista Madrid Sur Sociedad Concesionaria, S.A. (Radial 4 road): Construction contracts between the concession company and Ferrovial Agroman for the design and build of different road sections (14,818 thousand euro).
3. Autopista Madrid Levante Sociedad Concesionaria, S.A. (Ocaña-La Roda): Construction contracts between the concession company and Ferrovial Agroman (190,951 thousand euro).

4. Euroscut Norte Litoral, Sociedade Concessionaria da Scut do Norte Litoral, S.A. (Portugal): Construction contracts between the concession company and the UTE construction company (controlled by Ferrovial Agroman) for project design and build (9,301 thousand euro).

5. Eurolink Motorway Operations Ltd. (N4/N6 Ireland): Construction contracts between the concession company and the UTE construction company (controlled by Ferrovial Agroman) for project design and build (10,940 thousand euro).

6. Autopista del Maipo Sociedad Concesionaria, S.A. (Chile): Construction contract between the concession company and Ferrovial Agroman (87,964 thousand euro).

7. Talca-Chillán Sociedad Concesionaria, S.A. (Chile): Contract for construction and payment of a historical debt between the concession company and subsidiaries of Ferrovial Agroman (13,727 thousand euro).

8. Ruta de la Araucanía, S.A.: Construction contract between the concession company and Ferrovial Agroman (3,665 thousand euro).

9. Ruta de los Rios, S.A.: Construction contract between the concession company and Ferrovial Agroman (10,711 thousand euro).

10. Autopista Alcala-O'Donnell, S.A.: Construction contract between the concession company and Ferrovial Agroman (32,329 thousand euro).

11. Car parks: Construction of several underground car parks (9,472 thousand euro).

C) Having regard to the Scut de Azores project, and as stated in Cintra's admission to listing prospectus, Cintra has a commitment to acquire the shares held by Ferrovial Infraestructuras (89% of the project) at the earliest opportunity and subject to the necessary administrative approval. Consequently, Cintra must assume the rights and obligations arising from that project.

D) Provision of cleaning and maintenance services by companies of the Ferrovial Group (Ferrovial Servicios) to companies of the Cintra Group: This relates to routine cleaning and maintenance services at the offices of the Company, certain concession companies and car parks. These services amount to 687 thousand euro.

E) Services provided by Cintra to Ferrovial Agroman: As Cintra's Tender Department and other departments carry out bid localisation, preparation and submission work in relation to road transport infrastructure projects, and other project management services during the implementation phase, Cintra bills Ferrovial Agroman for a part of those services in proportion to the projects awarded. In 2006, Cintra billed a total of 1,276 thousand euro to Ferrovial Agromán.

F) The dividend paid by the Company to Ferrovial Infraestructuras in April 2006, out of 2005 profits, totalled 23,275 thousand euro.

Furthermore, Cintra and companies of the Ferrovial Group or UTEs in which Ferrovial Group companies have an interest completed arm's length transactions with Banesto and MAXAMCorp, S.A.U (formerly Grupo Unión Española de Explosivos, S.A) totalling 85,708 thousand euro and 1,187 thousand euro, respectively. This information is furnished under section two of Order EHA 3050/2004, as some of Cintra's directors sit on the Boards of Directors of the above-mentioned companies.

Finally, as regards transactions effected by the Company that are not eliminated on consolidation, services provided and billed by Cintra to Autopista Trados M-45, S.A. totalled 78 thousand euro and services rendered to Indiana Toll Road Concesión Company LLC in relation to the concession tender and award amounted to 3,133 thousand euro.

39. DIRECTORS' SHAREHOLDINGS IN COMPANIES ENGAGED IN A BUSINESS SIMILAR TO THAT OF CINTRA

In accordance with Article 127 ter.4 of the Spanish Companies Act, introduced under Law 26/2003 (17 July) whereby Stock Market Act 24/1988 (28 July), and with the revised Spanish Companies Act, the following information is disclosed to enhance the transparency of limited liability companies:

The information addresses shareholdings, offices and functions held or performed by Cintra's directors in companies engaged in activities that are the same as or similar or complementary to the Company's objects. Reference is also made to activities carried on by the directors for their own account or for the account of third parties that are the same as or similar or complementary to those of the Company.

At 31 December 2006, the Company has been notified of the following shareholdings:

- Mr Rafael del Pino y Calvo-Sotelo: directly holds a 0.005% interest in Grupo Ferrovial, S.A. and also forms part of the family group that indirectly controls 58.315% of Grupo Ferrovial, S.A. through the company Portman Baela, S.L.

- Mr Joaquín Ayuso García holds a 0.012% interest in Grupo Ferrovial, S.A.
- Mr Nicolás Villen Jiménez has a 0.0003% stake in Grupo Ferrovial S.A. and a 0.0013% stake in a company that operates in the infrastructures sector (Abertis, S.A.)
- Mr José María Pérez Tremps holds a 0.004% interest in Grupo Ferrovial, S.A.
- Mr Fernando Abril-Martorell Hernández holds less than 0.001% of an infrastructures sector company (Abertis, S.A.).
- Mr José Fernando Sánchez-Junco Mans holds a 0.004% interest in Grupo Ferrovial, S.A.

As regards offices or functions, the Company has not been provided with any information, with the exception of details of the offices or functions held or performed in companies in which the Company (Group Cintra) or the business group of the Company's significant shareholder (Grupo Ferrovial) have direct or indirect interests, as follows:

• Mr Rafael del Pino y Calvo-Sotelo: Chairman, CEO and Executive Committee Chairman of Grupo Ferrovial, S.A.; Chairman of Ferrovial Infraestructuras, S.A., of Ferrovial Aeropuertos, S.A. and of BAA Ltd.. Having regards to persons related to the Chairman, as defined in Article 127 ter.5 of the Spanish Companies Act, the following offices should be noted: (i) Mr Leopoldo del Pino y Calvo-Sotelo: Joint Administrator of Cintra Aparcamientos, S.A. and of Dornier S.A. Sociedad Unipersonal; Board director of Sociedad Municipal de Aparcamientos y Servicios S.A., Autopista del Sol C.E.S.A. and Autopista Alcalá O`Donnell, S.A.; Chairman of Aparcament Escaldes Centre, S.A. Vice-Chairman of Estacionamientos Urbanos de León, S.A.; (ii) Ms María del Pino y Calvo-Sotelo: Board director of Grupo Ferrovial, S.A.; and (iii) Mr Fernando del Pino y Calvo-Sotelo: Board director of Grupo Ferrovial, S.A.

• Mr Joaquín Ayuso García: CEO and Executive Committee Member of Grupo Ferrovial, S.A.; CEO of Ferrovial Infraestructuras S.A. and of Ferrovial Aeropuertos, S.A.; Chairman and CEO of Ferrovial Agroman, S.A., Ferrovial Servicios, S.A., Ferrovial Inmobiliaria, S.A.*. and Ferrovial Telecomunicaciones, S.A.; and Board director of BAA Ltd.

• Mr José María Pérez Tremps: Board Secretary and Executive Committee Member of Grupo Ferrovial, S.A.; Board director of Ferrovial Infraestructuras, S.A., Ferrovial Aeropuertos, S.A., Ferrovial Agroman, S.A., Ferrovial Inmobiliaria, S.A*., Ferrovial Servicios S.A., Ferrovial Telecomunicaciones S.A. and Swissport Internacional A.G.; Board director and Remuneration Committee Member of BAA Ltd.; and Joint Administrator of Ferrovial Inversiones, S.A.

• Mr Nicolás Villén Jiménez: Financial and Economic General Manager of Grupo Ferrovial, S.A.; Board director of 407 International Inc., Amey UK Plc, Amey Plc, Ferrovial Infraestructuras, S.A., Ferrovial Aeropuertos, S.A., Ferrovial Agroman, S.A., Ferrovial Inmobiliaria, S.A.*, Ferrovial Servicios S.A., Ferrovial Telecomunicaciones S.A., Statewide Mobility Partners LLC and BAA Ltd.; Joint Administrator of Ferrovial Inversiones, S.A. and Burety, S.L.; and Vice-Chairman of Skyway Concession Company Holdings LLC.

• Mr Juan Béjar Ochoa: Management Committee Member and General Manager of Infraestructuras de Grupo Ferrovial, S.A.; Board director of Ferrovial Infraestructuras, S.A[1]., Ferrovial Aeropuertos, S.A., Cintra Concesiones de Infraestructuras de Transporte de Chile Ltda., 407 International Inc., Autostrade per la Lombardia S.p.a., Statewide Mobility Partners LLC, Euroscut Sociedade Concesssionaria da Scut do Algarve, S.A*., Euroscut Norte Sociedade Concesssionaria da Scut do Norte Litoral, S.A*, ADI Finance 1 Ltd., ADI Finance 2 Ltd., Airport Development and Investment (Holdings) Ltd., Airport Development and Investment Ltd., BAA Ltd; Deputy Board director of FGP Topco Ltd., Ruta de la Araucanía Sociedad Concesionaria, S.A., Ruta de los Ríos Sociedad Concesionaria, S.A., Autopista del Maipo Sociedad Concesionaria, S.A. and Talca-Chillán, Sociedad Concesionaria, S.A., Vice-Chairman of Skyway Concessions Company Holding LLC; Board member of Supervisión de Autostrada Poludnie, S.A.

• Mr Enrique Díaz-Rato Revuelta: Chairman of Nea Odos Concesssion, S.A.; Board director of 407 International Inc., Ruta de la Araucanía Sociedad Concesionaria, S.A., Ruta de los Ríos Sociedad Concesionaria, S.A., Autopista del Maipo Sociedad Concesionaria, S.A., Talca-Chillán Sociedad Concesionaria, S.A., Cintra Concesiones de Infraestructuras de Transporte de Chile Ltda., Cintra Texas Corp., Eurolink Motorway Operation Limited, Eurolink Motorway Operations (M-3) Ltd., Skyway Concession Company Holdings LLC., Stadewide Mobility Partners LLC. and Euroscut Açores, Sociedade Concessionaria da Scut dos Açores, S.A.

Finally, the Company has not received any notice of activities that are the same as or similar or complementary to those of Cintra that are carried on by directors for their own account or for the account of third parties.

* No longer a Board director as from 31 December.

[1] CEO as from 31 December.

40. AUDIT FEES

In compliance with Additional Provision Fourteen of Law 44/2002 (22 November) on Measures to Reform the Financial System, this section contains information on all the fees for the audit of the financial statements for 2006 and 2005 by the auditors of Cintra, S.A. and all its fully- and proportionately-consolidated companies in Spain and abroad.

A breakdown of the fees invoiced for those years to all the Cintra Group's dependent and associate companies for services other than audit services is also provided:

Thousand euro

Fees for audit services	2006	2005
Principal auditor	709	392
Other auditors	176	269

Thousand euro

Fees for other services	2006	2005
Principal auditor	357	266
Other auditors	226	466

The principal auditor's fees represent less than 0.01% of its total turnover (0.01% in 2005).

41. EVENTS AFTER THE BALANCE SHEET DATE

The following events have taken place since the balance sheet date:

- On 5 February 2007, the Consortium in which Cintra has a 33.34% interest was provisionally awarded ("Provisional Contractor") a contract to design, build, finance and operate the toll road Central Greece Motorway E65 for the following 30 years. The investment amounts to approximately €1,500 million.
- In February 2007 the Board of Directors agreed to propose to the Annual General Meeting, as supplementary shareholder remuneration, a capital increase of €5,156,719.20 charged to the share premium reserve, through the issue of 25,783,596 new shares with a par value of €0.20 each, carrying the same rights as the existing shares, consisting of one new share for every 20 outstanding shares.

42. COMMENTARIES TO EXHIBITS

Exhibit I contains a list of Group companies, distinguishing between fully- and proportionately-consolidated companies and the equity-consolidated associates. The list is presented by segment and also indicates the name of each company's auditor.

ANNEX I

SUBSIDIARIES (fully- and proportionately-consolidated companies)

COMPANIES	Parent Company	Interest	% Net Cost of Shareholding	Address
TOLL ROADS				
SPAIN				
Cintra, Concesiones de Infraestructuras de transporte, S.A. (a)	Ferrovial Infraestructuras, S.A. (i)	62.03	1,364,333	Madrid
Autopista del Sol, C.E.S.A. (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A.	80.00	186,777	Madrid
Autopista Terrasa Manresa, S.A. (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A.	76.28	33,260	Barcelona
Autopista Trados M-45, S.A. (a) (IP)	Cintra, Concesiones de Infraestructuras de transporte, S.A.	50.00	13,229	Madrid
Autopista de Toronto S.L	Cintra, Concesiones de Infraestructuras de transporte, S.A.	100.00	9,265	Madrid
Inversora de Autopistas del Sur, S.L (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A.	55.00	153,804	Madrid
Autopista Madrid Sur C.E.S.A (a)	Inversora de Autopistas del Sur, S.L.	55.00	639,575	Madrid
Inversora de Autopistas del Levante, S.L (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A.	51.84	44,648	Madrid
Autopista Madrid Levante, C.E.S.A. (a)	Inversora de Autopistas del Levante, S.L.	51.84	499,634	Madrid
Laertida, S.L. (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A.	100.00	7,060	Madrid
Cintra Autopistas Integradas, S.A.	Cintra, Concesiones de Infraestructuras de transporte, S.A. (i)	100.00	4,471	Madrid
M-203 Alcalá-O'Donnell (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A.	100.00	44,277	Madrid
PORTUGAL				
Euroscut Norte Litoral, S.A. (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A.	75.53	76,103	Portugal
Euroscut -Sociedade Concessionaria da Scut do Algarve, S.A. (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A.	77.00	35,312	Portugal
Cintra sucursal Portugal	Cintra, Concesiones de Infraestructuras de transporte, S.A.	100.00	6	Portugal
NETHERLANDS				
Algarve International B.V. (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A.	77.00	14	Netherlands
407 Toronto Highway B.V.	Cintra, Concesiones de Infraestructuras de transporte, S.A.	100.00	369,130	Netherlands
CHILE				
Cintra Chile Limitada (a)	Cintra, Concesiones de Infraestructuras de transportes, S.A.	100.00	304,912	Chile
Collipulli Temuco, S.A. (a)	Cintra Chile Limitada	100.00	76,503	Chile
Temuco Rio Bueno, S.A. (a)	Cintra Chile Limitada	75.00	12,867	Chile
Talca-Chillán, sociedad conceionaria S.A. (a)	Cintra Chile Limitada	67.61	14,696	Chile
Autopista del Bosque, S.A. (a)	Cintra Chile Limitada	100.00	8,039	Chile
Autopista del Maipo, S.A. (a)	Cintra Chile Limitada	100.00	118,866	Chile
POLAND				
Autostrada Poludnie, S.A.	Cintra, Concesiones de Infraestructuras de transporte, S.A.	50.00	1,231	Poland
CANADA				
407 International Inc. (a y b)	Cintra Canada Inc.	53.23	268,350	Canada
Cintra Canada Inc.(a y b)	407 Toronto Highway B.V.	100.00	68,229	Canada
IRELAND				
Eurolink Motorway Operation, Ltd. (a)	Cintra, Concesiones de Infraestructuras de transportes, S.A.	66.00	2,805	UK
Financinfrastructures (a)	Cintra, Concesiones de Infraestructuras de transportes, S.A.	100.00	25,245	UK
ITALY				
Autoestrade Lombardia SPA (a)	Cintra, Concesiones de Infraestructuras de transportes, S.A.	68.00	1,700	Italy
USA				
Cintra Zachry, LP	Cintra Texas Corp.	85.00	2,454	USA
Cintra Zachry, GP	Cintra Texas Corp.	85.00	25	USA
Cintra Texas Corp	Cintra US Corp.	100.00	2,603	USA
Cintra Developments, LLC	Cintra Texas Corp.	100.00	53	USA
Cintra Skyway LLC (a)	Cintra US Corp.	100.00	211,999	USA
Cintra US Corp	Laertida	100,00	521,620	USA
SCC Holding LLC (a)	Cintra Skyway LLC	55.00	212,023	USA
Skyway Concession Co.LLC (a)	SCC Holding LLC	55.00	496,277	USA
Cintra ITR LLC (a)	Cintra US Corp	100.00	288,119	USA
Statewide Mbility Partners LLC (IP) (a)	Cintra ITR LLC	50.00	288,119	USA
ITR Concession Company Holdings (IP) (a)	Statewide Mbility Partners LLC	50.00	576,238	USA
ITR Concession Company (IP) (a)	ITR Concession Company Holdings	50.00	576,238	USA
CAR PARKS				
SPAIN				
Cintra Aparcamientos, S.A. (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A.	99.92	62,568	Madrid
Dornier, S.A. (a)	Cintra Aparcamientos, S.A.	99.92	21,313	Madrid
Femet, S.A. (a)	Cintra Aparcamientos, S.A. (ii)	99.92	1,412	Madrid
Guadianapark, S.A.(c)	Cintra Aparcamientos, S.A.	74.94	1,268	Madrid
Balsol 2001, S.A.(c)	Cintra Aparcamientos, S.A. (iii)	99.92	2,881	Gerona
Estacionamientos Alhóndiga, S.A (IP) (c)	Cintra Aparcamientos, S.A.	49.96	957	Bilbao
Aparcamientos de Bilbao (c)	Cintra Aparcamientos, S.A.	75.00	1,350	Bilbao
Aparva S.L. (c)	Cintra Aparcamientos, S.A.	99.92	29,283	San Sebastián
Aparcamientos Guipuzcoanos S.L.	Estacionamientos Guipuzcoanos S.A.	99.92	3	San Sebastián
Estacionamientos Guipuzcoanos S.A. (a)	Cintra Aparcamientos, S.A.(iv)	99.92	30,047	San Sebastián
Estacionamiento y Galería Comercial Indauxtu, S.A. (c)	Cintra Aparcamientos, S.A.	99.92	36	Bilbao
Guipuzcoa Parking Siglo XXI	Estacionamientos Guipuzcoanos S.A.	59.95	900	San Sebastián
ANDORRA				
Aparcament Escaldes Centre, S.A. (c)	Cintra Aparcamientos, S.A.	99.92	11,400	Andorra
PUERTO RICO				
Estacionameintos Río Piedras Inc. (b)	Cintra Aparcamientos, S.A.	74.94	356	Puerto Rico
TOTAL			**7,723,882**	

ASSOCIATES (equity-consolidated companies)

COMPANIES	Parent Company	% Interest	Net Cost of Shareholding	Address
CAR PARKS				
Sociedad Municipal de Aparcamientos y Servicios, S.A. (c)	Cintra Aparcamientos S.A	24.48	3,757	Málaga
Estacionamientos y Servicios Extremeños, S.A (b)	Cintra Aparcamientos S.A	24.98	90	Badajoz
Infoser Estacionamientos A.I.E. (c)	Dornier, S.A	33.31	60	Madrid
Estacionamientos Urbanos de León, S.A (b)	Dornier, S.A	42.97	452	León
TOTAL			**4,359**	

Temporary Joint ventures (UTEs)

COMPANIES	Parent Company	% Interest	Net Cost of Shareholding	Address
CAR PARKS				
SPAIN				
Ute Aparcamientos	Cintra Aparcamientos, S.A	24.98	3	Bilbao
Ute Jado	Cintra Aparcamientos, S.A	46.96	6	Bilbao
Ute Judizmendi	Cintra Aparcamientos, S.A	50.96	2	Madrid
Ute Lakua	Cintra Aparcamientos, S.A	50.96	2	Madrid
Ute Reinrod/Dornier	Cintra Aparcamientos, S.A (v)	99.92	2	Madrid
Ute Sansomendi	Cintra Aparcamientos, S.A	50.96	2	Madrid
Ute T-4 Barajas	Cintra Aparcamientos, S.A (vi)	53.96	5	Madrid
Ute Torrellobeta	Cintra Aparcamientos, S.A	79.94	1	Madrid
Ute Valls	Cintra Aparcamientos, S.A	46.96	8	Barcelona
TOTAL			**31**	

(i) The remaining shares are listed
(ii) The remaining share capital is 99.5%-owned by Dornier, S.A.
(iii) The remaining share capital is 50%-owned by a Dornier, S.A.
(iv) The remaining share capital is 50%-owned by Aparva, S.L.
(v) The remaining share capital is 10%-owned by Dornier, S.A.
(vi) The remaining share capital is 24%-owned by Dornier, S.A.
(a) Company audited by PwC
(b) Company audited by Deloitte
(c) Company audited by other auditors

PRICEWATERHOUSECOOPERS

Paseo de la Castellana, 43
28046 Madrid
Tel. +34 902 021 111
Fax +34 913 083 566

Free translation of the auditor´s report originally issued in Spanish on the consolidated annual accounts for the first financial year prepared in accordance with International Financial Reporting Standards as adopted by the European Union. In the event of a discrepancy, the Spanish language version prevails.

AUDITOR'S REPORT ON THE CONSOLIDATED ANNUAL ACCOUNTS

To the Shareholders of Cintra, Concesiones de Infraestructuras de Transporte, S.A.

1. We have audited the consolidated annual accounts of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and its subsidiaries (the Group), consisting of the consolidated balance sheet at 31 December 2006, the consolidated income statement, the consolidated cash flow statement, the consolidated statement of recognised income and expense and the related notes to the consolidated annual accounts for the year then ended, the preparation of which is the responsibility of the Directors of the Parent Company. Our responsibility is to express an opinion on the consolidated annual accounts taken as a whole, based on the work performed in accordance with auditing standards generally accepted in Spain, which require the examination, on a test basis, of evidence supporting the consolidated annual accounts and an evaluation of their overall presentation, the accounting principles applied and the estimates made.

2. In accordance with Spanish Corporate Law, the parent Company's Directors have presented, for comparative purposes only, for each item of the consolidated balance sheet, the consolidated income statement, the consolidated cash flow statement and the consolidated statement of recognised income and expense, the corresponding amounts for the previous year as well as the amounts for 2006. Our opinion refers exclusively to the consolidated annual accounts for 2006. On 22 February 2006, we issued our audit report on the 2005 consolidated annual accounts, in which we expressed an unqualified opinion.

3. In our opinion, the accompanying consolidated annual accounts for 2006 present fairly, in all material respects, the consolidated financial position of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and its subsidiaries (the Group) as at 31 December 2006 and the consolidated results of their operations, changes in consolidated recognised incomes and expenses and consolidated cash flows for the year then ended and contain all the information necessary for their interpretation and comprehension in accordance with International Financial Reporting Standards adopted by the European Union which are consistent with those applied in the preparation of the consolidated financial statements for the previous year.

4. The accompanying consolidated Directors' Report for 2006 contains the information that the Parent Company's Directors consider relevant to the Group's position, the development of its business and other matters and does not form an integral part of the consolidated annual accounts. We have verified that the accounting information contained in the aforementioned Directors' Report agrees with that of the consolidated annual accounts for 2006. Our work as auditors is limited to checking the consolidated Directors' Report within the scope already mentioned in this paragraph and it does not include a review of information other than that obtained from the accounting records of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and its subsidiaries.

PricewaterhouseCoopers Auditores, S.L.

Lorenzo López Álvarez
Partner

20 February 2007

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FINANCIAL HISTORY INFORMATION

Cintra, S.A. and subsidiaries
Consolidated income statements

million euro	International Financial Reporting Standards (1) 2006	2005	2004	2004 (3)	Spanish GAAP (2) 2003	2002 (4)	2001 (5)	2000 (5)
Sales	**884.6**	**696.2**	**483.9**	**483.9**	**391.1**	**341.4**	**344.2**	**256.8**
Other operating revenue	10.3	17.3	1.7	14.0	25.9	18.5	31.8	1.1
TOTAL OPERATING REVENUE	**894.8**	**713.5**	**485.6**	**497.9**	**417.0**	**359.9**	**376.0**	**257.9**
Staff expenses	-110.1	-91.2	-53.0	-53.0	-40.8	-33.1	-54.5	-41.2
Non-current assets depreciation and amortisation	-233.2	-170.0	-122.1	-72.9	-54.9	-55.2	-39.7	-23.0
Materials consumed and other external expenses	-191.7	-158.4	-93.9	-108.2	-106.0	-88.5	-99.2	-90.1
TOTAL OPERATING EXPENSES	**-535.0**	**-419.6**	**-269.1**	**-234.2**	**-201.6**	**-176.9**	**-193.4**	**-154.3**
OPERATING PROFIT/ (LOSS)	**359.8**	**293.9**	**216.5**	**263.7**	**215.3**	**183.0**	**182.6**	**103.5**
FINANCIAL PROFIT/ (LOSS)	**-468.8**	**-357.0**	**-316.9**	**-50.7**	**-30.9**	**-31.5**	**-69.0**	**-22.6**
SHARE OF RESULTS OF EQUITY-CONSOLIDATED COMPANIES	**7.2**	**10.4**	**7.6**	**11.4**	**7.3**	**6.7**	**8.3**	**7.7**
Amortisation of goodwill on consolidation				-9.2	-7.3	-7.7	-2.4	-1.2
Other profit and loss	202.4	34.1	3.9	100.8	92.4	-80.7	18.6	2.9
CONSOLIDATED PROFIT/ (LOSS) BEFORE TAXES	**100.7**	**-18.7**	**-88.9**	**315.9**	**276.9**	**69.8**	**138.1**	**90.4**
Income tax	-24.2	8.2	44.3	-134.7	-45.5	-28.2	-44.4	-18.8
CONSOLIDATED PROFIT/ (LOSS) FROM CONTINUING OPERATIONS	**76.4**	**-10.5**	**-44.6**	**181.2**	**231.4**	**41.6**	**93.7**	**71.6**
NET PROFIT/ (LOSS) FROM DISCONTINUED OPERATIONS								
CONSOLIDATED PROFIT/ (LOSS) FROM THE YEAR	**76.4**	**-10.5**	**-44.6**	**181.2**	**231.4**	**41.6**	**93.7**	**71.6**
PROFIT/ (LOSS) ATTRIBUTED TO MINORITY INTERESTS	**79.2**	**44.3**	**21.5**	**-37.5**	**-34.2**	**-31.7**	**-25.6**	**-17.3**
PROFIT/ (LOSS) FOR THE YEAR ATTRIBUTED TO THE PARENT COMPANY	**155.7**	**33.8**	**-23.1**	**143.7**	**197.1**	**10.0**	**68.1**	**54.3**
ADJUSTMENTS TO ATTRIBUTABLE INCOME								
Adjustments to provisions					-77.0	100.0		
Net capital gain on IPO				-19.0				
ADJUSTED ATTRIBUTED INCOME	**155.7**	**33.8**	**-23.1**	**124.7**	**120.1**	**110.0**	**68.1**	**54.3**

(1) 2004-2006 consolidated financial statements in accordance with IFRS.
(2) 2000-2004 consolidated financial statements in accordance with Spanish GAAP.
(3) Consolidated figures for Cintra, S.A.and subsidiaries include the Car Park companies from October.
(4) In 2002, the Car Park and Airport businesses were spun off to Ferrovial Infraestructuras as part of the agreement with Macquarie.
(5) Consolidated figures for Cintra, S.A. and subsidiaries includes the Car Park and Airport companies.

ASSETS	**2006**	**2005**	**2004**	**2004 (3)**	**2003**	**2002 (4)**	**2001 (5)**	**2000 (5)**
NON-CURRENT ASSETS	10,096.7	8,677.0	5,871.3	6,316.5	5,401.0	4,798.6	5,368.0	4,396.1
DERIVATIVE FINANCIAL INSTRUMENTS AT FAIR VALUE	68.3	33.8	11.6					
GOODWILL ON CONSOLIDATION	159.3	181.9	165.3	181.8	126.2	133.2	69.6	20.3
DEFERRED CHARGES				1,285.6	1,115.3	849.0	737.7	777.6
DEFERRED TAX ASSETS	421.4	394.0	278.1					
CURRENT ASSETS	1,139.1	948.1	1,133.8	1,177.1	555.2	553.6	683.9	385.1
TOTAL ASSETS	**11,884.8**	**10,234.8**	**7,460.1**	**8,961.0**	**7,197.7**	**6,334.4**	**6,859.2**	**5,579.1**
LIABILITIES AND EQUITY								
CAPITAL AND RESERVES ATTRIBUTABLE TO THE COMPANY´S EQUITY HOLDERS	1,261.0	1,148.7	1,152.9	1,808.9	1,233.2	1,024.6	672.7	632.2
CAPITAL AND RESERVES ATTRIBUTABLE TO MINORY INTERESTS	271.3	419.9	245.9	520.1	386.5	332.0	373.7	341.7
DEFERRED INCOME	233.1	214.7	167.8	181.9	94.0	34.5	38.5	44.2
PROVISIONS FOR LIABILITIES AND CHARGES	8.8	11.5	3.5	226.5	142.5	160.0	55.1	44.5
NON-CURRENT LIABILITIES	8,019.5	7,079.2	5,283.1	5,702.7	4,925.8	4,171.4	5.156.9	4,149.6
DERIVATIVE FINANCIAL INSTRUMENTS AT FAIR VALUE	294.7	212.9	67.9					
DEFERRED TAX LIABILITIES	191.8	141.5	88.0					
CURRENT LIABILITIES	1,604.6	1,006.4	451.0	494.8	387.8	567.8	480.7	267.1
NEGATIVE DIFFERENCE ON CONSOLIDATION				26.1	27.8	44.1	81.6	99.8
TOTAL LIABILITIES AND EQUITY	**11,884.8**	**10,234.8**	**7,460.1**	**8,961.0**	**7,197.6**	**6,334.4**	**6,859.2**	**5,579.1**

Cintra aparcamientos, S.A. and subsidiaries
Consolidated income statements

million euro	International Financial Reporting Standards (1) 2006	2005	2004	2004 (3)	Spanish GAAP (2) 2003	2002	2001 (4)	2000
Sales	132.5	120.0	101.4	101.4	89.3	75.0	63.9	31.4
Increase in inventories of finished products and work in progress								
Other operating revenue	0.1	0.3	3.5	3.5	1.4	9.8	1.5	1.1
TOTAL OPERATING REVENUE	**132.6**	**120.3**	**104.9**	**104.9**	**90.7**	**84.8**	**65.3**	**32.5**
Staff expenses	-46.9	-41.2	-36.1	-36.1	-31.0	-27.4	-23.3	-9.6
Non-current assets depreciation and amortisation	-18.2	-15.2	-12.8	-12.7	-10.1	-8.5	-7.4	-3.1
Materials consumed and other external expenses	-39.8	-37.4	-35.6	-35.7	-33.5	-34.8	-21.0	-15.7
TOTAL OPERATING EXPENSES	**-104.8**	**-93.8**	**-84.5**	**-84.5**	**-74.5**	**-70.7**	**-51.7**	**-28.4**
OPERATING PROFIT/ (LOSS)	**27.8**	**26.5**	**20.4**	**20.4**	**16.2**	**14.0**	**13.6**	**4.1**
FINANCIAL PROFIT/ (LOSS)	**-2.8**	**-2.5**	**-2.1**	**-2.1**	**-2.2**	**-2.1**	**-2.3**	**-1.8**
SHARE OF RESULTS OF EQUITY-CONSOLIDATED COMPANIES	**1.1**	**0.9**	**2.3**	**2.3**	**1.7**	**1.7**	**1.4**	**1.5**
Amortisation of goodwill on consolidation				-2.9	-0.9	-0.9	-1.0	-0,5
Other profit and loss	7.2		1.0	1.5	-0.2	1.9	7.5	0.6
CONSOLIDATED PROFIT/ (LOSS) BEFORE TAXES	**33.2**	**24.9**	**21.6**	**19.1**	**14.7**	**14.6**	**19.2**	**4.0**
Income tax	-8.3	-7.6	-6.2	-6.2	-6.1	-3.2	-3.0	-1.8
CONSOLIDATED PROFIT/ (LOSS) FROM CONTINUING OPERATIONS	**24.9**	**17.3**	**15.4**					
NET PROFIT/ (LOSS) FROM DISCONTINUED OPERATIONS	**24.9**	**17.3**	**15.4**					
CONSOLIDATED PROFIT/ (LOSS) FROM THE YEAR	**24.9**	**17.3**	**15.4**					
PROFIT/ (LOSS) ATTRIBUTED TO MINORITY INTERESTS	**0.0**	**0.0**	**0.0**	**-0.0**	**-0.0**	**-0.0**	**-0.1**	**-0.0**
PROFIT/ (LOSS) FOR THE YEAR ATTRIBUTED TO THE PARENT COMPANY	**24.9**	**17.3**	**15.4**	**12.9**	**8.6**	**11.4**	**16.1**	**2.1**

(1) 2004-2006 balance sheet structure in accordance with IFRS.
(2) 2000-2004 balance sheet structure in accordance with Spanish GAAP.
(3) Consolidated figures for Cintra Aparcamientos, S.A. and subsidiaries fully consolidated Eguisa from October.
(4) The company Parques de Estacionamiento de Lisboa, S.A. was sold in the first quarter of 2001.

ASSETS	**2006**	**2005**	**2004**	**2004 (3)**	**2003**	**2002**	**2001 (4)**	**2000**
NON-CURRENT ASSETS	252.3	256.3	240.7	228.6	163.0	140.2	136.4	144.2
GOODWILL ON CONSOLIDATION	41.8	41.8	41.8	38.9	8.2	9.1	10.0	15.4
DEFERRED CHARGES				13.6	13.0	13.6	8.7	3.9
DEFERRED TAX ASSETS	0.4	1.1	1.9					
CURRENT ASSETS	45.2	30.5	47.7	47.7	30.9	52.4	39.2	28.4
TOTAL ASSETS	**339.7**	**329.7**	**332.1**	**328.8**	**215.1**	**215.3**	**194.3**	**191.9**
LIABILITIES AND EQUITY								
CAPITAL AND RESERVES ATTRIBUTABLE TO THE COMPANY´S EQUITY HOLDERS	161.6	153.4	135.7	133.2	86.7	93.6	82.4	75.1
CAPITAL AND RESERVES ATTRIBUTABLE TO MINORY INTERESTS	2.0	0.5	0.8	0.6	0.6	0.6	1.0	0.9
DEFERRED INCOME	17.0	20.6	13.7	13.7	9.2	8.1	8.2	10.3
PROVISIONS FOR LIABILITIES AND CHARGES	2.0	27.3	27.5	27.5	9.7	7.4	9.3	10.2
NON-CURRENT LIABILITIES	36.3	16.6	42	42	44	51.7	59.4	63.8
DEFERRED TAX LIABILITIES	4.0	0.4	0.5					
CURRENT LIABILITIES	116.8	110.9	111.9	111.8	64.9	53.9	34.0	31.6
TOTAL LIABILITIES AND EQUITY	**339.7**	**329.7**	**332.1**	**328.8**	**215.1**	**215.3**	**194.3**	**191.9**

CORPORATE GOVERNANCE

Corporate Governance Annual Report 158

The management transparency is based on strict compliance with a series of internal rules and regulations, which meet the highest standards of good corporate governance.

CORPORATE GOVERNANCE
2006 REPORT

On 20 February 2007, the Board of Directors of the Company approved the Annual Governance Report, which was prepared following the model and structure required by the Spanish Securities and Investments Board (Comisión Nacional del Mercado de Valores, CNMV) Circular 1/2004, dated 17 March.

The Annual Report was sent to the CNMV for publication as a significant event, and is available for inspection by shareholders and investors at the Company's business address and on its web site (www.cintra.es).

For information purposes and in order to comply with the principle of transparency that must be observed by all companies listed on the stock exchange, the most significant information contained in the Report, which allows Company shareholders and investors to form a clear picture of its corporate governance, is included below.

INTRODUCTION

For clarity, the following terms used in this section will have the following meaning, unless otherwise indicated:

CINTRA or the Company

Cintra Concesiones de Infraestructuras de Transporte, S.A., which has registered offices in Plaza Manuel Gómez Moreno, nº 2, Madrid, and tax identification number A-81939209.

Group Cintra

CINTRA and the subsidiary or affiliated companies that are, in respect of the former, in any of the situations envisaged in section 4 of the Spanish Securities Market Law (Ley del Mercado de Valores).

Grupo Ferrovial

Grupo Ferrovial, S.A., which has registered offices in calle Príncipe de Vergara, 135, Madrid, and tax identification number C.I.F. A-28606556.

Ferrovial Infraestructuras

Ferrovial Infraestructuras, S.A., which has registered offices in calle Príncipe de Vergara, 135, Madrid, and tax identification number A-82725482.

Senior Management

The Executive Directors and those persons who form part of the Management Committee of the Company and answer directly to administrative body or one of the Executive Directors of the Company.

Directors

The members of the Board of Directors of Cintra Concesiones de Infraestructuras de Transporte, S.A.

Similarly, other references contained in the Section on Corporate Governance allude to concepts defined in the Shareholders' Meeting Regulations, the Board of Directors Regulations and the Internal Conduct Regulations established in all cases by Cintra Concesiones de Infraestructuras de Transporte, S.A.

A) OWNERSHIP STRUCTURE.

1. Share capital

CINTRA's share capital amounts to 103,134,386.60 euros, divided into 515,671,933 shares each with a nominal value of twenty cents (0.2) of one euro. All the shares are of the same class and series.

2. Significant and controlling stakes

Based on information available to the Company at 31 December 2006, the owners of significant stakes in CINTRA are Ferrovial Infraestructuras and Chase Nominees Ltd.

Ferrovial Infraestructuras, a direct shareholder of CINTRA, holds 319,872,300 shares representing 62.030% of the CINTRA share capital and is 100% controlled by Grupo Ferrovial, whose principal shareholder is Portman Baela S.L.

Ferrovial Infraestructuras, a direct shareholder of CINTRA, is 100% controlled by Grupo Ferrovial, S.A., a listed company, whose main shareholder is Portman Baela, S.L., the concerted family group formed by Rafael del Pino y Moreno and his children (María, Rafael, Leopoldo and Fernando del Pino y Calvo–Sotelo) which controls the majority of the share capital of Portman Baela, S.L. This company, in turn, holds a 58.315% stake in the capital of Grupo Ferrovial, S.A.

As a result, the concerted family group formed by the above-mentioned persons controls, through that company, 58.315% of the share capital of Grupo Ferrovial, S.A.

Chase Nominees Ltd. is a direct shareholder owning 52,330,388 CINTRA shares, which represents 10.148% of the share capital, at 31 December 2006.

3. Relations between owners of significant stakes and the Company and among the owners themselves

Besides the corporate/family relations mentioned in the above section, CINTRA has various corporate/contractual relations with Grupo Ferrovial and some of the companies that belong to its group. These relations are mentioned in Section C, on Related-Party Transactions.

Also, it should be mentioned that Rafael del Pino y Calvo-Sotelo, a member of the family group referred to in the above section, is Chairman of the Board of Directors of the Company. Besides this, Leopoldo del Pino y Calvo-Sotelo, also a member of the same family group, is Director of the car parks and toll roads areas.

4. Stakes owned by members of the Board of Directors

According to information given to the Company by the Directors, at the close of the 2006 business year, their combined holdings amounted to 115,758 shares, representing 0.023% of the share capital.

The Board of Directors' stakes are broken down as follows:

Name or business name of the Director	No. of direct shares	No. of indirect shares (**)	% Total of the share capital
Rafael del Pino Calvo - Sotelo	0	(*)	0.000
Juan Béjar Ochoa	9,977	0	0.002
Joaquín Ayuso García	3,259	3,309	0.001
Nicolás Villén Jiménez	7,838	26,278	0.007
José María Pérez Tremps	3,391	0	0.001
José Fernando Sánchez -Junco Mans	15,750		0.003
Fernando Abril -Martorell Hernández	19,706	0	0.004
Jaime Bergel Sainz de Baranda	26,250		0.005
Enrique Diaz-Rato Revuelta	1	0	0.000

(*) Rafael del Pino y Calvo-Sotelo is a member of the family group that controls 58.315% of the Grupo Ferrovial share capital, in the terms described in section A.2 above.

(**) Indirect stakes are held through:

Name or business name of the direct holder of the stake	Number of direct shares
Relatives of the Director	3,309
CABOLIVO.S.L.	21,000
Relatives of the Director	5,278
Total	**29,587**

5. Shareholders' agreements and concerted actions

The Company is not aware of any shareholders' agreements that regulate the exercise of voting rights at Shareholders' Meetings or which restrict or condition the free transfer of Company shares.

In relation to Grupo Ferrovial which, in turn, indirectly controls 62.03% of CINTRA, it is presumed, for the purposes of the provisions of Royal Decree 377/1991, that a tacit concerted action exists with Portman Baela S.L., bearing in mind that the above-mentioned family group controls the capital of this company.

6. Own shares

a) Information on own shares.

At the close of the business year, the Company held no own shares.

In 2006, there were no changes in own shares, in accordance with the meaning given in Royal decree 377/1991, dated 15 March.

b) Authorization granted to the Board of Directors for the acquisition of own shares.

The Shareholders' Meeting held on 28 March 2006 adopted the following resolution that appeared as item 11 on the Agenda:

One. "To authorize the Board of Directors to acquire own shares of the company on the market, either directly or through dependent companies, subject to the following limits and requirements":

- Types of acquisition: acquisition through deed of sale or through any other inter vivos act on a payment basis.
- Maximum number of shares to be acquired: shares representing up to five per cent (5%) of the share capital of Cintra Concesiones de Infraestructuras de Transporte, S.A., free of all charges or encumbrances, on the

condition that they are fully disbursed, are not bound to compliance with any kind of obligation, and that the nominal value of the shares acquired, when added to those held both by Cintra Concesiones de Infraestructuras de Transporte, S.A. and any of its dependent companies, does not exceed the aforesaid 5% of the Cintra Concesiones de Infraestructuras de Transporte, S.A. share capital.

- Minimum and maximum purchase price: the minimum purchase price of the shares shall be equivalent to 75% of their market value, and the maximum price shall be equivalent to 120% of their market value on the date of purchase.
- Maximum trading volume: the maximum daily trading volume referring to the acquisition of own shares shall not exceed 25% of the average total trading volume of Cintra Concesiones de Infraestructuras de Transporte, S.A. shares in the previous ten sessions.
- Duration of the authorization: eighteen (18) months from the date of this resolution.

All of these operations shall comply with the regulations established on this matter in the Company's Internal Conduct Regulations."

Two. "To revoke the authorization regarding this matter that was granted by the Shareholders' Meeting held on 17 March 2005."

Three. "To authorize the Board of Directors to allocate some or all of the own shares acquired to the remuneration programmes whose purpose or mechanism is the delivery of shares or stock options, in accordance with section 75.1 of the Spanish Corporations Law."

7. Restrictions established by law and the Articles of Association on voting rights and on buying and selling shares

There are no kinds of restriction on the exercise of voting rights for the acquisition or sale of stakes in share capital other than those established in section 44.1 of the Spanish Corporations Law and article 10.2 of the Company Articles of Association, which establish that the shareholder who delays payment of call money may not exercise his/her voting rights.

B) THE COMPANY'S ADMINISTRATIVE STRUCTURE

1. Composition of the Board of Directors

a) General

Directors have a term of office of three years, and may be reappointed.

The Articles of Association and the Board of Directors Regulations establish that the Board of Directors shall endeavour to ensure that External Directors represent a broad majority on the Board. The Board shall also strive to ensure that the majority group of External Directors includes Proprietary Directors and Independent Directors, with a significant proportion of the latter.

Proposals for appointing Independent Directors must be preceded by the corresponding proposal report from the Related-Party Transactions Committee. When the Board departs from the recommendations of the Related-Party Transactions Committee, it must give its reasons for this, such reasons to be recorded in the appropriate certificate.

Independent Directors must not:

- Have or have recently had a stable, direct or indirect relationship: (i) of a professional, labour or commercial nature; (ii) that is significant in terms of the amount or nature of the services provided; and (iii) with CINTRA or any Grupo Ferrovial company, the proprietary directors or group companies whose interests they represent, credit institutions that participate in the financing of CINTRA or any Grupo Ferrovial company, or organizations that receive economic contributions from CINTRA or any Grupo Ferrovial company.
- Be a director of another company that has proprietary directors in the Company.
- Be related up to the third degree of consanguinity or second degree of affinity or be linked in any other way of similar significance to Executive Directors, Proprietary Directors or members of the Company's Senior Management.
- Directly or indirectly own over 2% of the Company's capital.

If any of the Independent Directors, or any persons proposed as such, are subject to any of the circumstances described above, the Board of Directors may consider an exemption based on a report by the Related-Party Transactions Committee, disclosing the circumstance in the Annual Report. In this connection, an exemption granted to a Director was reported on in the 2004 Annual Report.

Proprietary Directors may not maintain, directly or indirectly, stable and significant commercial, economic, labour or professional relations with CINTRA on their own, except for those of a professional nature that are inherent in the posts they hold within the Board of the Company.

Directors resign when the period for which they were appointed ends, when the Shareholders' Meeting so decides, or at the proposal of the Board of Directors in certain cases (among others, a change in the director's circumstances, failure to comply with obligations, situations of incompatibility or significant professional changes that affect the interests of CINTRA, or upon reaching a certain age).

b) Composition of the Board of Directors.

The Board of Directors has nine members (between the minimum of six and the maximum of fifteen permitted by the Articles of Association).

CINTRA's Board of Directors comprises the following Directors, the status assigned to each one being stated, according to the definitions given in the Board of Directors Regulations.

Chairman:	
• Rafael del Pino y Calvo-Sotelo	External and Proprietary
Deputy Chairmen:	
• Joaquín Ayuso García	External and Proprietary
• Juan Béjar Ochoa	Executive
Chief Executive Officer:	
• Enrique Diaz-Rato Revuelta	Executive
Directors:	
• Nicolás Villén Jiménez	External Proprietary
• José María Pérez Tremps	External Proprietary
• José Fernando Sánchez-Junco Mans	External Independent
• Fernando Abril-Martorell Hernández	External Independent
• Jaime Bergel Sainz de Baranda	External Independent
Secretary:	
• Lucas Osorio Iturmendi	Secretary

The Shareholders' Meeting held on 28 March 2006 adopted the resolution to re-appoint the Chairman, Rafael del Pino y Calvo-Sotelo, and Juan Béjar Ochoa as Directors.

Also, the meeting of the Board of Directors held on 25 July 2006 adopted the resolution to appoint Juan Béjar Ochoa as Second Deputy Chairman, accept the resignation presented by Lucas Osorio Iturmendi as Director of the Company, and appoint, in application of sections 138 and 40.4 of the Spanish Corporations Law and the Articles of Association, respectively, Enrique Díaz-Rato Revuelta as new Director and also Chief Executive Officer.

c) Profile of the Independent Directors.

José Fernando Sánchez-Junco Mans

- Chairman and General Manager of MAXAMCorp. S.A.U. (formerly Grupo Unión Española de Explosivos, S.A.).
- Deputy Chairman of Dinamia Capital Privado S.C.R., S.A.
- Deputy Chairman of the Board of Directors of DEFEX, S.A.

Fernando Abril-Martorell Hernández

- General Manager of Grupo Credit Suisse España.
- Director of Portugal Telecom SGPS, S.A.
- Director of Telecomunicaciones de Sao Paulo.

Jaime Bergel Sainz de Baranda

- Chairman of Gala Capital.
- Director of Bacardi Limited.
- Chairman of Bacardi España, S.A.
- Director of Jimmy Choo.
- Member of the Advisory Board of Towerbrook.

d) Officers of the Board of Directors

- Rafael del Pino y Calvo-Sotelo, who has been Chairman of the Board of Directors since 15 July 1998, is an External Independent Director but is not chief executive of the Company.
- The Deputy Chairman of the Board of Directors, Joaquín Ayuso García, has held the post since 27 October 2004 and is an External Independent non-executive Director.
- The Second Deputy Chairman, Juan Béjar Ochoa, was appointed to this post on 25 July 2006, while continuing to hold his executive powers.
- The Chief Executive Officer, Enrique Díaz-Rato Revuelta, has held the post since 26 July 2006.
- The Secretary of the Board, Lucas Osorio Iturmendi, has been Secretary since 15 July 1998.

2. Board of directors' advisory committees.

The Advisory Committees of the Board of Directors are the Audit and Control Committee and the Related-Party Transactions Committee.

According to the Board of Directors Regulations, both Committees must comprise a minimum of three members and a maximum of five. The members of the Audit and Control Committee must be External non-executive Directors, and Independent Directors may not be members of the Related-Party Transactions Committee.

Both Committees are empowered to provide information, advice, supervision and proposals on the matters for which they are respectively authorized.

a) Audit and Control Committee

i) Composition and functions.

The Committee currently comprises three members:

- Fernando Abril-Martorell Hernández
  Chairman
- José María Pérez Tremps
- Nicolás Villén Jiménez

Mr. Abril-Martorell Hernández is an Independent Director, and therefore qualifies to chair this Committee.

The Committee's Secretary is the Secretary of the Board or one of the members of the Audit and Control Committee, as established in each case.

The main functions of the Committee are as follows:

- To establish appropriate measures to ensure that the provision of advisory and consultancy services by the external auditor or its group companies does not jeopardize the independence of the external auditor;
- To supervise compliance with the legal requirements and the correct application of generally accepted accounting principles;
- Liaising between the Board of Directors and the external auditors, and assess the results of each audit;.
- To supervise the information that the Board of Directors must approve and include in the Company's annual public documentation;
- To assist the Board in its task of ensuring the accuracy and reliability of the financial information provided periodically;
- To supervise the internal audit services of the Company;
- To analyse and assess the main business risks and the systems established to manage and control them;
- To supervise effective fulfilment of the obligations provided for in the internal corporate governance regulations, making the proposals it deems appropriate;
- To carry out an assessment procedure on the services provided by the external auditor.

The first meeting to formally create the Committee took place on 20 January 2005. Four meetings were held during 2006.

The most significant activities carried out during 2006 are described in the Audit and Control Committee's Annual Report, which is included in the Company's Management Report.

ii) Relations with external auditors

The Board's relations with the external auditors are channelled through the Audit and Control Committee.

The Board must refrain from engaging an audit firm where the fees it plans to pay, under all headings, exceed 5% of the firm's total revenues in the last business year.

The Audit and Control Committee proposes appropriate measures to ensure that the provision of advisory and consultancy services by the Company's external audit firm (or its group companies) does not jeopardize the independence of the external auditor.

In 2006, most of the expenses incurred by the Company with the external auditor were related to ordinary audit work. The expenses incurred by the external auditor in respect of CINTRA and its Group during 2006 for work other than auditing amounted to 357,000 euros, which is equivalent to 33.5% of the total sum invoiced by the audit firm.

b) Related-Party Transactions Committee

Composition and functions

This Committee comprises four members:

- **José Fernando Sánchez-Junco Mans**
  Chairman
- **Jaime Bergel Sainz de Baranda**
- **Fernando Abril-Martorell Hernández**
- **Enrique Díaz –Rato Revuelta**

Its main functions are:

a) To generally supervise the related-party transactions of CINTRA with Grupo Ferrovial, and their respective groups of companies. In particular:

- To review compliance with the Framework Agreement signed between CINTRA, Grupo Ferrovial and Ferrovial Agroman, in relation to the performance of projects and the provision of intergroup services; and
- To issue recommendations to the Board of Directors in relation to compliance with the Framework Agreement and, where appropriate, report on any modifications made thereto.

b) To report on proposals for changes to the Board of Directors Regulations when they affect the powers of the Related-Party Transactions Committee;

c) To report to the Board of Directors on proposals for the appointment of Independent Directors; and

d) To assess the exemptions for Independent Directors in any of the circumstances described in section 10.3 of the Board of Directors Regulations.

The first meeting to formally create the Committee took place on 20 January 2005. The Committee met three times during 2006.

The main activities performed by the Committee during 2006 are described in the Committee's Annual Report, which is included in the Company's Management Report.

3. Functioning of the Board of Directors

a) Notice of meetings

In 2006, the Board met regularly once a month, except during August. The Chairman may call a meeting whenever he sees fit, and must do so whenever at least two Board members so request. Nevertheless, the Board draws up an annual schedule of ordinary meetings.

Notice of meetings is sent in writing personally to each Director sufficiently well in advance, remitting the necessary documentation about the proposed agenda.

b) Proxies

In accordance with the Board of Directors Regulations, if a Director cannot attend a meeting, he/she must endeavour to grant a proxy, with the appropriate instructions, to another Director.

c) Quorum and adoption of resolutions

The Board is validly convened when at least half of its members are present or represented.

Unless stated otherwise by law or by the Articles of Association, resolutions are adopted by absolute majority of those in attendance. In the event of a tie on any issue, the Chairman has the casting vote.

4. Directors' and senior Managers' Remuneration

a) Articles of Association clauses relating to remuneration.

Article 36 of the Company Articles of Association regulates this matter, establishing the following:

1. 1. Board members will receive from the Company remuneration that shall consist of an annual fixed amount. The remuneration that the Company can pay to all the directors under this heading will be set by the Shareholders' Meeting. The Board of Directors will set the exact amount to be paid within that limit, the conditions and the distribution among the directors.
2. 2. The directors who also perform executive functions within the Company will receive remuneration for this item comprising: (a) a fixed part, commensurate with the services and responsibilities assumed; (b) a variable part, correlated to an indicator of the director's or the company's performance; (c) benefits; and (d) indemnity in the case of dismissal that is not attributable to a breach by the director.
   The Shareholders' Meeting is responsible for determining the amount corresponding to the fixed part, the indicators or calculation criteria of the variable part, the cost of benefits and the reference parameters for quantifying compensation for dismissal.
   Within the limits established by the Shareholders' Meeting, the Board of Directors may individualize the remuneration package of each director and define the other conditions required to qualify for the package. The executive directors who are affected shall refrain from attending and participating in the corresponding Board discussison. The Board will ensure that remuneration is based on market conditions, the directors' responsibilities and their level of commitment.

3. The directors can also be paid in the form of shares in the Company or in another listed group company, stock options on same, or instruments linked to the share price. Remuneration involving Company shares must be approved by the Shareholders' Meeting. The resolution will state, where appropriate, the number of shares to deliver, the price of exercising option rights, the reference share price and the duration of this form of remuneration.
4. The Company is authorized to arrange third-party liability insurance for its directors.
5. Remuneration for external directors and executive directors (the latter as a result of their position as director, regardless of their executive function) will be stated individually for each director in the Company Report. Remuneration for executive directors corresponding to their executive function will be stated overall, with a breakdown of the various concepts or remunerative items."

b) Company resolutions relating to remuneration.

The Extraordinary Shareholders' Meeting of CINTRA held on 4 October 2004 adopted, in accordance with the provisions of article 36.1 of the Company Articles of Association, the following:

"1. To establish at 1,000,000 euros the maximum aggregate amount of Articles-related remuneration that the Company can pay annually to all its directors in accordance with the provisions of article 36.1 of the redrafted text of the Company Articles of Association.

2. In accordance with the provisions of article 36.2 of the aforesaid redrafted text of the Company Articles of Association, it is agreed to establish the maximum annual remuneration of each executive director of the Company in the following terms:

(i) Fixed remuneration

The gross overall sum to be paid for this concept may not exceed 500,000 euros per annum. Until such time as it is changed by the Shareholders' Meeting, this sum will increase each year based on the Spanish consumer price index (CPI) and/or the market references used for similar positions by a reputable independent human resources consultancy firm.

(ii) Variable remuneration

This part is linked to achieving objectives based on Company and/or Group parameters, such as the following:

a) The increase in net income in respect of the previous year.

b) The degree of attainment of budgeted income before taxes for the year in question.

c) The degree of attainment of budgeted cash flow.

d) Evolution of overhead costs.

e) Number and type of projects that were bid for, awarded or financed.

The variable remuneration will be paid only once and does not create vested rights. At most, it will amount to double the corresponding fixed remuneration.

(iii) Benefits

The maximum annual cost of pension plans, insurance policies and/or other benefits cannot exceed 3,000 euros. This sum shall be increased annually in accordance with the criterion envisaged in point (i) above.

(iv) Indemnity

The indemnity in the event of dismissal not due to breach by the director in the first eight years of service to the Company or the Group cannot exceed three annual payments, i.e. triple the overall amount of fixed remuneration corresponding to the year of dismissal and the last variable remuneration accrued before dismissal. Starting in the ninth year of service, this limit will be four annual payments.

In accordance with the last paragraph of article 36.2 of the Articles of Association, the Board of Directors has authority to set the exact remuneration of each executive director within the limits stated in paragraphs (i) to (iv) above, besides defining any other conditions required for payment.

3. The above remuneration and any remuneration set by the Shareholders' Meeting in accordance with article 36.3 of the Articles of Association are compatible with the options plans established by Grupo Ferrovial for directors of that Company."

At its meeting held on 15 November 2004, the Board of Directors approved a remuneration of sixty thousand (60,000) euros per year for each External Independent Directors and the Executive Director at the time, which has not undergone any change during 2006.

Stock Options Plans

In September 2005, the Board of Directors approved a Company stock options plan for: (a) directors of CINTRA and its subsidiaries who report directly to the Chief Executive Officer and (ii) other directors of the Company and its subsidiaries, in the terms established by the Chief Executive Officer.

The stock options plan for directors who report directly to the CEO was approved by the Shareholders' Meeting held on 28 March 2006. That same meeting approved a Stock Options Plan for the Chief Executive Officer of the Company (at present, the Second Deputy Chairman).

On the occasion of the released capital increase agreed by the Shareholders' Meeting, and in accordance with the Stock Options Plans Regulations, the number of options allocated, the price of exercise and the premium payable by those participating were adjusted, so as to maintain the same scope of the right that had been granted.

The main characteristics of the Stock Options Plans, at the time they were granted and with the adjustments made when the above-mentioned released capital increase occurred, are described below:

A. Stock Options Plan:

- Participants: (i) Directors of CINTRA and its subsidiaries who report directly to the CEO and (ii) other directors of the Company and its subsidiaries, in the terms established by the CEO.
- Scope: Each option corresponds to one share. The maximum number of options is 1,050,000, equivalent to 0.204% of the share capital.
- Delivery Price: 9.90 euros per share.
- Term and period for exercising options: the options may be exercised between three and six years after the right was granted (2008-2011), on the condition that a minimum rate of return is achieved.
- The system carries a premium of 0.31 euros per share, to be paid by the beneficiary.

B. Stock Options Plan.

- Participant: the Chief Executive Officer (at present, the Second Deputy Chairman).
- Scope: Each option corresponds to one share. The maximum number of options is 278,250, equivalent to 0.05% of the CINTRA share capital.
- Delivery price: 10.28 euros.
- Term and period for exercising options: the options may be exercised by thirds, between three and six years after the right was granted (2009 – 2012), the part not exercised being accumulated to the following period, on the condition that a minimum rate of return is achieved.
- The system carries a premium of 0.31 euros per share, to be paid by the beneficiary.

Similarly, a stock options plan addressed to the Chief Executive Officer for a maximum amount of 73,500 options (equivalent to 0.01% of CINTRA's share capital), will be proposed at the next Shareholders' Meeting.

Delivery of shares as part of the variable remuneration.

Likewise, and as regards Senior Management, the Meeting of the Board of Directors held on 21 February 2006, and subsequently the Shareholders' Meeting held on 28 March 2006, approved a remuneration system consisting of the payment of part of their variable remuneration for 2005 being made through the delivery of Company shares.

The basic characteristics were as follows:

- Beneficiaries: directors (including Executive Directors and Senior Managers), departmental managers or the equivalent category, of CINTRA and other companies in its business group, with tax residence in Spain. The plan was voluntary for the participants.
- Limit: The maximum sum to be received in shares was 12,000 euros per participant.
- Total maximum number of shares to be delivered in execution of the Plan: this could not exceed the number of shares resulting from dividing 12,000 euros by the closing price of the share on the Stock Exchange on the respective date of transfer and multiplying the result by the number of participants.
- Valuation and source of the shares: the reference value of the shares was the price at the close of Stock Exchange trading on the respective date of transfer. All the shares were own shares.

c) Remuneration of the Board of Directors

i) Remuneration related to the Articles of Association

The members of the Board of Directors accrued a total remuneration of 240,000 euros gross in 2006 for their activities as directors.

The amounts accrued by each Director are as follows:

Director	Annual fixed Remuneration as set by the Articles of Association
José Fernando Sánchez-Junco Mans	€ 60,000
Fernando Abril-Martorell Hernández	€ 60,000
Jaime Bergel Sainz de Baranda	€ 60,000
Juan Béjar Ochoa	€ 60,000

ii) Remuneration of Executive Directors.

In addition to the remuneration received as Directors, the Executive Directors accrued the following remuneration in 2006:

• Fixed remuneration in cash	€ 653,000
• Variable remuneration	€ 437,000
• Salaries in kind	€ 2,000
• Other concepts	€ 369,000
• For being members of other boards of directors in Group or associate companies	€ 49 ,000

The employment contract signed between the Company and the Second Executive Deputy Chairman provides for the right to receive the indemnities established in art. 56 of the Workers' Statute. He is also entitled to receive a deferred remuneration concept in the form of extraordinary remuneration in any of the following circumstances: (i) resignation by mutual agreement upon reaching a certain age; (ii) unfair dismissal or severance without just cause prior to the date on which the senior manager reaches the age agreed upon, if the amount is higher than that resulting from application of the Workers' Statute; (iii) death or disability.

This incentive is covered by a savings insurance policy whose premium in 2006 amounted to 241,000 euros.

iii) Remuneration for membership of other boards of directors of group, multigroup or associate companies.

The Executive and External Independent Directors of CINTRA who are members of board of directors of other group, multigroup or associate companies were paid a joint remuneration of 50,000 euros for this concept.

iv) Pensions or life insurance premiums

No amounts were paid in 2006 by way of pensions in favour of former or current members of the Company's Board of Directors.

As regards the payment of life insurance premiums, the Company has arranged death benefit insurance policies, the beneficiaries of which are the Executive Directors; the Company paid 2,000 euros for this item in 2006.

v) Advances and loans

At 31 December 2006, the Company had not provided any advances or loans to its Directors. As a result, no guarantee obligations were assumed by the Company.

d) Remuneration of Senior Management, excluding members of the Board of Directors with executive functions

The Senior Management of the Company, excluding Executive Directors, jointly accrued 2,494,000 euros during 2006, with the following breakdown:

Fixed remuneration	€ 1,537,000
Variable remuneration for achievement of objectives	€ 590,000
Remuneration for being members of boards of directors of other group, multigroup or associate companies	€ 126,000
Insurance premiums	€ 6,000
Other concepts	€ 235,000

The above-stated remuneration was paid to the following managers based on the time during which each one held that position in 2006:

- Chief Financial Officer.
- Manager for Canada.
- CINTRA'S Manager for Spain.
- Corporate Development Manager.
- Manager for the United States.
- Secretary of the Board and Legal Department Manager.
- Europe and Chile Toll Roads Manager (Ireland, Greece, Italy, Portugal and Chile).
- Technical and Bids Manager.
- Manager of Human Resources, Quality and Environment.

5. Board of directors regulations

The CINTRA Board of Directors Regulations came into force on 27 October 2004, thereby complying with the provisions of Section 115 of the Spanish Securities Market Law (article added by Law 26/2003, dated 17 July). The Board Regulations underwent no changes in 2006.

The main features of the Board Regulations are as follows:

(a) Except for matters set aside by Law and the Articles of Association for the authority of the Shareholders' Meeting, the Board of Directors is the Company's primary decision-making body.

(b) The Board will comprise Executive Directors, External Proprietary Directors and External Independent Directors. There may be External Directors who are neither proprietary nor independent.

(c) The Board will elect one of its members as Chairperson, who shall have the casting vote in the event of a tie. There must also necessarily be a Deputy Chairperson, who will stand in for the Chairperson in the event of incapacity or absence. The Board is also responsible for appointing its own Secretary, who need not be a Director. The Board may appoint a Deputy Secretary, who need not be a Director either, to assist the Secretary and stand in for him/her in the event of absence.

(d) The Board of Directors will ordinarily meet on a monthly basis or at the request of the Chairman, as often as the latter sees fit for the good functioning of the Company. The Board must meet whenever at least two of its members request this.

(e) The Board of Directors may appoint an Executive Committee and one or several Chief Executive Officers from among its members. The Board may also establish other Committees with consultancy and proposal functions, and it may also grant them decision-making powers. In any case, it will create an Audit and Control Committee and a Related-Party Transactions Committee.

(f) Directors will cease to hold office when the period for which they were appointed has expired, whenever the Shareholders' Meeting sees fit, or at the request of the Board of Directors in any of the cases regulated in these Regulations.

(g) The Board of Directors will endeavour to ensure that there is a broad majority of External Directors in its composition. The Board shall also strive to ensure that the majority group of External Directors includes Proprietary Directors and Independent Directors, with a significant proportion of the latter in order to suitably reflect the proportion between proprietary capital and floating capital.

(h) Directors must refrain from participating and voting in the debates on matters in which they have a direct or indirect interest, for their own account or for that of a third party. In any case, they must inform the Secretary of the Board of such situations with sufficient advance notice.

(i) Directors must inform the Company of (i) any stake they hold in the capital of companies with the same, similar or complementary kind of activity as that of the Company, and any offices held in such companies, and (ii) any activity they perform for their own account or that of third parties, that is the same, similar or complementary to that of the Company.

(j) The Board of Directors of the Company must draw up an annual corporate governance report based on a report presented by the Audit and Control Committee. This annual corporate governance report will be published in accordance with the Spanish Securities Market regulations.

(k) The Company will have a web site (www.cintra.es) for keeping its shareholders informed. The Ordinary Shareholders' Meeting to be held in 2007 will be informed about the new Board Regulations that are to come into force during 2007, which have been approved so as to bring them into line with the Recommendations of the Unified Code of Good Governance.

6. Other information on the Board of Directors.

a) Directors who are directors or perform executive functions in companies with significant equity holdings and/or in companies of their group:

They are as follows:

Name or company name of the director	Name or company name of the significant shareholder	Position
Rafael del Pino y Calvo-Sotelo	Grupo Ferrovial, S.A.	Chairman, CEO and Chairman of the Executive Committee
	Ferrovial Infraestructuras S.A.	Chairman
	Ferrovial Aeropuertos, S.A.	Chairman
	BAA Ltd	Director
Joaquín Ayuso García	Grupo Ferrovial, S.A.	CEO, member of the Executive Committee
	Ferrovial Agroman S.A.	Chairman and CEO
	Ferrovial Telecomunicaciones S.A.	Chairman and CEO
	Ferrovial Infraestructuras S.A.	Deputy Chairman and CEO
	Ferrovial Aeropuertos S.A.	Consejero Delegado
	Ferrovial Inmobiliaria S.A. [1]	Chairman and CEO
	Ferrovial Servicios S.A.	Chairman and CEO
	BAA Ltd.	Director
Juan Béjar Ochoa	Grupo Ferrovial, S.A.	General Manager of the Infrastructures division, Member of the Management Committee
	Ferrovial Infraestructuras S.A. [2]	Director
	Ferrovial Aeropuertos S.A.	Director
	ADI Finance 1 Ltd.	Director
	ADI Finance 2 Ltd.	Director
	Airport Development and Investment (Holdings) Ltd.	Director
	Airport Development and Investment Limited	Director
	FGP TOPCO Limited	Reserve Director
	BAA Ltd.	Director
José María Pérez Tremps	Grupo Ferrovial, S.A.	Secretary and Director, Member of the Executive Committee
	Ferrovial Agroman, S.A.	Director
	Ferrovial Servicios, S.A.	Director
	Ferrovial Telecomunicaciones, S.A.	Director
	Ferrovial Aeropuertos, S.A.	Director
	Ferrovial Inversiones, S.A.	Joint Administrator
	Ferrovial Inmobiliaria, S.A.[3]	Director
	Ferrovial Infraestructuras S.A.	Director
	Swissport International AG	Director
	BAA Ltd.	Director, Member of the Remuneration Committee
Nicolás Villén Jiménez	Grupo Ferrovial, S.A.	Chief Financial Officer; Member of the Management Committee
	Ferrovial Agroman, S.A.	Director
	Ferrovial Infraestructuras, S.A.	Director
	Ferrovial Servicios, S.A.	Director
	Ferrovial Telecomunicaciones, S.A.	Director
	Ferrovial Inmobiliaria, S.A. [4]	Director
	Ferrovial Inversiones, S.A.	Joint Administrator
	Ferrovial Aeropuertos S.A.	Director
	AMEY U.K. PLC	Director
	AMEY PLC	Director
	BAA Ltd.	Director

[1] He ceased to be a Director of the Company after 31 December 2006.
[2] He was appointed CEO of the Company after 31 December 2006.
[3] He ceased to be a Director of the Company after 31 December 2006.
[4] He ceased to be a Director of the Company after 31 December 2006.

b) Directors who are members of the Board of Directors of companies other than those of its group, that are listed on official securities markets in Spain.

According to information available to the Company, the following Directors are members of the Board of Directors of companies other than CINTRA that are listed on official securities markets in Spain:

Name or company name of the Director	Listed company	Position
Rafael del Pino y Calvo-Sotelo	Grupo Ferrovial S.A.	Chairman
	Banco Español de Crédito S.A.	Director
Joaquín Ayuso García	Grupo Ferrovial S.A.	CEO
José María Pérez Tremps	Grupo Ferrovial S.A.	Director and Secretary

c) Board Members who are also members of the board of directors or executives of other group companies.

At 31 December 2006, Messrs. Juan Béjar Ochoa, Enrique Díaz-Rato Revuelta and Nicolás Villén Jiménez held the following posts on the Boards of other Group companies:

Name or company name of the Director	Name of the group company	Position
Juan Béjar Ochoa	Autopista del Maipo Sociedad Concesionaria S.A.	Substitute Director
	Talca Chillán Sociedad Concesionaria S.A.	Substitute Director
	Cintra Concesiones de Infraestructura de Transporte de Chile LTDA	Director
	Autostrade per la Lombardia	Director
	Ruta de la Araucania Sociedad Concesionaria S.A.	Substitute Director
	Ruta de los Ríos Sociedad Concesionaria S.A.	Substitute Director
	Stadewide Mobility Partners LLC	Director
	407 International Inc.	Director
	Skyway Concession Company Holding LLC	Director
	Euroscut Sociedade Concessionaria da Scut Do Norte Litoral S.A.	Director
	Euroscut Sociedade Concessionaria da Scut Do Algarve S.A.	Director
	Autostrada Poludnie S.A.	Board Member Supervisor
Enrique Díaz–Rato Revuelta	Nea Odos Concession S.A.	Chairman and Director
	Eurolink Motorway Operation Ltd.	Secretario Consejero
	Ruta de los Ríos Sociedad Concesionaria S.A.	Director
	Cintra Texas Corp.	Director
	Autopista del Maipo Sociedad Concesionaria S.A.	Director
	Ruta de la Araucania Sociedad Concesionaria S.A.	Director
	Cintra Zachry GP	Director
	Talca Chillan Sociedad Concesionaria S.A.	Director
	Skyway Concession Company Holding LLC	Director
	Stadewide Mobility Partners LLC	Director
	407 International Inc.	Director
	Cintra Concesiones de Infraestructura de Transporte de Chile Ltda.	Director
	Eurolink Motorway Operations (M-3) Ltd.	Director
	Euroscut Açores Sociedades Concessionaria Do Scut Dos Açores S.A.	Director
Nicolás Villén Jiménez	407 International Inc.	Director
	Stadewide Mobility Partners LLC	Director
	Skyway Concession Company Holding LLC	Director

d) Other significant information on the Board of Directors.

i) Stakes held by Board members in companies with the same, similar or complementary kind of activity as that of the Company. Positions held or functions performed.

The Company has been informed about the following holdings by directors in the capital of companies with the same, similar or complementary kind of activity as that of CINTRA.

- Rafael del Pino y Calvo-Sotelo directly owns 0.005% of Grupo Ferrovial and is part of the Family Group that controls 58.315% of the Grupo Ferrovial share capital through the stake held by Portman Baela, S.L.
- Joaquín Ayuso García owns 0.012% of Grupo Ferrovial, S.A.
- José María Pérez Tremps owns 0.004% of Grupo Ferrovial, S.A.
- José Fernando Sánchez-Junco Mans owns 0.004% of Grupo Ferrovial, S.A.
- Fernando Abril-Martorell Hernández owns less than 0.001% of Abertis, S.A..
- Nicolás Villén Jiménez owns 0.001% of Abertis, S.A.

Regarding the positions or functions performed in companies with the same, similar or complementary kind of activity as the CINTRA corporate purpose, the Company has only received information concerning positions or functions held in companies that are directly or indirectly controlled by the Company (Grupo Cintra) or by the business group of the Company's significant shareholder (Grupo Ferrovial) described earlier.

ii) Other information.

The Board of Directors held 11 meetings in 2006. On one occasion, the meeting of the Board of Directors was held without its Chairman being present.

It is considered that the informtion supplied to the Board of Directors in 2006 was appropriate and sufficient for it to familiarize itself with the matters to be discussed; senior executives frequently attended Board meetings to present the matters in their areas of responsibility.

C) RELATED-PARTY TRANSACTIONS

1. Significant related-party transactions.

a) Transactions with significant shareholders.

The main contractual relations that link the Company with its significant shareholder and its group of companies are described below.

A. Framework Agreement between Grupo Ferrovial, Ferrovial Agroman, S.A., and CINTRA.

When CINTRA was floated on the stock exchange, the above-mentioned companies signed a Framework Agreement that came into force on 27 October 2004, to regulate the relations existing between Grupo Ferrovial and its subsidiaries other than CINTRA (for the purposes of this section, they will be referred to as Ferrovial), and CINTRA and its subsidiaries, in relation to:

a) Development of Transport Infrastructure Projects (roads and car parks):

The Framework Agreement regulates the duties and obligations of CINTRA and Ferrovial in relation to concessions for road transport infrastructure and car parks.

The Framework Agreement does not apply to Projects where the value of the design and construction work is equal to or less than 3,000,000 euros (updated in line with the CPI; the update for 2006 according to the CPI for 2005 set the figure at 3,210,552 euros) or where the successful bidder is obliged (by the bidding specifications or by legal requirement) to commission the work from a pre-determined party other than Ferrovial that is not a CINTRA subsidiary.

The Framework Agreement establishes a system of preferential and exclusive rights between CINTRA and Ferrovial, in connection with bids and other associated activities for the concession and operation of highway transport infrastructures and car parks.

The following distribution of tasks is established in relation to Project execution. If CINTRA and Ferrovial should be interested in participating in a Project, CINTRA will take responsibility for the coordination, drawing up and presentation of the bid and all its substantive aspects other than those related to construction; Ferrovial will take responsibility for the content and technical/financial documentation relating to the work.

b) The Framework Agreement shall be applicable to specific services contracts related to projects (cleaning, gardening, etc.) whose value exceeds 3,000,000 euros (updated in accordance with the CPI; the update for 2006 according to the CPI for 2005 set the figure at 3,210,552 euros).

c) Provision of services between groups:

Among other issues, the Framework Agreement described above envisaged the reciprocal provision of services between Grupo Ferrovial and its group of companies and CINTRA and its group of companies. As a result, a Basic Contract for Corporate Services was signed between Grupo Ferrovial and CINTRA on 21 June 2005.

Grupo Ferrovial provides Grupo Cintra with services relating to information systems, assistance and management support, while Grupo Cintra provides Grupo Ferrovial with management assistance and support for Grupo Ferrovial companies related to the infrastructures area, both groups receive remuneration for providing these services.

The services provided by both Groups to each another generate mutual benefit, maintain appropriate quality levels and improve the efficiency and effectiveness of their respective organizations. To ensure the appropriate provision of services at all times and the advisability and justification for receiving and/or providing them, the Parties agree on the need to make an annual review of the nature, extent, price and quality of the services they provide.

The Related-Party Transactions Committee is responsible for supervising compliance with the Framework Agreement and, in general, the transactions carried out between the Grupo Ferrovial companies and CINTRA.

B. Main contractual relations between CINTRA companies and Grupo Ferrovial

a) Provision of Services between Grupo Ferrovial and CINTRA: Services provided in accordance with the Basic Contract for Corporate Services dated 21 June 2005. The amount invoiced by Grupo Ferrovial SA during 2006 was 4,746,000 euros and the amount invoiced by CINTRA totalled 3,500,000 euros.

b) Construction contracts signed between Ferrovial Agroman, S.A. and Grupo CINTRA companies for the amounts invoiced in 2006, according to CINTRA records:

- Autopista del Sol Concesionaria Española de Autopistas, S.A.: 31,000 euros.
- Autopista Madrid Sur Sociedad Concesionaria, S.A. (Radial 4): 14,818,000 euros.
- Autopista Madrid Levante Sociedad Concesionaria, S.A.(Ocaña – La Roda): 190,951,000 euros.
- Euroscut Norte Litoral, Sociedade Concessionaria da Scut do Norte Litoral, S.A. (Portugal): 9,301,000 euros.
- Eurolink Motorway Operations Ltd. (N4/N6 Ireland): 10,940,000 euros.
- Autopista del Maipo Sociedad Concesionaria, S.A. (Chile): 87,964,000 euros.
- Talca-Chillán Sociedad Concesionaria, S.A. (Chile): 13,727,000 euros.
- Ruta de la Araucanía Sociedad Concesionaria, S.A.: 3,665,000 euros.
- Ruta de los Ríos Sociedad Concesionaria, S.A.: 10,711,000 euros.
- Autopista Alcalá-O'Donell, S.A: 32,329,000 euros.
- Car parks: Construction of several underground car parks 9,472 thousand euro.

c) In relation to the Scut de Azores Project and in accordance with information given in the prospectus covering the floating of CINTRA shares, the Company undertakes to acquire the participation of Ferrovial Infraestructuras (89% of the Project) as soon as possible and subject to the necessary administrative approvals. As a result, CINTRA undertakes to assume the rights and obligations of this Project.

d) Provision of cleaning and maintenance services by Grupo Ferrovial companies (Ferrovial Servicios, S.A.) to various Grupo CINTRA companies: These are ordinary office cleaning and maintenance services for the Company, some concessionary companies and car parks. The amount totals 687,000 euros.

e) Provision of services by CINTRA to Ferrovial Agroman: Considering that the Bids and other corporate departments of CINTRA perform bid location, preparation and presentation tasks in road transport infrastructure projects, besides other services associated with project management at the implementation stage, CINTRA invoices Ferrovial Agroman with part of these services in proportion to the projects awarded. The sum invoiced by CINTRA in 2006 amounted to 1,276,000 euros.

f) The dividend paid by the Company to Ferrovial Infraestructuras in April 2006 against 2005 earnings amounted to 23,275,000 euros.

b) Significant transactions between the Company and its Directors and Senior Management

Transactions between CINTRA and Grupo Ferrovial companies with Banesto were made under normal market conditions for a value of 85,708,000 euros. This information is provided in accordance with section 2 of EHA Order 3050/2004, since these are companies in which some of the CINTRA directors are also members of the Banesto Board of Directors.

Grupo Ferrovial companies or Joint Ventures controlled by Grupo Ferrovial companies have also made transactions with MAXAMCorp. SAU, formerly Grupo Unión Española de Explosivos SA, all of which were carried out under normal market conditions, for a total of 1,187,000 euros. This information is provided in accordance with section 2 of EHA Order 3050/2004, since some of the CINTRA Directors are also members of the Board of Directors of MAXAM Corp. SAU.

c) Significant transactions between the Company and directors and executives of the group of companies.

There were no significant transactions of this kind.

d) Significant transactions carried out between the Company and group companies

Transactions carried out by the Company and not eliminated when drawing up the consolidated financial statements: the provision of services invoiced by CINTRA to Autopista Trados M-45 SA for a value of 78,000 euros, and the invoicing of Indiana Toll Road Concession Company LLC for services and items relating to the bid and award of the concession, amounting to 3,133,000 euros.

e) Others

Some Company Directors (none of them External Independent Directors) and Managers participate in Grupo Ferrovial SA stock options plans in the terms reported by that Company.

2. Conflicts of interest

As at 31 December 2006, the Company was not aware of any conflicts of interest with its Directors, Executives or significant shareholders.

In any case, the Company has established a procedure in its corporate governance regulations by which Directors must disclose any conflict of interest and not intervene in debates or vote on matters in which they have a direct or indirect interest.

On the other hand, in order for Directors to carry out commercial or professional transactions with CINTRA directly or through related parties, they will need Board approval for the transaction based on a report from the Audit and Control Committee. In the case of ordinary transactions with CINTRA, a general approval of the line of operations by the Board of Directors will be sufficient.

D) RISK CONTROL SYSTEMS

1. Risks covered by the control systems

Since 2003, CINTRA has operated using a global risk management (GRM) system that covers all its business activities around the world, including the activity of affiliated companies over which it has management capacity.

In a dynamic, highly competitive environment, this system is an important tool for the strategic management of business and contributes to the appropriate handling of the factors that can condition the achievement of medium- and long-term financial and operative objectives. CINTRA believes that a responsible, active risk policy designed from a global perspective helps to create value for the Company's activities, both for the shareholders and for the rest of the significant interest groups.

The risk policy and management system that emanates from it are governed by the following principles:

i. The final aim of risk management is to contribute to generating sustainable profit in all business areas and activities.
ii. The management system is designed from a global perspective; in other words, it integrates all the strategic and operative factors that shape the Ferrovial risk profile, including economic, regulatory and legal, socio-political, labour and environmental factors.
iii. Risk management involves decision-making individuals at all levels of the organization, including Senior Management and the Board of Directors Committees.
iv. The functions arising from maintenance of the system and the reporting of risks are separate from the business lines, although the latter do provide their knowledge for analysing risks and establishing the most suitable management models for each case.

v. The system is designed to assist balanced, multi-criteria decision-making, as it maintains standard, comparable measurement units regardless of the nature of the risk assessed.

The Company's main risks

CINTRA operates in countries with different social and economic situations and regulatory frameworks. In this context, a range of risks arise that are considered to be inherent in CINTRA's infrastructure promotion and management activities.

In general, CINTRA believes that significant risks are those that may compromise the profitability of its activities, the financial solvency of the Company or the Group, the corporate reputation and the personal safety of its employees.

In particular, the most significant risks covered by the management system are as follows:

1) Risks related to the quality of the service supplied to users

Damage to third parties due to roads being in a bad state of repair: Liability for traffic accidents and incidents because the road is in a bad state of repair.

2) Environmental risks

a) Damage to infrastructures promoted or managed by CINTRA, that are basically due to natural disasters. The Company holds Damage and Loss of Earnings insurance policies that cover the impact caused by natural disasters.

b) Risks related to the application of environmental legislation: Risks arising from failure to comply with applicable environmental legislation, which could give rise to administrative sanctions or the application of penalties by the concession company, besides unknown or expected changes in environmental legislation that involve significant infrastructure investments.

3) Socio-political and regulatory risks, of which the following are the most significant:

a) Risk of buy-back of the concession without payment of compensation (country risk).

- CINTRA's capacity for investment focuses mainly on OECD countries, since their political, social and economic conditions and legal certainty are considered to be sufficient and sound.
- In this context, the risk of buy-back of the concessions by the government is sufficiently hedged by the clauses that guarantee indemnity and compensation to concession holders.

However, CINTRA's Financial and Legal departments are constantly monitoring the evolution of these socio-political and regulatory risks

b) Construction of alternative infrastructures in catchment areas (risk of execution/adaptation of alternative concession infrastructures, or the impact of existing or foreseeable parallel infrastructures, without the right to compensation).

This risk is generally covered if it is due to government action. In concessions where this risk is not covered, the very location of the infrastructure makes it unlikely and sometimes non-viable to develop alternative infrastructures.

c) Social movements against toll-road charges (risk of the suppression or modification of charges in motorway concessions, because of social pressure or political changes).

- In areas where movements of this kind have been detected, any proposed modification of charges would give rise to the corresponding economic compensation. In car park activity, the risk has been assessed as unlikely.
- However, CINTRA's Management Committee, supported by the business units and the Communications department, monitor the social factors that might lead to this risk becoming a reality, in order to establish early measures in each case and guide the Company's relations with interest groups in the most suitable way.

4) Financial risks, the most important of which are as follows:

a) Exposure to exchange rate fluctuations in activities carried out abroad.

b) Variations of interest rates in infrastructure financing.

Besides the special risk management features described in this section, there are control systems designed from the perspective of global management. These systems affect all CINTRA's business areas, besides the corporate activities that are directly or indirectly linked with them.

2.- General supervision systems

Description of the general control and report system

The procedure has been designed on the basis of international standards covering global risk management (IRM, AIMC, ALARM. 2002).

The information used by the system is generated through a small work-team that includes the heads of departments who handle the information regarding risks in their activity (Finance, Quality & Environment, Human Resources and Legal Consultancy departments), directly supervised by the CEO. All members of the team belong to management.

The risks that are detected are assessed and prioritized by a standardized semi-qualitative procedure based on a system of relevant reliable indicators; in each case they describe the control and management measures established. This information is transmitted periodically to the corporate level, where it is compiled and cross-checked before notifying, as appropriate, the Board's Audit and Control Committee.

Quality management systems

All the CINTRA business areas have implemented ISO 9001-compliant quality management systems certified by accredited bodies. In all cases, these systems are implemented at the concessionary companies through quality plans developed specifically for each one, which ensure (a) prior planning of the relevant processes for product and service quality; (b) a systematic, documented control of such processes; and (c) sufficient feedback for detecting systematic errors and designing corrective or preventive measures in order to prevent or mitigate errors in the future.

In the context of these quality plans and among other control activities, the procedures that have been implemented compel the concession companies to take periodic measurements of variables related to service quality (e.g. road surface roughness and other road safety variables). Periodic reports are also drawn up on bridges, embankments, structures and surfaces in order to ensure satisfactory service and road safety.

The most significant variables are grouped into indictors that are reported to management on a regular basis.

Environmental management systems

In order to reduce the risk of failing to comply with environmental regulations through lack of knowledge, the company has developed specific information systems for transmitting the legal environmental requirements to the Spanish concession companies (SIGMA).

Within the framework of programmes for environmental monitoring of toll roads, the concession companies monitor the main environmental factors (e.g. noise levels, effectiveness measures to restore vegetation, quality of the water in public watercourses along the route, etc.).

In 2006, CINTRA has progressed with the introduction of an ISO 14001-compliant environmental management system whose main aim is to coordinate the environmental monitoring measures carried out by the various concession companies.

This system is expected to be certified by an accredited body during 2007, both in the Spanish toll roads concession companies and in Cintra Aparcamientos.

Mechanisms for financial risk control

Exposure to exchange rate fluctuations: In general, management of this risk is centralized through the Financial Department based on non-speculative criteria. In order to ensure that projected cash flows are not affected by exchange rate fluctuations, the following are hedged:

- Multi-currency projects (awarded or in the bidding process).
- Income from foreign subsidiaries and dividends or refunds of capital expected to be received from foreign subsidiaries.
- Cash of foreign subsidiaries.
- Payments to suppliers in foreign currency.

Exposure to interest rate variations: Fixed interest rates are negotiated for the financing of infrastructure concession projects when closing deals with the financiers. When this is not possible, the company considers hedging that risk during the entire financing term (depending on the situation and on the investment volume).

Nationalization of the concession without an indemnity payment (country risk):

CINTRA's investment capacity is concentrated mainly in OECD countries, since their political, social and economic conditions and legal certainty are considered to be sufficient and sound. In this context, the risk that the government will nationalize the concessions is sufficiently hedged by the clauses that guarantee indemnity and compensation to concession holders.

Construction of alternative infrastructure in catchment areas: Risk of executing/adapting alternative infrastructure or the impact of existing or foreseeable parallel infrastructure, without the right to compensation. This risk is generally covered if it is due to government action. In concessions where this risk is not covered, the very location of the infrastructure makes this unlikely.

Social movements against toll-road charges: Risk of suppression or modification of charges in motorway concessions, because of social pressure or political changes. In areas where movements of this kind have been detected, any proposed modification of charges would give rise to the corresponding economic compensation. In car park activity, this risk is unlikely.

Insurance policy

CINTRA has a corporate policy on insurance for all its activities and concession companies. This policy obliges the company to insure against material damage (including natural disasters) and loss of revenue, besides third-party liability at all the concessions, using policies that comply with the conditions imposed by the bid specifications and loan covenants alike.

Under this common policy, risks that can be transferred totally or partially via insurance policies are monitored continually since the company analyses and reviews cover, indemnity caps, exclusions and premium costs.

Throughout 2006 and as a result of the redefinition of insurance policy that started the previous year, the covers and premiums of the policies subscribed in the various programmes have been optimized in the international sphere, taking advantage of the volume and variety of exposure to risk represented globally by concessions under construction and those in operation.

Risks identified in 2006

In 2006, no identified risks which could have had adverse effects on CINTRA actually materialized. When significant events related to these risks have occurred, the prevention, information and control mechanisms worked effectively; therefore, the company believes that its risk management systems and resources have worked satisfactorily.

Code of Business Ethics

CINTRA applies Grupo Ferrovial S.A.'s Code of Business Ethics, which was approved in 2004 and establishes the basic principles and commitments in this area which all group companies, employees and executives must adhere to and comply with in their work.

In 2005, CINTRA also published a Declaration of Values, highlighting the importance of ethical behaviour at three levels: towards employees, commitments with third parties and the market, and with the community.

Health and Safety Policies.

In 2006, CINTRA revealed its clear interest in promoting Occupational Hazard Prevention and the continuous improvement of the Conditions of Health and Safety in the Workplace. In this context, various lines of action have been pursued such as information campaigns on harassment at work, training for Company employees or vigilance and health actions, among others.

Commitment to the Environment.

CINTRA has approved an environmental policy aimed not only at mere compliance with environmental legislation, but at putting into practice policies that go beyond this: prevention of environmental contamination, optimization of natural resources, and improvement of the environmental behaviour of the people involved in Company projects.

E) FUNCTIONING OF THE SHAREHOLDERS' MEETING

I. Quorum and adoption of resolutions at the Shareholders' Meeting.

The Company Articles of Association and the Shareholders' Meeting Regulations reproduce the rules for quorum and the adoption of resolutions established in the Spanish Corporations Law.

2. Shareholders' Meeting Regulations. Rights and participation of Shareholders at Shareholders' Meetings

The Shareholders' Meeting Regulations came into force on 27 October 2004, when CINTRA became listed on the Spanish stock markets.

The Chairperson of the General Meeting is the Chairperson of the Board of Directors.

There are no shareholders' rights in relation to Shareholders' Meetings that differ from those established in the Spanish Corporations Law.

In order to encourage shareholder participation in Shareholders' Meetings, the code of good governance envisages that the Board may adopt whatever measures it deems fit, and must also endeavour to ensure that shareholders have all the necessary information so as to form an accurate opinion about the Company's performance. The following are also envisaged:

- The possibility of considering suggestions or proposals made in writing by shareholders which the Board deems may be of interest to the Shareholders' Meeting;
- The possibility of posting the likely date of the Meeting on the Company's web site prior to the formal notice;
- Posting the text of all the resolutions proposed by the Board in the Agenda on the Company's web site;
- The possibility of remote voting and/or proxy granting in accordance with the Shareholders' Meeting Regulations;
- When each Shareholders' Meeting is being convened, the Board of Directors shall consider the possibility of organizing attendance at the meeting through remote communication means in the terms stated in the Shareholders' Meeting Regulations.
- The Board shall endeavour to ensure that information about the Meeting is provided well in advance; or
- The possibility that, during the round of questions at the Shareholders' Meeting, shareholders may verbally request any information or clarification they see fit about the items on the Agenda.

3. Shareholders' Meetings in 2006

a) Meetings.

The only Shareholders' Meeting in 2006 was held on 28 March.

b) Attendance.

A total of 113 shareholders (131,490 shares, i.e. 0.03% of the share capital) attended the Shareholders' Meeting held on 28 March 2006, while 7,301 shareholders (346,259,098, i.e. 70.5% of the share capital) were represented by proxy. Therefore, a total of 7,414 shareholders owning 346,390,588 shares (i.e. 70.53% of the subscribed, paid-up share capital) attended or were represented at the Meeting.

c) Summary of the resolutions adopted

The Shareholders' Meeting held on 28 March 2006 approved the following resolutions:

1. Examination and approval of the annual accounts and management report of the Company for the year ended at 31 December 2005.
This resolution was approved with the favourable vote of 344,678,569 shares, with 110,482 shares voting against and with the abstention of 1,601,537 shares.

2. Examination and approval of the annual accounts and management report of the Consolidated Group for the year ended at 31 December 2005.
This resolution was approved with the favourable vote of 344,678,569 shares, with 110,482 shares voting against and with the abstention of 1,601,537 shares.

3. Approval of the distribution of the profit resulting from the 2005 business year. This includes the distribution of a dividend of 0.0764 euros per share against that year; the dividend will be paid as from 20 April 2006.
This resolution was approved with the favourable vote of 344,958,605 shares with the abstention of 1,431,983 shares.

4. Increase of share capital charged against issue premium reserves in the amount of FOUR MILLION NINE HUNDRED AND ELEVEN THOUSAND ONE HUNDRED AND SIXTY-ONE EUROS and TWENTY euro cents (4,911,161.20 euros) until the figure of ONE HUNDRED AND THREE MILLION ONE HUNDRED AND THIRTY-FOUR THOUSAND THREE HUNDRED AND EIGHTY-SIX EUROS and SIXTY euro cents (103,134,386.60 euros) is reached, through the issue of 24,555,806 new shares of the same class and series, and with the same rights as those currently in circulation, each with a nominal value of 0.20 euros, which shall be represented by accounting entries, and which shall be allocated free of charge to Company shareholders in the proportion of one (1) share for every twenty (20) shares in circulation. Delegation to the Board of Directors, in accordance with the provisions of section 153.1.a) of the Spanish Corporations Law, of powers to establish the conditions of the capital increase on any point not envisaged in this resolution.
This resolution was approved with the favourable vote of 344,841,042 shares, with 117,733 shares voting against and with the abstention of 1,431,983 shares.

5. Approval of the conduct of business by the Board of Directors in 2005.

This resolution was approved with the favourable vote of 344,848,123 shares, with 110,482 shares voting against and with the abstention of 1,431,983 shares.

6. Re-appointment of Rafael del Pino y Calvo-Sotelo and Juan Béjar Ochoa as Company Directors, for a term of three years.

6.1. Re-appointment of Rafael del Pino y Calvo-Sotelo.
This resolution was approved with the favourable vote of 343,841,717 shares, with 325,725 shares voting against and with the abstention of 1,438,314 shares.

6.2. Re-appointment of Juan Béjar Ochoa.
This resolution was approved with the favourable vote of 344,824,648 shares, with 132,876 shares voting against and with the abstention of 1,433,064 shares.

7. Re-appointment of PricewaterhouseCoopers Auditores, S.L. as Auditor of the Company and its Consolidated Group for the 2006 business year.
This resolution was approved with the favourable vote of 344,958,435 shares and with the abstention of 1,432,153 shares.

8. Modification of articles 21, 23 and 24 of the Company Articles of Association.
This resolution was approved with the favourable vote of 344,951,184 shares, with 6,340 shares voting against and with the abstention of 1,433,064 shares.

9. Modification of articles 6, 7, 8, 10, 12, 13, 18 and 19 of the Shareholders' Meeting Regulations.
This resolution was approved with the favourable vote of 344,951,184 shares, with 6,340 shares voting against and with the abstention of 1,433,064 shares.

10. Remuneration of members of Senior Management and the Board of Directors who perform executive duties.

10.1.i. Approval of Stock Options Plans for Executives who report directly to the CEO of the Company, specifically including the Director-Secretary of the Board of Directors. Exercise of the options may only be made between three and six years after the date the right was granted and is conditional upon attainment of a specific rate of return. Each option corresponds to one share and the total number of options that may be granted cannot exceed 541,600, equivalent to 541,600 shares (0.11% of the CINTRA share capital).

ii. Approval of a Company Stock Options Plan applicable to the Chief Executive Officer. The options may be put into effect by thirds in years 4, 5 and 6 from the date on which the right was granted, the part not put into effect being accumulated to the following period. Exercise of options is conditional upon attainment of a specific rte of return. Each option corresponds to one share and the total number of options that may be granted under the Plan may not exceed 265,000, equivalent to 265,000 shares (0.05% of the CINTRA share capital).
This resolution was approved with the favourable vote of 342,633,192 shares, with 1,077,425 shares voting against and with the abstention of 2,679,971 shares.

10.2 Approval of the remuneration for Executives, heads of department and similar categories, with fiscal residence in Spain, including Executive Directors and Senior Managers of CINTRA and the other companies in its corporate group, consisting of the payment of part of their variable remuneration in the form of Company shares.
This resolution was approved with the favourable vote of 343,880,219 shares, with 1,077,425 shares voting against and with the abstention of 1,432,944 shares.

11. Authorization for the Board of Directors to exercise derivative acquisition of own shares of the Company, either directly or through companies wholly controlled by the latter.
This resolution was approved with the favourable vote of 343,689,633 shares, with 22,115 shares voting against and with the abstention of 2,678,840 shares.

12. Delegation of powers to the Chairman, CEO and Secretary of the Board of Directors so that any of them may, without distinction, legalize and convert into public instrument the resolutions adopted by the Shareholders' Meeting and, in particular, proceed to their deposit or registration in the Companies Registry.
This resolution was approved with the favourable vote of 344,948,755 shares, with 9,660 shares voting against and with the abstention of 1,432,153 shares.

4. Dissemination of Company information.

The Board of Directors has adopted the necessary measures so that information about the Company is made known to the shareholders and the general investment community.

The Company has also established mechanisms for the regular exchange of information with institutional investors, but without placing them in a privileged situation or giving them an advantage over other shareholders.

The corporate web site (www.cintra.es) has a section on Corporate Governance which provides more information and can be found in the home page section entitled "Shareholders and Investors". The reports published are those for 2004 and 2005.

F) DEGREE OF COMPLIANCE WITH CORPORATE GOVERNANCE RECOMMENDATIONS

On 22 May 2006, the Meeting of the Spanish Securities and Investments Board (CNMV) approved the Unified Code of Recommendations on Good Corporate Governance. This text sets out a series of recommendations whose purpose is to guide listed companies in developing their corporate governance. These regulations do not have to be carried out until the 2007 Corporate Governance Report (which will be published in the first six months of 2008). Nevertheless, CINTRA's Board of Directors has approved and will submit to the consideration of the next Shareholders' Meeting, changes in the area of the Company's corporate governance so as to include the majority of these Recommendations. These regulations will come into force throughout 2007 according to circumstances.

When the process of going public was completed on 27 October 2004, CINTRA assumed the majority of the recommendations contained in the Olivencia and Aldama Reports, having been assisted by the same external legal advice and other companies that had participated in the floatation process. It also included criteria and suggestions received from the CNMV itself. As a result, the Company considers that it maintains a significant degree of compliance with existing corporate governance recommendations.

The Company also intends to provide the market and its shareholders with clear, detailed information on the subject of good governance.

In 2006, the Audit and Control Committee made a detailed examination of the degree of compliance with recommendations and concluded that CINTRA complies suitably with the chief recommendations and guidelines regarding good governance.

Listed below are some of the good governance recommendations included in the Company's internal regulations (Articles of Association, Board of Directors Regulations, Internal Code of Conduct and Shareholders' Meeting Regulations):

- Composition of the Board of Directors:
  - Definition of the various types of Directors. Determination of the incompatibilities of External Directors with regard to commercial or professional relations with the Company;
  - Establishment of the maximum age for the Company's Chairperson, CEO and Directors.

- Directors' duties:
  - Inclusion of a procedure for exempting Directors from certain duties;
  - Regulation of conflicts of interest;
  - Regulation of the Directors' right to contact Management for the purposes of information and to be assisted by external professionals;
  - Regulation of the Directors' obligation to notify the Company of share acquisitions or sales within 48 hours;
  - Prohibition of Directors from holding an executive position in competing companies and from providing services of special importance to, and from being a Director of, a competing company within the two years after they cease to be members of the Board, unless exempted;
  - Obligation of Directors to inform the Company of other directorships or senior management positions that they hold in other companies which are not competitors.

- Functions of the Board:
  - Obligation of the Board to analyse the Company's budget and strategic guidelines, and to monitor its financial statements and supervise periodic disclosures;
  - Obligation to draw up the accounts clearly and accurately;
  - Obligation of the Board to ensure that shareholders have all the necessary information for forming and informed opinion about the Company's performance;
  - Approval of the transactions that involve substantial assets and large corporate operations;
  - Approval of the policy on own shares.

- Board Committees:
  - Two Committees: The Audit and Control Committee and the Related-Party Transactions Committee;
  - Obligation to issue an annual report about their activities;
  - Participation of the respective Chairpersons in the Ordinary Shareholders' Meeting.

- Directors' remuneration:
  - Disclosure of Directors' remuneration in the Company's Annual Report;
  - Establishment of remuneration criteria.

In accordance with the Board of Directors Regulations, the Secretary of the Board is responsible, among other duties, for verifying the Company's compliance with the corporate governance regulations and for interpreting them, as well as for analysing corporate governance recommendations with a view to their possible inclusion in the Company's internal regulations.

- The Internal Code of Conduct:
  - Establishes rules for the persons subject to the Code when they make personal transactions with securities, the aim being always to ensure transparency in their behaviour;
  - Defines and regulates conflicts of interest;
  - Establishes the guidelines to be followed by the Company for monitoring the share price;
  - Imposes a duty of confidentiality upon the persons subject to the Code;
  - Establishes a code of conduct in relation to inside and price-sensitive information;
  - Establishes the criteria for disclosures of price-sensitive information;
  - Regulates the policy for own shares and special transactions, establishing criteria for amounts, prices and patterns for performance and control.

The Internal Code of Conduct is applicable to the directors of the Company and its main subsidiaries, when they represent the Company's interests; to the executives of the Company and its subsidiaries; to the external advisers when they are party to inside or price-sensitive information; to any person who is party to this type of information; to the persons who form the Company's Securities Market Unit; and to any other person as decided by the Board or its Chairperson.

The 2006 corporate governance report includes a list of the corporate governance recommendations of the Olivencia and Aldama reports, analyses the Company's position and states the reasons for that position in each case.

SOCIAL

Social Responsability Report 182

Our commitment to people 186

Our products and services 196

Our commitment to the community 202

Verification Report 212

RESPONSIBILITY

The Cintra Code of Business Ethics establishes guidelines, which aim to strengthen the organisation through the involvement and commitment of all employees.

REPORT OF

SOCIAL RESPONSIBILITY

Principles for Sustainable Development

Including corporate responsibility policies in business management is an increasingly common practice internationally and has become a competitive factor for firms. Thus, Cintra has a Declaration of Principles for Sustainable Development based on the following points:

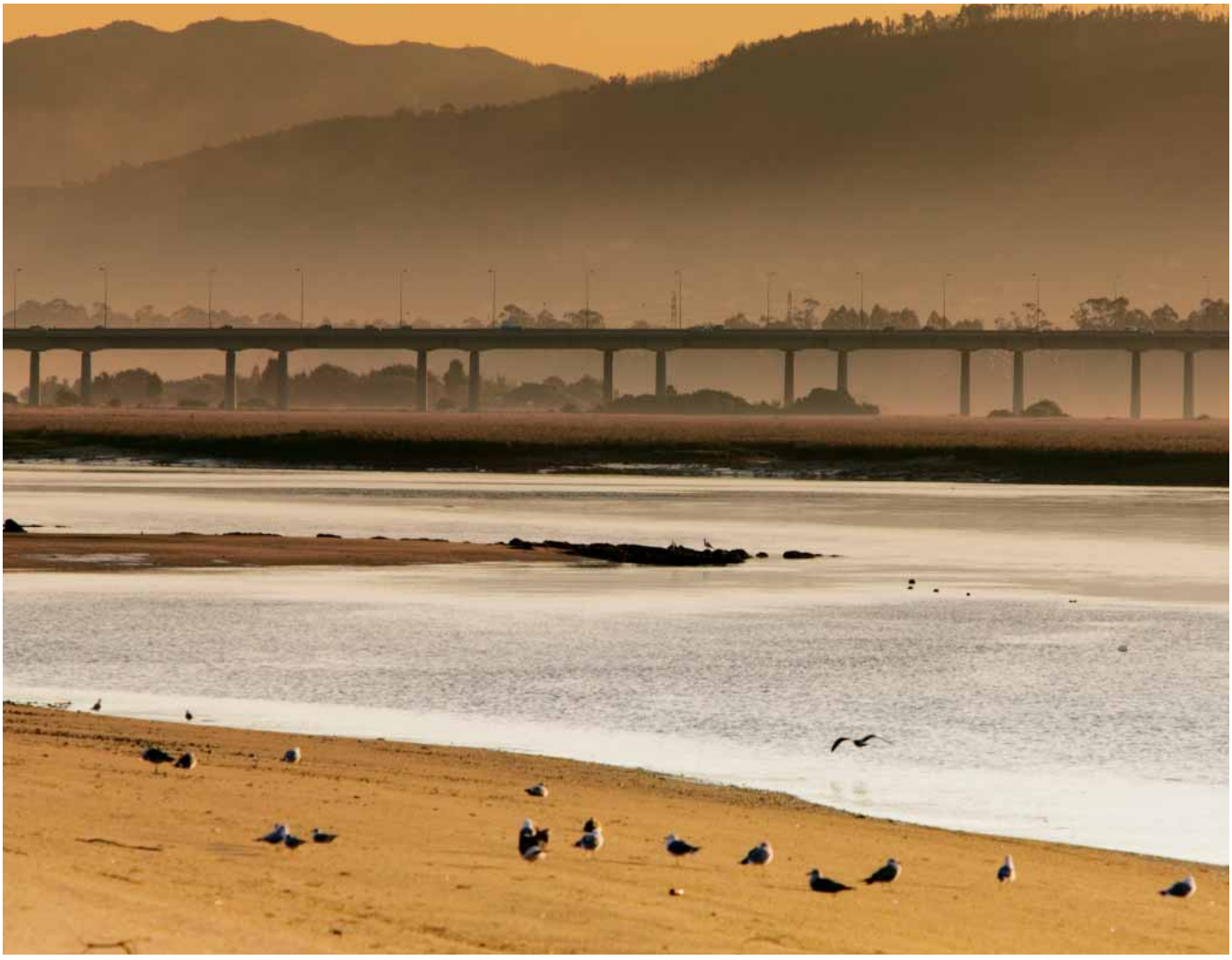
- Ethics and professionalism in its actions.
- Implementation of corporate governance best practices.
- Contribution to the socio-economic development of the areas in which we operate.
- Mitigation of the environmental impact of our activities.
- Hiring and motivation of the best human capital.
- Health and safety of our employees.
- Quality, continuous improvement in our processes and activities.
- Transparency.

This Declaration of Principles, together with the firm's Code of Business Ethics, is the basis of Cintra's Manifesto of Values, a document that includes the action guidelines that form the firm's business culture and philosophy and reflects Cintra's commitments to Corporate Responsibility.

Code of Business Ethics

Cintra's Code of Business Ethics establishes the basic principles and commitments to the company's business ethics that its employees and executives must respect and comply with in the performance of their activities. The document adheres to the commitment to ensure that relations between the company, its employees and other stakeholders adhere to the principles of respect for legality, ethical integrity and respect for human rights. The code is divided into three chapters:

- Cintra's relations with employees and relations among employees comply with the following commitments: respect and non-discrimination; abolition of child labour; equal opportunities; occupational health and safety; respect for the privacy and confidentiality of employee information; and fostering a balance between personal and professional lives;
- Cintra and its employees must base their relations with customers, suppliers, competitors, partners, shareholders, investors and other market players on the principles of integrity, professionalism and transparency. In this connection, our actions will be governed by the rules of fair play; excellence in management; quality in products and services; confidentiality of third-party information; transparency, value creation and corporate governance; safeguarding of assets; avoidance of conflicts of interest; and discreet, professional use of company information;
- The commitments of Cintra and its employees to the community are based on respect for the environment and social responsibility (complying with the law in the countries where it operates and respecting the cultural diversity, customs and principles of the persons and communities affected by its activities).



Commitment to the Global Compact

As a company in Grupo Ferrovial, Cintra takes an active part in The Global Compact, an initiative that is committed to promoting and respecting the ten universal principles in the areas of human rights, labour, the environment and anti-corruption.

In 2002, Ferrovial became a member of the Compact and in 2006, it ratified its commitment before the UN to comply with the ten principles, which have become the developmental framework for all its corporate responsibility-based action and initiatives.

In 2006, the UN awarded Grupo Ferrovial the highest rating as a "Role Model" for its degree of compliance with these ten principles, reflected in the company's Communication on Progress. This report can be viewed in its entirety at **www.pactomundial.org.**

THE 10 PRINCIPLES OF THE GLOBAL COMPACT

1. Business should support and respect the protection of internationally proclaimed human rights.

2. Businesses should make sure they are not complicit in human rights abuses.

3. Business should uphold freedom of association and the effective recognition of the right to collective bargaining.

4. Businesses should support the elimination of all forms of forced and compulsory labour.

5. Businesses should support the effective abolition of child labour.

6. Businesses should support the elimination of discrimination in respect of employment and occupation.

7. Businesses should support a precautionary approach to environmental challenges.

8. Businesses should undertake initiatives to promote greater environmental responsibility.

9. Businesses should encourage the development and diffusion of environmentally friendly technologies.

10. Businesses should work against all forms of corruption, including extortion and bribery.

Dialogue with the main stakeholders

Cintra assumes as its main business guideline for its shareholders, investors, analysts and the market in general, the transmission of full and faithful information that expresses a faithful image of the company and our business activities and strategies.

a) Shareholders

When Cintra was floated on the stock exchange in October 2004, it created the Shareholder Service Department, which aims to serve as a permanent communication channel between private shareholders and the company, so that the latter can meet shareholder needs for information.

To this end, Cintra has several communication channels, such as the Shareholders Free Help Line (900 10 11 38), an e-mail address (accionistascintra@cintra.es) and fax line (91 555 50 32). In 2006, 1,822 telephone calls and 104 e-mails requesting a range of information about the company were received and responded to individually.

b) Employees

Cintra respects our employees' right to information and since 2002 has had a corporate intranet that not only channels information to our employees, but also allows them to participate and improve their work processes.

The intranet was used assiduously by 4,409 users and 61,175 queries were sent in 2006.

The intranet posted 58 notices, 32 new contracts and 49 circulars as well as 26 job vacancies in 2006.

Suggestion box

The Group uses suggestion boxes as a dialogue mechanism with our employees to channel ideas, complaints, proposals and any other type of statement an employee wishes to make.

c) Analysts and institutional investors

The priority objective of Cintra's Department for Investor and Shareholder Relations is to act as a stable source of information and explain the company's main organisational, operational and business strategies, which helps inform expectations of future performance as well as adequate pricing on the stock market.

In 2006, 222 meetings were held with investors in 11 cities in 5 countries in Europe and the US and 5 presentations were also held: 4 on results and 1 on the acquisition of the Indiana Toll Road. 5 seminars were attended: 2 sector seminars (transport and infrastructures), 2 for capitalisation (low and medium capitalisation) and 1 for European businesses.

Of the 222 meetings attended in 2006, 197 were with investors and 25 were with analysts. 13 road shows were sponsored, 3 of which were in Spain (2 in Madrid and 1 in Barcelona) with 31 meetings and 10 in other countries (England, the US, Italy and Germany) with 99 meetings.

Throughout 2006, 19 banks and brokers (4 in Spain and 15 foreign) covered Cintra's shares. These entities issued a total of 70 reports and notes on Cintra.

Cintra has a database of 574 analysts and investors who have asked to requested registration on its mailing list and receive all company communications. In 2006, 52 communiqués were sent to registered analysts and investors.

BEST INVESTOR RELATIONS

Our relations with the financial community (institutional investors and analysts) are based on a pro-active attitude to developing and maintaining links with investors of all types and a commitment to transparency and a rapid, quality response so as to enable investors to make decisions with the best information possible.

That commitment was acknowledged when the company obtained the Best Investor Relations Award in Transportation, which joins its second consecutive Most Improved Investor Relations Award from sell-side analysts in a survey conducted by the Institutional Investors Research Group.

d) Customers

Cintra has a Customer Service Department to attend to queries by off-street car park users and controlled parking users. Its Sales Department also attends queries and complaints related to parking construction and private parking.

The main toll road concessions have their own customer services. For example, the 407 ETR toll road in Toronto (Canada) not only has a call-centre, but other innovative services as well to attend to suggestions and complaints. Users who prefer to go to the Customer Centre in person or send a letter, e-mail or fax are dealt with directly by the Customer Care Team. The quality of the toll road's customer service was recognised by the "First Call Resolution Improvement Merit Award" for the entire North American continent awarded by the Service Quality Measurement Group Inc. (SQM Group).

Furthermore, the Chicago Skyway, Autema, Ausol, Radial 4, Madrid-Levante, Cintra Chile and Eurolink have their own respective websites and customer call centres.

e) Suppliers

In its open dialogue with suppliers, Cintra continued to hold meetings with its major suppliers to analyse business relations and find mutual improvements that allow final purchase costs to be reduced.

f) Media

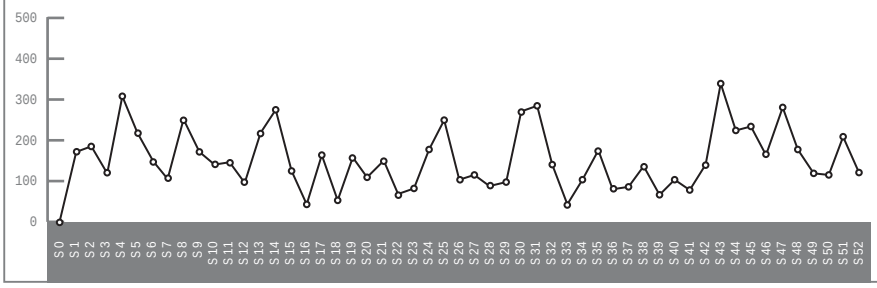
Cintra's media relations are governed by a continuous transparency and a proactive attitude to promoting awareness of Cintra, its business areas and its future objectives, with the aim of transmitting a faithful and timely picture of events that affect the Company and supporting analysis of trends in the sectors in which it operates.

Cintra is covered by numerous Spanish and foreign print, audiovisual and Internet media (financial, general information, and specialist), especially where it has a stable presence such as North America (Canada, and Texas, Illinois and Indiana in the US), Europe (Ireland, Portugal, Italy, Greece) and Chile.

In 2006, there were 8,079 mentions of Cintra in the media, an average of 22.1 a day. Furthermore, Cintra has used different communication tools in its relations with the media: press releases, informative meetings, interviews, bulletins, websites, etc.

In the year, the media focused on news items related to the company's earnings, its performance as a listed company, the significant progress in managing the Chicago and Indiana assets, the entry and growth of the Greek concessions market, the sale of Europistas and the commercial bid and innovations in operations in the 407 ETR in Toronto.

CINTRA'S PRESENCE IN THE MEDIA FROM JANUARY 1 TO DECEMBER 31, 2006.



Having trained professionals capable of facing the growth in business and internationalisation are our main challenges

OUR COMMITMENT TO PEOPLE

Our team

The combination of talent and dedication of Cintra's professionals is a pillar of the company's success. Human capital is the basis of one of Cintra's competitive advantages, which explains the importance of its human resource policy in the strategy to create value. The main aim of its human resource policy is to retain a well-rounded staff to guarantee future growth while enabling the professional development of all its employees.

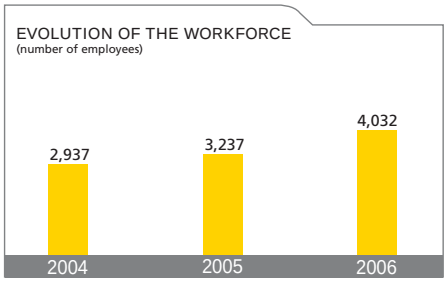
The total workforce increased by 795 to 4,032 employees by the end of 2006, 24.5% more than the same period of the previous year. Of the total number of employees, 1,856 (46.03%) worked in toll roads and 2,176 (53.97%) in car parks. The workforce is differentiated into structural personnel (15%), central and peripheral personnel, and operations personnel (85%). The number of manual workers and line personnel came to 69.65%, clerical workers accounted for 18.26%, graduates accounted for 8.74% and the remaining 3.34% were managers.

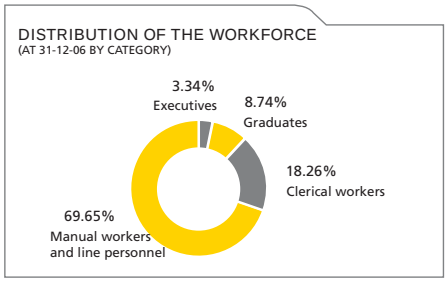
For Cintra, it is vital to have solidly formed professionals able to face the challenges of business growth and rapid internationalisation. The importance of Cintra's activities outside Spain is reflected in the data for its workforce, 33.95% of which (1,369 employees) were employed abroad, while the remaining 66.05% (2,663 employees) were employed in Spain. The workforce in the 8 countries in which Cintra operates has employees from 35 countries.

Cintra has carefully designed career development plans capable of attracting and retaining talent, which generate an importance pride in belonging and employee satisfaction. The average length of service in Spain was 5.7 years, while workforce attrition remained steady at 6.88%.

In fact, Cintra's success translates into important opportunities for professional development within the company. Thus, possibilities for promotion within the company grew threefold in 2006 and 299 professionals improved employment category.

Managing talent is a strategic priority and the company aims to identify the best professionals inside and outside the organisation. A performance assessment plan measures each company member's contribution inside the company. In 2006, its second year, the assessment plan covered 296 people, 91% of the workforce in Cintra's worldwide structure. Outside the company, selection programmes only allow the most highly qualified professionals in the market to join the company.





1 OCCUPATIONAL QUALITY P. 188
2 EQUAL OPPORTUNITY AND DIVERSITY P. 192
3 HEALTH AND SAFETY P. 194

1 OCCUPATIONAL QUALITY

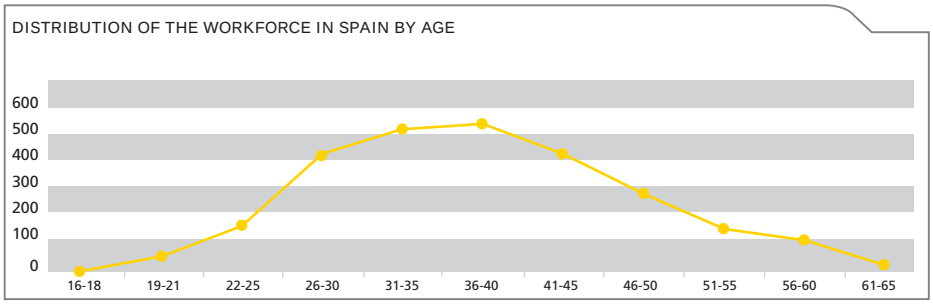
90.6% of all employees have permanent contracts

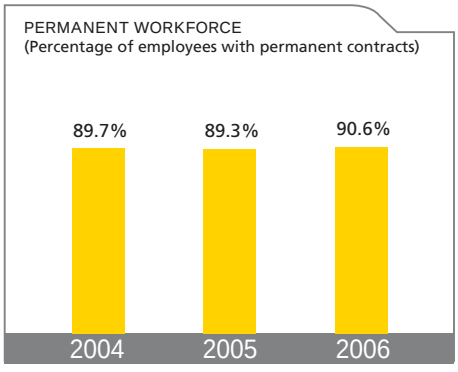
Stable employment

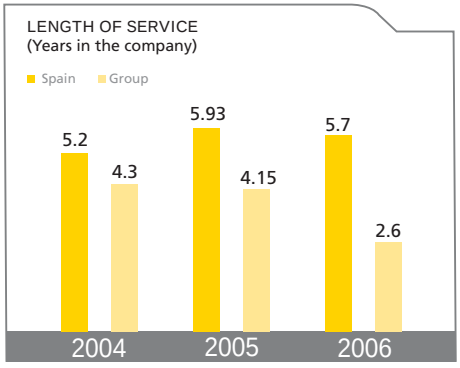
Cintra's dynamism and growth did not prevent it from successfully pursuing its firm commitment to stable, high-quality employment. In 2006, 90.6% of its 4,032 employees had permanent contracts. The company is convinced that the basis of its good performance is the consolidation of a first-rate team of professionals.

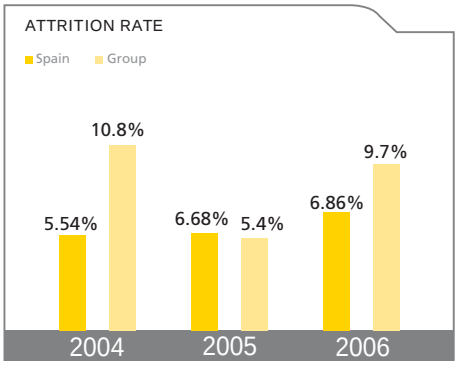
Most employees described Cintra as an organisation that offers "motivating, attractive and interesting" work, according to the latest Employee Satisfaction Survey for structural personnel, which reflected employees' high ratings for the professional development and training policies.

One clear indicator of the degree of employee satisfaction was the low attrition rate, which remained at 6.88% in Spain. Cintra's workforce is currently balanced in terms of age, as shown in the graph below, and most employees are in their professional maturity and prime.









Training

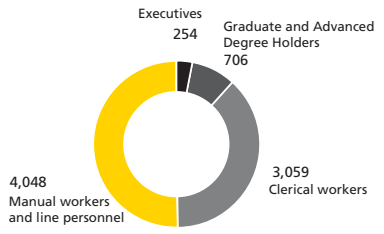
Convinced that the company can expand only through the employees' growth, efforts and dedication, Cintra has carefully designed training and career development plans. It has implemented a comprehensive annual training plan to improve the technical knowledge as well as skills required in each job at present and prepare for assuming future responsibilities.

A total of 64,756 training hours were given in 2006 to 8,067 trainees, with an investment of 502,467 euros.

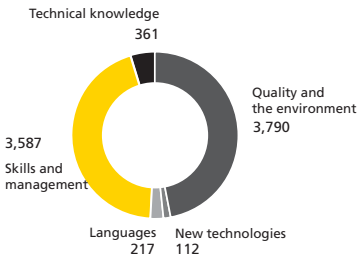
TRAINING IN 2006:

		SPAIN	OUTSIDE SPAIN
Total nº of training hours	64,846	44,120	20,726
Total investment in training	502,467	464,647	37,819
Nº of trainees	8,067	4,357	3,710

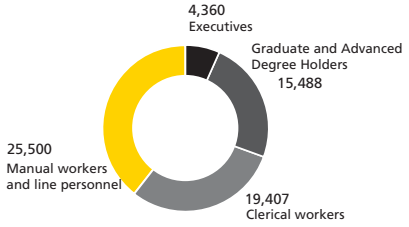
TRAINING IN SPAIN BY CATEGORY
(nº people)



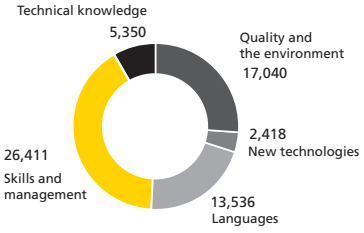
TRAINING IN SPAIN BY TYPE OF TRAINING
(nº people)



TRAINING IN SPAIN BY CATEGORY
(nº hours)



TRAINING IN SPAIN BY TYPE OF TRAINING
(nº hours)



Trade union freedom and collective bargaining

Cintra respects its employees' trade union freedom and the effective recognition of their right to collective bargaining in accordance with legal requirements in each country, as well as the right to collective bargaining by staff representatives and trade unions. Most work centres have unitary representation and its employees are members of a trade union. All of this is structured within a communication policy that respects the right to confidentiality of information.

Spain is the country with Cintra's largest collective to which homogenous sociolabour legislation applies. The employment conditions of 100% of the workforce is negotiated under 50 collective agreements, 42 of which (in the business areas of car parks, on-street car parks and toll roads) are directly negotiated by Cintra; 2 of these were nationwide (car park and on-street sectors), 9 provincial/and or regional (car park and on-street car parks sector agreements) and 31 company-specific (3 for toll roads and 28 for car parks).

Cintra has also signed collective agreements directly with employees at workplaces that lack trade unions. Cintra is negotiating a collective company agreement at 407 ETR in Canada to regulate employment conditions for 176 employees.

Remuneration policy

Structural personnel (15% of the total) have fixed and variable remuneration. The operations personnel (85%) receive remuneration based on the corresponding wage agreement.

The variable component of remuneration is estimated by objectives set for each employee every year, in accordance with Cintra's strategy. The weight between the two is balanced so that employees have satisfactory equitable remuneration.

This remuneration policy is complemented with personalised compensation programmes (PCP) for managers and equivalent categories in Cintra, Spain, 60 out of 134 in all. This plan enables them to allocate part of their annual fixed remuneration to specific products and services in more advantageous conditions. The offer of products was expanded in 2006 by the addition of childcare vouchers to other existing offers: car renting and health, life, and accident insurance.

In 2006, for the second consecutive year, the Board proposed and approved that part of the variable remuneration of managers, department heads or equivalent with tax residence in Spain, including executive directors and senior managers of Cintra and subsidiaries, could be paid (up to 12,000 euro per beneficiary per year) via the delivery of company shares. A total of 56 employees took up this plan in 2006, up from the 35 employees who signed up in 2005.

A stock options plan was approved in 2006 for executives of Cintra and its subsidiaries who report directly to the CEO and other managers of the company and its subsidiaries in the terms established by the CEO and a stock options plan for the company CEO (currently the second vice-chairman). The options included in the plan equate to 0.257% of share capital. This remuneration system is aimed at enhancing executives' loyalty and involving them in contributing to shareholder value. Furthermore, a stock options plan approximately equating 0.01% of share capital for the CEO will be proposed at the next company shareholders' meeting.

Personnel expenses during 2006 amounted to 110,121,000 euros of which 85.9% (94,597,000 euros) was related to wages and salaries and the other 14.1% (15,524,000 euros) to employee welfare expenses.

MANAGEMENT BY OBJECTIVES

Strategic management by objectives aims to align employee interests with the company's, enhancing the level of employee commitment and strengthening Cintra's development.

Management by objectives is reflected in the annual variable remuneration within employees' total remuneration, which is pegged to the achievement of previously set objectives agreed upon in accordance with the company's own strategy.

This form of remuneration, applied mainly to structural personnel, was extrapolated to special collectives in the manual worker and line personnel categories, such as car park supervisors and machinery repair and maintenance and toll road supervisors, who demonstrate high levels of commitment and trust in the performance of their functions. These employees make up 20% of all staff with variable remuneration.

2 EQUAL OPPORTUNITY AND DIVERSITY

Cintra's workforce includes employees from 35 countries. Women account for 46% of the workforce and people with disabilities account for 3.4%

Equal opportunities

Cintra's objective is to implement plans for the transition to work of disadvantaged social groups, such as the long-term unemployed, people over 45 years of age and people with disabilities into the labour force.

Thus, in 2006, Cintra continued with its policy to integrate people with disabilities at its Spanish companies and year-end, there were 98 employees with disabilities, i.e., 3.68% of the total, thus exceeding the minimum established in the applicable legislation. The number of disabled employees increased by 6.3%, compared to the increase in the workforce in 2006.

Women accounted for 46% of Cintra's workforce in 2006. Furthermore, the number of women executives increased and accounted for 15.3% of the total. The total number of executives at year-end was 134 (3.3% of the workforce) and their average age was 47.27 and average length of service 4.17 years in the company.

During the year, 4 more women joined the different toll road Boards of Directors, bringing the total number up to 14.

Fostering equal opportunities also involves the maximum respect for objective criteria in promotions within the company. The number of promotions in Spain was 236 in 2006, of which 94 were women, 40% of the total.

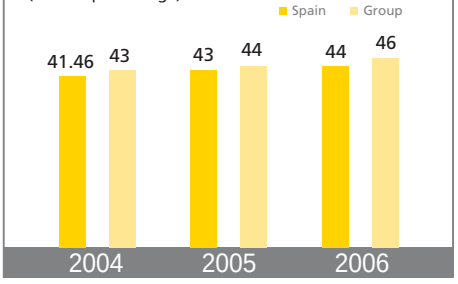
One of the most significant advances to foster equal opportunities took place in 2006 with the approval of the new Work-Life Balance Plan, which has led to Cintra's recognition as a Family Friendly Company, a prestigious certificate awarded by the "Más Familia Foundation".

Fostering a work-life balance

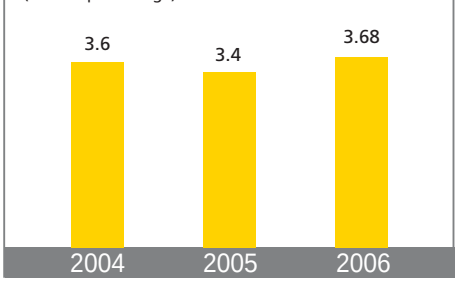
Cintra focuses on implementing labour policies at its companies that enable employees to balance their work and personal lives.

The measures to achieve this contribute to equal opportunities, as women continue to shoulder the majority of family responsibilities. Specifically, in 2006, women accounted for 72.6% of the Cintra employees who requested part time contracts, most for family needs. Of those who were mothers, 42% requested also the extra hour for breastfeeding leave; 66.6% requested extended maternity leave and 15.2% requested what is known as "guardianship" leave. Thus, a leave of absence was also requested by 26 employees.

WOMEN IN THE WORKFORCE
(Data in percentage)



DISABLED EMPLOYEES
(Data in percentage)



REGIONAL PROFILE
(Percentage of employees by country)

	EMPLOYEES	% TOTAL
Spain	2,663.00	66.04
Portugal	99.04	2.46
US	483.42	11.99
Canada	497.00	12.33
Chile	251.50	6.24
Ireland	31.00	0.77
Andorra	7.42	0.18
	4,032.38	

FAMILY FRIENDLY COMPANY

Since April 2006, Cintra has held the Family Friendly Company certificate awarded by the Más Familia Foundation on the basis of EFR 1000-1 standard, which confirms the policy launched in 2004 to foster a work-life balance, a policy that continues to be promoted in 2006. Not only was a Work-Family Balance Plan approved by the company management and implemented in the workforce, Cintra also feels committed to maintaining a dynamic and continuous study of this area as a sign of its responsibilities as a **Family Friendly Company**, which is why it was included in a management process.

The new Work-Life Balance Plan envisages many of these new measures and covers employees at the company's different work centres. Many of these measures translate into improvements in flexitime, e.g., percentages of reduction in the working day different from those governed by legislation are permitted and a range of cases not covered legally are available. The individual choice to enjoy holidays is fostered and extensions are allowed in accordance with certain objective circumstances, as in the case of the 407 ETR (Canada).

Furthermore, intensive working days were implemented during certain periods of the year to adapt to the school calendar and intensive working days on Fridays were implemented. Employees were also allowed to enjoy maternity leave with shorter working days after the fourth week.

In addition, a range of measures to achieve a balanced work and family life were offered, primarily based on the different collective agreements in place, in the form of time off work for attending to family needs of a broad nature: accompanying family members to the doctor, days for major family events, moving days, an increase in the days legally established for illness and the hospitalisation of family members, among others.

Finally, positive measure related to leaves and suspensions exist that exceed the existing legal minimums. The new plan not only increased minimum and maximum time limits through different collective bargaining agreements, but also allowed employees on voluntary leaves of absence to retain their posts for a certain time in some cases. Furthermore, maternity leave was extended to two weeks before birth and sabbatical periods were made available to employees with a certain length of service in the company.

Diversity

The human team's diversity is a key factor that enriches Cintra's human resource policy. Therefore, we guarantee the absence of any type of discrimination for cultural, age, gender, disability, religion, ethnic, political reasons or other.

As a result of the company's growing foreign activity, a third of Cintra's employees are no longer located at work centres in Spain. Furthermore, Cintra employs personnel from 35 different countries. Thus, the company's new profile is not only more global, but increasingly diverse, as well.

The foreign activity process has the support of 22 Spanish professionals abroad in these countries: 10 executives, 2 of whom belong to Cintra's Management Committee.

3 HEALTH AND SAFETY

The number of training hours in occupational health and safety rose by over 200% in 2006 and all workplace accident indexes fell

Occupational safety

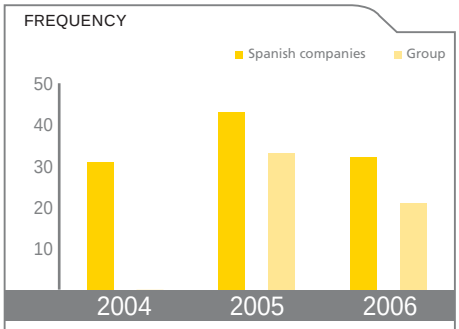
Cintra considers occupational safety a vital priority in the development and execution of its different activities and actively aims to enable workplaces to improve health and safety levels. Caring for occupational health and safety beyond legal requirements is one of the main commitments of Cintra's Management Committee, as established in the company's Manifesto of Values.

As a result, there have been no fatal accidents for two years among Cintra's workforce, 65% of which is made up of manual workers and line personnel, or among subcontracted employees.

This is the outcome of efforts to ensure occupational safety. All accidents in 2006 were investigated and the measures required to prevent recurrences or minimise their consequences were adopted. All accident indexes fell dramatically, despite the increase in foreign activity and the workforce. The number of incidences for every thousand workers dropped from 62.7 to 40. The frequency of occupational accidents also fell from 34.6 to 22.1 for every million hours worked. The number of days lost for each 1,000 hours worked fell from 0.7 to 0.5, which means that the severity of accidents also dropped.

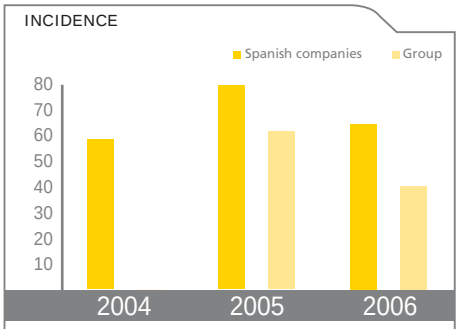
Furthermore, the company increased the number of actions related to occupational safety. The hours dedicated to safety and prevention training for all company professionals increased by 200% in 2006 and the training budget for this program rose 150% during the same period. In Spanish firms, 15,486 training hours were given to 74% of the workforce. A new occupational safety handbook was drafted for employees in the areas of toll roads and car parks.

Cintra's Occupational Safety System, audited by the Ernst & Young España consultancy firm in accordance with the applicable legislation, is a comprehensive part of the hierarchical line and structure of each one of our companies and guarantees the participation of and advice from the employees. This achievement was attained thanks to the integration of the CONSIGGNA program into each business line. CONSIGGNA is Cintra's exclusive communication channel, which enables employees to work jointly in a virtual environment and allows the Safety Service to analyse management overall and ensure monitoring of the safety plan.



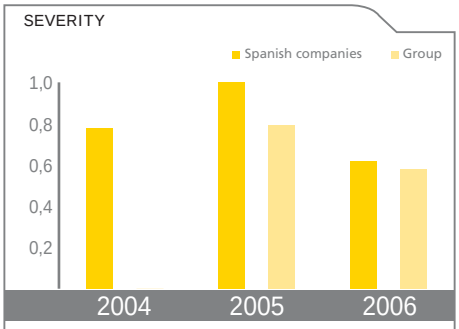
FREQUENCY INDEX:

Represents the number of accidents which occurred during the working day for every million hours worked and is based on the formula: FI = total number of accidents involving days away from work which occurred during the working day x 10^6 / nº of hours worked.



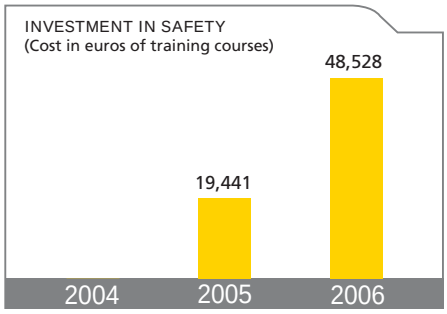
INCIDENCE INDEX:

Represents the number of accidents which occurred during the working day for every thousand worker exposed and is based on the formula: II = total number of accidents involving days away from work which occurred during the working day x 10^3 / average number of workers.



SEVERITY INDEX:

Represents the number of working days lost as a result of accidents for every 1000 hours work. It based on the formula: SI = number of working days lost per year x 10^3 / number of hours worked.

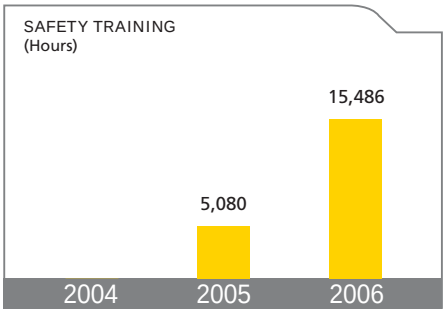


Occupational health

In 2006, a total of 1,949 medical examinations were made at Cintra's spanish companies, i.e., 85% of the workforce in Spain received preventive medical attention in 2006.

As for psychosocial health risks, Cintra has conducted an informational campaign on harassment through 3,000 informational brochures that were distributed to its employees. The main objective is to raise the awareness of all company members about the need to establish a prevention policy that allows effective measures to be adopted against this practice.

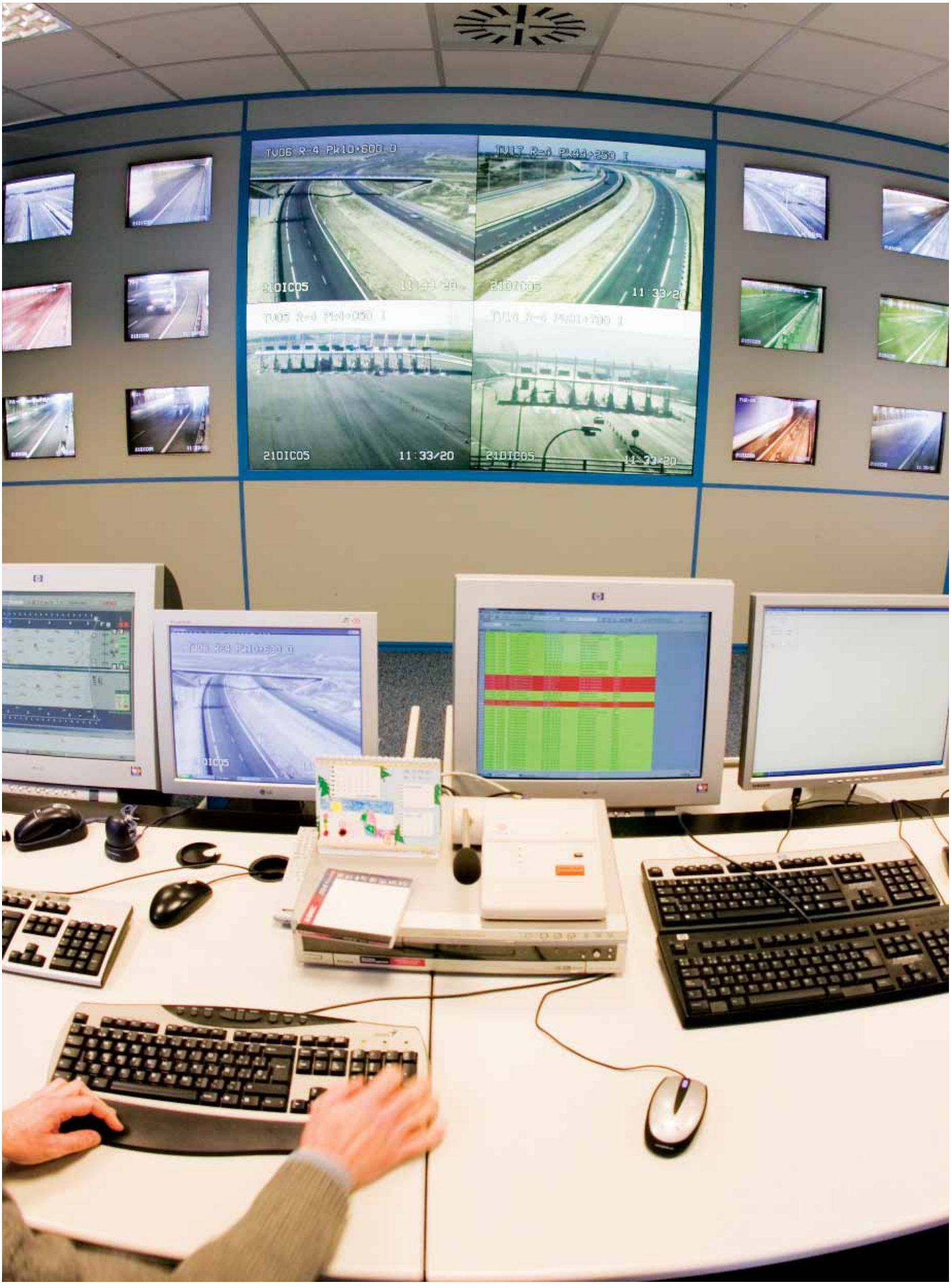
These brochures, available on the company's intranet, demonstrate Cintra's level of commitment to establishing preventive and corrective measures that ensure a harassment-free workplace. In fact, the management invites all company employees to report events immediately. Furthermore, it has drafted an anti-harassment protocol to eliminate or at least reduce, the number of people exposed to this risk and foster the development and diffusion of best practices in this area.



"A COMMITMENT TO SAFETY"

Cintra's Manifest of Values establishes "the commitment to individual and collective health and safety policies". To achieve this, the Management Committee has defined the following objectives:

- Foster a culture of occupational safety and the continuous improvement of health and safety conditions at the workplace.
- Integrate prevention in the series of activities and decisions, both in technical processes in the organisation of work and the conditions in which it is performed, as well as all the hierarchical levels, in accordance with the uses and regulations of each country in which it operates.
- Implement Cintra's policy in all the companies that develop their activities in any of its subsidiaries or perform activities outside these centres on its behalf.
- Develop organisational structures and a culture that ensures participation, information and training for organisation members.
- Ensure that all employees and companies collaborate in responsible, correct and safe work that complies with legal regulations in force and established procedures.
- Continuously improve the effectiveness of the Occupational Safety Management System.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OUR PRODUCTS AND SERVICES

Infrastructure quality and innovation, meeting customer needs and expectations, complying with legal and regulatory requirements and improving our service on a daily basis are basic elements of Cintra's culture and the pillar of our quality system.

Cintra aims to integrate innovation and the use of advanced technologies into our infrastructures; thus, Cintra adheres to its commitment to innovative actions and opportunities in the different areas in which it operates by developing and applying new technologies and methodologies that improve technical capacity and enhance the quality of service it provides and by promoting training to foster innovative initiatives and strengthen the company's technological expertise by diffusing new solutions and knowledge.

Cintra's customer-based focus involves efforts to ascertain the perception of its activities and services to detect points for improvement, better concentrate its efforts and ensure that infrastructure users' expectations are satisfied. To that end, it periodically evaluates the degree of satisfaction of users as well as institutional customers.

Furthermore, Cintra considers that its suppliers and subcontractors are essential to the quality of its activities and services, which is why it seeks to establish mutual beneficial relations. As a part of its open dialogue with suppliers, Cintra continued to hold meetings with its major suppliers to analyse business relations and find mutual improvements that allow final purchase costs to be reduced without affecting final quality.

1 INNOVATION P. 198
2 PRODUCT AND SERVICE QUALITY P. 200
3 RELATIONS WITH SUPPLIERS P. 201

1 INNOVATION

Cintra, a worldwide leader in the most advanced toll road operation systems

Free flow systems

The automatic free flow electronic tolling system in use on the 407 ETR toll road in Toronto (Canada) is a fully automatic, electronic tolling system capable of handling large volumes of traffic with no time lag, one of the world's most advanced innovation projects in toll road management. This toll road, adjudicated to Cintra in 1999, has no conventional toll installations (toll areas, booths, islands, stations) and allows tolls to be paid from moving vehicles thanks to a system that manages images (by recording vehicle license plates), customers, invoicing and user support and service.

This experience has furnished Cintra with a solid background on the most widely used toll road operations model in the US, Canada and Australia. This background was key to the agreement it signed to develop the first sections of the Tran-Texas Corridor infrastructures plan (segments 5 and 6 of the SH130), which will use a free flow tolling system exclusively, a demonstration of the state government's confidence in the system.

Cintra takes an active part in national and international forums and work groups on interoperable road charging methods, especially electronic toll collection. As a member of sector associations (ASETA and ASECAP), the company is on a panel of experts created by the European Commission to determine technical and operational aspects of the Interoperable European Electronic Toll System (EETC). Furthermore, one of Cintra's toll roads will conduct pilot European interoperability trials as part of the Road Charging Interoperability project.

The company is also studying the application of new technologies, such as infra-red communications, advanced image management systems (to identify vehicles and control evasions) and satellites to identify and locate vehicles, at its infrastructures.

Congestion prevention (Tollflow)

In 2006, a pilot project for congestion prevention and toll area management called Tollflow was developed in the tolling business and piloted by the Ausol concession company at its toll area in Calahonda (Malaga).

The project has three congestion detection systems that operate simultaneously: the first counts vehicles at toll plazas entry and exit points; the second records and analyses images at the plaza and the third measures the time elapsed at the plaza via licence plate number detection at entry and exit points.

By analysing these data, the system can prevent negative traffic conditions and automatically sends SMS messages on congestion to all departments involved in toll road operations. It also generates new reports with monthly and annual plaza traffic rates, as well as control indicators for concession companies and local authorities.

Tollflow allows data and images to be processed practically in real time over the intranet by selecting a place, direction of traffic and time interval. The system shows alarms, graphs of vehicle entry and exit points by plaza and photographs of a toll plaza's two sides taken from both ends of the canopy.

High occupancy vehicle management

Cintra has begun to study and develop the prototype of an automatic vehicle occupancy detection system, the only one of its kind on the market, which has the financial support of the Spanish Ministry of Industry, Commerce and Tourism.

High occupancy is advantageous for users (by reducing or eliminating tolls) and enables transport authorities to manage their infrastructures more rationally. Toll road operators with automatic high occupancy vehicle detection systems will have a competitive edge in certain bids. This analysis also permits differentiated rates to be applied according to occupancy in certain toll road tenders and specifications, both in Spain (Ocaña-La Roda) as well as abroad (High Occupancy Vehicle Lanes).

Toll road renovations

Cintra decided to replace the tolling systems and associated management systems in use in the Indiana Toll Road (United States) with new software and equipment with similar designs and functions to those implemented in other Cintra concessions in several countries. The installation on an open section of the concession's 50 western miles was begun in 2006. The back office transaction management system was also renovated by applying specific adaptations contracted for Radial 4 and Eurolink Irlanda.

The data systems project called Thors was designed to provide Cintra with reliable, automatic reports on traffic and detailed data on accounting analytics operations for each concession company it operates, as part of its accounting system. Progressive implementation of the project began in September 2006.

Another project undertaken and completed in 2006 was posting practically real time images of the Ausol, Radial 4 and Chicago concessions on the company website, www.cintra.es.

Mobility systems in the on-street businesses

On-street businesses (regulation and management of on-street car parks, along with Dornier), maintenance services, payment control, ticketing and tow-away services are managed via 850 PDAs connected directly to the operations intranet.

A similar application is being used for approving parking tickets in on-street parking regulation zones (on-street). All parking ticket approval and towing systems transmit real time photographs via digital signature and GPRS/UMTS according to standards established by the Fábrica Nacional de Moneda y Timbre (FNMT).

Off-street car park management

Cintra Aparcamientos continued to implement systems to centralise tele-control of cameras, interphones, alarms and other devices during the year to enable car parks to be managed by remote control from a different location to save resources and energy when workloads are low.

Cintra also developed an application for workplace maintenance and payment control in 2006. This system enters, either manually through graphic user interfaces or automatically, workplace data and sends electronic payments to banks every day. All car park business applications are available in a web format on the company intranet.

As a result of its integrated electronic control and back office systems, Cintra developed and implemented a system that provides real-time information about free spaces in city car parks. The system (called FREE) generates an automatically updated table with information for local authorities and users in over 30 car parks in Madrid and 7 other cities.

In 2006, Cintra developed and implemented an accident management system and launched new websites for Cintra Aparcamientos, Dornier and subsidiaries.

2 PRODUCT AND SERVICE QUALITY

Cintra consolidates quality as an infrastructure management tool

Quality management and certification

Toll roads in Spain, Portugal and Chile have now implemented ISO 9001:2000-compliant Quality Management System. Ten highway concession companies also have certification from the Spanish Standardisation and Certification Association (AENOR), the agency that audits Cintra's processes annually. Four of these concession companies are located in Spain, two are in Portugal and the remaining four are in Chile.

Two toll roads implemented quality systems in 2006 for operations once construction terminated: the Irish N4-N6 Kinnegad-Kilkock highway and the AP 36 Ocaña-La Roda section of the Madrid-Levante highway.

All of Cintra's car park business divisions (off-street, on-street and tow-away services) have implemented and certified quality management systems. The number of new certified workplaces rose by 12% in 2006: 73 off-street car parks and 113 on-street parking (O.R.A.) and tow-away services.

Corporate services, such as those developed by the Technical and Bidding Department, have earned quality certification, which demonstrates Cintra's firm commitment to compliance with quality requirements in both purely operational processes, such as support processes, as well as any phase of an infrastructure's concession life.

In 2006, the Quality Management System was integrated into Cintra's Management System, which develops indicators for different process phases, and a continuous improvement cycle was launched.

External and internal audits

Cintra monitors the efficiency of our business lines' quality systems both internally and externally through audits that assess the quality of its infrastructures.

In 2006, 19 internal quality audits were conducted in the concessions area.

Furthermore, 13 internal audits were conducted on car park management quality. 57 car park workplaces (of all business areas) were audited, i.e., over 30% of workplaces with Quality Management Systems were internally audited by the Quality Department in 2006.

The car park and toll road concession areas in Spain and Portugal passed external audits and renewed their AENOR quality certifications in 2006.

Customer Satisfaction

Cintra conducts a range of studies at intervals to identify the degree of customer satisfaction in our different businesses.

Data from the user satisfaction survey on the 407 ETR showed that 93% had a favourable opinion of the toll road; 81% agreed that the toll road is less stressful than alternative routes; 73% considered using the toll road a good choice; and 72% of all users considered the toll road always less congested than alternative routes.

Over 3,000 surveys were conducted at Chile's toll roads to determine customer service quality during the year. The satisfaction rate was 94% for Ruta de la Araucania toll road; 93% for Ruta de los Ríos; 82% for Ruta 5 (Talca-Chillán); and 78% for the Maipo toll road.

The Spanish concession company AUTEMA launched a pilot experience to discover users perceptions anonymously during toll area transactions.

The number of complaints received about Cintra's tow-away service in the car park area fell, compared to the previous year and the number of complaints for on-street parking on public thoroughfares and off-street car parks did not vary.

Dornier, the on-street parking regulation and management subsidiary, conducted a study of institutional customer satisfaction that included local authorities such as mayors or city councillors and heads of technical areas, such as chiefs of police. This study complemented its biannual study of all its customers, which included 26% of all Dornier contracts and showed a user satisfaction rate for services of 3.94 and for the concession company's coordination and management of 3.98 on a scale of 0 to 5.

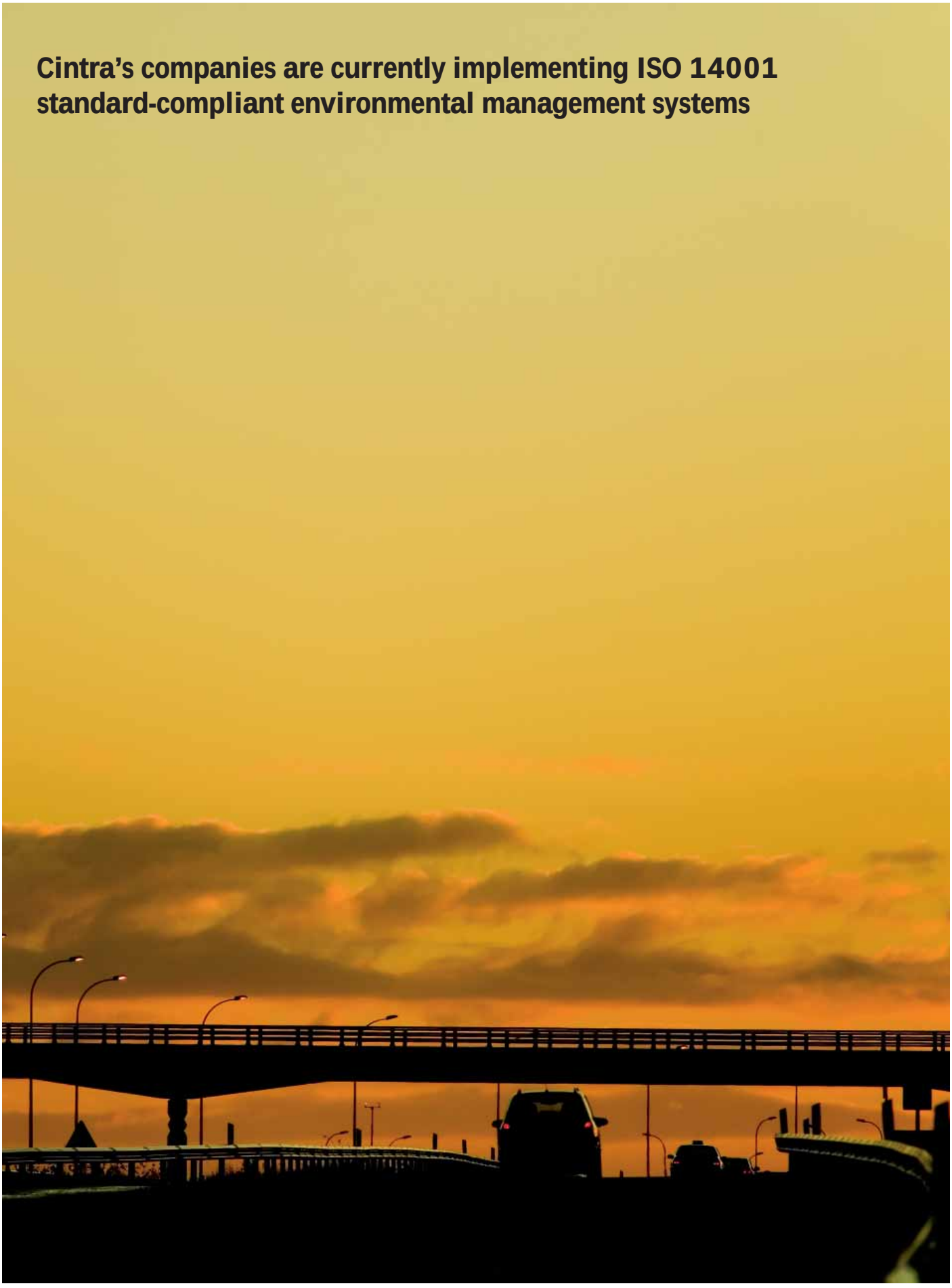
3 RELATIONS WITH SUPPLIERS

Cintra transacted 51,435 purchases with 4,634 suppliers for a total of 433,544,899 euros in 2006

Cintra transacted 51,435 purchases with 4,634 suppliers for a total of 433,544,899 euros in 2006, figures that do not include purchases transacted by American companies. 14% of Cintra's suppliers accounted for 86% of all purchases, a degree of concentration typical of the sector. Spanish companies accounted for 96.59% of all suppliers by number, although 44% percent of all major suppliers by invoicing are not Spanish companies, a result of the company's growing geographical spread.

Cintra implemented a process during the year to involve its main collaborating companies, with their possible negative environmental impacts, in its environmental strategy. The implementation of an integrated environmental management system and quality system is part of Cintra's efforts to encourage the use of environmental criteria in purchasing processes from selecting suppliers or including environmental clauses in contracts to environmental monitoring of activities. An initial assessment procedure with environmental criteria for suppliers is already available at some companies.

Some of Cintra's most outstanding environmental monitoring achievements were in construction activities, toll road service areas and restaurants (e.g., Autopista del Sol, AUTEMA and Radial 4), as well as Cintra car park carwashes.


Cintra's companies are currently implementing ISO 14001
standard-compliant environmental management systems

COMMITMENT TO THE COMMUNITY

Cintra's commitments to the community have two main objectives: environmental policy and social responsibility.

Cintra's environmental policy establishes the following requirements and commitments, among others:

• Progressive reduction in the environmental impact of its production activities by studying best practices based on technical and economic criteria applicable to our sectors.

• Optimisation of the use of natural resources and the implementation of maximum energy efficient criteria.

• Compliance with the environmental legislation applicable to our operations.

• Implementation of environmental management systems certified by the accredited entity in business areas that involve relevant corresponding risks.

• Active communication with the government, NGOs and social partners, providing solutions for environmental protection and control of pollution.

Cintra's Social Responsibility program aims to foster the integration of disadvantaged collectives into society, especially people with dependents, people with disabilities and immigrants in the countries in which it operates.

In accordance with the company's international growth, Cintra is committed to strengthening its promotion of human development within the framework of the UN's eight Millennium Development Goals. The different funds and donations contributed by the company as well as our employees are channelled through these goals and increasingly allotted to education and clean water and food projects in the world's neediest countries.

As a "Corporate Citizen", Cintra also plays an active part in cultural initiatives with significant impacts on the cities and countries in which it operates.

1 RESPONSIBILITY FOR THE ENVIRONMENT P. 204

2 SOCIAL COMMITMENT P. 210

1 RESPONSIBILITY FOR THE ENVIRONMENT

The strategy to reduce CO2 emissions on highways entails improving traffic management, reducing congestion and preventing traffic jams

Our commitments

Cintra's environmental policy establishes the following commitments, among others:

- Progressive reduction in the environmental impact of its transport infrastructure by prior assessment of environmental aspects and studying the applicable best practices based on technical and economic criteria.
- Optimisation of the use of natural resources during infrastructure development and implementation of maximum energy efficiency criteria.
- Compliance with the applicable environmental legislation.
- Active communication with the government, NGOs and social partners, providing solutions for environmental protection and control of pollution generated by transport infrastructure.

All SOS posts in Spanish and Portuguese concessions now operate with solar powered panels, an annual savings of 3,048 kilowatts of energy

Environmental Management Plan

In order to identify and assess the most critical environmental impacts associated with its operations, Cintra has established an Environmental Management Plan (EMP) that integrates the requirements of the ISO 14001 standard into its Quality Management System.

Cintra conducted an environmental diagnosis through a due diligence survey of the group's companies in Spain and assessed the environmental performance of its main headquarters, three car park areas (off-street, on-street and tow-away) and the Autema, Ausol, R4 and Madrid-Levante highways.

This environmental diagnosis enabled Cintra to determine the basis for its Environmental Management Plan and draft new procedures for evaluating legal and regulatory requirements, identifying and assessing environmental aspects and applying sub-contractor and supplier environmental management and waste management.

Other applications were also implemented, including CONSIGGNA and

STATUS OF ENVIRONMENTAL MANAGEMENT PLANS

	IN THE CERTIFICATION PROCESS	IMPLEMENTED OR IN THE IMPLEMENTATION PROCESS	IN DEVELOPMENT
Headquarters			
ETR 407			
Chicago Skyway			
Indiana Toll Road			
N4/N6			
Maipo			
Ruta 5			
El bosque			
Ruta de la Araucanía			
Ruta de los Ríos			
Autema			
Ausol			
R4			
Madrid-Levante			
Scut Algarve			
Scut Norte			
Cintra Car Park			
Eguisa			
Dornier			
Femet			

SIGMA. The former is a communication channel between workplaces and the Environment Department to report environmental data of interest. The latter can be accessed by more than 60 people and is a tool that responds to queries and evaluates environmental legal and regulatory requirements and compliance with car park and toll road standards in Spain. In 2007, Portuguese environmental legislation will be applied to three more concessions: Scut Algarve, Scut Norte-Litoral and Scut de las Azores.

To help implement the Environmental Management Plan, personnel in the different workplaces in Spain were evaluated and given over 1,000 hours of specific training. Furthermore, the 1st Environment and Quality Workshops took place in 2006 and were attended by personnel from all Cintra's companies in Spain, Portugal and Chile, more than 35 participants representing the 17 toll road and car park companies and corporate managers. This training activity was strengthened by an environmental awareness campaign that reached 100% of all workers in Spain through over 3,000 notebooks containing recommendations, advice and environmental best practices.

Environmental management plans for the company headquarters, Cintra Aparcamientos, Dornier, Eguisa, FEMET and Cintra's concession companies in Spain and companies in Portugal and Ireland will be implemented and certified according to the ISO 14001 standard in 2007.

Resources

Cintra's commitment to the environment is demonstrated by the company's efforts to minimise impacts on natural resources such as water and soil and reduce energy consumption, which contributes to sustainable development.

ELECTRICITY CONSUMPTION (GJ)

Headquarters	2,299.50
Car Parks	55,523.23
Ausol	31,598.65
Autema	5,680.01
Madrid-Levante	1,860.16
Radial 4	21,193.61
Euroscut Norte	21,392.65
Euroscut Algarve	4,589.41
Eurolink	3,628.07
407 Etr	55,691.82
Indiana Toll Road	20,507.49
Chicago Skyway	2,785.43
Autopista del Maipo	13,433.35
Autopista del Bosque	10,440.19
Ruta de la Araucanía	19,121.91
Ruta de los Ríos	10,510.67
Ruta 5 (Talca-Chillan)	10,510.21
Total	**290,766.36**

Water treatment systems on Spanish highways were improved

Energy

In 2006, Cintra implemented a data system on the company's environmental footprint called CONSIGGNA (Standardised Global Management Monitoring Plan), which accurately monitors water, electricity, paper and fuel consumption. The tool allows any centre anywhere in the world to report data through the Internet. The application was previously part of the Occupational Safety System and in 2006, it became the main information channel for the Environment Department, which collects the most significant environmental, workplace consumption and waste data for analysis. The application currently has 215 registered users.

As part of its strategy to reduce non-renewable energy consumption, Cintra Aparcamientos continued implementing its policy to install ticket meters with solar panels in its controlled parking zones and reached a total of 1,462 photovoltaic energy powered ticket meters in all.

All SOS posts in Spanish and Portuguese toll road concessions already operate with solar power, a savings equivalent to 3,048 kilowatts of energy a year.

The 407 ETR (Canada) replaced traditional incandescent lamps in toll road signals with new Light-Emitting Diodes (LEDs), which resulted in a savings of 90%, compared to traditional lamps. This change also helped reduce the amount of waste generated, as average LED life is 10 times longer than conventional lamp life.

Cintra plans to conduct a study of its car park lighting systems to optimise electricity consumption in 2007. The environmental awareness campaign at the company headquarters and other workplaces in 2005 and 2006 will be extended to all car parks and concessions in Spain.

Oil and gas-based fuel consumption is closely linked to gas emissions as a result of combustion.

Water

Cintra implemented a number of actions to reduce water consumption and protect water quality in 2006.

Toll roads in Spain initiated a sweeping programme to adapt disposal practices in the public hydraulic domain. New water treatment systems were installed in 2006 and plans are in place to study the possibility of recycling wastewater for urban use in 2007.

A total of 35 retention and sedimentation ponds were created all along the Madrid-Levante highway to protect watercourses and ensure that no toxic spills from toll road accidents reach any river source the toll road crosses.

The Indiana Toll Road trained all concession employees in the proper use of salt and in spill contention. Many communities in the area use underground water sources for their water supply, which makes water protection a priority. Underground water source contamination prevention devices are periodically monitored to protect reserves in aquifers and wells.

As part of its salt management plan, the 407 ETR has adopted measures aimed to minimise the impact of salt on water. Machinery that comes into contact with salt, which contains chlorides and oils, etc., is washed at authorised sites under special conditions.

LIQUID FUEL CONSUMPTION BY BUSINESS LINE

Total Liquid Fuel Consumption - Car Parks (in thousands of litres)	**354.72**
Total Liquid Fuel Consumption - Spanish Toll Roads (in thousands of litres)	**445.16**
Total Liquid Fuel Consumption - Other Toll Roads (in thousands of litres)	**2,415.96**
Total Toll Road Gas Consumption (m3)	**499,712**

WATER CONSUMPTION (M3)

	CONSUMPTION IN M3
Car Parks	48,135.58
Ausol	17,184.00
Autema	11,167.00
Madrid-Levante	2,080.92
Radial 4	580.84
Euroscut Norte	31.00
Euroscut Algarve	2,421.00
407 Etr	1,108.25
Indiana Toll Road	90,742.90
Chicago Skyway	24,047.74
Autopista del Maipo	16,008.00
Autopista del Bosque	1,954.00
Ruta de la Araucanía	8,314.00
Ruta de los Ríos	9,180.00
Ruta 5 (Talca-Chillan)	10,807.00
Total	**243,762.23**

Paper

Although paper consumption by office rose in absolute terms in 2006, paper consumption by employee dropped in comparison to the previous year. Employee consumption fell almost 10 kilos compared to 2004 thanks to awareness and savings campaigns, among other reasons.

All car park centres will also have a documentation scanning system that will further reduce paper consumption next year.

Waste

In the toll road area, waste sites with large zones for special waste storage containers were built in concessions in Spain and Portugal in 2006. These sites encourage source sorting of waste and a more environmentally respectful subsequent treatment.

The 407 ETR continued to implement its policy to reduce the volume of waste disposal in landfills in 2006 and was able to recycle 100% of leftover asphalt from road surface repairs in maintenance work.

News in the car park area in Spain included agreements to hire ticket managers who will withdraw and process all car park tickets for recycling in 2007, a particularly complicated treatment because of the magnetic strip involved. Some 30,000 kilos of tickets are expected to be recycled.

Cintra's headquarters began to separate paper for recycling and this practice will be extended to its other delegations and concessions in Spain for 2007.

Atmosphere

Emissions

Cintra, as directly responsible for environmental emissions from its fleet of vehicles and facilities, has adopted a number of measures to reduce CO2 emissions, which range from endorsing renewable energies to using solar powered parking meters and SOS posts, in addition to rational light and fuel use campaigns.

However, these emissions are insignificant in comparison with those caused indirectly by toll road users. The company's basic action in this area included improving toll road management with automatic toll payment systems, such as those in use in the 407 ETR, which prevent large amounts of emissions by reducing slowdowns at congested toll islands, especially during stopping and starting.

PAPER

	PAPER CONSUMPTION (KG)	KG / EMPLOYEE
2004	8,300	63.34
2005	8,785	53.90
2006	10,025	58.97

Paper consumption has fallen by almost 5 kilos per employee since 2004

The percentage of electronic toll transactions compared to total transactions by toll road was:

Autema	42.41%
Ausol I	18.50%
Ausol II	17.95%
Autopista Madrid Sur	13.65%
Autopista Madrid Levante	9.54%
Eurolink M4 Kilcock-Kinnegad	1.44%
Chicago Skyway	36.5%
407 ETR	79.2%

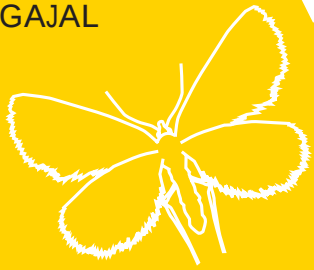
Noise

Several Cintra highways (the Autopista del Sol and Euroscut Norte Litoral and Euroscut Algarve highways) will be designing and drafting strategic noise maps that include traffic impacts on towns in surrounding areas to comply with European noise legislation. These maps will enable Cintra's managers to better analyse its infrastructure's acoustic environmental impact, as well as adopt measures to reduce them whenever necessary.

Biodiversity

Cintra's environmental policy reflects its commitment to fostering biodiversity in the areas affected by its infrastructures, examples of which are the reintroduction of the common kestrel in Colonia de Perales del Río (Madrid) and the discovery of a new species of butterfly in the region of Madrid.

REGAJAL



In 2006, the most recent and promising results of the Scientific Collaboration Agreement with the Sociedad Hispano-Lusa-Americana de Lepidopterología (SHILAP), sponsored by compensatory measures for the construction and operation of the Radial 4 Madrid-Ocaña toll road, was the discovery of the first specimens in Europe of the African species Mynoides constantina Hausmann, 1994.

The project studies the Reserve's population of lepidoptera, especially nocturnal populations, in order to further knowledge and encourage the conservation of the Nature Reserve's genetic heritage.

The 407 ETR was able to recycle 100% of leftover asphalt from road surface repair in maintenance work

EMISSIONS

Indirect CO2 emissions associated with electricity purchases (equivalent tonnes CO2)	Direct emissions from mobile source fuel consumption (equivalent tonnes CO2)	Direct emissions from stationary source fuel consumption (equivalent tonnes CO2)	Total
30,951.00	**6,378.85**	**1,578.08**	**38,907.54**

THE COMMON KESTREL

Cintra and Ferrovial Agromán signed an agreement in 2000 with the Group for the Recovery of Threatened Fauna (GREFA) to implement a project that includes constructing and managing a kestrel breeding facility, reintroducing specimens bred in captivity and monitoring and managing a series of farms leased in the area surrounding the new facility.

The project aims to create a stable colony of common kestrels that return to the site each year after winter migration and can survive and reproduce on their own.

A total of 30 chicks bred in captivity were reintroduced in 2006. Introducing breeding pairs may not be necessary in 2007 if the trend shown in the data continues, since some of the bird population will have returned to the site and joined the previous year's population to breed by then.

If the colony's behaviour continues to evolve as in previous years, there may be no need to reintroduce new chicks bred in captivity and work may be limited to monitoring individuals by 2008.

Cintra presented this project at the 8th National Environment Congress (CONAMA) in November 2006 in Madrid, which brought together over 100,000 participants.

Soil

Expertal

Cintra signed an agreement with the Ministry of the Environment's Biodiversity Foundation, the Higher Council for Scientific Research and King Juan Carlos I University in Madrid to implement the Expertal project, which studies the dynamics of flora cover on toll road embankments to counteract erosion and loss of stability.

The project has a budget of over 350,000 euros, 22,543.19 euros of which were provided by Cintra in 2006, and will be conducted at Cintra concessions in Spain over the next four years.

Maintenance work efficiency in these zones during infrastructure operations will also be evaluated. The study's findings will enable new ecological and economic sustainability criteria to be designed for extreme environments such as toll road embankments.

After a visit to the places in the study, six sampling points for the experimental phase were established in two Cintra concessions in Madrid and Castilla-La Mancha and seventy-two plots for experiments were marked out at every sampling point.

Approximately 30,000 kilos of tickets generated by Spanish car parks to be separated for recycling in 2007

Other actions

The Indiana Toll Road built underground fuel storage tanks that automatically monitor fuel levels and report any possible leaks.

In the Spanish toll road area, Autema built a new salt storage facility for winter toll road maintenance. The facility is equipped with measures to prevent soil and underground or surface water salinisation.

The 407 ETR's objective for 2007 is to prevent soil contamination by a 20% reduction in the amount of pesticides used in maintenance work, mainly herbicides and larvicides, to control mosquitoes as a part of the West Nile Virus prevention program. It also aims to monitor salt use on roads in winter through a management plan.

2 SOCIAL COMMITMENT

Promoting the integration of the neediest is the main aim of Cintra's community action

Cintra's commitment to the community is geared towards employment and social initiatives for disadvantaged groups, especially people with disabilities and immigrants, and developing dialogue practices with the communities in which it operates.

Community action

As part of its commitment to quality and full employment, Cintra businesses have established several agreements with organisations that help transitions to work to continue incorporating people with disabilities or disadvantages.

The Autema concession company signed a collaboration agreement with the Ampans entity for toll road gardening work, shoulder cleaning and general maintenance of toll area facilities. Ampans is a community initiative that seeks to improve the quality of life of people with mental disabilities in the Bagès district (Barcelona). The operations workload is divided among 76 people from towns in the toll road area, who all hold permanent contracts with Ampans. Invoicing for last year's services amounted to 95,000 euros.

In 2006, Cintra took part in fund-raising initiatives for the Club Juvenil Aspacen in Spain, a not-for-profit association that helps integrate people with disabilities through leisure and free time activities led by approximately 15 volunteers. 150 of the 180 club members have some type of mental, physical or sensory disability.

Cintra worked with Gupost, a special job centre, in the Christmas campaign and with Jardiser, a company in the Afanias Association, to maintain the gardens at Cintra's headquarters.

The Chicago Skyway toll road between South Chicago and the Indiana border arranged all its construction purchasing through special job centres. The company also has a Children's Shelter and took part in a number of prominent community events, such as Black Creativity galas, Friends of Colombia Society affairs, the Metropolitan Planning Council's annual meeting, the Alter School Matters annual gala and Spain's National Day reception.

The 407 ETR supported several charitable institutions, such as the United Way, the Hospital for Sick Children Foundation, CIBC's Run for the Cure and the CHUM City Christmas Wish. 407 ETR employees and the company itself joined forces after the devastating tsunami in Asia in 2004 to contribute relief funds to the disaster. The 407 ETR continues to support several projects of this kind.

Last year, Indiana Toll Road managers pledged to match funds raised by ITR employees for the Susan G. Komen Cancer Foundation. The employees raised 1,288 dollars and managers contributed a total of 2,576 dollars. The Indiana Toll Road also donated mobile telephones and other devices to the Scottish Rite Learning Center, a school for the area's young people, in South Bend, Indiana.

Cintra helps digitalise Montserrat Monastery's (Barcelona) bibliographic heritage

The Euroscut Algarve toll road sponsored the Santa Casa de Misericordia de Albufeira shelter for homeless children through its donation to the Instituição Os Pirilampo.

Cintra also collaborated with "Proyecto Ayuda", a campaign promoted by the Marian Brothers at the Centro de Enseñanza Fundación Santa Ana y San Rafael in Madrid to create solidarity in children. One of last year's activities was a raffle for a homeless children's shelter in Guatemala.

Dialogue with communities

Several Cintra companies, such as Eurolink, have developed dialogue practices and initiatives with the communities in which they operate.

For example, Autopista del Maipo in Chile began a number of activities to forge links with communities within reach of its highways, especially in urban areas, where the impact is greatest. The activities ranged from developing artistic talent in children and young people at social risk and sport competitions to value awareness workshops for children. These activities directly benefited 3,000 children, young people and adults. An occupational safety expert was hired to provide instruction on traffic safety for communities near the toll road.

The Indiana Toll Road sponsored a logotype contest for students of all ages with a 5,000-dollar prize for the winner. Close to 800 students from Indiana and Michigan entered the contest.

Sports and cultural heritage

One of last year's most outstanding cultural actions was Ausol's 298,424.52 euro donation to restore the Iglesia Mayor of Caseres and the R-4 donation of 715,981.50 euros for archaeological research and construction of a dramatic arts centre in Yacimiento Mina Casa Montero in Madrid.

Autema pledged a 6,000 euros annual donations to the Abadía de Montserrat Foundation, a private charity, from 2006 to 2011, which will help expand and computerise the monastery library, conclude remodelling work on the "Escolania" building, restore the Monastery of Santa Cecilia and improve accessibility and mobility in the Sanctuary and on the grounds.

Lastly, Cintra collaborated in a one-year sponsorship of Desafío Español, the only Spanish participant in the 32nd America's Cup sailing competition (Valencia), through Autopista Madrid Levante, CESA.

A number of concession companies promote employee participation in community action programs

PROUD TO BELONG

The 407 ETR headquarters in York, Canada is proud to support the Youth House Athletic League in its community and sponsor the Vaughan City Hockey Association in winter and the Vaughan Football Club in summer. Both sport associations work to promote sport opportunities for young people as a way of fostering skills.

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PricewaterhouseCoopers
Asesores de Negocios, S.L.
Paseo de la Castellana, 43
28046 Madrid
España
Tel.: +34 915 684 400
Fax: +34 913 083 566
www.pwc.com/es

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INDEPENDENT ASSURANCE REPORT

ON CORPORATE SOCIAL RESPONSIBILITY INDICATORS

To the shareholders of Grupo Ferrovial, S.A.(from now on Ferrovial)

1. We have performed the procedures described in paragraph 2 below in order to review the indicators included on the list named "Table of verified indicators" of the 2006 Annual Report of Ferrovial, relating to Corporate Social Responsibility for the year ended 31 December 2006. These indicators are those deemed most relevant by the Management of Ferrovial, with respect to its stakeholders.

   The Management of Ferrovial is responsible for the information contained on Corporate Social Responsibility chapter and for the design, implementation and maintenance of the processes for preparing such information, as well as for the preparation thereof, which are set out on the list "Bases and criteria for calculating the indicators" of the 2006 Annual Report of Ferrovial.

   Based on the aforementioned bases and criteria for preparation and the review procedures carried out, our responsibility is to express a conclusion with moderate assurance on the following:

   - The reasonableness of the procedures and controls in place for the preparation, compilation and aggregation of the indicators to which our review refers.
   - Whether the indicators to which our review refers were prepared in accordance with the bases and criteria for preparation set down on the list name "Bases and criteria for calculating the indicators" of the 2006 Annual Report of Ferrovial.
   - The reasonableness and consistency of the values obtained for these indicators.

2. Our work has been undertaken in accordance with the standards and procedures set down in International Standards on Assurance Engagements (ISAE) 3000 "Assurance Engagements other than Audits on Reviews of Historical Information", in order to obtain moderate assurance. In general terms, the procedures we carried out have consisted of:

   - Conducting interviews with the personnel of Ferrovial who are responsible for the compilation of the information and preparation of the indicators to which our review refers.
   - Reviewing the documentary evidence used and the functioning of the systems and procedures set up in order to compile, calculate and aggregate the information on the part of Ferrovial.

PRICEWATERHOUSECOOPERS

- Performing, on a sampling basis, limited substantive tests designed to assess the reasonableness and consistency of the corporate responsibility indicators to which our review refers.

3. On the basis of the procedures carried out, as described in paragraph 2 above, we can conclude that:
   - Nothing has come to our attention that would lead us to believe that the procedures and controls in place for the preparation, compilation and aggregation of the information relating to Corporate Social Responsibility indicators included on the list named "Table of verified indicators" of 2006 Annual Report of Ferrovial, relating to Corporate Responsibility, to which our review refers, do not provide a reasonable basis for obtaining such information.
   - We have identified no significant deviations in respect of the reasonableness and consistency of those corporate responsibility indicators with respect to the bases and criteria for preparation included on the list named "Bases and criteria for calculating the indicators" of the 2006 Annual Report of Ferrovial.

PricewaterhouseCoopers Asesores de Negocio, S.L.

Ignacio Fernández
Partner
16th March 2007

TABLE OF

VERIFIED INDICATORS

Verified indicators	2006	
Corporate governance	**Spain****	**Gruop***
Relations with the financial community		
Number of meetings with investors	-	197
Number of meetings with analysts	24	25
Number of roadshows	3	13
Number of registered analysts and investors	-	574
Number of banks and brokers covering the stock		
Number of reports and notes issued	-	52
Number of banks and brokers covering the stock in 2006	4	19
Web site users and hits		
Number of user sessions	206,642	206,642
Average sessions per day	566	566
Average session duration (minutes)	10.59	10.59
Number of pages served	1,104,745	1,104,745
Number of unique visitors	76,448	76,448
Percentage of accesses per main menu choice		
The company	14.80%	14.80%
Business lines	16.80%	16.80%
Shareholder information	27.10%	27.10%
Press room	21.70%	21.70%
CSR	6.70%	6.70%
Human resources	11.10%	11.10%

Environmental policy	**Spain ****
Resource usage	
Energy	
Electricity (GJ)	
Head office	2,299.50
Car parks	55,523.23
Ausol	31,598.65
Autema	5,680.01
Madrid-Levante	1860.16
Radial-4	21,193.61
Liquid fuel (thousand litres)	
Car parks	354.72
Total toll roads	445.16
Water (cubic metres)	
Car parks	48,135.58
Ausol	17,184.00
Autema	11,167.00
Madrid-Levante	2,080.92
Radial-4	580.84
Paper (Kg)	10,025
Paper (Kg/employee)	58.97
Investment in innovation	
Investment in R&D projects (euro)	22,543.19

Verified indicators	2006
Quality	**Spain ****
Institutional customer satisfaction in car parks	
Citizen satisfaction with service (scale of 0 to 5)	3.94
Satisfaction with coordination and cooperation with concessionaire (scale of 0 to 5)	3.98
Human resources	**Spain ****
Health and safety	
Incidence index	58.96
Severity index	0.65
Frequency index	33.84
The team	
Average workforce (no. of people)	2,663.0
Average age of workforce (years)	37.80
Average length of service (years)	5.70
Percentage of men and women	56/44%
Attrition	6.86%
Number of employees with disabilities	98
Percentage of employees with disabilities	3.68%
Formation	
Occupational safety training (hours)	15,486
Total training hours	44,120
Total investment in training (euro)	464,647
Number of people trained	4,357
Society	**Spain**
Sponsorship and patronage	
Casares church (euro)	298,424.52
Casa Montero archaeological dig (euro)	715,981.5
Restoration of Montserrat Abbey (euro)	6,000

*Gruop: Refers to Cintra, Concesiones de Infraestructuras de Transporte, S.A., its subsidiaries and associates based on the 2006 consolidated financial statements of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and its group of companies.

**Spain: Refers to Cintra, Concesiones de Infraestructuras de Transporte, S.A., its subsidiaries and associates in Spain based on the 2006 consolidated financial statements of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and its group of companies.

CRITERIA
FOR CALCULATING THE INDICATORS

CORPORATE GOVERNANCE	
Relations with the financial community	
Number of meetings with investors and analysts and number of roadshows	Number of meetings with investors and analysts and number of roadshows held by the Cintra Group in 2006.
Number of registered analysts and investors	Number of analysts and investors registered to receive the Cintra Group's communiqués, at 31 December 2006.
Number of banks and brokers covering the stock	
Number of reports and notes issued	Number of reports and notes issued to investors by the Cintra Group in 2006
Number of banks and brokers covering the stock in 2006	Number of banks and brokers covering Cintra's stock in 2006.
Web site users and hits	
Number of user sessions	Number of visits to www.cintra.es in 2006.
Average sessions per day	Number of user sessions divided by 365.
Average session duration	Sum of the duration of the overall user sessions divided by the number of user sessions in 2006 (minutes).
Number of pages served	Number of pages visited at www.cintra.es in 2006.
Number of unique visitors	Number of different visitors to www.cintra.es in 2006.
Percentage of accesses per main menu choice	Percentage of visits to menu items at www.cintra.es in 2006. They are: The company, Business lines, Shareholder information, Press room, CSR, and Human resources.
ENVIRONMENTAL POLICY	
Resource usage	
Electricity	Electricity consumption (in GJ) by Cintra at its head offices, car parks and toll roads in Spain in 2006.
Liquid fuel	Thousand litres of liquid fuel (petrol and diesel) used by Cintra vehicles in the car park and toll road areas in Spain in 2006.
Water	Water consumption (cubic metres) by Cintra car parks and toll roads in Spain in 2006.
Paper	Usage of purchased paper supplied to Cintra head office in 2006, in kg. and kg/employee (head office staff)
Investment in innovation	
Investment in R&D projects	Budget for R&D projects (euro)
QUALITY	
Institutional customer satisfaction in car parks	Average client rating (annual basis) ascertained through surveys (internally): satisfaction with the service provided by the company to citizens, and satisfaction with coordination and cooperation with concessionaire are expressed on a scale of 0 to 5.

HUMAN RESOURCES	
Health and safety	
Incidence index	Number of accidents which occurred during the working day for every thousand workers exposed in Spain in the Group in 2006. Formula: II = total number of accidents involving days away from work which occurred during the working day x 103 / average number of workers. Drafted on the basis of Recommendation 16 of the ILO International Conference of Labour Statisticians. The method of logging and reporting workplace accidents and illnesses conforms to ILO and EUROSTAT criteria.
Severity index	Number of working days lost as a result of accidents at work or on the way to and from work, for every 1,000 hours worked in Spain in the Group in 2006. It is calculated as follows: SI = total number of working days lost per year x 103 / number of hours worked. Drafted on the basis of Recommendation 16 of the ILO International Conference of Labour Statisticians. The method of logging and reporting workplace accidents and illnesses conforms to ILO and EUROSTAT criteria.
Frequency index	Number of accidents involving days away from work which occurred at work or on the way to and from work for every million hours worked in Spain in the Group in 2006. It is calculated based on the formula: FI = total number of accidents involving days away from work which occurred during the working day x 106 / number of hours worked. Drafted on the basis of Recommendation 16 of the ILO International Conference of Labour Statisticians. The method of logging and reporting workplace accidents and illnesses conforms to ILO and EUROSTAT criteria.
The team	
Average workforce	Average number of employees hired in Spain in 2006.
Average age of workforce	Age of workforce in Spain at 31 December 2006.
Average length of service	Length of service of the workforce in Spain at 31 December 2006.
Percentage of men and women	Percentage of men and women out of total workforce in Spain at 31 December 2006.
Attrition	Total voluntary severances as a percentage of the average workforce in Spain in 2006.
Number of employees with disabilities	Number of employees with disabilities in Spain at 31 December 2006.
Percentage of employees with disabilities	Number of employees with disabilities as a percentage of the average workforce in Spain at 31 December 2006.
Training	
Occupational safety training (hours)	Number of hours of occupational safety training received by Cintra workers in Spain in 2006.
Total training hours	Number of hours of training received by Cintra workers in Spain in 2006.
Number of people trained	Number of trainees at courses offered by Cintra in Spain in 2006.
ITotal investment in training	Expenditure on training courses offered by Cintra in Spain in 2006.
SOCIETY	
Support for culture	
Donations to restore historical heritage	Donations in Spain in 2006 in accordance with the National Historical Heritage Sponsorship Law (Law 16/1985, of 25 June), in euro.

(*)Group: Refers to Cintra, Concesiones de Infraestructuras de Transporte, S.A., its subsidiaries and associates based on the 2006 consolidated financial statements of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and its group of companies.

(**)Spain: Refers to Cintra, Concesiones de Infraestructuras de Transporte, S.A., its subsidiaries and associates in Spain based on the 2006 consolidated financial statements of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and its group of companies.

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ADDRESS LIST

CINTRA CONCESIONES DE INFRAESTRUCTURAS DE TRANSPORTE, S. A.

Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou
28020 Madrid
Tel. +34 91 418 56 00
Fax +34 91 556 03 38
www.cintra.es

INVESTOR AND SHAREHOLDER RELATIONS DEPARTMENT

Tel. +34 91 418 57 72
Fax: +34 91 555 50 32
e-mail: ir@cintra.es
accionistascintra@cintra.es

CINTRA CONCESIONES DE INFRAESTRUCTURAS DE TRANSPORTE DE CHILE LIMITADA

Avda. Andrés Bello 2711 - 18°
Las Condes - Santiago de Chile
Tel. +562 560 6250
Fax +562 335 7806

CINTRA CONCESIONES DE INFRAESTRUCTURAS DE TRANSPORTE, S.A. (PORTUGAL OFFICE)

Avda. Joao Crisóstomo, 38 C
1050-127 Lisboa
Tel. +35 121 351 2150
Fax +35 121 315 1462

TOLL ROAD

Toll road web sites:
www.407etr.com
www.autopistadelsol.com
www.autema.com
www.m45.es
www.radial4.com
www.eurolink-m4.com
www.chicagoskyway.org

CAR PARKS

Cintra Aparcamientos, S. A.
Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou
28020 Madrid
Tel. +34 91 418 57 01
Fax +34 91 556 91 27

REGIONAL OFFICES IN SPAIN:

North east
Escocia, 50/58, esc. Dcha.
08016 Barcelona
Tel. +34 93 243 44 10
Fax +34 93 242 44 11

Andalusia
Isla de la Cartuja, s/n
Edificio Expo. B50
41092 Sevilla
Tel. +34 95 448 83 99
Fax +34 95 448 82 83

Balearic Islands and Canary Islands
Pascual Ribot, 3 - 1°
07011 Palma de Mallorca
Tel. +34 97 145 32 60
Fax +34 97 145 17 51

Central spain
Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou
28020 Madrid
Tel. +34 91 418 57 01
Fax +34 91 556 91 27

Castilla la Mancha and Extremadura
Salto del Caballo, 5 - 1° Oficina 9
45003 Toledo
Tel. +34 92 522 52 17
Fax +34 92 521 19 64

East coast
Avda. de Aragón, 25 entlo.
46010 Valencia
Tel. +34 96 393 15 46
Fax +34 96 362 11 43

North
Jerónimo Sainz de la Maza, 2
39008 Santander
Tel. +34 94 236 25 86
Fax +34 94 236 15 08

DORNIER, S.A.

Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou
28020 Madrid
Tel. +34 91 418 57 01
Fax +34 91 556 91 27

FEMET, S.A.

Río Tormes, nave 73
Polígono Industrial El Nogal
28110 Algete (Madrid)
Tel. +34 91 628 22 20
Fax +34 91 628 12 32

2006 > 2007

SIGNIFICANT EVENTS

JAN 06

• Cintra was selected as Preferred Bidder for maintaining and operating the Indiana Toll Road, in the U.S. Stake in the Consortium: 50%. Length: 253 km. Concession period: 75 years. Investment: 3.8 billion dollars. Concession agreement signed: 12 April. Transfer of assets: 29 June.

MAR 06

• Cintra Chile refinanced the existing debt on the Temuco-Rio Bueno toll road. This operation increased concession company debt and improved the conditions of the Syndicated Credit, which allowed partners to recover approximately 47 million euro of their investment.

APR 06

• The 407 ETR toll road and the Province of Ontario made an amicable settlement regarding all legal disputes that have taken place between them until the present day.

• Cintra increased its direct stake in the R-4 toll road in Madrid to 55% after acquiring a further 10%.

JUN 06

• Cintra was selected as Provisional Contractor to design, build, finance and operate the Ionian Roads toll road project. Stake in the Consortium: 33.34% (Cintra will propose the appointment of the concession company's General Manager). Length: 378.7 km. Concession period: 30 years. Estimated investment: 1.15 billion euro. Concession agreement signed: 19 December. Start of the concession contract: pending ratification by the Greek Parliament.

• Cintra signed an agreement with the Texas Department of Transportation (TxDOT) to build, and operate sections 5 and 6 of the SH-130 toll road in Austin, Texas. Stake in the Consortium: 65%. Length: 64 km. Concession period: 50 years from completion of the road, which is estimated to be in 5 years' time. Estimated investment: 1.3 billion dollars.

JUL 06

• The Board of Directors appointed Juan Béjar as Second Vice-Chairman, retaining his management duties, and Enrique Díaz-Rato as a new Director and CEO of the Company.

• More than five months ahead of schedule, Cintra opened the new AP-36 toll road, linking Madrid with the East Coast (Levante). Length: 177 km. Concession period: 34 years (4 more years if certain service quality parameters are met).

SEP 06

• Cintra was chosen as Preferred Tenderer for designing, building and operating the M3 toll road between Clonee and North of Kells in Ireland. Stake in the Consortium: 90%. Length: 50 km. Concession period: 45 years. Estimated investment: 575 million euro. Concession contract signed: 7 March 2007.

• The 407 ETR opened to traffic the extension work on the road, which has meant adding a lane in each direction along 25 km of the toll road.

OCT 06

• Cintra acquired 100% of the capital of Autopista del Bosque, the concession company for the Chillán-Collipulli section of the Ruta 5 toll road in Chile. The acquisition was financed with the concession company cash flow and did not involve any disbursement of capital by Cintra.

NOV 06

• Sale of the stake (32.49%) in Europistas in two separate stages. During the first half of the year, the sale of a 5.39% took place on the market with a capital gain of 32.2 million euro. In November, Cintra took part in the public offer that was presented, which generated a net capital gain of 167.6 million euro.

• The Shareholders' Meeting agreed to a bonus share issue of one new share for every twenty in circulation. The free allocation period of the extension took place between 7 and 21 November and the new shares were listed on 4 December.

DEC 06

• The company holding the concession for the Santiago-Talca toll road issued bonds on the Chilean market to the value of approximately 156 million euro. This will allow reimbursements of up to 128 million euro to be made to shareholders over the next few years.

FEB 07

• On 1 February 2007, the 407 ETR toll road in Canada began to apply new tolls, which led to an increase of 8.3% at peak times and 8.4% at trough times.

• Cintra was selected as Provisional Contractor to design, build, finance and operate the Central Greece Motorway toll road in Greece. Stake in the Consortium: 33.34% (Cintra will propose the appointment of the concession company's General Manager). Length: 231 km. Concession period: 30 years. Estimated investment: 1.5 billion euro.

• Cintra was awarded the concession contract designing, financing, building, operating and maintaining the SH-121 toll road to the North of the metropolitan area of Dallas, Texas. Stake in the Consortium: 85%. Length: 41.6 km. Concession period: 50 years, after the start of operations. Estimated investment: 3.463 billion dollars.

Cintra

Annual Report 2007

Cintra

2007 in Figures

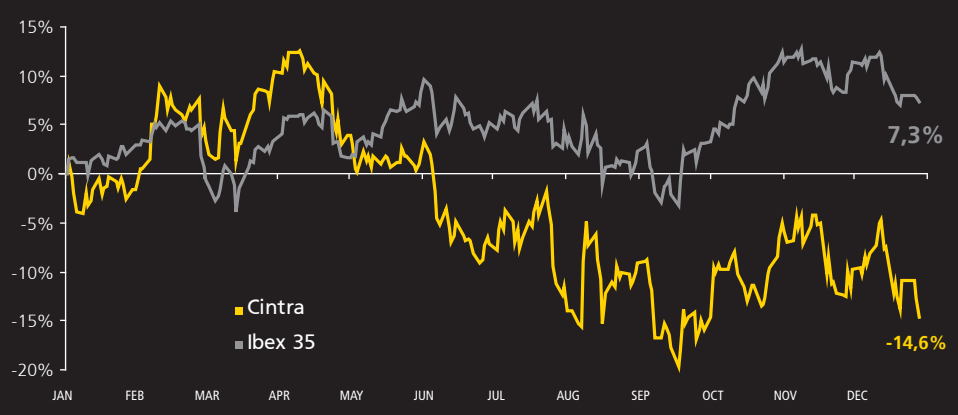
(Million euro)

	2007	2006	2005	2004	% 07/06	2003	2002	2001
Financial data [1]								
Revenues	1,024.677	884.704	696.223	483.901	15.8%	391.058	341.425	344.181
EBITDA	693.978	592.967	463.951	338.618	17.0%	270.198	238.185	222.333
EBITDA Margin	67.7%	67.0%	66.6%	70.0%	0.7%	69.1%	69.8%	64.6%
Total assets	12,295.770	11,884.759	10,234.831	7,460.066	3.5%	7,197.692	6,334.423	6,859.183
Equity	1,034.703	1,261.000	1,148.729	1,152.916	-17.9%	1,233.222	1,024.636	672.742
Gross financial investments in: Toll roads	151.198	449.989	393.142	130.718	-66.4%	45.790	150.309	238.495
Car parks and Others	48.356	56.465	24.884	62.568	-14.4%			58.098
Operating data								
Number of concession contracts	23	20	18	17	15.0%	16	15	14
Kilometres under concession contract	2,841	2,481	1,689	1,671	14.5%	1,658	1,588	1,552
407 ETR (Mill. km travelled)	2,253	2,124	2,064	1,960	6.1%	1,824	1,806	1,595
Ausol I (ADT)	21,482	20,772	19,973	19,340	3.4%	18,199	15,397	13,173
Ausol II (ADT)	21,170	19,782	18,286	16,565	7.0%	14,915	12,524	
Autema (ADT)	23,875	21,528	19,586	18,326	10.9%	16,952	15,007	13,773
Chicago Skyway (ADT)	49,570	50,514	48,422		-1.9%			
R-4 (Madrid-Ocaña) (ADT)	11,580	9,333	6,791		24.1%			
Indiana Toll Road (ADT)	31,508							
Eurolink (ADT)	24,506	20,939			17.0%			
No. parking spaces	266,805	253,023	238,200	207,447	5.4%	181,150	173,759	161,096
Percentage occupation (off-street)	17.0%	18.66%	18.10%	18.61%	-1.4%	18.25%	18.94%	17.87%

Share data [2]

Capitalisation (€Mn)	5,593	6,549	4,798	3,968
Year-end share price (€/ share)	10.33	12.70	9.77	8.08
Adjusted year-end share price (€/ share) [3]	10.33	12.10	8.86	7.39
Average daily trading volume (value in €Mn)	30.21	22.20	19.20	60.11
Appreciation in the year	-14.6%	36.5%	20.9%	-1.9%
No. shares at year-end	541,456	515,672	491,116	491,116

Cintra and Ibex-35 evolution 2007

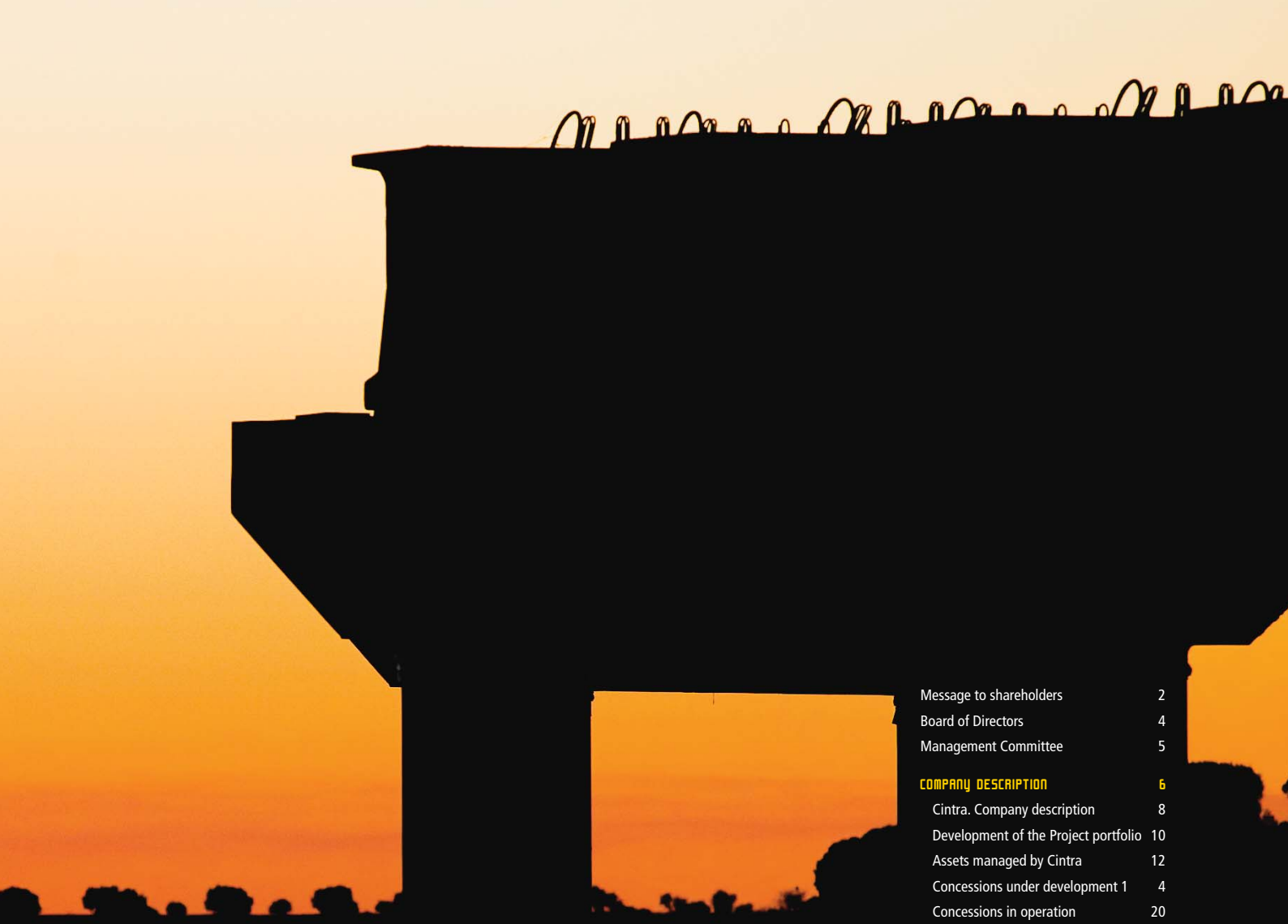


[1] The financial data for 2007, 2006, 2005 and 2004 has been prepared under International Financial Reporting Standards. The data for 2003, 2002 and 2001 was prepared according to the Standard Chart of Accounts in force at the time.

[2] Source: Spanish Stock Exchanges and Markets.

[3] Year-end price adjusted after the extension of paid-up capital of 1 new share for every 20 old ones that took place in November 2006 and 2007.

Source: Bloomberg



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Portfolio of toll roads and car parks

Cintra

CAR PARKS

ANDORRA
- Escaldes - Engordany

SPAIN

Andalucia
- Alméria
- Cádiz
- Granada
- Huelva
- Jerez
- Málaga
- Marbella
- Punta Umbría
- Sevilla

Aragón
- Huesca
- Teruel
- Zaragoza

Asturias
- Gijón

Baleares
- Mallorca

Cantabria
- Santander

Castilla y León
- Ávila
- Benavente
- Burgos
- León
- Palencia
- Salamanca
- Valladolid
- Zamora

Castilla la Mancha
- Albacete
- Ciudad Real
- Cuenca
- Toledo

Cataluña
- Barcelona
- Figueres
- Gerona
- Hospitalet
- Lérida
- Mataró
- Palafrugell
- Sabadell
- Salou
- San Cugat
- San Feliu de Guixols
- Sant Just Desvern
- Tarragona
- Valls

Extremadura
- Badajoz

Galicia
- Orense
- Pontevedra
- Santiago
- Vigo

Islas Canarias
- Lanzarote
- Las Palmas
- Tenerife

La Rioja
- Logroño

Madrid
- Madrid

Murcia
- Murcia

Navarra
- Estella
- Pamplona

País Vasco
- Álava
- Bilbao
- Guipúzcoa
- Irún
- San Sebastián
- Vitoria
- Vizcaya

Valencia
- Alicante
- Castellón
- Onteniente
- Valencia

PUERTO RICO
- San Juan

Message to shareholders

Dear shareholder,

We have the pleasure of presenting our annual report, which contains a description of our activity during 2007 reflecting, once more, the success we have achieved in the search for the best investment opportunities and their efficient management, based on the quality of the human capital that makes up our team.

Cintra ended 2007 with an increase of almost 16% in its net sales (INCN), exceeding 1 billion euro for the first time, and with an EBITDA of 694 million euro, 17% up on last year. These figures are a combination of the positive development of Cintra assets under operation and the incorporation, throughout the year, of the assets acquired or opened to traffic in 2006.

In 2007, Cintra continued its strategy of seeking new toll road projects, having signed the concession contracts Central Greece and M3 Toll Roads, in Greece and Ireland respectively and which, in both cases, were the second project awarded in the country. Furthermore, the contractsigned for sections 5 and 6 of the SH130 Toll Road, which is the first prect in Texas. In car parks, Cintra reinforced its leadership position in Spain, increasing the number of parking spaces managed to more than 266,000.

At present, Cintra has four bids presented and awaiting award, has been short-listed for a further ten projects and is actively studying other toll roads, some of which will be put out to tender in 2008. In addition, it should be mentioned that Cintra is monitoring other markets which, while they have not formed part of our focus in recent years, are developing rapidly and could therefore be of interest due to their high growth potential.

The global crisis in the financial markets which began in 2007 has led to financial activity taking on special relevance in the day-to-day management of the company. In this difficult situation Cintra was able to refinan-

ce very significant amounts of the debt on the 407ETR and successfully manage the financing pending in the new projects awarded, as well as, logically, dealing with the maturity of the existing debt.

Already in 2008, in spite of the adverse market conditions, Cintra has refinanced another part of the debt on the 407ETR and also part of the Autema Toll Road debt and has obtained new financing for sections 5 and 6 of the SH130.

We believe that with its balanced structure, the company is in an ideal position to soundly face the uncertain situation in the world financial markets over the next few months.

At the time of writing this letter, it is the tenth anniversary of the incorporation of Cintra, which was created by the contribution of the Grupo Ferrovial toll road and car park businesses to form a new company. The assets contributed by Ferrovial were Ausol I, Autema, Europistas, Eurovías and the Talca-Chillán toll road in Chile, as well as the car park business. Since then, Cintra has come a long way to become one of the leading companies in the industry and a reference for its competitors at world level with operations not only in Spain and Chile but also in Canada, Portugal, Ireland, the USA and Greece.

We are convinced that, as a result of the success achieved so far, we will find new challenges to be faced and new projects to be won. And these new achievements will be made thanks to the talents of our team of professionals, the enthusiasm we put into our work every day and our desire to do things well.

We therefore face 2008 with optimism, enthusiasm and also with good sense, with the conviction that it will be another year of successes for Cintra, both in terms of growth and in the progress of the businesses we already have in our backlog.

Rafael del PIno y Calvo-Sotelo

Chairman of Cintra
March, 2008

Board of directors

CHAIRMAN

Rafael del Pino y Calvo-Sotelo (1)

Chairman of the Board of Directors since 1998

Civil engineer, Polytechnic University of Madrid and MBA, Sloan School of Management, MIT.

Chief Executive Officer of Grupo Ferrovial since 1992 and Chairman since 2000.

Member of the Board of Directors of Banesto, the International Advisory Board of the Harvard Business School, the Sloan Dean´s Advisory Council (MIT) and the Blackstone European Advisory Board.

DEPUTY CHAIRMAN

Joaquín Ayuso García (2)

Member of the Board of Directors since 2002

Civil Engineer, Polytechnic University of Madrid.

General Manager for the Construction Area from 1992 until January 2002.

Chief Executive Officer of Grupo Ferrovial since 2002.

CHIEF EXECUTIVE OFFICER

Enrique Díaz-Rato Revuelta ■ (3)

Member of the Board of Directors since 2006

Civil engineer, Polytechnic University of Madrid.

Degree in economics. Awarded a Master's degree by the EOI.

Joined Grupo Ferrovial in 2000, and was Chief Executive Officer for the 407-ETR toll road in Canada from 2004 to 2006.

Chief Executive Officer of Cintra since 2006.

DIRECTORS

José Mª Pérez Tremps ● (4)

Member of the Board of Directors since 2004

Degree in law, Complutense University of Madrid.

Council of State Lawyer.

General Secretary of Grupo Ferrovial since 1990 and member of the Board of Directors since 1992.

Nicolás Villén Jiménez ● (5)

Member of the Board of Directors since 2004

Graduate in industrial engineering, School of Technical Industrial Engineering, Madrid.

MBA from the University of Columbia.

Master of Science from the University of Florida.

General Finance Manager of Grupo Ferrovial since 1993.

José Fernando Sánchez-Junco Mans ● ■ (6)

Member of the Board of Directors since 2004

Industrial engineer, Polytechnic University of Barcelona

ISMP graduate at Harvard Business School.

Belongs to the State Corps of Industrial Engineers.

Chairman and General Manager of Grupo MAXAM (formerly Grupo Unión Española de Explosivos, S.A.) since November 1990. Deputy Chairman of Dinamia Capital Privado and Deputy Chairman of DEFEX, S.A.

Jaime Bergel Sainz de Baranda ■ (7)

Member of the Board of Directors since 2004

Civil engineer, University of Texas

MBA from Northwestern University (J.L. Kellogg Graduate School of Management).

Chairman of Gala Capital, Director of Bacardi Limited and Chairman of Bacardi España, S.A., Director of Jimmy Choo and member of the Towerbrook Advisory Board.

Fernando Abril-Martorell Hernández ● ■ (8)

Member of the Board of Directors since 2004

Graduate in law and business studies, Comillas Pontifical University (ICADE E-3, Madrid).

General Manager of Grupo Credit Suisse, Spain.

Director of Portugal Telecom and Director of Telecomunicaciones de Sao Paulo (Telesp).

SECRETARY

Lucas Osorio Iturmendi (9)

Degree in law, Comillas Pontifical University (ICADE E-1, Madrid).

State Lawyer.

Manager of the Legal Department and Secretary of the Board of Directors of Cintra since 1998.

● Member of the Audit and Control Committee.
■ Member of the Related-Party Transactions Committee.

Management committee

Enrique Díaz-Rato Revuelta

Chief Executive Officer

Graduate in civil engineering and economics. Holds a master's degree awarded by the EOI.

Joined Grupo Ferrovial in 2000 and was Chief Executive Officer for the 407-ETR toll road in Canada from 2004 to 2006.

Chief Executive Officer of Cintra since July 2006.

Francisco Clemente Sánchez

Chief Financial Officer

Holds a degree in economics and an MBA awarded by the Instituto de Empresa. Joined Grupo Ferrovial in 1987 and has been Chief Financial Officer of Cintra since 2002.

Jorge Gil Villén

Manager of Corporate Development and Investors Relations

Graduate in Law and Business Studies (ICADE E-3).

Joined Cintra in 2001 and has been in charge of the Project Financing Department since October 2002. Appointed Manager of Corporate Development and Investors Relations in July 2007.

Lucas Osorio Iturmendi

Manager of the Legal Consultancy Department

Graduate in law and State Lawyer.

Joined Grupo Ferrovial in 1996 as Legal Consultancy Manager to the Development Management and was appointed Manager of the Legal Department and Secretary of the Board of Directors of Cintra in 1998.

Nicolás Rubio de Cárdenas

Technical and Bidding Manager

Civil engineer.

Joined Grupo Ferrovial in 1987 and has been Technical and Bidding Manager since 2000.

Ana Villacañas Beades

Human Resources, Quality & Environment Manager

Civil engineer.

Joined Grupo Ferrovial in 1991 and has been Cintra's Human Resources Manager since 1998. She has also been Quality Manager since 2002 and Environment Manager since 2005.

Rafael Fando Mestre

Information Systems Manager

Civil engineer.

Joined Grupo Ferrovial in 1988 in the Autema concessionary company, moving from there to Development Management in 1997, and to Cintra in 1998. Information Systems Manager since 1999.

José María López de Fuentes

Manager for the United States

Civil engineer. Awarded M.Sc. in Civil engineering by UWM, and MBA by the IESE.

Joined Grupo Ferrovial in 1997 and has held the post of Manager for the United States since 2004.

Javier Pérez Fortea

Manager for Europe and Chile

Civil engineer.

Joined Grupo Ferrovial in 1999, and was in charge of Spanish toll roads from 2003 to 2006. Manager for toll roads in Europe (Ireland, Greece and Portugal) and Chile since 2006.

Leopoldo del Pino y Calvo-Sotelo

Manager for Spain

Civil engineer. Awarded an MBA by INSEAD.

Joined Grupo Ferrovial in 1998 and was appointed Manager of Cintra's car park business in 1999. Since November 2006 he has been Manager for Spain, which includes the management of Spanish toll roads and the car park companies.

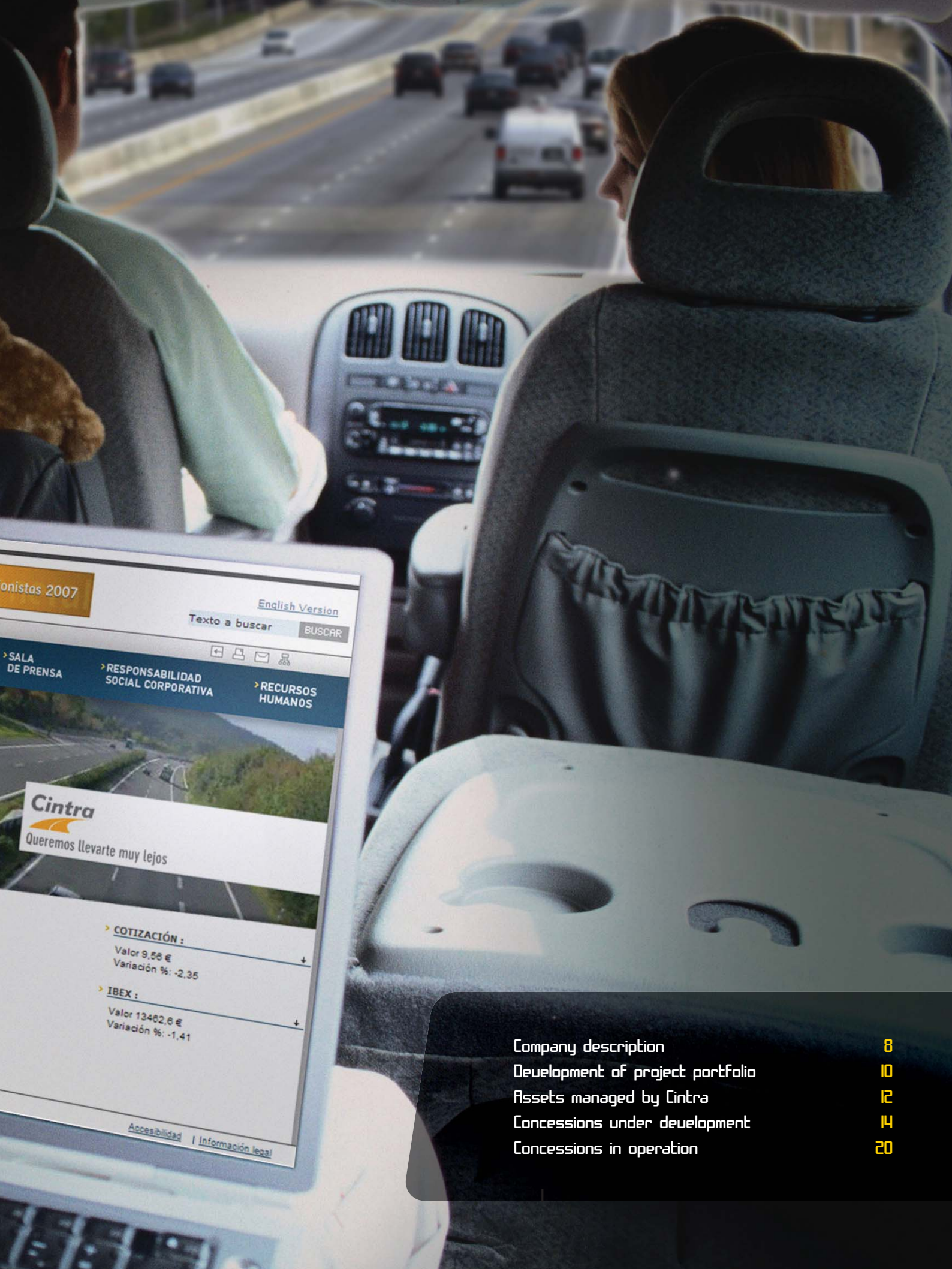
Antonio de Santiago Perals

Manager for Canada

Civil engineer.

Joined Grupo Ferrovial in 2001. Has been manager of the concessions managed by Cintra in Ireland and Portugal, and Chief Executive Office of the 407-ETR toll road in Canada since May 2006.

Company
Description



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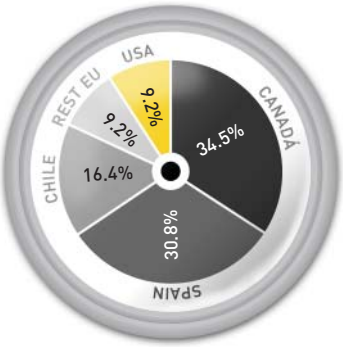
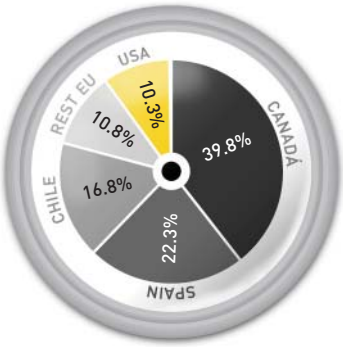
Company description Cintra

TURNOVER BY COUNTRY
2007



EBITDA BY COUNTRY
2007



NUMBER OF PARKING
SPACES BY SECTOR

CAR PARK TURNOVER
BY SECTOR 2007

Cintra was incorporated in February 1998 with the transfer of the Grupo Ferrovial infrastructure and car park businesses, thus continuing its long experience in infrastructure development, which began in 1968 with the awarding of the concession for the A-8 Bilbao-Behobia toll road, the first one to be awarded in Spain with private funding and management, and the Plaza Mayor and Plaza de las Cortes car parks in Madrid.

During these first ten years of operations, Cintra has come a long way to become a leading company and a world reference in the private development of transport infrastructure, as well as being the largest company in Spain the car park sector.

Since its incorporation, Cintra has been developing a clear growth strategy based on the search for the best investment opportunities and their efficient management.

The projects that make up the Cintra backlog and the new projects in which it invests have a low risk profile and high growth potential.

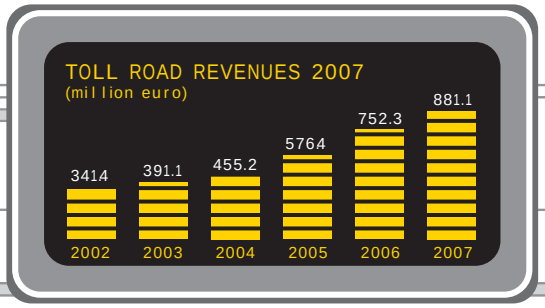
The reduced investment risk is based on the fact that these are public services provided within a system of limited competition, with steady, predictable

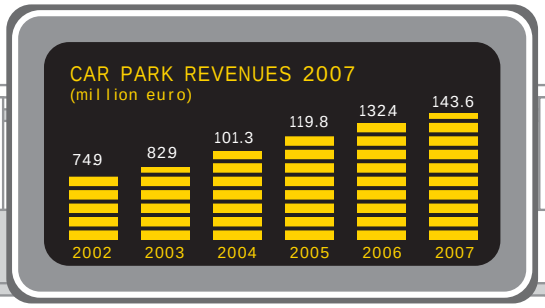
Cintra

- SPAIN
- UNITED STATES
- CHILE
- CANADA
- IRELAND
- GREECE
- PORTUGAL

until 1997	1998	1999	2000
Autema / Ausol I / Europistas (A1 and A8)	M-45 Artxanda Tunnels	Ausol II	R4
Talca - Chillán	Temuco - Río Bueno	Collipulli - Temuco Santiago - Talca	Euroscut Algarve
		407 ETR	

(1) In 2003 the concession contract for the A8 toll road, controlled by Europistas, was completed
(2) In 2004 Cintra transferred the 30% stake it held in the Artxanda Tunnels to Europista





In 2008, Cintra is celebrating its first ten years of operations, during which the company has become a world leader and reference in the private development of transport infrastructure.

revenues and expenses and with long concession periods that compensate for trade cycle uncertainties. Furthermore, these assets are located in politically and economically sound countries, which have reliable legal and judicial systems. In addition to this, Cintra follows a strategy aimed at eliminating both the financial risk, through "Project Finance" funding structures without recourse to shareholders and in local currency, and the construction risk, through fixed price and term contracts with a construction group led by Ferrovial under terms and conditions that are firmly agreed before the bid is presented.

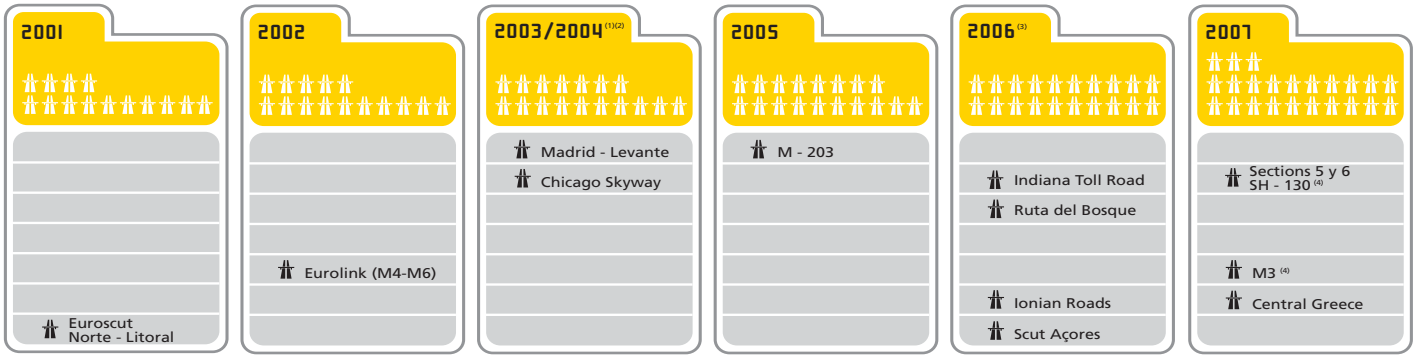
As well as this, the current project backlog has a high growth potential since the most important assets are in the initial stages of their business cycle and have pricing systems that capture the user's ability to pay.

The success of this growth strategy, which is based on acquired experience and the knowledge provided by the human capital that makes up the Cintra team, has been reflected in the 21 new concessions awarded since the company was incorporated.

At year-end 2007, Cintra has a backlog in the toll roads sector consisting of 23 concessions spread over Spain, Canada, the United States, Portugal, Ireland, Greece and Chile, where it manages 2,841 kilometres of toll road and an investment of 16.182 billion euro. In the United States, Cintra is also a strategic partner of the State of Texas for the development of Trans-Texas Corridor project.

In the car park sector, Cintra manages 266,805 parking spaces in 137 cities in Spain, Andorra and Puerto Rico and maintains a leading position as a global provider of integrated solutions for its customers, which are mainly local authorities, as the only company in the sector to operate in the 17 Spanish Autonomous Regional Governments and in all business lines.

Finally, the search for more attractive investment projects, irrespective of their geographical location, has led Cintra to develop a strong presence outside Spain, making the company into a multinational: at year-end 2007, 69.2% of sales and 77.7% of the gross operating income (EBITDA) came from projects outside Spain.



(3) In 2006 the Cintra stake in Europistas was sold.
(4) In 2007 the concession contracts were signed for the M-3 toll road and the SH-130 toll road Sections 5 and 6 which had been awarded in 2005 and 2006

Development of project portfolio

TOLL ROADS

Cintra's strategy is focussed on growth, both through the incorporation of new assets, in which active management throughout their life cycle reduces risk, and through the efficient management of the existing project backlog.

New Projects

During 2007, Cintra has continued with its bidding activity, with 6 bids presented for new concession contracts. Two of them are still awaiting award, while the SH-121 toll road, for which Cintra was chosen as the Apparent Best Value Proposer, was cancelled by the Texas Transport Commission at the end of August.

Concerning market development, following the increase in the number of concession projects seen in 2006, this year can be classified as one of transition, since after a first semester in which some uncertainty began to arise, the market was reactivated in the last few months and we hope to see this conclude in a significant increase in new concession projects throughout 2008.

North America:

Following the 2006 elections, it seemed that the year would start off with a reassertion of the pattern of infrastructure development with stakes from private capital. However, after the first few months of the year, some uncertainty set in. Therefore, legislation was approved in Texas that put a temporary halt on development of this kind and favoured outdated models such as development through public sector bodies. However, these legislative initiatives did not formulate alternative solutions for dealing with the problem of the infrastructure deficit, which was accentuated by the tragic collapse of a bridge in Minnesota in the summer. Therefore, in the second half of 2007, a re-launch of plans for developing new infrastructure with private investment was once more observed, especially in Florida and Texas but also in Virginia, Pennsylvania, Georgia, and in Canada too.

In this scenario, Cintra took part in the only three toll road projects for which bids were invited in the whole year in the United States, in Florida, Colorado and Texas. As we have mentioned, the SH-121 project in Texas was cancelled, while the Florida project is awaiting award. Also awaiting award is the I-285 concession project for which bids were presented in Georgia in 2006. Finally, in March this year, Cintra signed the concession contract for sections 5 and 6 of the SH-130 toll road, a project which was awarded in 2006.

Europe:

In the European market, the toll road programmes have been completed in countries where Cintra was already operating, such as Ireland or Greece. New projects were also launched in other markets such as Italy, Portugal and Poland where, in spite of some unexpected turns of events, such as the cancellation of the award to Cintra of the Mantua-Cremona toll road, a strong increase in activity is expected, with more than 10 new concession projects for a sum of almost 5 billion euro.

In Europe, Cintra has actively taken part in three bids in Italy, one of which is awaiting award while in the others subjective criteria prevailed, which the Italian government is attempting to eliminate for the future. The Concession Contract was also awarded for the Central Greece toll road, for which the bid was made in 2006, and the Contract for the M-3 toll road in Ireland was signed, which had been awarded in 2005.

Other markets:

Finally, it should be mentioned that Cintra is monitoring other markets which, while they have not formed part of its strategy in recent years, are developing rapidly and could therefore be of interest. This is the case, for example, of the forthcoming privatisations in Mexico, Brazil and India. It is not a question of withdrawing attention from objectives in North America and Europe, but more a matter of extending the area of long term investment. In any case, it is very important to highlight that in no case would these markets become a priority and therefore, if any investment is eventually made, it will be limited in size and will, of course, have profitability that matches the risk.

For 2008, we expect a considerable increase in the volume of activity, especially concentrated in North America and, to a lesser extent, in the new markets.

Management of the project portfolio

As we have already mentioned, Cintra performs active management of its project backlog aimed at maximising asset value through the introduction of operational improvements that optimise efficiency in management and at the same time provide users with an efficient quality service.

Among the actions carried out this year was the completion of the new lane extension work on the 407 ETR toll road. During the year, 50 new kilometres of lanes were opened, which were added to the 50 kilometres opened in 2006 to complete the work taking place over the last two years. The extension in capacity, together with the start-up of the loyalty-building programme for passenger vehicles, has helped to increase the level of satisfaction among users, which is reflected in the fact that on 5 October the toll road reached a new historic daily traffic record with a total of 445,822 journeys.

Elsewhere, the Indiana Toll Road started up the electronic toll system on the section of the concession operated under a flat toll scheme, which is 37 kilometres long, from the Chicago Skyway. Penetration of the electronic toll system reached levels of almost 40%.

On the R-4 toll road, the construction work has been completed on the last 7 kilometre section of the M-50 toll road, which has led to 100% of the rate being collected following a 5% increase which took place after this section was commissioned.

Finally, the end of the year saw completion of the refurbishment and improvement works on the Chicago Skyway toll road, which will allow the toll road to be operated in its layout of three lanes in each direction.

Financing

Among the finance operations that took place in 2007 were those carried out on the Ionian Roads and M-3 toll roads, where the capital structures were closed to finance the total planned investment in each of the projects, which came to € 1.58 billion and € 575 million respectively.

In March refinancing of the existing debt in Ausol took place for € 486.8 million and a three-year period. The spread of the new debt was reduced by approximately 30 base points with respect to the previous one.

Finally, the 407-ETR toll road refinanced 925 million CAD$ in two separate issues. The first issue, for 300 million CAD$, took place in March, while the second one, for 625 million CAD$ was carried out at the start of October and, in spite of the unsettlement in the financial markets at the time, was 2.1 times oversubscribed.

CAR PARKS

Over the year, Cintra Aparcamientos analysed 103 projects, presented 49 bids and won 29 out of the 38 tenders on which a decision was made, giving the company a success rate of 76.3%.

Total investment in new contracts during the year reached 53.4 million euro.

During 2007, Cintra Aparcamientos was awarded new off-street car park contracts, among which was the 50 year concession for the car park at Pamplona Hospital (1,408 parking spaces), the car parks at the Figueras Hospital and Passeig Nou (717 parking spaces) and the renewal of the Pombo car park in Santander (345 parking spaces).

Among the most important milestones was the awarding of the management of the car parks for the Expo 2008 in Zaragoza, which will be held between June and September. The service will cover a total of 10,081 parking spaces distributed between 2 car parks and the bus station. To manage these car parks, state-of-the-art technology and applications designed by Cintra technicians will be used.

In on-street parking, through Dornier, the tenders were awarded for parking services in a total of 9 cities, among which the most important were Vigo (2,850 parking spaces), Palma de Mallorca (7,110 parking spaces) and Baracaldo (13,373 parking spaces).

In tow-away vehicle services, Dornier was awarded the tenders for a total of 6 concessions including the new facilities in Alcobendas and Bilbao Airport, as well as renewals of the services in Valladolid, Palencia, Cuenca and Mondragón.

In 2007, the presence of Cintra Aparcamientos has continued to expand in Spanish airports reaching a total of 29,000 at the end of 2007 following the awarding of the management of the airport car parks in San Sebastián (311 parking spaces), Tenerife North (1,561 parking spaces) and Lanzarote (1,632 parking spaces).

Assets managed by Cintra

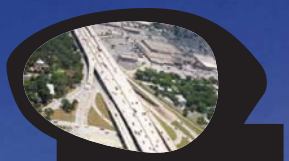
Concessions under Development

SH-130 sections 566
Toll road

Km
64
Investment
923.3
% Cintra
65.0
Location
United States
Estimated concession period
2012-2062

M-3
Toll road

Km
50
Investment
484.1
% Cintra
95.0
Location
Ireland
Concession period
2007-2052



Trans/Texas Corridor Advisory

% Cintra
85
Location
United States
Concession period
2005-2055

Ionian Roads
Toll road

Km
378.7
Investment
1,100.0
% Cintra
33.34
Location
Greece
Concession period
2007-2037

Alcalá-O'Donnell
Toll road

Km
12.3
Investment
69.5
% Cintra
100
Location
Spain
Concession period
2005-2035

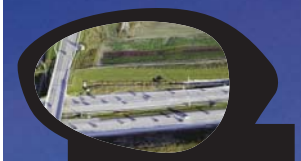
Central Greece
Toll road

Km
231
Investment
1,450.0
% Cintra
33.34
Location
Greece
Concession period
2008-2038

Scut Açores
Toll road

Km
93.7
Investment
405.3
% Cintra
89.0
Location
Portugal
Concession period
2006-2036

Concessions In Operation



407 ETR
Toll road

Km
108
Investment
2,961.8
% Cintra
53.2
Location
Canada
Concession period
1999-2098

Chicago Skyway
Toll road

Km
12.5
Investment
1,317.8
% Cintra
55
Location
United States
Concession period
2005-2104

Indiana
Toll road

Km
252.6
Investment
2,679.1
% Cintra
50
Location
United States
Concession period
2006-2081

Total toll road length
2,841

Total investment (million euro)
16,182

Total parking spaces
266,805

Average weighted life of toll roads (*)
74.7

Autema
Toll road

Km
48.3
Investment
228.6
% Cintra
76.3
Location
Spain
Concession period
1986-2036

Madrid Sur (R4)
Toll road

Km
97.2
Investment
687.4
% Cintra
55
Location
Spain
Concession period
2000-2065

Eurolink (M4-M6)
Toll road

Km
36
Investment
336.1
% Cintra
66
Location
Ireland
Concession period
2003-2033

Temuco-Río Bueno
Toll road

Km
171.7
Investment
162.4
% Cintra
75
Location
Chile
Concession period
1998-2023

Ruta del Bosque
Toll road

Km
160
Investment
265.9
% Cintra
100
Location
Chile
Concession period
2006-2021

Rusol I
Toll road

Km
82.7
Investment
474.3
% Cintra
80
Location
Spain
Concession period
1996-2046

Madrid Levante
Toll road

Km
182.8
Investment
512.3
% Cintra
51.84
Location
Spain
Concession period
2004-2040

Euroscut Algarve
Toll road

Km
130
Investment
282.2
% Cintra
77
Location
Portugal
Concession period
2000-2030

Santiago-Talca
Toll road

Km
237
Investment
656.5
% Cintra
100
Location
Chile
Concession period
1999-2024

Collipulli-Temuco
Toll road

Km
144
Investment
204.3
% Cintra
100
Location
Chile
Concession period
1999-2024

Rusol II
Toll road

Km
22.5
Investment
199.4
% Cintra
80
Location
Spain
Concession period
1999-2054

Trados 45 (M45)
Toll road

Km
14.5
Investment
196.5
% Cintra
50
Location
Spain
Concession period
1998-2029

Euroscut Norte Litoral
Toll road

Km
119
Investment
366.7
% Cintra
75.5
Location
Portugal
Concession period
2001-2031

Talca-Chillán
Toll road

Km
193
Investment
218.7
% Cintra
67.6
Location
Chile
Concession period
1996-2015

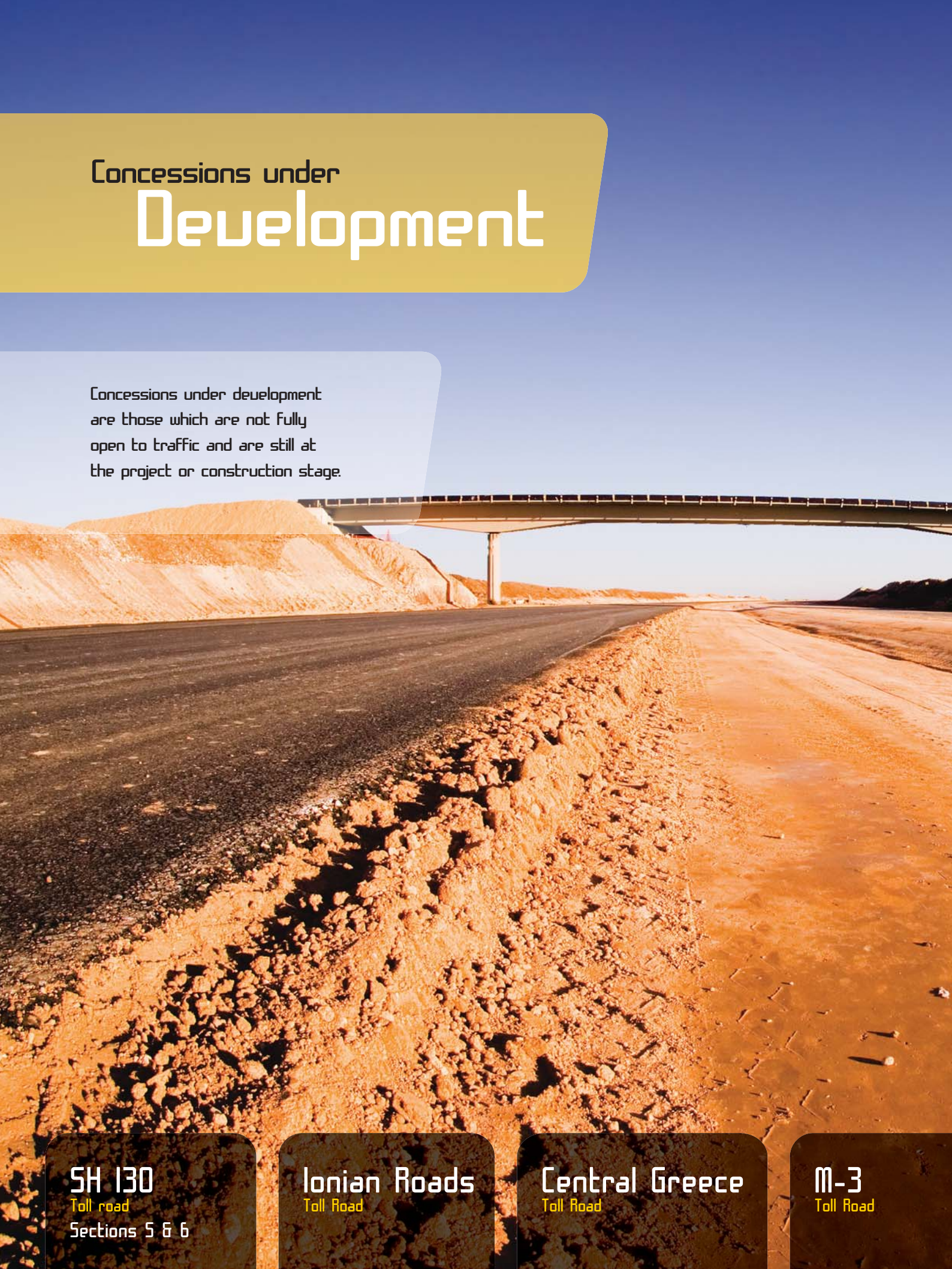
Car parks

Car park parking spaces
266,805
Location
Spain
Puerto Rico
Andorra

(*) According to an assessment made on 31 December 2007 and sent to the market.

Concessions under Development

Concessions under development are those which are not fully open to traffic and are still at the project or construction stage.



SH 130
Toll road
Sections 5 & 6

Ionian Roads
Toll Road

Central Greece
Toll Road

M-3
Toll Road

Alcalá-O'Donnell
M-203
Toll Road

Scut Açores
Toll Road

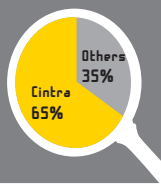
Advisory
Trans-Texas Corridor
TTC-35

SH-130
Toll road - Sections 5 & 6

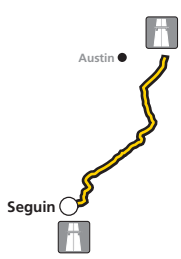
64
km of new build, which forms part of the bypass of downtown Austin, Texas.

50
year concession contract from completion of the road, estimated in 5 years.

923.3
million euro investment.



- The SH-130 toll road is an alternative to the congested IH-35 where it runs through Austin.
- Sections 5 (18.7 km) and 6 (45.3 km) run through the south-east of Austin (at the intersection with the SH45) and the city of Seguin at the intersection with the IH10. This road connects Houston with San Antonio.
- Sections 1 to 4 will be operated by TxDOT. Sections 1 to 3 were in operation at the end of 2007. Section 4 will be completed by the end of April 2008.
- Payment system 100% free-flow barrier-free.
- Toll review will depend on the nominal GDP per capita in the State of Texas.
- Concession payment to State (up-front payment): 25.8 million dollars.
- Mechanism for distribution of revenues with the State according to a system of bands.
- Compensation for competing infrastructure in a 10-mile corridor.
- Compensation in the event of speed limit being raised on the I35.
- Concession agreement signed: 23 March 2007.



2007 2012 2062

Estimated construction 5 years/ 50 year concession

Ionian Roads
Toll road

378.7
Km divided into two separate sections on the East and West coastlines of Greece.

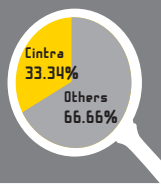
159
Km of new build.

161.7
Km already built and in operation.

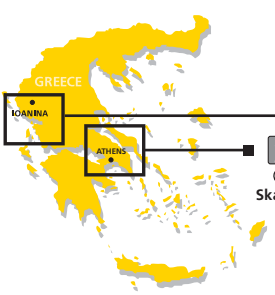
58
Km under construction by the Government.

30
year concession contract, from 2007 to 2037.

1.1
billion euro investment.



- Two separate sections of toll road:
  - Pathe section: 1617 Km already in operation + 58 Km under construction by the Government from Athens to Thessaloniki. The section in operation was transferred to the concession company on 10 January 2008.
  - Ionian Road section:159 Km of new build along the coastline of the Ionic Sea, from Patras to Ioanina, in the North. The aim is to begin operations within 6 years.
- Prices linked to inflation.
- The Pathe section is a corridor with heavy traffic, especially on the existing section where it is closest to Athens (ADT 80,000 vehicles).
- Operation of the existing section will provide substantial revenues during the construction period, reducing the need for finance.
- Mechanism for distribution of revenues with the Government if certain traffic levels or TIR are exceeded.
- Cintra has appointed the General Manager.
- Concession period start date: 19 December 2007.



2007 2037

30 year concession

Central Greece
Toll road

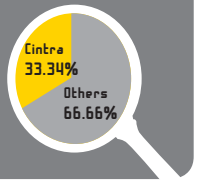
231
Km running from the south to the north-east through the centre of the country.

174
Km of new build.

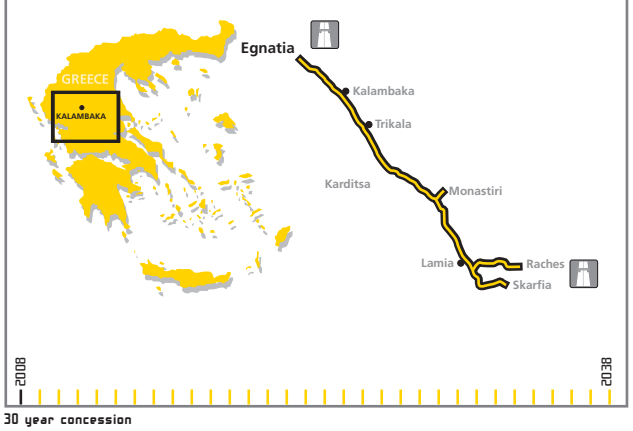
57
Km under construction by the Government.

30
year concession contract, from 2008 to 2038.

1.450
billion euro investment.



- The toll road is divided into two sections:
  - The first one, called Central Greece, which is 174 km long, will be fully built by the consortium.
  - The second one, which is adjacent to the first, is 57 km long and will be built by the Government and subsequently transferred to the concession company.
- Prices linked to inflation.
- Government grant (European funds): 500 million euro.
- Cintra has appointed the Manager of the Concession company.
- The concession agreement was signed on 31 May and ratified by the Greek Parliament on 31 July.
- The concession period is expected to start on 12 March 2008 while start-up of the operation is estimated for the end of 2009 when part of the stretches built by the Government are transferred.



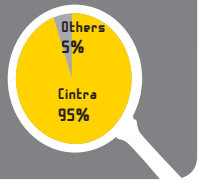
30 year concession

M-3
Toll road

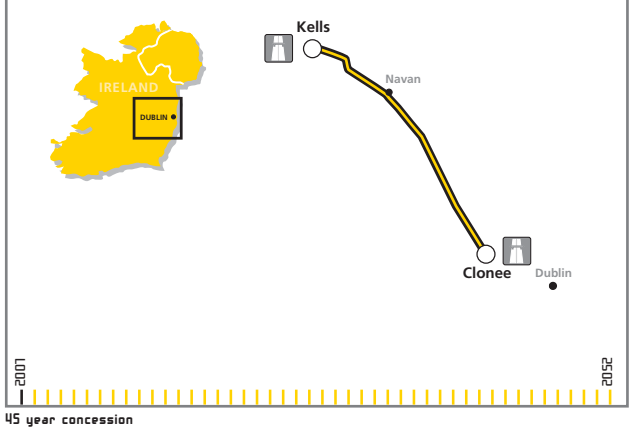
50
Km of new build.

45
year concession contract, from 2007 to 2052.

484.1
million euro investment.



- The 50 Km long toll road runs between Clonee and North of Kells, to the north-east of Dublin.
- Prices linked to inflation.
- Mechanism for distribution of revenues with the government if certain traffic levels are exceeded.
- The project has a traffic guarantee from the Government, through which the concession company has the right to compensation below minimum traffic levels.
- SIAC, which holds 5% of the concession, has the right to increase its stake to 25%.
- Concession agreement signed: 7 March.
- Concession period starts: 27 April.
- The progress of the building work was 37.83% by December 2007.



45 year concession

Alcalá - O'Donnell
Toll Road (M-203)

12.3
Km of new build in the Madrid region, between the R-3 in Mejorada del Campo and the A-2 in Alcalá de Henares.

30 o 31
year concession contract, from 2005 to 2035 or 2036 depending on road safety.

69.5
million euro investment.

- Located in a highly congested area, especially around Alcalá de Henares.
- The toll road will considerably improve access from the Henares corridor to central and south Madrid, creating a cross-axis as an alternative to the A-2.
- Prices are linked to inflation.
- Progress of the construction work was 79.7% by December 2007.

30 year concession / remaining 28 + 1 year

Scut Açores
Toll road

93.7
Km of shadow toll road on San Miguel.

45.9
Km of new build.

27.5
Km of refurbishment and operation.

20.3
Km in operation.

30
años concession contract, from 2006 to 2036.

405.3
million euro investment.

- High capacity road system which will significantly improve the road network in the Central and Eastern areas of San Miguel.
- The concession is divided into three roads:
  - 35.4 km southern road: connects the airport and the capital with the south of the island.
  - 33.7 km North-South road: improves the connection between the two main towns on the island.
  - 24.6 km North-East road: It will improve communication between the less developed towns on the island.
- Traffic risk mitigated by the shadow toll price system and traffic bands: a toll is applied in three decreasing ranges as traffic increases until reaching a maximum, above which the toll rate is zero. The system results in a slight risk since most revenues are achieved even though the traffic level is low.
- Prices linked to a formula based on the CPI for the Azores.
- Collection of toll fees starts: At the end of construction but no sooner than 4 years after the Concession Agreement is signed.

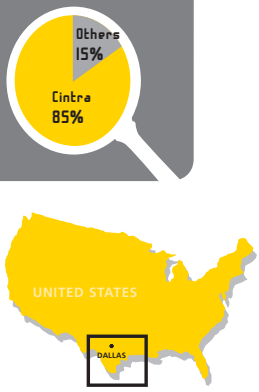
30 year concession / remaining 29

Advisory
Trans-Texas Corridor

50
years as a strategic partner of the Department of Transportation for the design, planning and development of the corridor.

30
billion euro
approximate total investment (public and private) for developing the project over the next 50 years.

- The project, known as the High Priority Trans Texas Corridor (TTC-35), is the largest infrastructure plan promoted in the United States since the Interstate Highway System was created by Eisenhower.
- The Consortium led by Cintra is the advisor to the Texas Department of Transportation (TxDOT) in the development of the corridor, identifying the most suitable methods of transport, the priority actions and the best formulas or systems for financing each project.
- In addition to payment for its advisory services, Cintra will be able to negotiate with the State over the direct awarding of concession contracts for the toll road projects that are agreed.



2005 2007 2055

Strategic partner 50 years / remaining 47

407 ETR
Toll road

Chicago Skyway
Toll road

Indiana
Toll road

Autema
Toll road

Trados 45
Toll road
M-45

Euroscut Norte-Litoral
Toll road

Euroscut Algarve
Toll road

Eurolink
Toll road
(M4-M6)
Kilcock - Kinnegad

Collipulli-Temuco
Toll road

Concessions in operation are those which are open to traffic.

Concessions in Operation

Ausol I
Toll road

Ausol II
Toll road

Madrid Sur
Toll road
R-4 Madrid-Ocaña

Madrid Levante
Toll road
Ocaña-La Roda

Temuco-Río Bueno
Toll road

Santiago-Talca
Toll road

Talca-Chillán
Toll road

Ruta del Bosque
Toll road

407 ETR
Toll road

108
Km of urban toll road forming the second Toronto ring road.

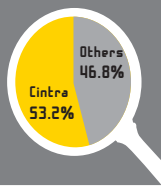
99
year concession contract, from 1999 to 2098.

2,961.8
million euro investment.

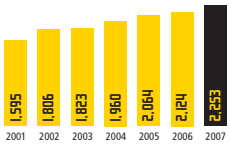
353.7
million euro in revenues.

276.4
million euro in operating income (EBITDA).

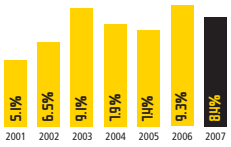
- Alternative route to one of the most congested roads in North America.
- Fully electronic toll road system without the need for toll barriers (freeflow). Allows very high traffic volumes to be handled without waiting times.
- Tariff system: Possibility of freely increasing tolls without penalty if the traffic remains above a certain level. This system allows optimisation of the revenues for the concession company, adjusting the price to the time saving offered by the toll road.



Historical evolution of the traffic
Vehicles by km. Route (million).



Annual toll increase



1999 — 2007 — 2098

99 year concession / remaining 91

Chicago Skyway
Toll road

12.5
Km of urban toll road that links South Chicago with the Indiana state line.

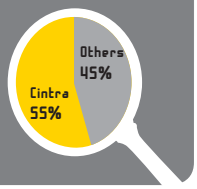
99
year concession contract, from January 2005 to January 2104.

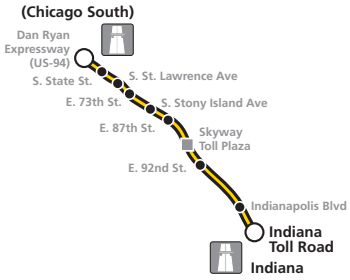
1,317.8
million euro investment.

39.2
million euro in revenues.

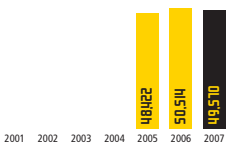
30.7
million euro in operating income (EBITDA).

- It provides an alternative to a highly congested corridor that links Chicago with a major residential and leisure area.
- Pricing system that allows price increases above the inflation rate, from the US$ 2.50 in 2007 for passenger vehicles to US$ 5 by 2017, with a subsequent annual increase equal to the highest of the following increases: 2%, inflation for the period, or nominal GDP growth per capita.

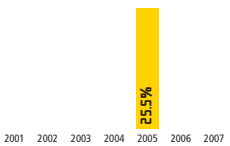




Annual traffic figures
Equivalent ATD.



Annual toll increase



2005 — 2007 — 2014

99 year concession / remaining 96

Indiana
Toll Road

252.6
Km of toll road that links Chicago with the main cities on the eastern seaboard of the United States

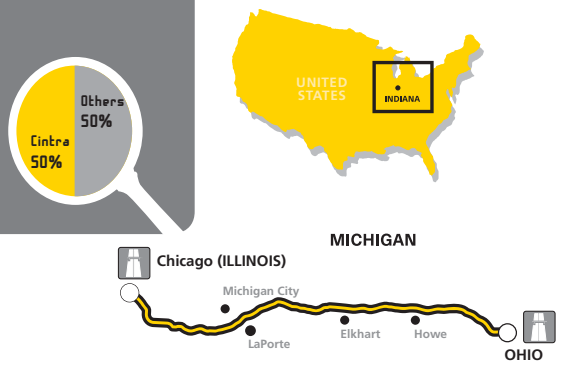
75
year concession contract, from 2006 to 2081.

2,679.1
million euro investment.

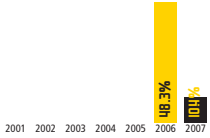
109.9
million euro in net revenues.

80.9
million euro in operating income (EBITDA).

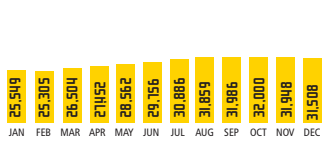
- Two separate sections:
  - Western Section, 37 Km long with flat toll system which connects with the Chicago Skyway. It provides an alternative in a highly congested corridor.
  - Eastern section, 216 Km of ticket system toll road as far as the Ohio state line. It is part of the main route connecting Chicago and the Mid-West with New York, with a lot of goods traffic.
- Very attractive toll plan, with increases above inflation.
  - Gradual increase for heavy goods vehicles until 2010.
  - In 2010, an increase by the highest figure of the following: 2%, CPI or nominal GDP per capita accumulated over the previous four years.
  - From 2011; annual review depending on the highest figure from the following: 2%, CPI or nominal GDP per capita.



Annual toll increase



Monthly traffic figures 2007
Accumulated ATD.



75 year concession / remaining 73

Autema
Toll Road

48.3
Km of toll road between San Cugat, Terrassa and Manresa.

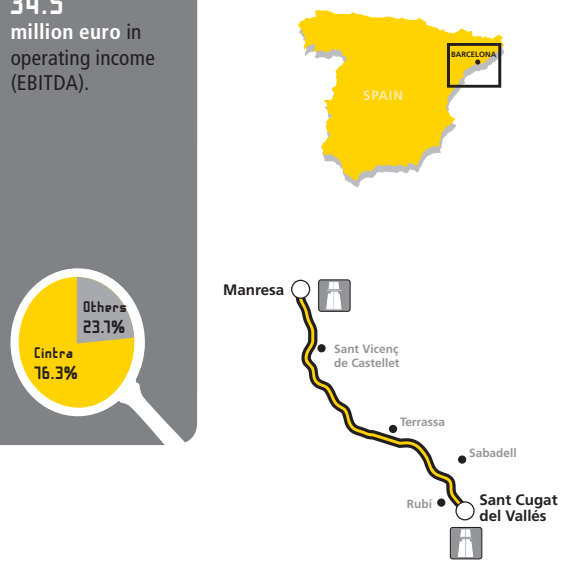
50
year concession contract, from 1986 to 2036.

228.6
million euro investment.

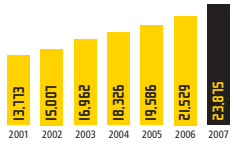
43.9
million euro in net revenues.

34.5
million euro in operating income (EBITDA).

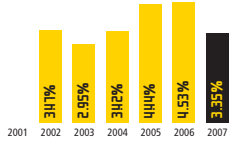
- In 1999, the concession company reached an agreement with the Catalan government through which, in exchange for a substantial price reduction, the latter pays each year the difference between the actual revenues and those forecast in the Finance Plan in force at the time, plus an adjustment for higher operating expenses due to the increase in traffic caused by the price reduction.
- Prices linked to inflation.



Annual traffic figures
Equivalent ATD.



Annual toll increase



50 year concession / remaining 29

Ausol I
Toll road

82.7
Km between Malaga and Estepona.

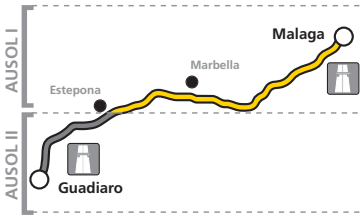
50
year concession contract from 1996 to 2046.

474.3
million euro investment.

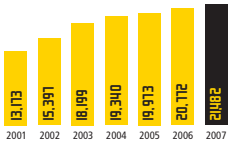
52.6
million euro in net revenues.

43.8
million euro in operating income (EBITDA).

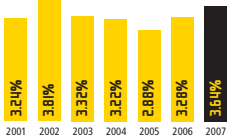
- Toll road located in one of the corridors with the highest population growth in Spain.
- Prices vary depending on the time of year, with high season being during the summer months and at Easter.
- Alternative route to a highly congested semi-urban corridor.
- Prices linked to inflation, with an adjustment if traffic exceeds expectations.



Annual traffic figures
Equivalent ATD.



Annual toll increase



Ausol I: 50 year concession / Remaining 39

Ausol II
Toll road

22.5
Km between Estepona and Guadiaro.

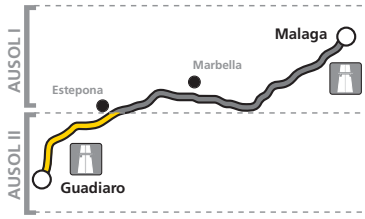
55
year concession contract from 1999 to 2054.

199.4
million euro investment.

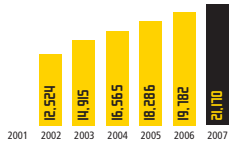
13.3
million euro in net revenues.

9.9
million euro in operating income (EBITDA).

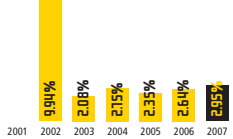
- Toll road located in one of the corridors with the highest population growth in Spain.
- Prices vary depending on the time of year, with high season being during the summer months and at Easter.
- Alternative route to a highly congested semi-urban corridor.
- Prices linked to inflation, with an adjustment if traffic exceeds expectations.



Annual traffic figures
Equivalent ATD.



Annual toll increase



Ausol II: 55 year concession / Remaining 47

Madrid-Sur
Toll road (R4 Madrid Ocaña)

97.2
Km concession contract between Madrid and the N-IV in Ocaña.

52.5
Km of toll road between the Madrid M-50 bypass and Ocaña.

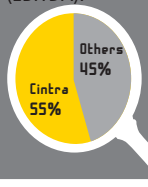
44.7
Km toll free on the Madrid M-50 bypass.

65
year concession contract, from 2000 to 2065.

687.4
million euro investment.

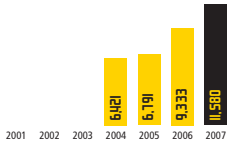
25.0
million euro in net revenues.

14.2
million euro in operating income (EBITDA).

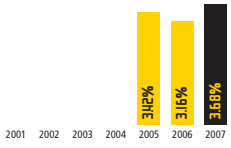


- Alternative access route to Madrid in a highly congested corridor.
- Located in a major urban development area.
- Connects with the Madrid-Levante toll road, completing a 190 km toll connection between Madrid and the East coast.
- Prices linked to inflation, with an adjustment if traffic exceeds expectations.

Annual traffic figures
Equivalent ATD.



Annual toll increase



65 year concession / remaining 58

Madrid-Levante
Toll road (Ocaña-La Roda)

182.8
Km between Ocaña and La Roda.

125.5
km of toll road.

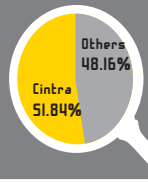
57.3
km toll free where the A-3 joins the A-31.

36 or 40
year concession contract, from 2004 to 2040 or 2044 if certain service quality parameters are met.

512.3
million euro investment.

18.0
million euro in net revenues.

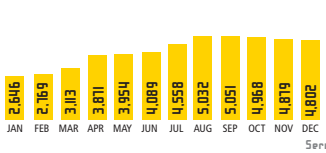
8.7
million euro in operating income (EBITDA).



- Route between Madrid and the east coast that offers an alternative to the Nacional III in a corridor with high traffic levels and congestion problems. The toll road connects directly with the R-4, which is also operated by Cintra, as it enters Madrid.
- The concession period may be extended for a further four years if certain service quality parameters are met
- Prices linked to inflation, with an adjustment if traffic exceeds expectations.

Annual toll increase

Monthly traffic figures 2007
Accumulated ATD.



36 year concession / remaining 32

Trados 45
Toll road (M-45)

14.5
Km of shadow toll road between the O'Donnell road and the A-IV, forming part of the M-45, a Madrid bypass.

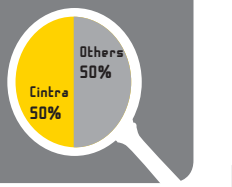
31
year concession contract, from 1998 to 2029.

196.5
million euro investment.

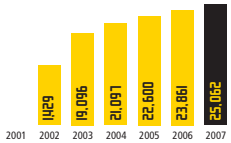
25.1
million euro in net revenues.

23.3
million euro in operating income (EBITDA).

- The traffic risk is limited due to the system of bands used in shadow tolls. At present, the toll road has traffic levels that are nearing the threshold at which every year the concession company obtains maximum revenues.
- Prices and maximum payment are linked to inflation.



Annual revenues
Thousand euro



1998 — 2007 — 2029

30 year concession / remaining 24

Eurolink M4-M6
Toll road (Kilcock-Kinnegad)

36
Km of new build toll road between Kinnegad and Kilcock in Ireland.

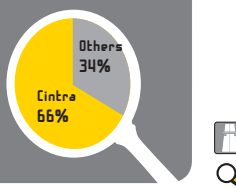
30
year concession contract, from 2003 to 2033.

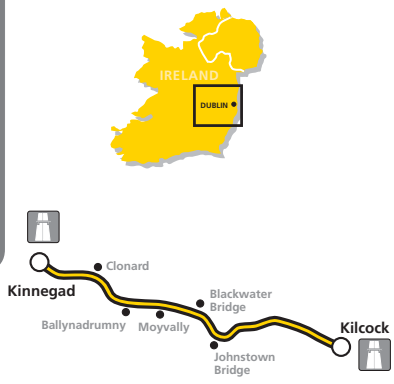
336.1
million euro investment.

23.5
million euro in net revenues.

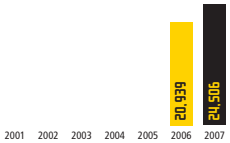
16.8
million euro in operating income (EBITDA).

- Located in a country with a fast-moving economy but with a road network that barely has any motorways.
- It is the first section of toll road built in the East-West corridor (Dublin -Galway), one of the busiest roads in Ireland.
- Prices linked to inflation.
- There is a mechanism for distribution of revenues with the government if certain traffic levels are exceeded.
- Electronic toll system which is interoperable with the rest of the toll roads in Ireland.

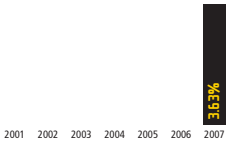




Annual traffic figures
Equivalent ATD



Annual toll increase



2003 — 2007 — 2033

30 year concession / remaining 26

Euroscut Algarve
Toll road

130
Km of shadow toll road in southern Portugal.

95
Km of refurbishment.

35
km of new build.

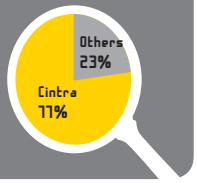
30
year concession contract, from 2000 to 2030.

282.2
million euro investment.

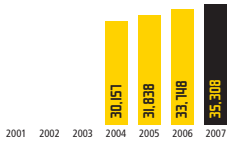
35.3
million euro in net revenues.

31.3
million euro in operating income (EBITDA).

- Shadow toll road (in Portuguese, SCUT: Sem Cobrança ao Utilizador): drivers do not pay the tolls for using the road but the granting authority does.
- Traffic risk mitigated by the shadow toll price system and traffic bands. A toll per vehicle is applied in three decreasing ranges (traffic bands) as traffic increases until reaching a maximum, above which the toll rate is zero. The system results in a slight risk for the concession company since, as the highest toll is the one applied in the first traffic band, this brings in the most revenues even though the traffic level is low.
- Prices are linked toinflation.



Annual revenues
Thousand euro



30 year concession / remaining 23

Euroscut Norte-Litoral
Toll road

119
Km of shadow toll road between Oporto and the Northern border with Spain.

72
Km of refurbishment of existing roads.

47
km of new build.

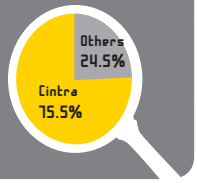
30
year concession contract, from 2001 to 2031.

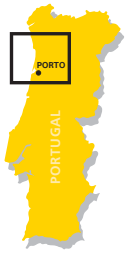
366.7
million euro investment.

35.2
million euro in net revenues.

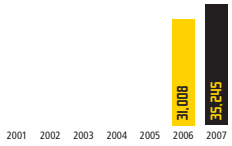
28.5
million euro in operating income (EBITDA).

- Shadow toll road (in Portuguese, SCUT: Sem Cobrança ao Utilizador) operated so that the drivers do not pay to use it, but the granting authority does.
- Traffic risk mitigated by the shadow toll price system and traffic bands in which a toll per vehicle is applied in three increasing ranges (traffic bands) as traffic increases until reaching a maximum, above which the toll rate is zero. The system results in a slight risk for the concession company since, as the highest toll is the one applied in the first traffic band, this brings in the most revenues even though the traffic level is low.
- Prices are linked to inflation.





Annual revenues
Thousand euro



30 year concession / remaining 24

Temuco-Río Bueno
Toll road

171.7
Km of toll road from Temuco to Rio Bueno, on Ruta 5, the main North-South arterial road in Chile.

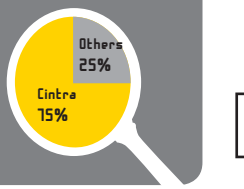
25
year concession contract, from 1998 to 2023.

162.4
million euro investment.

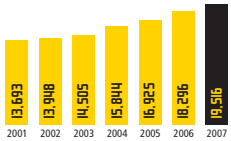
24.3
million euro in net revenues.

20.9
million euro in operating income (EBITDA).

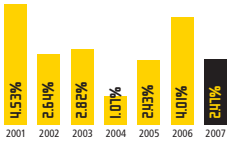
- Toll road located on the main arterial road in Chile, without alternative viable routes.
- Prices linked to inflation, plus a road safety bonus of up to 5%.



Annual traffic figures
Equivalent ATD



Annual toll increase



25 year concession / remaining 16

Santiago-Talca
Toll road

237
Km of toll road from Santiago de Chile to Talca, on Ruta 5.

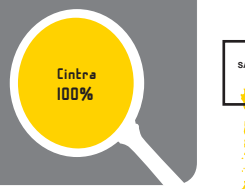
45
year concession contract expected from 1999 to 2044, since after signature of the Revenue Distribution Mechanism the period becomes variable.

656.5
million euro investment.

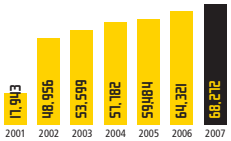
55.9
million euro in net revenues.

38.5
million euro in operating income (EBITDA).

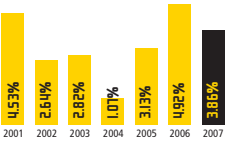
- Toll road subject to the Revenue Distribution Mechanism through which the concession company is guaranteed the CNV of the future revenues from the concession contract through extension of the concession period until the level that was guaranteed is reached, in exchange for carrying out additional building work.
- The risk associated with the toll road is reduced because of the guarantee set up in the Revenue Distribution Mechanism, which allows the concession company more financial leverage.
- Located on the main arterial road in Chile, without viable alternative routes.
- Prices linked to inflation, plus a road safety bonus of up to 5%.



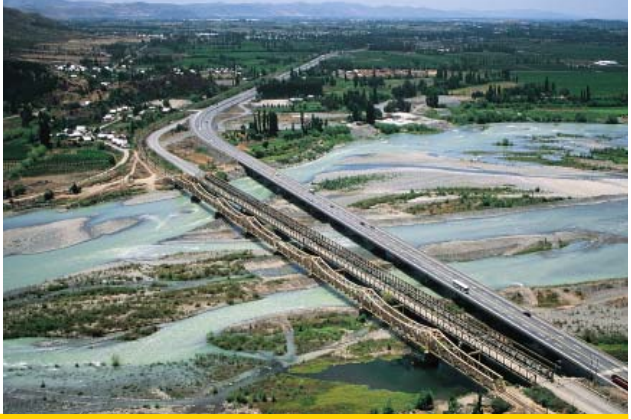
Annual traffic figures
Equivalent ATD



Annual toll increase



25 year concession / remaining 17 - MDI agreement (+ 20 years E)



Talca-Chillán
Toll road

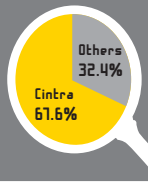
193
Km of toll road from Talca to Chillán, on Ruta 5, the main North-South arterial road in Chile.

29
year concession contract expected, from 1996 to 2025, since after signature of the Revenue Distribution Mechanism the period becomes variable.

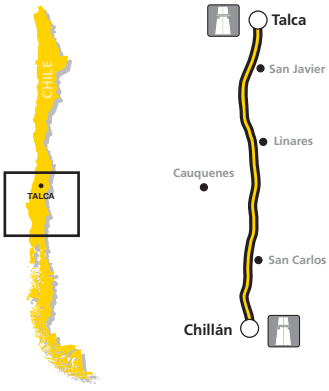
218.7
million euro investment.

36.2
million euro in net revenues.

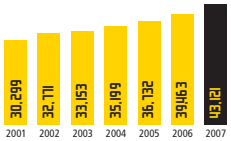
16.8
million euro in operating income (EBITDA).



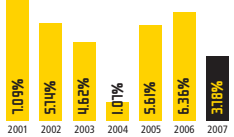
- Toll road subject to the Revenue Distribution Mechanism through which the concession company is guaranteed the CNV of the future revenues from the concession contract through extension of the concession period until the level that was guaranteed is reached, in exchange for carrying out additional building work.
- The risk associated with the toll road is reduced because of the guarantee set up in the Revenue Distribution Mechanism, which allows the concession company more financial leverage.
- Located on the main arterial road in Chile, without viable alternative routes.
- Prices linked to inflation, plus a road safety bonus of up to 5%.

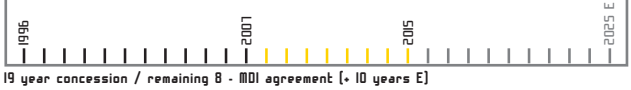


Annual traffic figures
Equivalent ATD



Annual toll increase





19 year concession / remaining 8 - MOI agreement (+ 10 years E)

Ruta del Bosque
Toll road

160
Km of toll road from Chillán to Collipulli, on Ruta 5, the main North-South arterial road in Chile.

15
year concession contract expected, from purchase of the company in 2006 until 2021, since after signature of the Revenue Distribution Mechanism the period becomes variable.

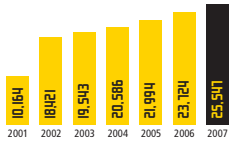
265.9
million euro investment.

27.3
million euro in net revenues.

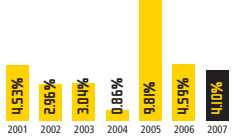
21.7
million euro in operating income (EBITDA).

- Toll road subject to the Revenue Distribution Mechanism through which the concession company is guaranteed the NPV of the future revenues from the concession contract through extension of the concession period until the level that was guaranteed is reached, in exchange for carrying out additional building work.
- The risk associated with the toll road is reduced because of the guarantee set up in the Revenue Distribution Mechanism, which allows the concession company more financial leverage.
- Located on the main arterial road in Chile, without viable alternative routes.
- Prices linked to inflation, plus a road safety bonus of up to 5%.

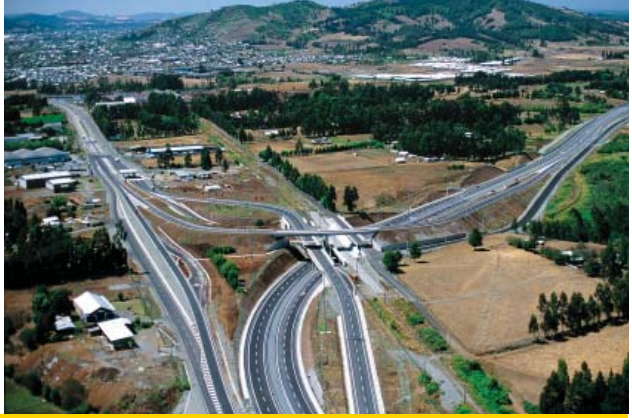
Annual traffic figures
Equivalent ATD.



Annual toll increase



15 year concession / remaining 14



Collipulli-Temuco
Toll road

144
Km of toll road on Ruta 5 South and the Temuco bypass.

24
year concession contract expected from 1999 to 2023, since after signature of the Revenue Distribution Mechanism the period becomes variable.

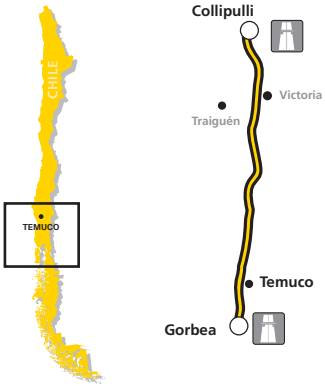
204.3
million euro investment.

23.9
million euro in net revenues.

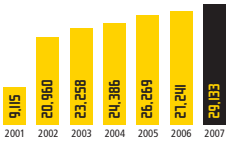
16.5
million euro in operating income (EBITDA).

Cintra
100%

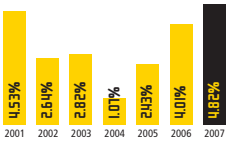
- Toll road subject to the Revenue Distribution Mechanism through which the concession company is guaranteed the NPV of the future revenues from the concession contract through extension of the concession period until the level that was guaranteed is reached, in exchange for carrying out additional building work.
- The risk associated with the toll road is reduced because of the guarantee set up in the Revenue Distribution Mechanism, which allows the concession company more financial leverage.
- Located on the main arterial road in Chile, without viable alternative routes.
- Prices linked to inflation, plus a road safety bonus of up to 5%.



Annual traffic figures
Equivalent ATD.



Annual toll increase



1999 — 2007 — 2023 E — 2024

25 year concession / remaining 17 - MDI agreement (- 1 year E)

Car parks

266,805
spaces, in all business areas.

137
cities in Spain, Puerto Rico and Andorra.

336
contracts.

76.3%
success rate in the awarding of new contracts.

5.4%
growth in the number of parking spaces.

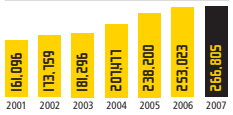
143.6
million euro in revenues.

8.4%
growth in revenues.

3.4%
growth in EBITDA.

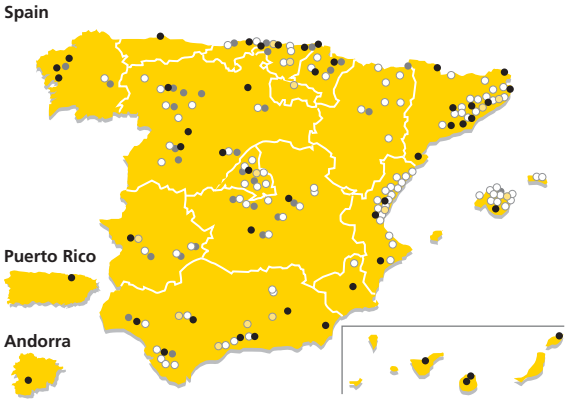
- Activity in all business areas: development and operation of off-street car parks, regulation and management of on-street car parks (O.R.A.), and development and transfer of use of private car parks, as well as the tow-away vehicle service.
- Operations throughout the whole of Spain, leading the Spanish market in private car park development.
- A range of integrated solutions for customers' problems with mobility and parking, which has led to maximisation of cross selling of different products.

Car park parking spaces
8.77% CAGR



Sales
14.88% CAGR

- **O.R.A.** 156,603
- **OFF-STREET** 113 Car parks 83,194 spaces
- **PRIVATE** 81 Car parks 27,008 spaces
- **TOWING VEHICLE SERVICES**



407 ETR

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In 2007, the Gross Operating Results (EBITDA) increased by 17.0% as a result of the good operational evolution of the main existing assets and the incorporation and opening of new projects during the course of the year 2006.

2007 Directors' report

I. Highlights

The main events in Cintra's operations in 2007 and events subsequent to 31 December 2007 are described below.

New projects

- **Provisional Award (5 February) and signing of the Concession (31 May) for the Central Greece -E65- toll road**

  The Consortium in which Cintra has a 33.34% interest was selected as the "Provisional Contractor" to construct and operate, for 30 years, the Central Greece toll road. The Concession was signed on 31 May 2007. Cintra, which participates in this project as part of a consortium along with two other companies, which both have a 33.33% interest, is to propose the appointment of the concessionaire's General Manager.

  The length of the toll road is 231 Km and it comprises two sections. The first, with a length of 174 Km, is to be built by the Concessionaire, whereas the second, with a length of 57 Km, is to be built by the Central Government and subsequently transferred to the Concessionaire. It is estimated that execution of the building work will take 66 months, and the business activity could commence towards the end of 2009, once the sections built by the Central Government have been transferred. Toll rates are to be reviewed annually in line with inflation.

  The investment amounts to 1,580.4 million euro and will be financed through: a grant of 500 million euro; a 26-year bank loan without recourse to the shareholders of 948.7 million euro; the rest of the funds will be contributed by the shareholders on the basis of their interests in the consortium, in the form of subordinated debt financing of 66.7 million euro and capital amounting to 65 million euro.

- **Signing of the Concession for the M-3 toll road in Ireland (7 March)**

  The Eurolink consortium led by Cintra (95% stake) signed the Concession for the building and operation of the M3 toll road. SIAC Construction Limited has a 5% interest in the consortium which could be increased up to 25%.

  The toll road has a length of 50 Km, between Clonee and North Kells to the North East of Dublin. The term of the concession is 45 years. The total investment envisaged for this project is 575 million euro, to be financed through: a 19-year bank loan of 266 million euro without recourse to the shareholders; an amount of 245 million euro to be paid by the Central Government during the building phase; the remaining 63 million euro are to be contributed by the shareholders based on their interests.

- **Formalization of the Concession for the building and operation of segments 5&6 of the SH-130 toll road in Texas, United States (26 March)**

  The Consortium led by Cintra (65% stake) and the State of Texas (USA), following compliance with the conditions precedent, proceeded to formalize the Concession for the design, building and operation of segments 5 and 6 of the SH-130 toll road.

  The investment in the 40-mile (64-Km) long toll road amounts to approximately 1,300 million dollar and the term of the concession is 50 years as from the completion of the building work, which is estimated will take 5 years. The project will provide an alternative route to the congested IH35 through Austin and offers a very attractive toll rate arrangement since rates will be reviewed annually on the basis of the increase in the nominal GDP per capita in the State of Texas.

- **Election as "Best Value Proposal" (28 February) and subsequent decision of the Transport Commission for the State of Texas (23 August) to cancel the tender procedure for the building and operation of the SH-121 toll road in Texas, United States**

  On 23 August 2007, the Transport Commission for the State of Texas (CTET) decided to cancel the tender procedure in which the consortium led by Cintra (85% stake) had been declared, on 28 February 2007, "Apparent Best Value Proposer", for the design, building and operation of the SH-121 toll road in the counties of Collin and Denton.

  Cintra is to continue working, both in Texas and throughout the United States, in the search for efficient solutions which help the public sector improve infrastructures, reduce congestion and increase the safety of users.

- **Transfer of the stake held by Ferrovial Infraestructuras in Euroscut Açores to Cintra (24 October)**

  On 24 October 2007, the transfer from Ferrovial Infraestructuras, S.A. to Cintra Concesiones de Infraestructuras de Transporte, S.A. of title to the shares in the Portuguese company Euroscut Azores - Sociedade Concessionaria da Scut dos Azores, S.A. was completed through the signing of the pertinent documentation. Cintra, as a result, now controls 89% of this concessionaire.

- **13,782 new spaces in the car parks activity (+5.4%)**

  During the year, Cintra Aparcamientos has increased its number of off-street parking spaces, having been awarded, among others, the Hospital and Passeig Nou contracts for Figueras, and the contract for the Hospitals area of Pamplona, as well as the renewal of the Pombo car park contract in Santander.

With respect to public roads, through Dornier, it has been awarded contracts for the regulated parking services in a total of 9 cities, including most notably Vigo, Palma de Mallorca and Baracaldo.

Cintra Aparcamientos continues its expansion in Spanish airports, reaching a total of 29,000 parking spaces towards the 2007 year end, following the award of the contract for management of car parks at San Sebastián, Tenerife North and Lanzarote airports.

In 2007 Cintra Aparcamientos was awarded the contract for the management of car parks at the Zaragoza Expo 2008, with a total of 10,081 parking spaces distributed between 2 car parks and the bus station.

Inaugurations

- **Inauguration of the electronic toll system on the Indiana toll road (25 June)**

  The Indiana toll road brought into operation the electronic toll system on the section of the concession which is operated under the open toll system, the length of which is 23 miles (37 Km) as from the Chicago Skyway.

- **Completion of work on a section of the M-50 toll road, making it possible to collect 100% of the toll (26 June) on the Madrid-Sur toll road (Radial 4)**

  Following completion of work on the final 7-Km section of the M-50 toll road, the R-4 toll road has applied an additional 5% to the increment percentage for its toll rates, thus making it possible to collect 100% of the toll.

- **Opening of additional lanes on the 407-ETR (19 September) and new daily traffic record (5 October)**

  Work for the broadening of the C-2 and C-3 segments of the 407 ETR toll road has been completed, thus adding 50 new kilometers of lanes to this toll road. This extension has been opened progressively, as building work was completed. The first 23 Km, between the 410 and 427 toll roads, were opened on 8 August, the remaining 27 kilometers, between the 401 and 410 toll roads, being opened on 19 September. This completes the building project for 100 kilometers of new lanes, between the 401 and 404 toll roads, programmed for 2006 and 2007.

  Following this extension, the 407-ETR toll road recorded, on 5 October 2007 a new historical daily traffic record, with a total of 445,822 trips.

- **Commencement of the concession period (19 December) and transfer of the operational section of the Ionian Roads toll road (10 January 2008)**

  The concession period for the Ionian Roads toll road commenced on 19 December following compliance with the necessary conditions precedent. In January 2008, the operational section of this toll road was transferred by the State, and the concessionaire therefore began as from this date to collect toll charges on this section.

Financing

- **Refinancing of the Ausol toll road (March)**

  The Ausol toll road refinanced its debt with a new three-year loan of 486.8 million euro. The spread, under the new debt arrangement, was approximately 30 base points lower than under the previous operation.

- **Refinancing of the 407 ETR toll road (2 October)**

  The 407-ETR toll road announced the refinancing of the debt maturing at the end of 2007 through a new issue of senior debt securities (rated A by S&P and DBRS) for an amount of 625 million Canadian dollar, maturing in October 2010 and with a fixed coupon of 4.90%. The issue, with orders from 44 investors for a value of more than 1,300 million Canadian dollar, was 2.1 times oversubscribed, reflecting market interest in high-quality assets.

Appointments

- **Organizational changes (9 May)**

  The Board of Directors accepted the resignation, tendered of his own accord, of Mr. Juan Béjar Ochoa, as Director and Second Executive Vice-chairman of the Company. Mr. Enrique Diaz-Rato Revuelta is to remain at the Company's helm as its senior executive, in his position as CEO.

Other

- **Increase in toll rates and commencement of the loyalty-building program for light vehicles on the 407-ETR toll road in Canada (1 February)**

  The 407 ETR toll road in Canada began to apply its new toll rates, with an increase of 8.3% at peak times and of 8.4% at other times.

  At the same time, it began to operate a loyalty-building program for light vehicles whereby habitual users are awarded free kilometers for use of the motorway at weekends as well as discounts on fuel prices.

  The program, which will benefit over 100,000 customers, divides users up into different categories on the basis of kilometers traveled, offering larger discounts to those who make most use of the motorway. The total cost of implementation of this program over its four-year term is 40 million Canadian dollar; it will serve to increase user satisfaction levels and encourage frequent use of the motorway.

- **Annual General Meeting (27 March)**

  The Annual General Meeting approved, among other points on its Agenda, results for the year 2006 and the payment of a gross dividend of 9.7 euro cents per share, which was carried into effect on April 16. Approval was also given to a paid-up capital increase of one new share for every twenty shares in circulation. The period for the free allocation of this increase ran from 6 through to 20 November, and the new shares began trading on 3 December.

- **Increase in toll rates for heavy vehicles on the Indiana toll road (1 April)**

  The Indiana toll road began to apply its new toll rates for heavy vehicles. In accordance with the terms of the Concession, rates for five-axle vehicles, which are the most common, have increased by 25%.

- **Cancellation of the provisional award made following the tender procedure for the concession for the design, building and operation of the Cremona-Mantua toll road in Italy (9 July)**

  The Italian Council of State, which is the highest Italian judicial body, published the sentence which annuls the provisional award following the tender procedure for the concession in respect of the toll road between the cities of Cremona and Mantua.

  The sentence found in favor of the appeal filed by another bidding group against the sentence handed down at first instance by the Administrative Court for the Lombardy Region which confirmed the legitimacy of the award procedure. Cintra led the consortium which was provisionally named as the successful bidder on 14 December 2005.

- **Conversion of Portuguese toll roads to the explicit toll system**

  Cintra is continuing its conversations with the Portuguese Government for the conversion of some Portuguese motorways to an explicit toll system.

Events subsequent to year end

- **Increase in toll rates on the Chicago Skyway toll road (1 January 2008)**

  The Chicago Skyway has increased its toll rates for light vehicles by 20%, from 2.5 dollar to 3 dollar.

- **Refinancing of the entire debt maturing in 2008 corresponding to the 407-ETR toll road in Canada (January 2008)**

  The 407-ETR toll road announced the refinancing of the debt maturing in 2008 through two different bond issues:

  - The first was made on 22 January 2008, through an issue of senior bonds (A-rated by S&P and DBRS) amounting to 250 million Canadian dollar, maturing in January 2011 and with a fixed coupon of 4.5%.
  - The second was made on 24 January 2008, through an issue of subordinate bonds (BBB-rated by S&P and DBRS) amounting to 300 million Canadian dollar, maturing in January 2011 and with a fixed coupon of 5%.

  The 407-ETR motorway has issued, since October 2007, bonds amounting to 1,175 million Canadian dollar; this reflects the capacity of the toll road to refinance its debt despite the turbulence in financial markets.

- **Entry into force of the new toll rates for the 407-ETR toll road in Canada (1 February 2008)**

  The 407 ETR toll road in Canada began on 1 February 2008 to apply its new toll rates, which imply increases of 9.4% at peak rates in the "Regular Zone" (between the 401 and 404 motorways) and of 8.0% at peak rates in the "Light zone" (the rest of the toll road). The increase for other times for the entire toll road is 7.1%.

2. Key Financials

Net income has increased by 15.8% compared with the previous year, to **1,024.7 million euro.**

EBITDA amounted to 694.0 million euro, up 17.0%, with an **EBITDA margin of 67.7%, up 0.7%** on the previous year. **EBIT grew** by **41.2%** to **508.2 million euro.**

Financials

(Million euro)	Dec-07	Dec-06	Var.
Net income	**1,024.7**	**884.7**	**15.8%**
Toll roads	881.1	752.3	17.1%
Car parks	143.6	132.4	8.4%
EBITDA	**694.0**	**593.0**	**17.0%**
Toll roads	646.4	547.0	18.2%
Car parks	47.6	46.0	3.4%
EBITDA margin	**67.7%**	**67.0%**	**0.7%**
Toll roads	73.4%	72.7%	0.7%
Car parks	33.1%	34.7%	-1.6%
EBIT	**508.2**	**359.8**	**41.2%**
Net result	-26.2	155.6	-116.8%
Operating cash flow parent companies	269.2	238.6	12.8%
Operating cash flow at concessionaires	696.4	508.0	37.1%
Gross investment toll road parent companies	151.2	450.0	-66.4%
Gross investment car parks	48.4	56.5	-14.4%

Operating

	Dec-07	Dec-06	Var.
Toll road traffic evolution			
407 ETR (Milion VKT)	2,253.334	2,124.145	6.1%
Chicago Skyway	49,570	50,514	-1.9%
Indiana Toll Road	31,508		
Ausol I	21,482	20,772	3.4%
Ausol II	21,170	19,782	7.0%
Autema	23,875	21,529	10.9%
Radial 4	11,580	9,333	24.1%
Ocaña-La Roda	4,802		
M-45	77,690	86,537	-10.2%
Santiago-Talca	68,272	64,322	6.1%
Talca-Chillán	43,121	39,463	9.3%
Ruta del Bosque	25,547	23,724	7.7%
Collipulli-Temuco	29,133	27,241	6.9%
Temuco-Río Bueno	19,516	18,296	6.7%
M4-M6	24,506	20,939	17.0%
Euroscut Algarve	20,146	19,098	5.5%
Euroscut Norte Litoral	30,477	29,625	2.9%
Parking spaces	**266,805**	**253,023**	**5.4%**
Off-street	83,194	66,957	24.2%
On street	156,603	159,271	-1.7%
Private	27,008	26,795	0.8%
Occupancy (off street)	**17.3%**	**18.7%**	**-1.3%**

N.B.: Traffic figures for 2006 for the Indiana toll road and Ocaña-La Roda toll road are not given since these were not consolidated for the full year.

3. Income statement

	Dec-07	Dec-06	Var.
NET SALES	**1,024.7**	**884.7**	**15.8%**
Other income	1.1	0.8	40.6%
Total operating income	**1,025.8**	**885.5**	**15.8%**
External and operating expenses	197.8	182.0	8.6%
Staff expenses	118.9	110.5	7.6%
Changes in current assets	15.1		n/s
EBITDA	**694.0**	**593.0**	**17.0%**
EBITDA margin	**67.7%**	**67.0%**	**0.7%**
Fixed asset depreciation	185.8	220.8	-15.9%
Changes in current asset provisions		12.4	n/s
Total operating expenses	**517.6**	**525.7**	**-1.5%**
EBIT	**508.2**	**359.8**	**41.2%**
Financial results	**-650.6**	**-468.8**	**38.8%**
Financial results Infrastructure Projects	-653.1	-467.5	39.7%
Financial results other companies	2.5	-1.3	n/s
Results companies accounted for by equity method and other	1.5	7.2	-79.5%
Other profit and loss	-2.5	202.4	n/s
INCOME BEFORE TAX	**-143.5**	**100.6**	**n/s**
Corporate income tax	146.0	-24.2	n/s
INCOME FROM CONTINUING OPERATIONS	**2.5**	**76.4**	**n/s**
Net income discontinued operations	0.0	0.0	n/s
CONSOLIDATED INCOME FOR THE YEAR	**2.5**	**76.4**	**n/s**
Income attributed to minority interests	-28.7	79.3	n/s
NET ATTRIBUTABLE INCOME	**-26.2**	**155.6**	**-116.8%**

4. Overview of results

4.1 Net sales

Net sales amounted to **1,024.7 million euro**, up **15.8% on** 2006.

Net sales by activity were as follows:

(Million euro)	Dec-07	Dec-06	Var
Toll roads	874.8	741.6	18.0%
Car parks	143.6	132.4	8.4%
Toll road parent companies	6.3	10.7	-41.3%
Total	**1,024.7**	**884.7**	**15.8%**

This growth is primarily attributable to the following:

- **Good traffic performance,** all toll roads showing significant growth except for the Chicago Skyway and the M-45. The former was affected by building work on the toll road itself and on the Dan Ryan and by the completion of work on the alternative 294 route. The latter reflects the impact of the opening of the section of the M-50 between the A-3 and A-2 motorways and the completion of work on the M-30 tunnels.
- **Increase in 407-ETR toll rates.** Peak-time toll rates rose by 8.3% to 17.6 Canadian dollar cents per Km, and by 8.4% at other times. Despite this toll increase, average daily trips rose by 5.4% while total Km traveled increased by 6.1%.
- **The increase in toll rates on the Indiana toll road.** This toll road began on 1 April to apply new toll rates for heavy vehicles, with a 25% increase in respect of the rates previously in force.
- **The change in the scope of consolidation,** owing to:
  - **The inclusion of the Indiana toll road**, which has been consolidated proportionately since 1 July 2006.
  - **The full consolidation of the Chilean Talca-Chillán toll road** since 1 May 2006, following the increase in

Cintra's interest to 67.61%. The toll road was previously consolidated under the equity method.

- The **acquisition** in October 2006 of the **Bosque toll road in Chile**, which has been consolidated since 1 November.
- The **opening** on 27 July 2006 of the new **Madrid-Levante (Ocaña-La Roda) toll road.**

- **Increase of 13,782 in the number of parking spaces managed** by the car park business, which is up 5.4% compared with the previous year.
- **Exchange rate fluctuation. The decline in the value of the Canadian dollar, the US dollar and the Chilean peso with respect to the euro** (of 2.4%, 8.2% and 6.7% respectively) have resulted in a 22.5 million euro decrease in consolidated Group income.

Exchange rate performance	Dec-07	Dec-06	Var.
CAD/EUR	1.4672	1.4320	-2.4%
USD/EUR	1.3785	1.2650	-8.2%
CHP/EUR	717.8158	669.3969	-6.7%

- The reduction in income for toll road parent companies is attributable primarily to the recovery in 2006 of the tender expenses corresponding to the Indiana toll road.

The geographical distribution of Net sales is as follows:

(Million euro)	Dec-07	%	Dec-06	%
Spain	315.2	30.8%	279.7	31.6%
Rest of Euroe	94.1	9.2%	80.2	9.1%
Canada	353.7	34.5%	318.2	36.0%
USA	94.2	9.2%	77.1	8.7%
Chile	167.6	16.4%	129.4	14.6%
Total	**1,024.7**	**100.0%**	**884.7**	**100.0%**

The full-year accounting recognition of operations corresponding to the Indiana toll road has helped considerably to increase the contribution made by business in the United States to consolidated net sales.

The solid traffic performance of Chilean toll roads together with the full-year consolidation of the Talca-Chillán and Bosque toll roads have increased Chile's contribution to Cintra's consolidated operations.

4.3 Staff expenses

Staff expenses have increased by 7.6%, up to 118.9 million euro. The **average workforce** at December 2007 has **increased** to **4,110 employees**, as compared with the 4,017 (+2.3%) recorded at December 2006. This growth is due primarily to the changes in the scope of the consolidation mentioned above.

4.4 Provisions

In 2007, the change in **current asset provisions has been recognized prior to EBITDA**, whereas in 2006 it was recognized after EBITDA. This difference results in a 15.1 million euro decrease in EBITDA for 2007 with respect to the same period in the previous year.

4.5 Ebitda

EBITDA increased by 17.0% during the year and amounted to **694.0 million euro.**

EBITDA performance by activity is as follows:

(Million euro)	Dec-07	Dec-06	Var.
Toll roads	665.0	555.8	19.6%
Car parks	47.6	46.0	3.4%
Toll road parent companies	-18.5	-8.8	-110.1%
Total	**694.0**	**593.0**	**17.0%**

As mentioned, this year **the change in provisions has been recorded before EBITDA**. This change has resulted in a decrease in EBITDA for 2007 of 15.1 million euro as compared with the figure calculated for the previous year. **Had this effect not been taken into consideration, EBITDA would have increased by 19.6%.**

EBITDA as a percentage of consolidated Net sales rose to 67.7% from 67.0% in the previous year. This 0.70% increase is due to the improved margin on toll road operations, **which has risen from 72.7% to 73.4%**. Had it not been for the change of criteria in respect of provisions, the EBITDA margin would have risen from 67% to 69.2% (+2.2%).

The decrease in the result obtained by toll road parent companies is due primarily to the decrease in revenues together with the increase in expenses owing to the increase in provisions for tender expenses.

La distribution of EBITDA by geographical areas is as follows:

(Million euro)	Dec-07	%	Dec-06	%
Spain	154.9	22.3%	137.8	23.2%
Rest of Europe	74.8	10.8%	61.6	10.4%
Canada	276.4	39.8%	249.2	42.0%
USA	71.3	10.3%	57.4	9.7%
Chile	116.5	16.8%	86.9	14.7%
Total	**694.0**	**100.0%**	**593.0**	**100.0%**

4.6 Depreciation and amortization

Fixed asset amortization / depreciation at December 2007 amounted to 185.8 million euro, down 15.9% on the 220.8 million euro recorded the previous year.

With effect as from 2007, **the company has reviewed its criterion for estimating the consumption of economic profits for assets linked to toll road concession contracts for amortization / depreciation purposes and has changed from the straight-line method to a criterion based on the estimated traffic figures for the term of the concession.** This change of criterion is classed, pursuant to paragraph 35 of IAS 8, as a change in estimate, and should therefore be recognized prospectively for 2007 and subsequent years without amending information for previous years.

This change of criterion, for the year 2007, has had a differential impact on depreciation / amortization charges (decrease) of 81.3 million euro, and an impact on the net result attributable to majority shareholders (increase) of 36.9 million euro.

4.7 Ebit

EBIT increased to 508.2 million euro, **up 41.2%** on the previous year.

The EBIT margin rose from 40.7% in 2006 to **49.6%**.

The improvements in EBIT and in EBIT margin reflect the favorable operational performance of the different business activities as well as the change of criterion in relation to toll road depreciation and amortization charges, which has gone from a straight-line calculation to an increasing-balance calculation based on estimated traffic figures for the term of the concession.

The breakdown by operation is as follows:

(Million euro)	Dec-07	Dec-06	Var.
Toll roads	497.5	341.9	45.5%
Car parks	31.1	27.8	11.8%
Toll road parent companies	-20.4	-9.9	-106.4%
Total	**508.2**	**359.8**	**41.2%**

4.8 Financial result

(Million euro)	Dec-07	Dec-06	Var.
Toll roads	-653.1	-467.5	-185.6
Car parks	-3.5	-2.8	-0.7
Toll road parent companies	5.9	1.5	4.4
Total	**-650.6**	**-468.8**	**-181.8**

The variation in financial expenses in 2007 is largely due to:

The full-year inclusion of debt servicing relating to new concessions, which has increased financial expenses for the period by 1**00.9 million euro**.

- The inclusion of the Indiana toll road, which has increased financial expenses, in the local currency, by 50.2 million euro.
- The acquisition of the Bosque toll road, which has increased financial expenses, in the local currency, by 31.3 million euro.
- The full consolidation of Talca-Chillán, which has had a negative impact, in the local currency, of 10.4 million euro.
- The start-up of operations on the Ocaña-La Roda toll road, which has increased financial expenses by 9 million euro.

- **Increase in financial expenses on the 407-ETR toll road of 32.7 million euro in the local currency** due primarily to the increase in borrowings and increase in the inflation component of RRBs.
- **The increase in the inflation component of the debt in the rest of Chilean toll roads denominated in UF,** which has increased the financial expense in the local currency by **34.4 million euro.**
- **The increased indebtedness of the Santiago-Talca toll road,** which has increased financial expense in the local currency by **6.6 million euro.**
- **Increase in financial expenses in Ausol of 11.1 million euro** due primarily to the costs of refinancing of the concession holder's debt and the increase in rates of interest on the new debt, since although the spread has fallen by approximately 30 base points, it is linked to a variable rate of interest. The term of the new debt is three years.
- **The increase in the value of the euro with respect to the main currencies,** which affects the amount in euros of financing denominated in such currencies and therefore the corresponding financial expense. The effect is a decrease of **18 million euro** in financial expense for the period.
- **Increased financial income in parent companies** due to the increased cash position.

4.9 Share of results of equity-consolidated companies

The fall in the contribution to results of equity-consolidated companies from **7.2 million euro in 2006 to 1.5 million euro in 2007** is attributable to **the sale of the shareholding in Europistas and the change to full consolidation of the Chilean Talca-Chillán toll road.**

4.10 Other income and expenses

Other expenses for the period amount to 2.5 million euro, as compared with income of 202.4 million euro in the previous year,

The difference between figures for the two years is explained primarily by the fact that 2006 included the sales of **32.49% of Europistas and of the Montalbán car park**, which generated capital gains of **199.8 million euro and 7.2 million euro** respectively. Also, the translation difference on the returns of capital relating to the Chilean Talca-Chillán and Temuco-Río Bueno toll roads generated a loss of 8.9 million euro.

In 2007, the **translation difference** on the returns of capital relating to the **Indiana, Chicago Skyway and 407 ETR toll roads** has generated a loss of **2.5 million euro.**

4.11 Taxes

Cintra has recorded Corporate Income Tax revenues in 2007 of 146.0 million euro, compared with expense of 24.2 million euro in 2006.

4.12 Net income

Net income for the period totaled -26.2 million euro compared with 155.6 million euro for the same period last year. **Adjusted net income, not taking into account "other income and expenses" in both periods, would have amounted to -24.9 million euro compared with -12.4 million euro last year.**

5. Analysis by business area

5.1 Toll roads

The main figures for operations corresponding to the toll roads business area, including parent companies, are as follows:

(Million euro)	Dec-07	Dec-06	Var.
Net sales	881.1	752.3	17.1%
EBITDA	646.4	547.0	18.2%
EBITDA margin	73.4%	72.7%	0.7%
EBIT	477.1	332.0	43.7%
EBIT margin	54.1%	44.1%	10.0%

The performance of the main toll roads is as follows:

5.2 407-ETR

(Million euro)	Dec-07	Dec-06	Var.
Net sales	353.7	318.2	11.1%
EBITDA	276.4	249.2	10.9%
EBITDA margin	78.2%	78.3%	-0.2%
EBIT	229.7	178.7	28.5%
EBIT margin	64.9%	56.2%	8.8%
VKT (million)	2,253	2,124	6.1%
Average daily trips	308,169	292,501	5.4%

The change in income has been driven by:

- **The increase in toll rates:** since 1 February 2007, the toll road has been applying new rates which imply an increase of **8.3% at peak times and of 8.4% at other times.**
- **The robust performance of traffic which increased by 6.1%** in terms of VKT and by 5.4% in terms of daily average number of trips. Traffic performance reflects the positive effect of the lane extension work carried out over the past two years, which has resulted in the addition of 100 kilometers of new lanes in the central segments of this road. It should also be mentioned that on 5 October 2007, the toll road reached a new historical record for daily traffic, with a total of 445,822 trips recorded.

  On the other hand, on 1 February the toll road began to operate a loyalty-building program for light vehicles whereby habitual users are awarded free kilometers for use of the motorway during weekends as well as discounts on fuel prices. The total cost of implementation of this program over its four-year term will amount to 40 million Canadian dollar and it will serve to increase user satisfaction levels and encourage frequent use of the motorway.
- **The 2.4% decrease in the value of the Canadian dollar with respect to the euro in 2007.**

407-ETR	Dec-07	Dec-06	Var.
Sales (Mn CAD)	518.9	455.7	13.9%
Sales (Mn Eur)	353.7	318.2	11.1%
CAD/ EUR exchange rate	1.4672	1.4320	-2.4%

As has been mentioned above, provisions for 2007 have been accounted for **after EBITDA**, and this has reduced the EBITDA for this toll road by 14.3 million euro. **Had it not been for this, growth of EBITDA for the 407-ETR would have been 16.6% and its margin over net sales would have increased to 82.2% (+3.9%).**

5.3 Chicago skyway

(Million euro)	Dec-07	Dec-06	Var.
Net sales	39.2	44.8	-12.6%
EBITDA	30.7	35.8	-14.2%
EBITDA margin	78.4%	79.9%	-1.5%
EBIT	22.8	16.5	38.7%
EBIT margin	58.3%	36.8%	21.6%
ADT	49,570	50,514	-1.9%

The variation in income is attributable to:

- **The fall in the value of the dollar with respect to the euro which has reduced income by 8.2%**

Chicago Skyway	Dec-07	Dec-06	Var.
Sales (Mn USD)	54.0	56.7	-4.7%
Sales (Mn Eur)	39.2	44.8	-12.6%
USD/ EUR exchange rate	1.3785	1.2650	-8.2%

- **The erratic trend in traffic figures** is attributable to **the work for the revamping and betterment of the toll road itself and the Dan Ryan,** as well as completion of **the work on the 294 toll road between the Bishop Ford and Kingery intersections,** which serves as an alternative route for heavy vehicle traffic. The impact has been greater on heavy vehicle traffic than on light vehicle traffic. Also, traffic figures reflect the effect of adverse weather conditions during the first quarter of the year.

  The evolution of EBITDA shows the effects of reduced traffic levels on the toll road, together with the increase in winter maintenance expenses.

5.4 Indiana toll road

(Million euro)	Dec-07	Dec-06	Var.
Net sales	54.9	29.8	84.4%
EBITDA	40.5	21.5	88.0%
EBITDA margin	73.6%	72.2%	1.4%
EBIT	23.4	4.7	398.4%
EBIT margin	42.7%	15.8%	26.9%
ADT	31,508		

Proportionate consolidation: Data consolidated at 50%.

El increase in income may be attributed to:

- **The full-year consolidation of this toll road**, whereas in 2006 it was consolidated only as from 1 July.
- **The increase in toll rates for heavy vehicles** applied as from 1 April. In accordance with the terms of the Concession, rates for five-axle heavy vehicles, which are the most common, **have increased by 25%.**

Indiana Toll Road	Dec-07	Dec-06	Var.
Sales (Mn USD)	75.7	37.7	101.0%
Sales (Mn Eur)	54.9	29.8	84.4%
USD/ EUR exchange rate	1.3785	1.2650	-8.2%

5.5 Ausol

(Million euro)	Dec-07	Dec-06	Var.
Net sales	66.0	61.6	7.0%
EBITDA	59.1	50.3	17.6%
EBITDA margin	89.7%	81.6%	8.1%
EBIT	50.3	34.6	45.3%
EBIT margin	76.3%	56.2%	20.1%
ADT Ausol I	21,482	20,772	3.4%
ADT Ausol II	21,170	19,782	7.0%

The increase in sales may be attributed to:

- **The performance of traffic, which increased by 3.4% on Ausol I and by 7.0% on Ausol II.** Cumulative traffic for the year, particularly on Ausol II, was positively affected by the extension work in the port of Algeciras, which has increased the transit of heavy vehicles along this toll road. The completion in September of a major part of this work will result in traffic levels for the following months returning to a more normal growth rate.
- **The increase of toll rates** by **3.64% and 2.95% on** the Ausol I and Ausol II respectively.

  EBITDA has been affected by the recording in 2007 of the reversal of the remainder of the provisions booked between 2002 and 2004 for property tax amounting to 6 million euro. In 2006 provisions amounting to 1.2 million euro were reversed.

  This situation, together with the tender expenses for the Málaga-Las Pedrizas toll road incurred last year, have increased the EBITDA margin from 81.6% in 2006 to 89.7% in 2007.

5.6 Autema

(Million euro)	Dec-07	Dec-06	Var.
Net sales	43.9	40.2	9.3%
EBITDA	34.5	31.0	11.1%
EBITDA margin	78.5%	77.3%	1.2%
EBIT	30.7	25.6	19.9%
EBIT margin	69.8%	63.7%	6.1%
ADT	23,875	21,529	10.9%

The growth in sales is lower than the result of applying the **increase in traffic (10.9%) and tolls (3.35%)** because of the toll-free passage at Les Fonts which is envisaged in the contract. In any event, the concession guarantees the concessionaire's income. Net sales reflect this guarantee and include 9.7 million euro paid by the Generalitat regional government.

5.7 Madrid-sur (radial 4)

(Million euro)	Dec-07	Dec-06	Var.
Net sales	25.0	18.9	32.3%
EBITDA	14.2	8.3	72.0%
EBITDA margin	56.8%	43.7%	13.1%
EBIT	10.1	-3.3	n/s
EBIT margin	40.4%	-17.3%	n/s
ADT	11,580	9,333	24.1%

The increase in sales has been driven by:

- **The solid performance of traffic which increased by 24.1%.** This increase is attributable both to the fact that the toll road is in the start-up phase during which traffic growth is highest, and to the inducement to traffic following the opening of the Madrid-Levante toll road, which provides direct access to the R-4.
- **The 3.68% increase in toll rates.** It should be mentioned that on 25 June, following the opening to traffic of a 7-Km section of the M-5 toll road, the toll increment percentage was increased by 5%, making it possible to collect 100% of the toll rate.
- The increase in **service station income** which amounted **to 1.7 million euro** compared with 1.3 million euro in the previous year.

  EBITDA increased to 14.2 million euro, with 72.0% growth compared with the same period in the previous year, owing to favorable trends in revenues together with the operational leveraging of this business.

5.8 Madrid-Levante (Ocaña-La Roda)

(Million euros)	Dec-07	Dec-06	Var.
Net sales	18.0	6.6	172.6%
EBITDA	8.7	3.3	164.1%
EBITDA margin	48.3%	49.9%	-1.6%
EBIT	2.1	-3.7	n/s
EBIT margin	11.9%	-56.1%	n/s
ADT	4,802		

The increase in sales is attributable to:

- **The full-year consolidation** of this toll road, which was opened on 27 July 2006.
- **The growth in traffic,** since the toll road is in the "ramp-up" phase.
- **The 1.7% toll rate increase.**

5.9 M-45

(Million euro)	Dec-07	Dec-06	Var.
Net sales	12.5	11.9	5.0%
EBITDA	11.7	11.3	3.2%
EBITDA margin	93.1%	94.8%	-1.7%
EBIT	8.8	8.3	5.7%
EBIT margin	69.9%	69.4%	0.5%
ADT	77,690	86,537	-10.2%

Proportionate consolidation: Data consolidated at 50%.

The evolution of traffic has been affected both by the opening, towards the end of June, of the section of the M-50 between the A-3 and A-2 motorways, and by completion in the month of May of the building work on the tunnels on the M-30.

The **M-45, in any event, is a shadow toll road, where income depends on contractually-established traffic levels.** Traffic levels are currently close to the established ceiling, **with the concession holder obtaining the maximum revenues each year.**

5.10 Chilean toll roads

(Million euro)	Dec-07	Dec-06	Var.
Net sales	167.5	129.3	29.5%
EBITDA	114.4	86.3	32.6%
EBITDA margin	68.3%	66.7%	1.6%
EBIT	71.8	58.8	22.2%
EBIT margin	42.9%	45.4%	-2.6%
CLP/ EUR exchange rate	717.816	669.397	-6.7%

The trend in Net sales is basically due to:

- **The full consolidation of the Chilean Talca-Chillán toll road.** After Cintra increased its ownership interest to 67.61%, the concessionaire was fully consolidated, as from 1 May 2006. This toll road was previously consolidated by the equity method. **The contribution of this toll road to consolidated net sales for this period has been 36.2 million euro,** as compared with 22.3 million euro for the previous year.
- **The acquisition of the Bosque toll road** in Chile **in October 2006,** which contributed **27.3 million euro** to consolidated

income, as compared with the 4.3 million euro for the previous year.

- **The increases in traffic** in the concessionaries, of between **6.1% and 9.3%.**
- **The 2.47% increase in toll rates.** In addition, and in the case **of the Santiago-Talca, Talca-Chillán, Bosque and Collipulli-Temuco toll roads, there has also been the road safety premium obtained.**
- The 6.7% **decline in the value of the Chilean peso** in relation to the euro.

Chilean toll roads	Dec-07	Dec-06	Var.
Sales (Mn CHP)	120,238.3	86,572.3	38.9%
Sales (Mn Eur)	167.5	129.3	29.5%
CHP/ EUR exchange rate	717.8158	669.3969	-6.7%

The review of the depreciation / amortization method used – from straight-line to increasing- balance, based on estimated traffic figures for the concession period - does not affect the Collipulli-Temuco, Santiago-Talca, Talca-Chillán and Bosque toll roads since they were already using this method.

5.11 M4-M6

(Million euro)	Dec-07	Dec-06	Var.
Net sales	23.5	15.5	51.9%
EBITDA	16.8	9.9	69.1%
EBITDA margin	71.5%	64.2%	7.3%
EBIT	13.0	3.2	305.3%
EBIT margin	55.5%	20.8%	34.7%
ADT	24,506	20,939	17.0%

The increase in income is explained by:

- **The increase in traffic, which grew by 17.0%.** This favorable traffic performance reflects the effects of implementation of the new electronic toll system interoperable with the systems of other toll roads.
- **The 3.63% toll rate increase.**
- The collection **of the operating grant of 4.1 million euro.**

5.12 EUROSCUT ALGARVE

(Million euro)	Dec-07	Dec-06	Var.
Net sales	35.3	33.7	4.6%
EBITDA	31.3	29.2	7.4%
EBITDA margin	88.7%	86.4%	2.3%
EBIT	21.3	17.2	23.9%
EBIT margin	60.2%	50.9%	9.4%
ADT	20,146	19,098	5.5%

The increase in income is explained by the increase in traffic (+5.5%) and the annual toll rate review (+2.39%).

5.13 EUROSCUT NORTE LITORAL

(Million euro)	Dec-07	Dec-06	Var.
Net sales	35.2	31.0	13.7%
EBITDA	28.5	22.6	26.5%
EBITDA margin	80.9%	72.7%	8.2%
EBIT	15.4	4.2	269.8%
EBIT margin	43.7%	13.4%	30.2%
ADT	30,477	29,625	2.9%

Income for this toll road has increased by 13.7% thanks to the favorable traffic performance (+2.9%) and the annual toll rate review (+2.59%). It is also to be borne in mind that in 2006 billing based on traffic figures began in February, and accounting figures for 2007 therefore include one more month.

5.14 CAR PARKS

(Million euro)	Dec-07	Dec-06	Var.
Net sales	143.6	132.4	8.4%
EBITDA	47.6	46.0	3.4%
EBITDA margin	33.1%	34.7%	-1.6%
EBIT	31.1	27.8	11.8%
EBIT margin	21.7%	21.0%	0.7%
Parking spaces	266,805	253,023	5.4%

Net sales increased by 8.4% to 143.6 million euro, due mainly to the 5.4% increase in spaces managed and the consolidation of the contribution to the car park business of existing spaces.

EBITDA increased by 3.4% up to 47.6 million euro. The EBITDA margin with respect to Net sales is 33.1% and reflects the effect of the sale of the Kursaal and Montalbán car parks, both of which were off-street, which reported above-average margins.

6. Consolidated balance sheet

The consolidated balance sheets under IFRS are set out below:

(Million euros)	Dec-07	Dec-06
NON-CURRENT ASSETS	**10,341.5**	**10,165.0**
Intangible assets	83.9	91.7
Assets in infrastructure projects	9,728.1	9,487.3
Property, plant and equipment	171.8	155.0
Equity-accounted investments	7.2	6.2
Financial assets	15.5	127.6
Restricted cash	302.0	229.0
Financial derivatives at fair value	33.0	68.3
CONSOLIDATED GOODWILL	**164.1**	**159.3**
DEFERRED TAX ASSETS	**626.2**	**421.4**
CURRENT ASSETS	**1,164.0**	**1,139.1**
Inventories	24.2	14.9
Trade and other receivables	421.7	292.9
Cash and cash equivalents	704.1	808.8
Infrastructure project companies	487.6	547.3
Other companies	216.6	261.4
Other assets	13.9	22.6
TOTAL ASSETS	**12,295.8**	**11,884.8**
EQUITY	**1,280.2**	**1,532.3**
EQUITY ATTRIBUTABLE SHAREHOLDERS	1,034.7	1,261.0
MINORITY INTEREST	245.5	271.3
DEFERRED INCOME	**241.4**	**233.1**
PROVISIONS FOR LIABILITIES AND CHARGES	**7.2**	**8.8**
NON-CURRENT LIABILITIES	**9,904.7**	**8,314.2**
Borrowings	9,189.6	7,882.2
Infrastructure project companies	9,152.2	7,806.9
Other companies	37.5	75.3
Other liabilities	136.4	137.3
Financial derivatives at fair value	578.6	294.7
DEFERRED TAX LIABILITIES	**161.4**	**191.8**
CURRENT LIABILITIES	**696.8**	**1,600.4**
Borrowings	385.8	1,316.7
Infrastructure project companies	380.0	1,312.7
Other companies	5.9	3.9
Trade payables	297.1	273.2
Other liabilities	13.8	10.5
TRADE PROVISIONS	**4.0**	**4.2**
TOTAL LIABILITIES AND EQUITY	**12,295.8**	**11,884.8**

6.1 Infrastructure project assets

Infrastructure project assets increased to 9,728.1 million euro, up 240.9 million year on the previous year. The main changes are explained by:

- The inclusion within the scope of the consolidation of the following toll roads: the M-3 in Ireland (+184.6 million euro), Scut Azores (+78.3 million euro) and SH-130 in the United States (+47.3 million euro).
- Fluctuations in rates of exchange, with a positive effect in 407 ETR (+156.8 million euro) which is offset by the negative effect in the US and Chilean toll roads (-270.3 million euro and -36.9 million euro respectively).

6.2 Derivative financial instruments at fair value / assets

Derivative financial instruments at fair value / assets have decreased by 35.2 million euro, owing mainly to:

- The change in the valuation of the Indiana and Chicago Skyway derivatives (-47.6 million euro and -13,2 million euro respectively)
- Offset in part by the inclusion within the scope of the consolidation of Azores (+21.3 million euro).

6.3 Deferred tax assets

Deferred tax assets have increased by 204.9 million euro, due mainly to the capitalization of tax losses in:

- American companies, amounting to 194.2 million euro
- The Madrid-Sur (R-4) toll road and the Madrid-Levante (Ocaña-La Roda) toll road, amounting to 53.2 million euro generated since commencement of the concession.

Deferred tax assets and liabilities have been offset to include tax losses in the 407 ETR toll road for a net amount of -57.0 million euro.

6.4 Equity attributable to shareholders

Equity attributable to shareholders has decreased by 17.9% due primarily to the adjustment of derivatives (-133.2 million euro), the distribution of dividends (-50.0 million euro), changes in differences on exchange (-21.3 million euro) and the result for the period (-26.2 million euro).

6.5 Debt at toll road concessionaires

Toll road concessionaires' long and short-term debt increased by 4.5%, from 9,119.6 to 9,532.1 million euro. The main variations were due to the following:

- The increased debt of 407 ETR (+414.2 million euro) owing to the issue of three new bonds (Series 07-A1, 07-A2 and 07-D1) which replace the two which were cancelled (Series 06-A2, 00-C1) together with the effect of the rate of exchange (+180.5 million euro);
- The inclusion of the debt at the M-3 (+205.3 million euro) and Azores (+67.6 million euro) toll roads;
- The decrease in debt at Chicago (-158.0 million euro) and Indiana (-99.6 million euro), basically due to the effect of the rate of exchange;
- The decrease in debt at Talca-Chillán (-33.9 million euro) owing to the cancellation of a bond in the month of September;
- The increase of +25.8 million euro in debt at the R-4 toll road, mainly due to the payment of investments and expropriations.

6.6 Derivative financial instruments at fair value / liabilities

Derivative financial instruments at fair value / liabilities have increased by 283.9 million euro, owing primarily to:

- The change in the valuation of derivatives at Chicago Skyway (+171.3 million euro), Indiana (+172.9 million euro) and the Maipo toll road (+56.7 million euro).
- The reclassification of SIPs as an increase in debt, employing in their accounting the same criterion as is used in Canada, which reduces the total amount by 109.8 million euro.

6.7 Deferred tax liabilities

Deferred tax liabilities have decreased by 30.3 million euro, owing primarily to the netting of deferred tax assets and liabilities in order to offset tax losses at Chilean toll roads (-30.4 million euro).

7. Net cash position (31 december 2007)

(Million euro)	Toll road concessionaires	Car parks	Toll road parent companies	Adjustments	Total
Borrowings	**-9,532.1**	**-95.9**	**-1.8**	**54.4**	**-9,575.5**
Long term	-9,152.2	-37.5			-9,189.6
Short term	-380.0	-58.4	-1.8	54.4	-385.8
Restricted cash	**302.0**				**302.0**
Cash and cash equivalents	**487.6**	**5.3**	**265.6**	**-54.4**	**704.1**
Net position	**-8,742.5**	**-90.6**	**263.8**	**0.0**	**-8,569.4**

7.1 Cash balance

(Million euro)	Car parks	Toll road parent companies	Total
Opening net cash balance 2007	**-72.1**	**254.3**	**182.2**
Operating flow	52.3	216.9	269.2
Investment flow	-45.8	-187.8	-233.6
Investments	-45.8	-187.8	-233.6
Divestments		0.1	0.1
Debt new companies	0.0	0.0	0.0
Dividend payment	-20.3	-50.0	-70.3
Other	-4.7	30.3	25.7
Closing net cash balance 2007	**-90.6**	**263.8**	**173.2**

7.2 Cash Balance of Cintra S.A.

(Million euro)	Total
Opening net cash balance 2007	**237.8**
Operating flow	183.1
Collections and payments from operations	-1.5
Dividends, capital refunds and tax bases	184.6
Investment flow	-176.1
Investments	-176.2
Divestments	0.1
Dividend payment	-50.0
Capital increase and sales of treasury shares	0.0
Other	1.2
Closing balance 2007	**195.9**

8. Cash flow - parent companies and car parks

(Million euros)	Dec-07	Dec-06
Operating flows	**269.2**	**238.6**
Toll road parent companies	216.9	192.2
Car parks	52.3	46.4
Net investment flows	**-233.6**	**-225.2**
Toll road parent companies	-187.8	-191.4
Car parks	-45.8	-33.8
Activity flows	**35.6**	**13.4**
Toll road parent companies	29.2	0.8
Car parks	6.5	12.6

Operating flows are net of taxes and record the amounts received in respect of dividends and refunds of capital from concessionaires.

9. Gross capital expenditure in the period

The gross investment of toll road parent companies and car park companies in 2007 is as follows:

(Million euro)	Dec-07
Toll road parent companies	151.2
Car parks	48.4
Total	**199.6**

The main investments in the period are:

- SH 130: 52.1 million euro.
- M3: 33.9 million euro.
- M-203: 20.5 million euro.
- Ionian Roads: 17.6 million euro.
- Azores: 15.3 million euro.
- Radial 4: 6.1 million euro.
- Madrid-Levante: 3.2 million euro.
- Central Greece: 1.7 million euro.
- Car parks: 49.2 million euro.

10. Expected business performance

Cintra's business, in both the toll road and car park segments, is directly affected by the behavior of certain macroeconomic variables and, therefore, by the general economic situation of each of the markets in which it operates. Consequently, both the evolution of traffic on the road network and the demand for car park services are directly dependent on economic growth, while the prices charged generally rise at least in line with inflation.

Economic activity worldwide has remained sound throughout 2007 although the second half of the year brought a certain moderation of the dynamism hitherto observed. The growth rate of the worldwide economy, which the International Monetary Fund estimates to be around 5%, is supported by the major expansion of emerging markets. Specifically, the emerging markets of Asia are experiencing rapid growth in investment and product, driven by China and India. This rapid rate of growth of emerging countries is offsetting the more moderate growth of advanced economies.

In the United States, economic activity has slowed down to rates of slightly over 2%, due to the re-adjustment of the housing market and the impact on levels of confidence of the turbulence affecting financial markets. A more significant deceleration is forecast for 2008 since the housing and financial markets may remain weak and we may begin to see a reduction in consumption. The construction of new homes and their prices may continue to fall, and this suggests that residential investment may continue to undermine growth in 2008. Growth in consumption may also be reduced owing to the impact on personal wealth of the fall in house prices. In the short term, consumption could also be affected by the impact on credit and confidence of recent tensions in financial markets. By contrast, external demand, favored by the weak dollar, should serve to cushion these adverse factors.

Canada continues to enjoy vigorous growth although a slight deceleration is forecast for 2008. High domestic demand and the increase in prices of raw materials on international markets have boosted the economy, while unemployment is at its lowest rate for 33 years. The deceleration in the United States and the difficulties in financial markets are nevertheless likely to affect future economic activity.

Growth in the euro zone has been at levels of around 2.4%, driven by the economic pick-up in Germany. Forecasts for 2008 indicate growth rates situated between 1.5% and 2.5%. This scenario of sustained GDP growth is supported by the expectation that the dynamism of the economy worldwide will be maintained and that the deceleration of economic growth in the United States will be partially offset by the continued strength of the economies of emerging markets. External demand should therefore continue to su-

pport exports and investment in the euro zone. The growth in consumption should also contribute to economic growth, in line with the trends in actual available income, against a favorable backdrop of continued growth in employment.

Economic growth in Spain remains above the European average, at around 3.8%, although a slight slackening was noted during the second half of the year. The GDP slowdown resulted from a more moderate domestic demand which was partially offset by the favorable performance of the net external demand. Government forecasts for 2008 envisage growth rates close to 3%, which is still above the European average. This drop-off is explained primarily by the deceleration of the construction sector together with the slowdown in consumption and higher unemployment.

Economic activity in emerging economies has continued to expand very rapidly. The Asian economies maintain rates of growth close to the two-digit mark, supported by sustained growth in domestic demand and the solid growth of exports. In South America, despite the uncertainty with respect to the possible knock-on effect of recent financial turbulence, economic forecasts remain favorable, domestic demand being expected to continue as the main driving force behind economic growth.

With respect to the development of interest rates, it should be noted that in response to the signs of an economic slowdown, both the Federal Reserve and the Bank of England have cut reference interest rates, as well as taking joint action with the Central European Bank and the Bank of Japan to inject liquidity into the market.

With respect to the evolution of prices, inflation has picked up worldwide owing to the increase in energy costs, which have recently risen significantly, and to the increase in prices of raw materials, especially foods. Severe restrictions on production together with an increased demand from emerging economies have pushed oil prices up to over 100 dollars per barrel in the American market during the first few weeks of 2008. The increase in food prices is explained by the high levels of production of bio-fuels and the increased demand from the growing emerging economies.

Inflation among the advanced economies considered in conjunction is expected to fall slightly during 2008 due to the reduced rate of activity, whereas forecasts for developing countries and emerging markets indicate that consumer prices will increase by 5.3% in 2008, following an increase of almost 6% in 2007. In Spain, which recorded 4.2% inflation at the 2007 year end, the inflationary pressure is expected to continue during the first part of the year and then drop off towards the year end.

Against this backdrop, Cintra is on course in the development of its growth strategy, making the most of its opportunities and embarking upon the new financial year well positioned to maintain is leadership.

In the toll roads business, the current order book reflects a series of factors which contribute significantly to growth.

Firstly, consolidation of the Ionian roads toll road - Cintra's first project in Greece - will begin in 2008. This project comprises two distinct toll road segments, one of which is already built and in operation and has been transferred by the Central Government. The operation of the existing section provides substantial revenues throughout the construction phase which reduce significantly the need for financing at this stage. 2008 is also expected to bring the completion of building work on the M-203 toll road which will significantly improve accesses from the Henares Corridor into the centre and south of Madrid, creating a cross-axis as an alternative to the A-2.

On the other hand, Cintra's main assets have price arrangements which allow for increases in toll rates above inflation, and this should boost revenues significantly. The Chicago Skyway toll road announced new toll rates for light vehicles applicable as from 1 January 2008 and which imply a 20% increase with respect to the rates previously in force. The 407 ETR toll road also announced new toll rates applicable as from 1 February 2008. The entry into force of the new rates implies a 9.4% increase at peak times in the "Regular Zone" (between the 401 and 404 motorways) and of 8.0% at peak times in the "Light Zone" (the rest of the toll road). The increase for other times and for the entire toll road is 7.1%.

Lastly, the majority of the assets in Cintra's portfolio are currently in the initial phases of business, in which revenue growth is higher than for the more mature projects. Good examples of this are the Madrid-Levante toll road which maintained traffic increases of over 40% in some of the final months of 2007 or the Radial 4 toll road, which ended 2007 with 24% growth.

With respect to possible new projects, in view of the need for investment both in new construction and in the revamping of existing assets, and the fact that public funds are insufficient to cover all the work required, we can expect Public Administrations to continue their tendering activities throughout 2008 in Cintra's main target markets. We also expect to see an increase in tendering in new markets such as Mexico and Brazil; although we have not in the past viewed these countries as potential markets, they appear to be developing the mechanisms required for inclusion in our list of markets of interest. In any event, these potential new markets will not account for significant investments within the overall Cintra portfolio, and returns will naturally be in line with the level of risk assumed.

In the car parks business, tenders called by local administrations are expected to continue. Activity by other public administrations is expected to increase following the general elections to be held in early March.

11. Technological activities

Cintra regards innovation in information systems as crucial to maintaining its position of leadership in the toll roads and car parks sectors, at a time of change in which the emergence of new technological initiatives may, in the medium term, change the operational scenario of current business activities. Such innovation is also key to success in new tender procedures in which the technological component is acquiring ever greater importance.

12. Stock market information, treasury shares and principal shareholders

The main international stock markets ended 2007 with significant gains; the exceptions were Milan and Tokyo which ended the year in the red. The most significant increase was in the German stock market, which ended the year with a gain of 22.3% thanks to the acceleration in the growth of its economic activity.

In Spain, the selective Ibex-35 index ended the year at 15.182 points, up 7.3%, making this its fifth consecutive growth year. The gains in the Spanish stock market, however, were not reflected equally in all companies. The increases were driven by the telecommunications and energy sectors and to a lesser extent by the financial sector. By contrast, the less favorable performance of the construction and cyclical sectors suggests that there is to be a gradual slowing down of economic activity in Spain.

The evolution of the stock market over the year has been marked by two very different trends. In the first half of the year, the favorable economic forecasts and increase in corporate operations helped push the selective Ibex-35 index up to new historical highs. The performance was less favorable in the second half of the year, however, owing to the uncertainty in financial markets provoked by the mortgage crisis in the United States.

Amid this volatility, Cintra's share price closed 2007 at 10.33 euro per share, having fallen by 14.6%, including the effect of the paid-up capital increase of one new share for twenty old shares. Its maximum price for the year was 14.3 euro (equivalent to 13.6 euro/share after the paid-up issue), whereas the minimum was 10.05 euro. A total of 633.6 million shares were traded during the year, representing a daily average volume of 30.2 million euro. Year-end market capitalization stood at 5,593 million euro.

Since flotation on 27 October 2004, the share price has risen by 38.2%.

Annual evolution since the public offering:

	2007	2006	2005	2004(*)	2004(*)-2007
Cintra	-14.6%(**)	36.5%(**)	20.9%	-1.9%	38.2%
Ibex 35	7.3%	31.8%	18.2%	8.9%	82.1%

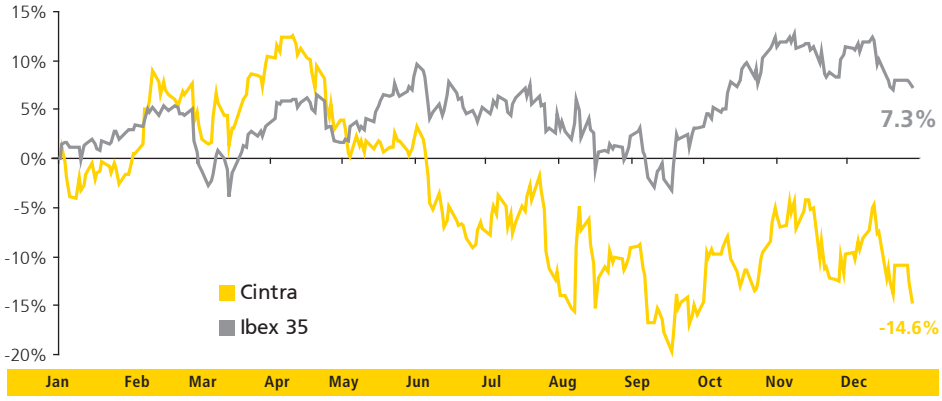
(*) Since Cintra's flotation on 27 October 2004
(**) Including paid-up capital increases

Monthly evolution January 2007 – December 2007 (*)

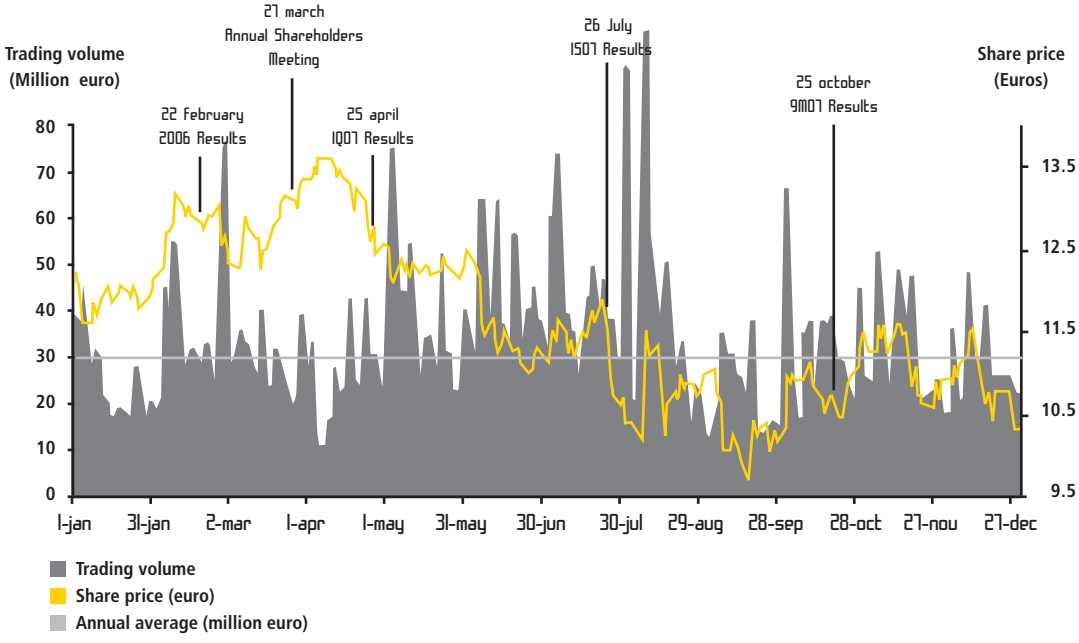
	Closing	Maximum	Minimum	No. shares	Average daily no. sahres
January	12.58	12.94	12.07	40,980,405	1,862,746
February	13.30	13.86	12.60	47,851,184	2,392,559
March	14.02	14.11	12.55	48,699,527	2,213,615
April	13.19	14.30	12.92	33,081,022	1,741,106
May	12.93	13.41	12.55	58,055,382	2,638,881
June	11.80	13.14	11.34	69,761,485	3,321,975
July	11.23	12.50	11.07	65,464,266	2,975,648
August	11.54	12.12	10.51	74,208,857	3,226,472
September	10.68	11.67	10.05	37,528,709	1,876,435
October	12.06	12.06	10.66	58,991,883	2,564,864
November	10.91	12.18	10.46	57,405,534	2,609,342
December	10.33	11.65	10.28	41,614,470	2,447,910

(*) Source: Bolsa de Madrid the taid-up capital increase of 6 November 2007 is not taken into account.

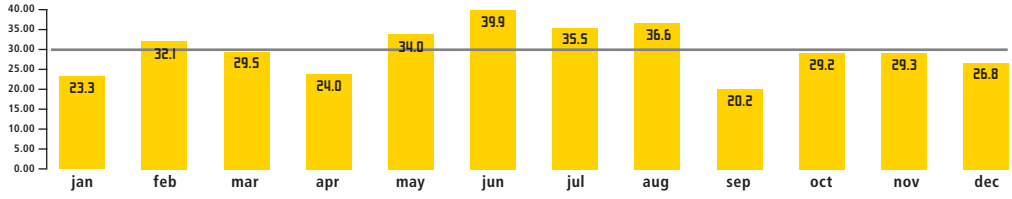
Evolution of Cintra and Ibex-35 in 2007



Evolution of trading volume and price in 2007



Daily average trading volume (million euro)



Stock market data (euro)	2007	2006	2005	2004
Close (*)	10.33	12.70	9.77	8.08
Adjusted close (**)	10.33	12.10	8.86	7.39
Maximum (*)	14.30	13.44	11.72	8.24
Adjusted maximum (**)	13.61	12.68	10.56	7.39
Minimum (*)	10.05	9.26	8.04	7.41
Adjusted minimum (**)	9.71	8.48	7.33	6.76
weighted average (*)	12.06	10.97	9.40	7.98
Adjusted weighted average (**)	11.57	10.56	8.53	7.06
Trading volume (million euro)	7,644	5,639	4,915	2,585
Number of shares traded (thousand/year)	633,643	489,070	522,697	324,031
Daily average trading volume (million euro)	30.21	22.20	19.20	60.11
Capital turnover	117.0%	94.8%	106.4%	66.0%
Capitalitzation (million euro)	5,593	6,549	4,798	3,968
Shares outstanding (thousand)	541,456	515,672	491,116	491,116
Par value per share (euro)	0.20	0.20	0.20	0.20
Gross dividend per share (euro)	0.097	0.076	0.060	
Stock market return	-14.6%(**)	36.5% (**)	20.92%	-1.94%

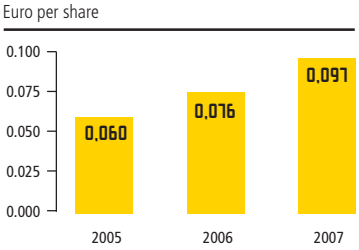
(*) Source: Bolsas y Mercados Españoles
(**) Price adjusted for paid-up capital increases. Source: Bloomberg

Dividends

Cintra's dividend policy seeks to reconcile the Company's needs, which are growing steadily in view of the investment opportunities arising, with an adequate shareholder remuneration policy.

On 16 April 2007, a gross dividend per share was paid out in the amount of 9.7 euro cents, charged to 2007 profits.

Additionally, during 2007 a paid-up capital increase was carried out, consisting of one new share for every twenty old shares. The allocation rights were listed in the market as from 6 November and the allocation period ended on 20 November. The new shares began trading on 3 December.



Treasury shares

At 31 December 2007 CINTRA held no treasury shares.

Shareholders(1)

Accionista	País	% Capital
Grupo Ferrovial, S.A.(2)	Spain	65.03%
Capital Research & Management Co.(2)	USA	2.77%
New Jersey Division of Investmen	USA	1.27%
Bestinver Gestion SGIIC SA	Spain	1.27%
Morley Fund Management	UK	1.15%
Universities Superannuation	UK	0.81%
Barclays Global Investors NA (CA)	USA	0.65%
Zenit Asset Management AB	Sweden	0.54%
Carnegie Asset Management Denmark	Denmark	0.52%
Allianz Global Investors GmbH	Germany	0.50%

(1) Analysis undertaken by IPREO for Cintra between November and December 2007

(2) As per communications to the CNMV between December 2007 and January 2008

Stock Market Codes

Bloomberg: CIN SM
Reuters: CCIT.MC

Cintra is included in the following indices:

IBEX 35 Index
Bloomberg Europe
BE 500 Comm Servi
BBG Europe 500 S
BBG Europe Consu
BBG World Index
DJ Euro Stoxx €
DJES Indus Gd €
DJES Small € Pr
DJ Stoxx 600 € Pr
DJ Stoxx Small 200 €
FTSEurofirst 300

13. Additional content of the directors' report pursuant to article 116 bis of the securities market law

a) The capital structure, including securities which are not traded on a regulated Community market, indicating, where appropriate, the different classes of shares, and, for each share class, the rights and obligations they carry and the percentage of capital which they represent.

The share capital of CINTRA CONCESIONES DE INFRAESTRUCTURAS DE TRANSPORTE, S.A. amounts to 108,291,105.80 euro, divided up into 541,455,529 shares, each with a par value of 0.20 euro, pertaining to a single class and all to the same series. All the shares are fully subscribed and paid up. Each share affords the right to cast one vote.

b) Any restriction on the transferability of securities

The Company's Articles of Association impose no restrictions of the transferability of shares, except when share capital increases have not been entered in the Companies Register.

c) Significant direct or indirect interests in capital

At 31 December 2007, the information held by the Company with respect to its shareholders with significant ownership interests is as follows:

- Grupo Ferrovial, S.A.: This company owns 65.03% of share capital. It is the direct owner of 3% of capital, and the indirect owner, through Ferrovial Infraestructuras,S.A., of 62.03% of share capital (Ferrovial Infraestructuras, S.A. is 100% owned by Grupo Ferrovial).
- The concerted family group made up of Mr. Rafael del Pino y Moreno and his children Ms. María, Mr. Rafael and Mr. Leopoldo del Pino y Calvo–Sotelo controls a majority of the share capital of Portman Baela S.L. which, in turn, owns a 58.316% holding in the capital of Grupo Ferrovial SA.
- Chase Nominees Ltd.: the direct owner of 9.992% of share capital.

d) Any restrictions on voting rights

There exist no legal restrictions or restrictions established in the Articles of Association on the exercising of voting rights except as stipulated by Article 44.1 of the Spanish Companies Law and Article 10.2 of the Articles of Association, which states that any shareholder who is in default of calls on share capital shall be unable to exercise its voting rights.

e) Agreements between shareholders

The Company knows of no agreements between shareholders by which it is directly affected.

f) The rules applicable in the appointment and replacement of members of the administrative body and for the amendment of the company's Articles of Association.

F.1.- Appointment and replacement of members of the administrative body

The appointment and replacement of members of the Board of Directors are governed by the Articles of Association and by the Board Regulations, in accordance with the Spanish Companies Law.

Composition in quantitative terms: The members of the Board of Directors are appointed by the General Meeting or by the Board of Directors by cooption. The General Meeting determines the number of members of the Board of Directors, the minimum number being 5 and the maximum being 15.

Proposals: Appointment proposals submitted by the Board to the General Meeting, and appointments made by cooption, are required to be preceded by the corresponding proposal from the Related-party Transactions Committee in the case of the Independent Directors: if the Board acts other than in accordance with the recommendations of the Committee, it is required to indicate the reasons for such action, which should be recorded in the minutes.

Every effort is required to ensure that External Directors are persons of known solvency, competence and experience, particular care being taken in relation to the selection of Independent Directors.

Composition in qualitative terms: A majority of External Directors is to be sought. The proportion of Independent Directors must be significant, making up at least one third of all the directors.

Selection procedure: Care is to be taken to ensure that procedures for the selection of candidates are not implicitly biased in such a way as to hinder the selection of Directors

on the basis of personal circumstances.

Those Directors who are the subject of proposals for appointment, reelection or dismissal shall be required to refrain from taking part in the deliberations and voting. Voting by the Board on the appointment, reelection or dismissal of Directors is to be secret.

Term of office: The Directors are to hold their positions as such for three years, with the possibility of reelection or one or more occasions for periods of the same duration. Once this term has elapsed, the appointment shall expire when the next General Meeting is held or when the period allowed by law for the holding of the Meeting which is to resolve upon the approval of accounts for the previous year has elapsed.

Dismissal: The Directors shall be dismissed when the term of their appointment has elapsed or when a decision to this effect is reached by the General Meeting. Similarly, they shall be required to place their office at the disposal of the Board or tender their resignation, if this is what the Board requires, in the following situations:

a) For Executive Directors, when the Board considers such action advisable.

b) For Owner Directors: upon transfer, in its entirety, of the holding which resulted in their appointment or when such holding is reduced to a level which requires the reduction of their number.

c) For Independent Directors, when they have served as such continuously for a period of 12 years, although they may remain under a different capacity.

The Board shall not propose the dismissal of Independent Directors prior to completion of the periods for which they were appointed, unless the Board believes there to be due cause for such action. The dismissal of Independent Directors may nevertheless be proposed in the event of a change in the Company's capital structure owing to a public takeover bid, merger or similar operation, which makes it advisable to review the criteria with respect to proportionality established in good governance recommendations.

d) As a general rule, when:

- The Directors are affected by rules on incompatibility or banning from office.
- A request to this effect is made by the Board owing to a breach by the Director of his/her obligations.
- The Director's continued Board membership could jeopardize the interests of Cintra.
- The Director's continued Board membership is seriously damaging to the Company's assets or corporate reputation; this shall be deemed to be the case, in particular, in the event of a procedure or commencement of an oral proceeding against the Director in any of the situations referred to in Article 124 of the Spanish Companies Law.
- Upon reaching 70 years of age. The Chairman and Vice-chairmen (when Executive), the CEO and the Secretary of the Board shall be dismissed at the age of 65, although they shall be able to continue as Directors and hold office as non-executive Chairman and Vice-chairmen.
- In the event of significant changes in the Director's professional situation or in the conditions which led to his appointment to the Board.

F.2.-Amendment of the Company's Articles of Association

Amendments to the Articles of Association are required to comply with the stipulations of Articles 144 and 103 of the Spanish Companies Law.

g) Powers of members of the Board of Directors, and in particular, powers relating to the possibility of issuing or repurchasing shares

The Board of Directors is empowered to represent the Company, as a body and by majority decision. It is attributed the broadest of powers to enter into contracts in general, to perform all types of acts or transactions, involving obligations or disposal, ordinary or extraordinary administration and strict ownership, in respect of all kinds of assets, chattels, real property, monies, investment securities and commercial papers, the only exceptions being those matters for which competence corresponds to the General Meeting or which are not included in the corporate purpose.

The above notwithstanding, the Company's CEO, Mr. Enrique Diaz-Rato Revuelta, who was appointed on 26 July 2006, is vested with all powers except for those which cannot, by law, be delegated.

In addition, the Company's Chairman, Mr. Rafael del Pino Calvo-Sotelo, is vested with specific several powers. Directors Mr. José María Pérez Tremps and Mr. Nicolás Villén Jiménez are also vested with certain specific joint powers. In either case, the powers vested include the purchase-sale of investment securities.

The Board of Directors, on the occasion of the share capital increases charged to the share premium account resolved upon by the General Meetings of Shareholders of 28 March 2006 and 27 March 2007, empowered the CEO to execute the share capital increase resolutions in the agreed terms.

h) Significant agreements entered into by the company and which come into force, are amended or concluded in the event of a change in the control of the company resulting from a public takeover bid, and the effects of the above, except when disclosure would be seriously damaging to the company. This exception, however, does not apply when the company is under a legal obligation to make public this information.

The Company has subscribed no agreements which come into force, are amended or concluded as the result of a

public takeover bid.

It should be mentioned, however, that in view of the essentially regulated nature of the business in which the Company and its group engage, there are certain contracts with concession grantors which envisage prior authorization for the specific projects in question in the event of corporate operations in the concessionaire or its shareholders implying a merger, demerger or change of control. There are similar clauses in respect of some financing operations linked to specific projects.

In particular, the Indiana toll road concession contract establishes the need for an administrative authorization in the event that the shareholders of the concessionaire cease to be traded on the stock market, since this is likened to a change in the control of the concessionaire. The financing contracts envisage this same situation of change in control without an administrative authorization as possible grounds for the acceleration of payment.

i) Agreements between the company and its administrative and management personnel or employees which envisage indemnities in the event that such persons resign or are unfairly dismissed, or if the employment relationship comes to an end, owing to a public takeover bid.

Except in the case of the CEO, the Company has no agreements differing from the stipulations of the Workers Statute entered into with its administrative and management personal or employees which envisage indemnities in the event that such persons resign or are unfairly dismissed or if the employment relationship comes to an end owing to a public takeover bid.

Similarly, the CEO, with a view to fostering loyalty on his part and his permanent allegiance to the company, is recognized as being entitled to deferred extraordinary remuneration payable only in the event of any of the following situations:

a) termination of the relationship by mutual agreement when the CEO reaches a certain age;

b) unfair dismissal or abandonment of the company at the company's initiative, without there being grounds for dismissal, prior to the date on which the senior manager reaches the agreed age, in the event that the sum in question is higher than that resulting from the application of Workers' Statute stipulates;

c) death or invalidity.

14. Report of the audit and control committee

Members and functions

The current composition of the Audit and Control Committee is as follows:

Name	Status
Mr José Fernando Sánchez-Junco Mans (Chairman)	Independent external
Mr Fernando Abril-Martorell Hernández	Independent external
Mr José María Pérez Tremps	External Owner
Mr Nicolás Villén Jiménez	External Owner

The main changes to the composition of the Committee, as compared with the situation described in the 2006 report, have been as follows:

- The Company's Board of Directors, in its meeting of 29 January 2008, resolved to set at four the number of Committee members, within the confines laid down by the Board Regulations. It also appointed Mr. José Fernando Sánchez-Junco Mans as a new member of the Committee.
- During 2007, the office of Chairman of the Committee was held by Mr. Fernando Abril-Martorell Hernández. Three years have elapsed since his appointment, however, and the Committee, in its first Meeting in 2008, in accordance with Article 19.3 of the Board Regulations, resolved to appoint the Independent Director Mr. José Fernando Sánchez-Junco Mans as its new Chairman.

Mr. Lucas Osorio Iturmendi, Secretary of the Board of Directors, acted as Secretary of the Committee in 2007.

The Committee's main activities are as follows:

- Establishing appropriate measures to monitor the independence of external auditors and assess their services, and liaise between the Board of Directors and the external auditors;
- Supervising compliance with legal requirements and the correct application of generally accepted accounting principles;
- Assisting the Board in its mission of ensuring the correctness and reliability of periodic financial information;
- Analyzing and evaluating the main business risks and the systems established to manage and control them;
- Examining effective compliance with the obligations laid down by internal regulations relating to corporate governance, making such proposals as it considers advisable.

The Committee met four times in 2007, on 19 February, 23 April, 23 July and 22 October.

Main activities during 2007

The main activities during 2007 were as follows:

- **Corporate Governance Report and Financial Statements**

In February 2007, the Committee reviewed and provided a favorable opinion on the Annual Corporate Governance Report and Financial Statements for 2006. The Annual Report was later approved by the Board of Directors and the Financial Statements, once prepared by the Board, were submitted to the Annual General Meeting of 27 March 2007 and duly approved.

Likewise, in the meeting held on this date, the Committee has reviewed and issued a favorable opinion on the Annual Corporate Governance Report and the Financial Statements for the year 2007, which will also be submitted for approval to the Board of Directors.

- **Financial information**

The Committee has reviewed periodically the Company's financial information, particularly information that is disclosed quarterly.

It has also analyzed in detail the more relevant financial issues arising during the year and changes to accounting standards and criteria applied by the Company.

- **External auditors**

The auditors PriceWaterhouseCoopers Auditores, S.L., were appointed by the Annual General Meeting of 22 May 2003 for a three-year term (2003, 2004 and 2005), such appointment being renewed for one year in 2006.

During 2007, the Committee has reviewed relations with the Company's external auditors, along with the nature, fees and quality of the work performed.

In its meeting of February 2007, the Committee agreed to propose to the Board the renewal of appointment of PriceWaterhouseCoopers Auditores, S.L. as external auditor of the Company for the year 2007. The Committee subsequently submitted the renewal of this appointment to the Annual General Meeting, and it was formalized on 27 March 2007.

During the meeting held on this date, the Committee has again reviewed the activities performed by the external auditor during 2007 within its audit function. It has also analyzed other different services rendered by the same firm, the view of the Committee being that although there has been an increase in fees for such services as compared with the previous year, in accordance with an agreement for the provision of financial advisory services in relation to toll road tender procedures subscribed prior to 2007, their independence has not been placed at risk.

Following analysis and evaluation of the services provided, the Committee has reported favorably on the renewal of the appointment of PriceWaterhouseCoopers Auditores, S.L. as external auditor to the Company for the year 2008. This will subsequently be submitted by the Board for the approval of the Annual General Meeting.

- **Analysis of risks and control systems**

The Committee has maintained in 2007 its policy for the review of the Company's risks and contingencies.

With respect to contingencies, a periodic analysis is made of the most relevant issues affecting each of the different projects. In particular, the Committee has examined the situation of variances in the cost of expropriations in Spain for projects already awarded and in which the Company is participating. It is believed, in general, that the principal risks have been duly identified and that the procedure in place for their analysis and valuation is correct.

The Committee has also analyzed the Company's risks management system, and the related coverage mechanisms and control measures.

- **Corporate governance**

As was mentioned in the 2006 Report, the Committee has reviewed the Company's rules on good governance for the purpose of complying with the Recommendations of the Unified Code, and has reported favorably to the Board of Directors on the amendments made to the General Meeting Regulations and Board Regulations. The modifications to the General Meeting Regulations were approved by the Annual General Meeting of 27 March 2007, which was also informed with respect to the amendments to the Board Regulations. The forthcoming Annual General Meeting for 2008 shall be informed similarly of other amendments to the Board Regulations.

In general terms, the vast majority of recommendations contained in the Unified Code have been implemented, although there are certain special peculiarities explained by the fact that the Company is owned by another company which is also listed, and this requires consistency in policies and criteria in respect of certain issues.

A review has been made during the year of the implementation of the different recommendations included in Company rules. These include the installation of a suggestions box with confidentiality guaranteed.

The Committee believes that during 2007 it has been adequately informed on matters of its competence and that it has performed it duties satisfactorily.

15. Report of the related party transactions committee

Members

The composition of the Related-party Transactions Committee is as follows:

Name	Status
Mr Fernando Abril-Martorell Hernández (Presidente)	External independent
Mr José Fernando Sánchez Junco Mans	External independent
Mr Jaime Bergel Sainz de Baranda	External non-independent non-owner
Mr Enrique Diaz-Rato Revuelta	Executive

The following changes have taken place in the composition of the Committee as reflected in the report for 2006:

- During 2007, the office of Chairman of the Committee was held by Mr. Sanchez-Junco Mans. Three years have elapsed since his appointment, however, and the Committee, in its first Meeting in 2008, in accordance with Article 22.2 of the Board of Directors Regulations, resolved to appoint the Independent Director Mr. Fernando Abril-Martorell Hernández as its new Chairman.
- The Committee has reviewed the status of its independent directors in accordance with the new definition established in the Board of Directors Regulations, following the amendments made in 2007, and considers that Messrs. Abril-Martorell and Sánchez-Junco continue to hold such status; Mr. Bergel, however, in view of his professional relations with an owner director, as reported in the past, is to be classed as a non-independent non-owner external director.

Mr. Lucas Osorio Iturmendi, Secretary of the Board of Directors, has acted as Secretary of the Committee.

Main Functions

The Committee's main powers are as follows:

a) Supervise in general terms related-party transactions between CINTRA and Grupo Ferrovial and their respective groups of companies. In particular:

- Review compliance with the Framework Contract signed by Cintra, Grupo Ferrovial and Ferrovial Agroman (hereinafter the Framework Contract) in relation to the undertaking of intergroup projects and provision of intergroup services; and
- Provide the Board with recommendations on compliance with the Framework Contract and advise the Board on any changes to it.

b) Advise on proposals to amend the Board Regulations that affect the Related-Party Transactions Committee's powers;

c) Advise the Board on proposals for the appointment of Independent Directors; and

d) Assess the exemptions of Independent Directors in the circumstances described in section 10.3 of the Board Regulations.

Main activities during 2007

The Committee met four times during 2007: specifically, on 22 January, 24 April, 22 May and 25 September.

The main activities performed by the Committee in 2007 have been as follows:

- *Related-party transactions between CINTRA and Grupo Ferrovial and their respective groups of companies have been supervised.*

  As part of this work, an analysis has been made of the progress of common projects, costs control and the main incidents arising in each case. These transactions were also reviewed to ensure that they comply with the basic principles laid down in the Framework Contract.

  On the other hand, the Committee has reported favorably on the joint participation of CINTRA and companies of Grupo Ferrovial in certain tender procedures, taking the view that such joint participation will be beneficial in the corresponding award procedures.
- *The services supplied between CINTRA and Grupo Ferrovial companies have been analyzed, as has been the effect that the services rendered by CINTRA executives and personnel could have on the Company's normal activities.*

  The Committee has found that there has been a gradual reduction, in comparison with previous years, in the level of dedication of CINTRA personnel to companies of Grupo Ferrovial, which is beneficial to the Company since it is thus able to concentrate its resources on CINTRA's normal activities.

  Likewise, the Committee has reviewed the budgets for services between CINTRA and Grupo Ferrovial companies for the year 2008. In comparison with 2007, CINTRA is to discontinue, in general terms, its provision of services to companies of Grupo Ferrovial, in line with the trend mentioned above, whereas there is an increase in services provided by Grupo Ferrovial to CINTRA. The view of the Committee, however, is that such services are proportionate and justified.

- *A number of corporate governance issues have been analyzed.*

  The Committee has established criteria with respect to certain corporate governance issues falling within the scope of its powers, such as the presence of members of management at Committee meetings or the annual evaluation of its operation.
- *The 2007 tender procedures in which CINTRA participated with Ferrovial Agroman construction prices have been reviewed to evaluate the competitiveness of the offers.*

  In this analysis the results obtained, the offers of competing groups, and the circumstances of each project were all considered. The Committee concluded that the Ferrovial Agroman offers were suitably competitive.

  Lastly, the Committee considers that it has been regularly informed on matters of which it needs to be aware, and in particular on relevant related-party transactions between the companies of CINTRA and Grupo Ferrovial. The Committee believes that the rules contained in the Framework Contract are being respected and that it has been able to perform its functions satisfactorily in the terms foreseen in that Contract.

16. Risk control systems

Cintra has installed, since 2003, a Global Risk Management (GRM) system that covers all its business activities throughout the world, including investee companies in which it has management powers.

In a highly dynamic and competitive environment, this system is an important instrument of strategic business management, contributing to the proper management of factors capable of influencing the reaching of economic and operational objectives in the medium and long terms.

Cintra operates in different countries with different socioeconomic situations and regulatory frameworks. In this context, a variety of risks are generated that are inherent to Cintra's infrastructure development and management activities.

In general, Cintra believes that significant risks are those that may compromise the profitability of its activities, the financial solvency of the company involved or group, the corporate reputation and the personal safety of its employees. In particular, the most significant risks covered by the system are as follows:

- Service quality risks
- Risks of physical damage to infrastructures, basically due to natural disasters
- Environmental risks
- Sociopolitical and regulatory risks
- Financial risks: exposure to exchange rate fluctuations in foreign activities and interest rate fluctuations in infrastructure financing

The risks system is designed based on international global risk management standards (IRM, AIMC, ALARM. 2002).

The information used by the system is generated through a small work team that includes the heads of the departments that manage information on risks in their activity (Finance, Quality & Environment, Human Resources, and Legal), directly supervised by the CEO. All members of the work team belong to management.

Risks detected are evaluated and prioritized applying a semi-qualitative homogenous procedure based on a system of pertinent and reliable indicators, describing in each case the control and management measures established. This information is regularly circulated at corporate level, and is collated and checked before being reported, where appropriate, to the Board's Audit and Control Committee.

Consolidated balance sheet for 2007 and 2006

		Million euro	
Assets	**Note**	**2007**	**2006**
Non-current assets		**11,132**	**10,745**
Goodwill	5	164	159
Intangible assets	6	84	92
Investments in infrastructure projects	7	9,728	9,487
Property, plant and equipment	8	171	155
Equity-consolidated companies	9	7	6
Non-current financial assets	10	319	357
Restricted cash		302	329
Other financial assets		17	28
Deferred tax assets	20	626	421
Derivative financial instruments at fair value	11	33	68
Current assets		**1,164**	**1,140**
Inventories	12	24	15
Trade and other receivables	13	436	316
Trade receivables for sales and services		223	209
Other receivables		248	124
Current deferred tax assets		28	35
Provisions		-63	-52
Cash and cash equivalents	17	704	809
Infrastructure project companies		488	547
Restricted cash		206	101
Other cash and cash equivalents		282	446
Other companies		216	262
Total assets		**12,296**	**11,885**

Liabilities and Equity	**Note**	**2007**	**2006**
Equity	**14**	**1,280**	**1,532**
Capital and reserves attributable to the company's equity holders		1,035	1,261
Minority interest		245	271
Deferred income	**15**	**241**	**233**
Non-current liabilities		**10,073**	**8,515**
Other non-current provisions	16	7	8
Borrowings	17	9,189	7,882
Bonds and borrowings of infrastructure projects		9,152	7,807
Bank borrowings, other companies		37	75
Other borrowings	18	137	138
Deferred tax liabilities	20	161	192
Derivative financial instruments at fair value	11	579	295
Current liabilities		**702**	**1,605**
Borrowings	17	385	1,317
Bonds and borrowings of infrastructure projects		380	1,313
Bank borrowings, other companies		5	4
Trade and other payables	19	313	283
Trade payables		92	130
Current deferred tax liabilities		33	64
Other non-trade payables		188	89
Trade provisions	16	4	5
Total Liabilities and Equity		**12,296**	**11,885**

Notes 1 through 34 form part of the Consolidated Financial Statements at 31 December 2007.

Consolidated income statement for 2007 and 2006

		Million euro	
	Note	2007	2006
Sales		1,025	885
Other operating revenue		1	10
Total operating revenue	**22**	**1,026**	**895**
Materials consumed and other external expenses		-9	-7
Staff expenses	23	-119	-110
Non-current asset depreciation and amortisation		-185	-221
Change in trade provisions		-16	-12
Other operating expenses		-188	-184
Total operating expenses		**-517**	**-534**
Operating results		**509**	**361**
Financial income of infrastructure projects		51	53
Financial expenses of infrastructure projects		-704	-521
Financial results of infrastructure projects		**-653**	**-468**
Financial income of other companies		12	6
Financial expenses of other companies		-9	-7
Financial results of other companies		**3**	**-1**
Financial results	**24**	**-650**	**-469**
Share of profits of equity-consolidated companies	9	1	7
Other profit and loss	25	-3	202
Consolidated result before income tax		**-143**	**101**
Income tax	20	145	-24
Consolidated income from continuing operations		**2**	**77**
Consolidated income for the year:		**2**	**77**
- Result attributed to minority interest		**28**	**-79**
- Result for the year attributed to the parent company		**-26**	**156**
Earnings/loss per share			
From continuing operations attributed to the parent company	**26**		
Basic		-0.05	0.32
Diluted		-0.05	0.31

Notes 1 through 34 form part of the Consolidated Financial Statements at 31 December 2007.

Consolidated statement of income and expense recognised in equity for 2007 and 2006

		Million euro	
	Note	2007	2006
Gains/(losses) on hedging instruments before tax		-266	65
Gains/(losses) on hedging instruments (tax)		110	-31
Gains/(losses) on currency translation before tax		-57	-59
Gains/(losses) on currency translation (tax)		25	0
Other items (charged)/credited directly to equity before tax		4	0
Other items (charged)/credited directly to equity (tax)		0	1
Net result taken directly to equity	**14**	**-184**	**-24**
Consolidated gain for the year		2	77
Total income and expense recognised for the year:	**14**	**-182**	**52**
- Attributed to the parent company		**-176**	**150**
- Attributed to minority interest		**-6**	**-98**

Notes 1 through 34 form part of the Consolidated Financial Statements at 31 December 2007.

Consolidated cash flow statement for 2007 and 2006

		Million euro	
	Note	2007	2006
Result for the year attributed to the parent company		**-26**	**156**
Adjustments to results	27	720	437
Income tax payment	20	-16	-27
Change in receivables, payables and other		105	31
Dividends from infrastructure project companies			5
Cash flows from operating activities		**783**	**602**
Investment in property, plant & equipment and intangible assets		-47	-48
Investments in infrastructure projects		-571	-2,025
Non-current financial assets		-48	-29
Disposals			250
Cash flows from investing activities		**-660**	**-1,852**
Cash flows before financing activities		**123**	**-1,250**
Proceeds from capital and minority interest		32	30
Payment of dividends to the parent company		-50	-38
Payment of minority interest dividends to associates		-54	-78
Cash flows from shareholders and minority interest		**-72**	**-86**
Interest paid		-442	-356
Increase in bank borrowings		1,619	1,892
Decline in bank borrowings		-1,323	-37
Cash flows from financing activities		**-218**	**1,413**
Change in cash and cash equivalents		**-95**	**163**
Opening cash and cash equivalents		809	671
Closing cash and cash equivalents		704	809
Impact of exchange rates on cash and cash equivalents		10	25

Notes 1 through 34 form part of the Consolidated Financial Statements at 31 December 2007.

Cash and cash equivalents include restricted cash balances (see Note 17).

Notes to the 2007 Consolidated Financial Statements

CINTRA, Concesiones de Infraestructuras de Transporte, S.A. and Subsidiaries

I. Company's activities and consolidation scope

1.1 Companies forming the Group and their business operations

Grupo Cintra (hereinafter the Cintra Group or Cintra) is formed by the parent company CINTRA, Concesiones de Infraestructuras de Transporte, S.A. and its subsidiaries, joint ventures and associates, as listed in Exhibit I. Cintra's registered office is at Plaza Manuel Gómez Moreno 2, 14th floor, Edificio Alfredo Mahou, Madrid.

Through these companies, the Group operates in the following lines of business, which are its primary reporting segments under IAS 14.

a. **Toll roads.** This business involves: design, construction, execution, operation, management, administration and maintenance of all types of public and private infrastructures and projects. This includes the operation and provision of all kinds of services related to city and intercity transport infrastructure, whether by land, sea or air.

b. **Car parks.** Cintra's core activity is the construction and operation of car parks under administrative concessions. Those concessions establish that, upon expiration, the car parks must revert to the grantor in perfect condition, without any payment to the concession company.

In addition to the description of the Group's activities, for clarity, it should be noted that a significant part of the activities of the Toll Road and Car Park Divisions consist of infrastructure projects.

These projects are generally executed under long-term contracts in which the project company, which usually performs the project with partners, finances the construction or refurbishment of a public infrastructure, or acquires the right to operate a pre-existing infrastructure and subsequently operates and maintains the infrastructure, recovering the investment by collecting a toll or tariff regulated by a public entity.

In order to facilitate a better understanding of the Group's financial evolution, the impact on non-current assets, borrowings and cash flows is presented separately in these financial statements.

1.2 Scope changes

The main consolidation scope changes during 2007 are described below:

In March 2007, a concession contract was formalised to design, build and operate Segments 5 and 6 of the SH-130 toll road in Texas, USA. The following companies were formed and included in the consolidation scope: Cintra Texas 56, LLC, wholly owned by Cintra, and SH-130 Concession Company, LLC, 65% owned by Cintra, S.A. through Cintra Texas 56, LLC.

In March 2007, a concession contract was concluded to build and operate the M3 toll motorway in Ireland. As a result, the following companies were formed and included in the consolidation scope: Cinsac, Ltd, wholly owned by Cintra, S.A., and Eurolink Motorway Operations M3 Ltd, 95% owned by Cintra, S.A. through Cinsac.

In June 2007, a 30-year concession contract was signed to build and operate the Central Greece Motorway (E65); Cintra, S.A. has a 33.34% shareholding in the project company, which has yet to commence business.

In December 2006 a concession contract was signed to build and operate the Nea Odos, S.A. toll road in Greece; Cintra, S.A. has a 33.34% interest in the project company. This company was included in the consolidation scope in August 2007, when business commenced, and is consolidated using the proportionate method.

In October 2007 the company Euroscut Azores, 89% owned by Cintra, was included in the consolidation scope. The shareholding was acquired from Ferrovial Infraestructuras as indicated in Cintra's listing prospectus. This is a transaction between entities under common control. In this type of transactions, Cintra applies the parent company model whereby goodwill is recognised in the event of differences between the carrying amounts and the transaction value.

In view of the short period of time that has elapsed since the start of Euroscut Azores' operations and the transfer to the Cintra Group, the value of the transaction is equal to the carrying amount recognised by the target company. No goodwill is therefore recognised.

As regards the Car Park companies, the merger of Eguisa, S.A. and Aparva, S.L. caused the exclusion of the latter company from the consolidation scope. Additionally, the UTE Aeropuerto Tenerife Norte y Lanzarote, 99.92% owned by Cintra Aparcamientos through Dornier, S.A. and Cintra Aparcamientos, S.A., was formed and included in the consolidation scope.

2. Summary of the main accounting policies

2.1 Basis of preparation

The consolidated financial information presented in these financial statements has been prepared under the International Financial Reporting Standards prepared by the European Union (IFRS EU) at the year end. Having regard to the methods used when applying IFRS EU, where different alternatives are provided, the Group has opted to carry PPE and intangible assets at historical cost, capitalising financial expense over the construction period, while joint ventures and UTEs have been consolidated using the proportionate method. The financial statements have been prepared on a historical cost basis adjusted for restatements of derivative financial instruments. These are the same methods applied in 2006.

Certain 2006 figures have been reclassified in these consolidated financial statements to ensure comparability with current year figures.

With effect as from 1 January 2007, the Group reviewed the method used to estimate the consumption of the economic benefits of assets used under toll road concession contracts, for depreciation purposes, having shifted from the straight-line method to a method based on estimates of traffic during the concession period. This change of method is a change in estimates in accordance with IAS 8, paragraph 35 and must therefore be recognised prospectively in 2007 and subsequent years without affecting prior-year figures.

The above-mentioned change of method has resulted in a reduction of 81 million euro in depreciation charged and an increase of 37 million euro in net income attributed to the majority shareholders.

1) Standards, amendments to standards and mandatory interpretations for all financial years commencing on or after 1 January 2007:

- IFRS 7 – "Financial instruments: Disclosures" (mandatory for financial years commencing as from 1 January 2007) and the provision supplementing IAS 1, Presentation of financial statements – Equity-related disclosures. This IFRS brings in new requirements to improve the disclosure of financial instruments in financial statements, replacing IAS 30, Disclosures in the financial statements of banks and similar financial institutions, and certain requirements of IAS 32, Financial instruments: disclosure and presentation. The amendment to IAS 1 brings in disclosure requirements concerning equity. The Group has adapted its financial information to these new requirements.
- IFRIC 8 – "Scope of application of IFRS 2" (mandatory in financial years commencing as from 1 May 2006); IFRIC 8 requires that the matter of whether or not transactions entail an issue of equity instruments (in cases in which the identifiable consideration is lower than the fair value of the equity instruments issued) be considered when determining whether or not such transactions come under the scope of IFRS 2. The application of IFRIC 8 has had no significant impact on the Cintra Group's consolidated financial statements.
- FRIC 9 – "Reassessment of embedded derivatives" (mandatory in financial years commencing as from 1 June 2006); IFRIC 9 requires companies to assess whether or not an embedded derivative must be separated from the host contract and recognised as a derivative when the company becomes party to the contract. Subsequent remeasurement is prohibited unless there are changes in the contractual terms, in which case the embedded derivative must be reassessed. As none of the Group companies has changed the terms of its contracts, IFRIC 9 has not significantly affected the accounting treatment of the Group's transactions.

2) Standards, amendments and interpretations that came into effect in 2007 but have no effect on the Group's accounts:

- IFRIC 7 – "Application of the restatement approach under IAS 29 Financial information in hyperinflationary economies" (mandatory in financial years commencing as from 1 March 2006); IFRIC 7 provides guidelines on how to apply the requirements of IAS 29 in an accounting period in which the company identifies hyperinflation in the economy of its functional currency, where that economy was not hyperinflationary in the previous period. As none of the Group companies uses a currency of a hyperinflationary economy as its functional currency, IFRIC 7 is not relevant to the Group's operations;
- IFRIC 10 – "Interim Financial Reporting and Impairment" (mandatory in financial years commencing as from 1 November 2006). IFRIC 10 prohibits the reversal of impairment losses recognised in an interim period in respect of goodwill, investments in equity instruments and investments in financial assets at cost, at a subsequent balance sheet date. The application of IFRIC 10 has had no effect on the Group's financial statements.

3) Standards, amendments to standards and interpretations issued by the IASB that came into force after 1 January 2007 and have not been adopted early by the Group:

- IFRIC 11 – "IFRS 2 – Group and Treasury Share Transactions" (mandatory in financial years commencing as from 1 March 2007). IFRIC 11 develops the application of IFRS 2 to share-based payments when the shares are acquired from third parties or furnished by the company's shareholders, or payments based on the shares of a different company of the same group. Cintra considers that IFRIC 11 will have no significant impact on the accounting treatment of the Group's transactions.
- IFRS 8 – "Operating Segments" (mandatory in financial years commencing as from 1 January 2009). This standard will supersede IAS 14 – "Segment reporting" and relates to the convergence with US standards in this area, contained in FAS 131 – "Disclosures about Segments of an Enterprise and Related Information", based on the breakdown of segment information in the information used to take decisions. The Group is assessing the possible impact of this standard.

4) Standards, amendments to standards and interpretations issued by the IASB and yet to be adopted by the European Union that came into force after 1 January 2007 according to the IASB and have not therefore been adopted early by the Group:

- IAS 1 (amended September 2007) – "Presentation of Financial Statements" (mandatory in financial years commencing as from 1 January 2009). This amendment to IAS 1 is designed to ensure that the information disclosed in the financial statements is aggregated on the basis of common characteristics; it brings in a statement of comprehensive income. This will allow users to analyse changes in a company's equity deriving from transactions with its owners, acting as such (e.g. dividends and repurchase of shares), separately from changes caused by transactions with non-owners (such as transactions with third parties). The Cintra Group is assessing the impact of this change to IAS 1 on its financial information.
- IAS 23 (amended 29 March 2007) - "Borrowing costs" (mandatory in financial years commencing as from 1 January 2009). This revised IAS supersedes the IAS 23 revised in 1993. The main change in this new version of IAS 23 is the elimination of the option to immediately expense borrowing costs related to assets that require a substantial period before they are ready for use or for sale (qualifying assets). In accordance with the new version of IAS 23, borrowing costs that are directly attributable to the acquisition, construction or production of qualifying assets must be capitalised as a part of the cost of those assets, while other borrowing costs must be expensed in the year they are incurred. The Cintra does not expect any significant impact due to the amendment of IAS 23.
- IAS 27 – (amended 10 January 2008) "Consolidated and Separate Financial Statements" (mandatory in financial years commencing as from 1 July 2009). IAS 27 has been amended as part of phase two of the business combinations project undertaken by the IASB together with the FASB in the USA. The changes relate mainly to the recognition of shareholdings that are not controlled and the loss of control of a subsidiary. Should this standard be adopted early, the revised IFRS 3 must also be adopted early, together with IAS 27.
- IFRS 2 (amended 17 January 2008) – "Vesting Conditions and Cancellations". This IFRS restricts the vesting conditions for rights granted under a share-based payment agreement to service conditions and performance conditions. Additionally, the change to the definition of a vesting condition for these rights clearly indicates that if a condition does not require (implicitly or explicitly) a provision of services or supply of goods, it is not a vesting condition.
- IFRS 3 – "Business combinations" (mandatory in financial years commencing as from 1 July 2009). This forms part of the joint effort by the IASB and the US FASB to improve the presentation of financial information and favour the international convergence of accounting standards. Should this standard be adopted early, the revised IAS 27 must also be adopted early, together with IFRS 3.
- IAS 32 and IAS 1 (amended February 2008): Financial instruments that include a fair value surrender option for the holder and obligations that arise on liquidation (mandatory in financial years commencing as from 1 January 2009). The purpose of this change is to improve financial information by requiring the inclusion in equity of certain financial instruments that represent a residual interest in the company's equity, include a surrender option and fulfil certain conditions.
- IFRIC 12 – "Service concession arrangements" (mandatory in financial years commencing as from 1 January 2008). IFRIC 12 is applicable to contracts in which a private operator takes part in the development, financing, operation and maintenance of a public service infrastructure.
- IFRIC 13 – "Customer loyalty programmes" (mandatory in financial years commencing as from 1 July 2008). IFRIC 13 addresses the recognition of loyalty awards, such as points, discounts, coupons and similar items for customers, on the purchase of goods or services. Speci-

fically, the interpretation explains how companies must recognise the obligations assumed with respect to the supply of free or low-price goods or services (incentives) to customers that claim the incentives. The Cintra Group is assessing the impact of this change on its financial information.

- IFRIC 14 – "IAS 19 – The Limit on a Defined Benefit Asset, Minimum funding requirements and their interaction" (mandatory in financial years commencing as from 1 January 2008). IFRIC 14 provides general guidelines for assessing the limit stipulated in IAS 19 in relation to the surplus that may be recognised as an asset. It also explains how the pension asset or liability may be affected by the existence of minimum contractual or legal financing requirements. This interpretation will standardise accounting practices and ensure that consistent methods are applied to recognise surpluses as assets. Under IFRIC 14, the employer will have no need to recognise an additional liability unless contributions payable under the minimum financing requirement cannot be repaid to the company. The Cintra Group currently has no pensions that could be affected by this IFRIC.

The 2007 consolidated financial statements were prepared on 19 February 2008 and are pending approval by the General Shareholders' Meeting. Nevertheless, the parent company's directors expect the above-mentioned consolidated financial statements to be approved without changes.

2.2 Consolidation policies

During 2007 and 2006, all the individual financial statements of the companies included in the scope of consolidation were closed on the same date or include adjustments to bring them into line with those of the parent company. Moreover, in order to present consistently the items included in these consolidated financial statements, adjustments have been made on the basis of the parent company's accounting policies. The consolidated financial statements have been prepared in accordance with the following methods (Exhibit I contains a breakdown of the identification details of the consolidated companies):

a. Full consolidation method: All the subsidiaries are fully consolidated. Subsidiaries are companies in which the Cintra Group has effective management control because it holds more than 50% of voting rights, directly or indirectly under agreements with other shareholders. When assessing whether the Group controls a company, the existence and effects of potential voting rights which may be currently exercised or converted are taken into account. A subsidiary is included in the scope of consolidation when the Group effectively and formally gains control. The value of minority interests in the equity and income for the year of the fully-consolidated subsidiaries is presented in the "Minority interest" caption in the consolidated balance sheet and the "Result attributed to minority interest" caption in the consolidated income statement, respectively. Losses attributable to minority interests in a consolidated subsidiary that exceed the amount of the minority interests in the subsidiary's equity are recognised as a reduction in the majority shareholder's items, unless the minority interests have a binding obligation to cover all or part of the losses, and provided they have the capacity to make the additional investment required. Where the subsidiary subsequently records income, the income is allocated to the majority shareholder until its share in the losses of the minority interests previously absorbed by the majority shareholders has been recovered.

b. Equity consolidation method: All associates are equity consolidated. Associates are companies in which the Group has significant influence over management but does not exercise control or joint management with third parties. In accordance with the equity method, the Group's percentage share in the associate's equity is recognised in terms of both reserves and results for the year.

c. Proportionate consolidation method: This method is applied to joint ventures, which are operations in which the investee company is managed jointly by the parent company and by unrelated third parties. The assets and liabilities allocated to joint ventures or jointly controlled entities are recognised in the consolidated balance sheet and are classified based on their specific nature and percentage share of the business. Revenues and expenses arising from joint ventures are recognised in the consolidated income statements based on their nature and on the percentage share. In 2007, joint ventures contributed to the consolidated Group assets, results and sales totalling 1,149 million euro, -71 million euro and 96 million euro, respectively (1,683 million euro, -34 million euro and 46 million euro, respectively, in 2006). The most representative businesses consolidated using the proportionate method are the companies Indiana Toll Road, Autopista Trados 45, S.A. and Nea Odos, as well as the activities performed by the temporary joint ventures (UTEs: entities subject to specific regulations in Spain which basically constitute a joint business and contractual arrangement between the members).

d. Balances and transactions with Group companies: Balances and transactions with Group companies are eliminated during consolidation.

e. Translation of the financial statements into currencies other than the euro: The results and financial position of all the Group companies (none of which uses the currency of a hyperinflationary economy) that have a functional currency different from their presentation currency are translated into the presentation currency as follows:

i. Assets and liabilities in each balance sheet presented are translated at the closing rate.
ii. Income and expenses in each income statement presented are translated at the average rates (unless the average is not a fair approximation of the cumulative effect of the rates prevailing on the transaction dates, in which case income and expenses are translated using the latter rates).
iii. Equity is translated at the historical exchange rate.
iv. All resulting exchange differences are recognised as a separate component of equity. On consolidation, exchange differences resulting from the translation of a net investment in a foreign operation, and of loans and other foreign currency instruments designated as hedges of the net investment, are recognised in equity on sale and taken to the income statement as part of the loss or gain. Adjustments to goodwill and to fair value arising on the acquisition of a foreign operation are treated as assets and liabilities of the foreign operation and are translated at the closing rate.

Exhibit I contains a list of subsidiaries, associates and joint ventures.

2.3 Accounting policies applied to each item in the consolidated balance sheet and income statement

2.3.1 Intangible assets

"Intangible assets" on the accompanying consolidated balance sheet are initially carried at acquisition price or production cost, including capitalisable financial expenses, and are subsequently measured at cost less accumulated amortisation and any impairment losses. At present the Group records no intangible assets with indefinite useful lives. The majority of assets recognised in this caption are administrative concessions for car parks and are amortised over the concession period using the straight-line method; the remaining items are amortised over their useful lives.

2.3.2 Investments in infrastructure projects

This caption includes investments made by the concession companies in relation to infrastructures operated, including construction and related costs (technical studies, expropriations and financial expenses accrued during the construction period) net of depreciation and impairment losses.

Assets used in infrastructure projects and included in a limited duration concession contract are depreciated based on the pattern of consumption of expected future income, this pattern being the traffic estimated during the concession period. Investments in replacements are depreciated as from the date the cost is incurred, based on traffic estimated during their useful lives.

Set out below is a breakdown of the main toll road concession contracts and their duration:

Concession company	Country	Concession term	Year one
Autopista Collipulli Temuco	Chile	25 (*)	1999
Autopista Temuco Río Bueno	Chile	25	1998
Autopista Santiago Talca	Chile	30 (*)	1994
Autopista Talca Chillán	Chile	19 (*)	1996
Autopista Chillán Collipulli	Chile	23 (*)	1998
407 International Inc.	Canada	99	1999
ITR Concession Company	USA	75	2006
Skyway Concession Co.	USA	99	2005
SH 130 Concession Co.	USA	50 (**)	2007
Autopista del Sol	Spain	55	1996
Autopista Terrasa-Manresa	Spain	51	1986
Autopista Trados M-45	Spain	31	1998
Autopista Madrid-Sur	Spain	65	2000
Autopista Madrid-Levante	Spain	36 (***)	2004
M-203 Alcalá O'Donnell	Spain	30	2005
Euroscut Norte Litoral	Portugal	30	2001
Euroscut Algarve	Portugal	30	2000
Euroscut Azores	Portugal	30	2006
Eurolink Motorway (M4-M6)	Ireland	30	2003
Eurolink Motorway (M3)	Ireland	45	2007
Nea Odos Concession	Greece	30	2006
Central Greece	Greece	30	2007

(*) Toll road subject to the Income Distribution Mechanism (MDI), whereby the concession holder is guaranteed the NPV of future concession revenues by extending the period until the guaranteed level is reached, in exchange for the execution of additional construction work.
(**) Concession period of 50 years as from completion of the construction work, estimated at five years.
(***) Term of the concession may be extended for four years if certain service quality parameters are fulfilled.

2.3.3 Property, plant and equipment

"Property, plant and equipment" are carried in the accompanying consolidated balance sheet at acquisition price or production cost, less any provisions and depreciation charged.

Own work capitalised is measured, for each investment, by adding to the price of the materials used the direct or indirect costs attributable to the investment.

Financial expenses incurred during the construction or production period, before the assets are put into use, are capitalised, whether they derive from financing obtained specifically to acquire the PPE or from general financing, subject to the guidelines for qualifying assets provided by IAS 23.

When calculating the depreciation of property, plant and equipment, the Group companies use the method that best approximates the actual technical depreciation of each asset and its estimated useful life. The Company reviews the useful lives and residual values of the assets annually. The consolidated companies depreciate their property, plant and equipment basically over the following years of useful life:

	Estimated useful life
Buildings and other structures	10-50
Machinery, equipment and tools	2-25
Fixtures and fittings	2-15
Vehicles	3-20
Other PPE	2-20

2.3.4 Impairment losses

The Group tests goodwill for impairment annually. In the case of assets that are being depreciated, at each account close the Group tests for impairment losses that give rise to the write-down of assets. Should evidence of impairment be detected, the asset's recoverable value is calculated in order to identify the scope of the impairment loss in the event that the recoverable value is lower than the asset's carrying amount, recording the effect in the income statement. Impairment losses must be assessed for each individual asset. If this is not possible, the impairment loss is determined for the smallest identifiable group of assets that generates cash flows independent of flows from other assets (cash-generating units).

The recoverable amount is the higher of the market value (arm's length value less associated costs) and the value in use. Value in use is calculated on the basis of estimated future cash flows discounted at a rate that reflects the present market value, taking into account the value of money and specific risks associated with the asset.

Where an impairment loss is subsequently reversed, the carrying amount of the asset is increased subject to the maximum limit of the original amount at which the asset was carried before the impairment was recognised. Goodwill impairment losses are irreversible.

2.3.5 Leases

A lease is classified as a finance lease if it transfers substantially all the risks and rewards of ownership to the Group, which usually has the option to buy the asset at the end of the contract under the conditions agreed upon when entering into the arrangement. All other leases are classified as operating leases.

The Group recognises finance leases under assets and liabilities in the balance sheet at the lease inception date, at the lower of the market value of the leased asset and the present value of minimum lease instalments. The present value of lease instalments is calculated using the interest rate implicit in the contract. The cost of assets acquired under finance leases is recognised in the consolidated balance sheet based on the nature of the leased item. Financial expenses are apportioned over the lease period using the interest method.

As regards operating leases, when the Group is the lessee, leases costs are taken on a straight-line basis to the income statement over the term of the lease, irrespective of the method of payment stipulated in the lease. If the lessor provides incentives consisting of payments to be made by the lessor that should be made by the lessee, the related revenues are recognised in the income statement as a reduction in the cost of that lease on the same straight-line basis.

2.3.6 Financial assets

a. Financial assets at fair value through profit or loss:
These are assets acquired mainly to generate a profit as a result of fluctuations in their value. They are carried at fair value when first acquired and at subsequent measurements. Any changes are recognised directly in the consolidated income statement. Assets in this category are classified as current where they are expected to be realised within 12 months of the balance sheet date. There are no assets at fair value through profit or loss other than the derivatives described in Note 2.3.7.

b. Investments held to maturity, loans granted and receivables: Both held-to-maturity investments and loans granted and receivables are initially carried at fair value plus transaction costs and subsequently at amortised cost; interest income is recognised at the effective interest rate and any impairment is provisioned in the income statement. The effective interest rate is the discount rate that brings the initial payment for the financial instrument exactly into line with all the cash flows estimated to maturity. The amount of the provision is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted at the effective interest rate.

Financial assets are written off the balance sheet when the risks and rewards of ownership of the assets are substantially transferred. In the specific case of receivables, this is deemed to occur when the insolvency and default risks have been transferred.

In cases in which the financial asset is listed on an active official market, fair value is calculated based on the year-end listed price. In the absence of a listing, technical measurement methods are employed (discounted cash flows, comparable transactions, etc.).

2.3.7 Derivative financial instruments at fair value

Derivative financial instruments are initially measured at market value on the contract date. Subsequent changes to market value are also recognised at each balance sheet close. The method used to recognise gains or losses on derivatives will depend on whether or not the instrument is designated as a hedge and, if so, on the type of hedge. The Group designates the following types of hedge:

i. Cash flow hedge: A cash flow hedge covers exposure to highly probable future transactions and changes in cash flows. The ineffective portion of the loss or gain on the hedging instrument is taken to the income statement and the effective portion is recognised directly in equity in the consolidated balance sheet. The amount deferred in equity is not recognised in the income statement until the gains or losses on the transactions hedged are taken to the income statement.

ii. Fair value hedge: A fair value hedge covers exposure to changes in the value of a recognised asset or liability, or a firm commitment relating to a future transaction. The gain or loss on the hedging instrument and on the hedged asset or liability is recognised in the consolidated income statement.

iii. Hedge of net investments in foreign operations: This hedge covers changes in the value of net investments in foreign operations attributable to foreign exchange fluctuations. Gains or losses are recognised in equity and taken to the income statement when the investment is sold or matures.

Gains or losses on derivatives not qualifying as hedges are recognised in the consolidated income statement.

2.3.8 Business combinations and goodwill

Business combinations are recognised using the acquisition cost method, which entails recording the identifiable assets and liabilities of the acquired business at fair value. Goodwill is the positive difference between the cost of the investment and the value of the above-mentioned assets and liabilities. In acquisitions of associates, goodwill generated is treated as an increase in the value of the shareholding. Goodwill on consolidation is not amortised and is tested for impairment (see Note 2.3.4). Acquisitions of minority interests are recognised using the parent company model, whereby the excess price paid above the company's carrying amount is recognised as goodwill.

2.3.9 Inventories

Raw and other materials acquired from third parties are valued at the lower of average acquisition cost and net realisable value.

For goods whose acquisition price or production cost cannot be individually identified, the weighted average price method is used in general.

Net realisable value is the estimated selling price less all estimated costs of sale and distribution.

The Group measures the net realisable value of the inventories and books the provisions required when the cost exceeds the net realisable value.

The largest investment in inventories is in the car park business and relates basically to the capitalisation of the costs incurred until completion of construction of the car parks that are to be sold in the short term.

2.3.10 Cash and cash equivalents

Cash and cash equivalents include cash on hand, demand deposits at banks, and short-term, highly-liquid investments which initially have a maturity of three months or less and are not subject to a significant risk of changes in value.

This caption includes investments having the same nature and maturities relating to the financing of certain infrastruc-

ture projects, where the availability of the cash is restricted by the financing contracts as security for certain short-term payment obligations (interest or principal repayments; infrastructure maintenance and operation).

2.3.11 Equity

Ordinary shares are classified as equity. Incremental costs directly attributable to the issue of new shares are presented in equity as a deduction, net of taxes. Acquisitions of the parent company's treasury shares, in the amount paid, including attributable related costs, are deducted in equity. When treasury shares are sold or reissued, any amounts received are taken to equity net of costs.

2.3.12 Grants

Grants are recognised at their fair value when there is reasonable assurance that the grant will be received and the Group fulfils all related terms. Government grants awarded to cover costs are deferred and recognised in the income statement as the costs accrue. Grants related to the acquisition of non-current assets are included in deferred income, in non-current liabilities, and released to the consolidated income statement at the same rate as the depreciation charged on the assets financed.

2.3.13 Provisions and contingent liabilities

The Group recognises a provision for a commitment or obligation vis-à-vis a third party that meets the following requirements: It is a present obligation arising from past events or constructive obligations, the settlement of which is expected to result in an outflow of funds and the amount or timing of which are not known for certain but can be reliably estimated.

Contingent liabilities are possible obligations arising as a result of past events, the occurrence of which is conditional on one or more future events beyond the control of the consolidated companies. These liabilities are not recognised but they are explained in the notes to the accounts (see Note 21).

2.3.14 Share-based remuneration

Stock option plans: Stock option plans are measured at fair value, when the options are initially granted, using a financial method based on an improved binomial model that accounts for the strike price, volatility, exercise period, expected dividends, risk-free interest rate and the assumptions made to incorporate the effects of expected early exercise. The value is recognised in staff expenses proportionally over the stipulated period during which the employee must remain at the company, with a balancing entry in equity. The initial value is not reassessed.

There are no cash-settled share-based remuneration systems.

2.3.15 Financial liabilities

These liabilities are initially carried at fair value net of transaction costs and subsequently remeasured at amortised cost using the effective interest method. The effective interest rate is the discount rate that brings the expected flow of future payments to the liability's maturity exactly into line with the initial amount received. In the event that the effective interest rate is initially considered to be different from the market interest rate, the liability is measured based on the present value of future flows at the market rate, in the case of interest-bearing loans. Where no effective interest rate is specified, the flows are also measured at the market interest rate.

In the event of the renegotiation of existing debts, the financial liability is not deemed to change significantly when the lender of the new loan is the same as the initial lender and the present value of cash flows, including origination and arrangement costs, applying the effective interest method, is not more than 10% higher or lower than the present value of future cash flows pending payment on the original liability calculated using the same method.

2.3.16 Income tax and deferred taxes

The Cintra Group has filed consolidated tax returns since 2002.

The income tax expense for each company included in the scope of consolidation is calculated on the basis of their individual reported income before taxes, increased or decreased, as appropriate, by any permanent differences arising from the application of tax criteria and the elimination of any tax consolidation adjustments and, if applicable, the effects of tax allowances and deductions.

The income tax expense reflected in the consolidated accounts is calculated by aggregating the expense recognised for each company of the consolidated group, increased or decreased, as appropriate, by accounting consolidation adjustments.

Deferred tax assets and liabilities are calculated using the liability method in respect of temporary differences between the tax bases of the assets and liabilities and their carrying

amounts recognised in the consolidated financial statements. However, deferred taxes are not recognised when the transaction is not a business combination or, at the time of the transaction, does not affect either reported or taxable income.

Deferred tax assets and liabilities are measured at the tax rates in force at the balance sheet date and that are expected to apply in the period when the asset is realised or the liability is settled. Deferred tax assets and liabilities are recognised as income or expense, except when they relate to items that are recognised directly in equity, in which case they are also charged or credited directly to equity.

Tax liabilities arising from retained earnings of subsidiaries are not recognised when the Group is able to control the timing of the reversal of the timing difference and it is probable that reversal will not occur in the foreseeable future.

Deferred tax assets and tax credits arising from tax losses are recognised when it is probable that the company will recover them in the future, regardless of when they are recovered and provided that the recovery is envisaged during the legal recovery period. Deferred tax assets and liabilities are not discounted and are classified as non-current assets and liabilities in the balance sheet.

At each year-end, the recognised deferred tax assets and liabilities are reviewed to ascertain their validity; the necessary corrections are made based on the outcome of the analysis.

2.3.17 Recognition of income

Income is measured at the fair value of the consideration to be received and represents the amounts receivable for the goods delivered and services provided in the ordinary course of business, less discounts, refunds, value added tax and other sales taxes. Income accrues when the risks and rewards are deemed to have been transferred. Set out below are details of the methods applied to recognise income and expenses in each of the segments in which the Cintra Group operates.

2.3.18 Toll road and car park activities

a. Toll roads

Specific characteristics of this industry:

- This is a highly regulated industry. Prices are established by the Government in accordance with an Economic and Financial Plan which includes a forecast of all material financial variables of the project over the total life of the concession (investments to be made, financing, projected revenues from toll road traffic, operating expenses, financial expenses, etc.), as well as the assumptions and hypotheses applied in the calculation.

- In most cases the principle of risk and business venture on the part of the concession company coexists with the principle of assurance of the concession's economic and financial equilibrium on the part of the Government.

- Concession projects generally require high volumes of investment (both initially and, to a lesser extent, for replacement purposes) and always give rise to negative cash flows in the construction years and in the first years of operation; consequently, a net contribution of funds by shareholders and lenders is required in this period, which gives rise to initial high financial leverage of the project and to a significant temporary mismatch between financial expenses (which decrease during the concession term as leverage decreases) and operating revenues (which increase during the concession term).

The contracts included in this activity may be classed as concession contracts and therefore come under IFRIC 12. Although the Group is not applying IFRIC 12, these contracts are recognised in a similar manner, using the intangible model, based mainly on the following criteria:

1. Assets are depreciated based on the pattern of consumption of future profits, determined on the basis of estimated traffic during the concession period.
2. Financial expenses are capitalised during the construction period.
3. Toll revenues and operating expenditure are recognised on an accruals basis.

b. Car parks

Car parks for local residents: Sales and related costs are not recognised until the parking space has been handed over, which usually coincides with the execution of the public deed of sale. Commitments formalised in car park sale contracts pending handover of the product are recorded as customer prepayments in the amounts received on account of the parking space.

Capitalised costs are recognised in inventories. If the asset is sold for less than its cost, similar inventories remaining at the year end are depreciated accordingly. Additionally, unsold inventories are depreciated on a straight-line basis over

the concession term, once construction is completed, using the amount obtained after considering any value adjustment arising from the fair value measurement.

On-street car parks: Revenues are generally the hourly parking fees paid or the price paid for the public service by the municipal government and are recognised when due. In the case of concessions, the amount paid to obtain the concession is recognised in income over the concession period.

Capitalised costs are classified as property, plant & equipment. Depreciation is on a straight-line basis during the concession term and begins when the asset is available for use.

Off-street car parks: Off-street car park revenues are recognised when the hourly parking fee is paid and are apportioned in the case of season ticket holders.

As regards mixed car parks, revenues are recognised as follows: in the case of off-street spaces, as described in the preceding paragraph; in the case of resident spaces, the amounts received for spaces handed over are recorded in liabilities and recognised in income on a straight-line basis over the concession period.

During the accounting period in which the revenues are recognised, the necessary provisions are posted to cover costs to be incurred following handover.

Capitalised costs related to assets for sale are classified as inventories and those related to assets for rent as property, plant and equipment.

Amounts paid to obtain the necessary administrative concessions to build and operate car parks are recognised and measured as intangible assets.

2.4 Accounting estimates and judgements

The information contained in the financial statements is the responsibility of the Group's directors.

In the consolidated annual accounts for 2007, estimates made by the Group's directors have been used to measure certain assets, liabilities, income, expenses and commitments. The following estimates have been used:

- Evaluation of potential losses due to the impairment of certain assets
- Useful lives of PPE and intangible assets
- Measurement of stock options
- Estimates related to the fair value of assets acquired in business combinations and goodwill
- Assessment of possible legal and tax contingencies

These estimates were made using the best information available at 31 December 2007 and 2006 in connection with the events analysed. However, future events could force the Group to modify its estimates. If applicable, estimates will be modified in accordance with IAS 8.

Accordingly, during 2007 the depreciation method applied to toll road concessions was revised prospectively, without therefore affecting prior-year information. The impact of the change of method is analysed in Note 2.1 on the basis of presentation, there being no relevant impact on future years as a result of the change.

3. Financial risk and equity management

The Group's activities expose it to a variety of financial risks, particularly interest rate risk, foreign exchange risk, credit risk and liquidity risk.

3.1 Interest rate risk

The Group manages interest-rate risk to minimise the impact of potential rate fluctuations on financial expense related to debts, by contracting both derivative financial instruments and fixed-rate debt instruments.

The financing of infrastructure projects is linked to project flows. In this connection, when the project enters the operation phase the objective is to attempt to establish as far as possible a fixed interest rate or assure such a rate through hedging against possible interest rate fluctuations, thereby avoiding possible subsequent changes to the project's profitability as a result of such fluctuations. These hedging arrangements form part of the obligations frequently imposed by financial institutions. Note 11 on derivative financial instruments at fair value contains a breakdown of these hedges.

Where infrastructure project revenue is inflation linked, debt instruments are contracted at inflation-indexed interest rates.

The accompanying table contains a breakdown of the Group's net cash position (total volume of financial debt net of cash and cash equivalents and long-term restricted cash linked to the debt), stating the percentage of the debt deemed to be hedged (at fixed rates or by derivatives).

	Net debt	% net debt hedged
Toll roads	264	0%
Car parks	-91	0%
Other companies	**173**	**0%**
407 International Inc	-2,854	66%
Skyway Concession Co.	-989	100%
ITR Concession Company	-1,114	99%
Spanish toll roads	-1,861	55%
Chilean toll roads	-1,110	97%
Other toll roads	-814	100%
Infrastructure projects	**-8,742**	**80%**
TOTAL NET CASH	**-8,569**	**82%**

As may be observed in the above table, 82% of the Group's net debt is hedged for interest rate risks. Accordingly, a change of 50 basis points in interest rates or inflation during 2007 would have had an impact of 8 million euro on the income statement.

Note 17 provides a more detailed analysis by type of debt, based on the extent to which the interest rate risks are hedged.

In addition to the assets and liabilities that form net cash, the derivatives contracted by the Group as indicated in Note 11 are also exposed to interest rate risk. This risk could affect the value of the derivatives, which is mainly recognised directly in reserves.

Finally, the long-term financial assets addressed in Note 10 are also exposed to interest-rate risk.

3.2 Foreign exchange risk

Cintra has significant investments in countries whose currency is not the euro, the main foreign currencies being US dollars, Canadian dollars and Chilean pesos.

In general, the Group seeks to finance all its infrastructure projects by means of borrowings denominated in the same currency as the one in which the project revenues are generated. Where the projects cannot be financed in the same currency, derivative financial instruments are contracted to hedge possible changes in the value of the debts due to foreign exchange fluctuations.

The value of assets, liabilities, minority interests and equity denominated in foreign currencies and attributable to the parent company is analysed below by type of currency for 2007 and 2006:

2007	Million euro			
Currency	**Assets**	**Liabilities**	**Parent company equity**	**Minority interest**
Euro	4,509	3,585	819	105
US dollar	3,059	2,659	170	230
Canadian dollar	3,212	3,287	16	-91
Polish zloty	10	0	5	5
Chilean peso	1,506	1,485	25	-4
Group total	**12,296**	**11,016**	**1,035**	**245**

2006	Million euro			
Currency	**Assets**	**Liabilities**	**Parent company equity**	**Minority interest**
Euro	4,022	3,186	815	21
US dollar	3,163	2,571	344	248
Canadian dollar	3,013	3,027	20	-34
Polish zloty	6	-2	4	4
Chilean peso	1,681	1,571	78	32
Group total	**11,885**	**10,353**	**1,261**	**271**

For this type of investments, the Group has a policy of not contracting hedges, except for the hedging of short-term investment pay-back (dividends or capital reimbursements) in specific circumstances, since they are treated as long-term investments that will not generate short-term monetary flows for the shareholder and are denominated in strong currencies that should not fluctuate in the long term.

Set out below is a breakdown of net results attributable to the parent company by type of currency for 2007 and 2006:

2007	Million euro
Currency	**Result**
Euro	66
US dollar	-53
Canadian dollar	22
Chilean peso	-61
Group total	**-26**

2006	Million euro
Currency	**Result**
Euro	249
US dollar	-33
Canadian dollar	-35
Chilean peso	-25
Group total	**156**

Accordingly, in 2007 a 10% appreciation of the euro against the main currencies in which the Group's investments are denominated would have had a negative impact on equity of 20 million euro and a positive impact on results of 8 million euro.

3.3 Credit risk

The main financial assets exposed to credit risk are as follows:

a) Investments in financial assets included in cash and cash equivalents (short term) (Note 17)
b) Long-term financial assets (Note 10)
c) Derivative financial instruments (Note 11)
d) Trade and other receivables (Note 13)

The Group's overall exposure to credit risk is equal to the balance of the above-mentioned items, as the Group has not granted any credit lines to third parties.

As regards credit risk affecting investments in financial products (included in sections a, b and c), counterparties are always financial institutions and a strict diversification policy is applied on the basis of international credit ratings, maximum credit limits and regular reviews.

In the case of transactions in countries whose economic and socio-political circumstances preclude high credit quality, the Group mainly selects branches and subsidiaries of foreign financial institutions, or the largest local institutions, that fulfil or nearly fulfil stipulated credit policy.

In the specific case of restricted cash linked to infrastructure project financing, financing contracts that impose restricted cash amounts usually also stipulate the conditions that must be fulfilled by the relevant financial products. As an example, at 31 December 2007, Autopista 407 International Inc is party to a framework financing agreement which stipulates that the restricted cash of 301 million euro (59% of the total restricted cash reflected in Cintra's balance sheet at that date) must be invested in "qualifying investments" (products having a certain minimum rating).

As regards trade and other receivables, since the overall balance is highly fragmented, there are no significant individual risks. However, as 407 International Inc operates under a free-flow system, its applies a highly detailed trade receivable monitoring policy.

3.4 Liquidity risk

Liquidity risk management focuses on the following policies:

Infrastructure projects:
For 2007, an itemised analysis of each project must be performed, as project financing is highly specific and each project is an independent unit for liquidity purposes.

In general, debt maturities are monitored carefully for each project. Note 17 contains a breakdown of debt maturities showing that more than 75% of the debt falls due after five years. The fact that these are long-term projects with foreseeable flows allows the arrangement of long-term structured debts linked to the project flows.

During the execution of the projects, the Group seeks to apply an active refinancing policy to maximise cash generation.

As indicated above, certain infrastructure project financing contracts stipulate the need to hold accounts (restricted cash) the availability of which is restricted by the financing contracts as security for certain short-term obligations (interest or principal repayments; infrastructure maintenance and operation). These accounts are an additional guarantee with respect to liquidity risk.

The Group seeks to cover all commitments to make new investments by means of specific financing, before the investment is made. Note 17 contains a breakdown of the balances available to fulfil these requirements.

To conclude on all the preceding sections, the liquidity position of the infrastructure projects in 2007 is explained below:

- Cash and cash equivalents at 31 December 2007 and 2006 totalled 282 million euro and 502 million euro, respectively.

- At those date, undrawn credit lines amounted to 1,068 million euro and 449 million euro, respectively, having been arranged mainly to cover investment commitments.

- The projects generate significant and recurring cash flows from operating activities (cash flows obtained in 2007 and 2006 from these projects totalled 696 million euro and 508 million euro, respectively see Note 27 on cash flows).

- The capacity to increase the volume of debt in certain projects, based on growth in operating variables.

Finally, as regards liquidity risk management, at both the Group level and in each business area and project systematic forecasts are prepared on cash generation and needs in order to determine and permanently monitor the Group's liquidity position.

3.5 Price risk

Cintra is also exposed to risk relating to the evolution of share prices of listed companies. These risks are hedged as follows:

Equity swap contracts related to stock option plans.

As indicated in Note 11 on derivatives and Note 29 on share price-based remuneration systems, Cintra has entered into equity swap contracts to hedge possible outlays that may be required under remuneration systems linked to Cintra's share price (one plan is linked to Grupo Ferrovial's share price) granted to executives. The equity swaps cover hypothetical increases in the share price above the strike price stipulated in the remuneration systems. However, if the share price is below the strike price, a loss may be incurred.

Specifically, in 2007 the closing share prices were 10.33 euros for Cintra and 48.12 euros for Ferrovial, entailing the recognition by Cintra of a loss of 3 million euro in financial results (see Note 24), and an impact of 2 million euro on Cintra's net income. The loss recognised would not have varied significantly had the current share prices been used (around 9.70 euros per share for Cintra and 40 euros per share for Grupo Ferrovial).

However, it should be noted that these losses do not entail any cash outlay by Cintra and will only give rise to a cash outlay if the share price remains below the strike price at the end of the exercise periods of the remuneration systems to which the equity swap contracts relate, as from September 2011.

3.6. Equity management

The Group's objective in equity management is to safeguard its capacity to continue managing its recurring activities and the capacity to continue to grow through new projects, by optimising the debt-equity ratio to create shareholder value.

Since the Group was listed on the stock exchange in 2004, capitalisation has remained steady and there have been no new equity issues. Growth has been financed as follows:

- Generation of internal cash flows.
- Capacity to grow through investments in new infrastructure projects financed largely by borrowings secured by project flows, thereby feeding the Group's growth capacity in its recurring activities.

The Group's optimal leverage level is not determined on the basis of its overall debt-equity ratio but based on different indicators depending on the debt structure.

- In the case of infrastructure projects, each project is assigned a leverage level linked to its operating variables or forecast future flows. A high leverage level is justified by the existence of long-term projects with recurring and predictable flows.

- Cintra, S.A., as the parent company, avoids direct borrowings and has a policy of financing investments in new projects using funds from existing projects, either through dividends, refinancing or the sale of mature projects. However, the possibility of Cintra, S.A. arranging direct borrowings on a temporary basis to undertake investments in certain circumstances cannot be ruled out.

4. Segment reporting

At 31 December 2007, the Group is organised worldwide based on two main business segments: Toll roads and Car parks. The Other column in the segment balance sheets and income statements relates to inter-segment adjustments.

Set out below are the segment balance sheets and income statements for 2007 and 2006:

Segment balance sheet: 2007

ASSETS (Million euro)	Toll roads	Car parks	Other	Total
Non-current assets	**10,828**	**304**	**0**	**11,132**
Goodwill	122	42	0	164
Intangible assets	0	84	0	84
Investments in infrastructure projects	9,728	0	0	9,728
Property, plant and equipment	1	170	0	171
Equity-consolidated companies	0	7	0	7
Non-current financial assets	318	1	0	319
Deferred tax assets	626	0	0	626
Derivative financial instruments at fair value	33	0	0	33
Current assets	**1,173**	**51**	**-60**	**1,164**
Inventories	4	20	0	24
Trade and other receivables	415	26	-5	436
Cash and cash equivalents	754	5	-55	704
TOTAL ASSETS	**12,001**	**355**	**-60**	**12,296**

LIABILITIES AND EQUITY (Million euro)	Toll roads	Car parks	Other	Total
Equity	**1,115**	**165**	**0**	**1,280**
Capital and reserves attributable to the company's equity holders	872	163	0	1,035
Minority interest	243	2	0	245
Deferred income	**225**	**16**	**0**	**241**
Non-current liabilities	**10,028**	**46**	**-1**	**10,073**
Other non-current provisions	6	1	0	7
Borrowings of infrastructure projects	9,152	0	0	9,152
Borrowings, other companies	1	37	-1	37
Other borrowings	133	4	0	137
Deferred tax liabilities	157	4	0	161
Derivative financial instruments at fair value	579	0	0	579
Current liabilities	**633**	**128**	**-59**	**702**
Borrowings of infrastructure projects	380	0	0	380
Borrowings, other companies	2	58	-55	5
Trade payables	247	70	-4	313
Trade provisions	4	0	0	4
TOTAL LIABILITIES AND EQUITY	**12,001**	**355**	**-60**	**12,296**

Segment balance sheet: 2006

ASSETS (Million euro)	Toll roads	Car parks	Other	Total
Non-current assets	**10,450**	**295**	**0**	**10,745**
Goodwill	117	42	0	159
Intangible assets	0	92	0	92
Investments in infrastructure projects	9,487	0	0	9,487
Property, plant and equipment	1	154	0	155
Equity-consolidated companies	0	6	0	6
Non-current financial assets	356	1	0	357
Deferred tax assets	421	0	0	421
Derivative financial instruments at fair value	68	0	0	68
Current assets	**1,144**	**45**	**-49**	**1,140**
Inventories	2	13	0	15
Trade and other receivables	298	23	-5	316
Cash and cash equivalents	844	9	-44	809
TOTAL ASSETS	**11,594**	**340**	**-49**	**11,885**

LIABILITIES AND EQUITY (Million euro)	Toll roads	Car parks	Other	Total
Equity	**1,368**	**164**	**0**	**1,532**
Capital and reserves attributable to the company's equity holders	1,099	162	0	1,261
Minority interest	269	2	0	271
Deferred income	**216**	**17**	**0**	**233**
Non-current liabilities	**8,474**	**42**	**-1**	**8,515**
Provisions for liabilities and charges	6	2	0	8
Borrowings of infrastructure projects	7,807	0	0	7,807
Borrowings, other companies	44	32	-1	75
Other borrowings	134	4	0	138
Deferred tax liabilities	188	4	0	192
Derivative financial instruments at fair value	295	0	0	295
Current liabilities	**1,536**	**117**	**-48**	**1,605**
Borrowings of infrastructure projects	1,313	0	0	1,313
Borrowings, other companies	0	49	-45	4
Trade payables	218	68	-3	283
Trade provisions	5	0	0	5
TOTAL LIABILITIES AND EQUITY	**11,594**	**340**	**-49**	**11,885**

Set out below is a breakdown by segment of acquisitions, in accordance with IAS 14:

	Million euro					
	Additional to PPE		Additions to intangibles and goodwill		Additions to equity-consolidated companies	
	2007	2006	2007	2006	2007	2006
Toll roads (Holding)	0	0	0	0	0	0
Car parks	34	19	13	4	0	0
Total	**34**	**19**	**13**	**4**	**0**	**0**

Additions to infrastructure projects are analysed by business segment in Note 7.

Segment income statement: 2007

Income statement (Million euro)	Toll roads	Car parks	Other	Total
Sales	885	144	-4	1,025
Other revenue	1	0	0	1
Total operating revenue	**886**	**144**	**-4**	**1,026**
Materials consumed and other external expenses	-1	-8	0	-9
Staff expenses	-69	-50	0	-119
Non-current asset depreciation and amortisation	-169	-16	0	-185
Change in trade provisions	-16	0	0	-16
Other operating expenses	-153	-39	4	-188
Total operating expenses	**-408**	**-113**	**4**	**-517**
Operating results	**478**	**31**	**0**	**509**
Financial income of infrastructure projects	51	0	0	51
Financial expenses of infrastructure projects	-704	0	0	-704
Financial results of infrastructure projects	**-653**	**0**	**0**	**-653**
Financial income of other companies	13	1	-2	12
Financial expenses of other companies	-7	-4	2	-9
Financial results of other companies	**6**	**-3**	**0**	**3**
Financial results	**-647**	**-3**	**0**	**-650**
Share of profits of equity-consolidated companies	**0**	**1**	**0**	**1**
Other profit and loss	**-3**	**0**	**0**	**-3**
Consolidated profit before income tax	**-172**	**29**	**0**	**-143**
Income tax	153	-8	0	145
Consolidated result from continuing operations	**-19**	**21**	**0**	**2**
Net result from discontinued operations	**0**	**0**	**0**	**0**
Consolidated result for the year:	**-19**	**21**	**0**	**2**
- Income attributed to minority interest	**28**	**0**	**0**	**28**
- Income attributed to the parent company	**-47**	**21**	**0**	**-26**

2006

Income statement (Million euro)	Toll roads	Car parks	Other	Total
Sales	756	133	-4	885
Other revenue	10	0	0	10
Total operating revenue	**766**	**133**	**-4**	**895**
Materials consumed and other external expenses	-2	-5	0	-7
Staff expenses	-63	-47	0	-110
Non-current asset depreciation and amortisation	-204	-17	0	-221
Change in trade provisions	-11	-1	0	-12
Other operating expenses	-154	-34	4	-184
Total operating expenses	**-434**	**-104**	**4**	**-534**
Operating results	**332**	**29**	**0**	**361**
Financial income of infrastructure projects	53	0	0	53
Financial expenses of infrastructure projects	-521	0	0	-521
Financial results of infrastructure projects	**-468**	**0**	**0**	**-468**
Financial income of other companies	8	0	-2	6
Financial expenses of other companies	-6	-3	2	-7
Financial results of other companies	**2**	**-3**	**0**	**-1**
Financial results	**-466**	**-3**	**0**	**-469**
Share of profits of equity-consolidated companies	**6**	**1**	**0**	**7**
Other profit and loss	**195**	**7**	**0**	**202**
Consolidated profit before income tax	**67**	**34**	**0**	**101**
Income tax	-16	-8	0	-24
Consolidated income from continuing operations	**51**	**26**	**0**	**77**
Consolidated income for the year:	**51**	**26**	**0**	**77**
- Income attributed to minority interest	**-79**	**0**	**0**	**-79**
- Income attributed to the parent company	**130**	**26**	**0**	**156**

Set out below is a breakdown of sales by segment together with prior-year comparative figures:

	Million euro					
	2007			2006		
	External sales	Inter-segment sales	Total	External sales	Inter-segment sales	Total
Toll roads	878	3	881	747	6	753
Car parks	144	0	144	132	0	132
Total	**1,022**	**3**	**1,025**	**879**	**6**	**885**

Set out below is the impact on the income statement of impairment provisions by segment and prior-year comparative figures:

	Million euro					
	2007			2006		
	Goodwill and intangibles	Bad debts and inventories	PPE and financial assets	Goodwill and intangibles	Bad debts and inventories	PPE and financial assets
Toll roads	0	-16	0	0	-11	0
Car parks	0	0	0	0	-1	0
Total	**0**	**-16**	**0**	**0**	**-12**	**0**

Geographical segments

Set out below is a breakdown of the balance sheet by geographical segment:

	Million euro					
	Total assets		Additions to PPE, intangible assets, goodwill and equity-consolidated companies		External sales	
	2007	2006	2007	2006	2007	2006
Spain	4,439	4,282	108	344	312	273
USA	2,505	2,640	111	1,539	94	77
Canada	2,947	2,712	55	74	354	318
Chile	1,205	1,377	62	577	167	129
Rest of Europe	1,200	873	285	22	95	82
Other	0	1	0	0	0	0
Total	**12,296**	**11,885**	**621**	**2,556**	**1,022**	**879**

Revenue recognised in respect of each country relates basically to transactions completed in the local currency. Of total revenue, 39.82% (40.31% in 2006) relates to amounts billed in euros.

In addition to the segment information included in this note, further information is provided in the following notes:

- Note 7 addresses additions to infrastructure projects for the main project groups by geographical segment.
- Note 17 contains a breakdown of the net cash position by business segment.
- Note 27 provides a breakdown of cash flows, distinguishing between infrastructure projects and other activities.

5. Goodwill

Movements in Goodwill by segment and cash-generating unit during 2007 and 2006 are set out below:

	Million euro			
MOVEMENTS DURING 2007	**Balance 01/01/07**	**Investment/disposal**	**Exchange rate**	**Balance 31/12/07**
Toll roads	**117**	**0**	**5**	**122**
407 International Inc.	84	0	5	89
Autopista Santiago Talca (Maipo)	13	0	0	13
Autopista del Sol	20	0	0	20
Car parks	**42**	**0**	**0**	**42**
Total	**159**	**0**	**5**	**164**

The main variance during 2007 relates to the effect of exchange rates on goodwill declared in local currencies:

	Million euro			
MOVEMENTS DURING 2006	**Balance 01/01/06**	**Investment/disposal**	**Exchange rate**	**Balance 31/12/06**
Toll roads	**140**	**-11**	**-12**	**117**
407 International Inc.	94	0	-10	84
Autopista del Sol	20	0	0	20
Autopista Santiago Talca	15	0	-2	13
Europistas	11	-11	0	0
Car parks	**42**	**0**	**0**	**42**
Total	**182**	**-11**	**-12**	**159**

The main movements in 2006 are explained below:

- Effect of exchange rates on goodwill declared in local currencies.
- Sale of Cintra's shareholding in Europistas in 2006, generating a gain of 200 million euro.

Impairment testing:

Group management has implemented an annual procedure to identify any impairment of the cost recognised with respect to the recoverable amount of goodwill. This procedure is applied to each group of companies acquired for which goodwill is recognised.

Impairment is calculated by comparing the company's carrying amount (equity plus net goodwill) with its fair value, which is the price at which it could be sold to an independent party, less possible transaction costs, provided the fair value may be reliably estimated, i.e. the company is quoted in an active organised market or a transaction between independent parties may serve as a reference.

Where fair value cannot be reliably estimated or a poten-

tial impairment loss has been identified, the company's carrying amount is compared with its value in use obtained by discounting cash flows. In the case of concession companies incorporated for a limited period with a financial structure that is separate from the Group's overall structure, the value is obtained by discounting expected flows to be received by the shareholder to the end of the concession term, in accordance with the company's economic and financial plan (this may vary if assumptions are changed in the future).

Future flows are discounted at an estimated cost of capital based on a risk-free rate referenced to 30-year bonds, a beta coefficient reflecting the company's leverage and asset risk, and an estimated market premium. No residual value is estimated for toll road projects as the models employed account for the entire concession period. However, a residual value is calculated for car park projects to account for the renewal of contracts and for growth.

No evidence of the impairment of goodwill has been identified.

The assumptions used to discount the flows for the main goodwill balances in toll road concession holder companies are presented below:

2007	Autopista Santiago Talca	407 International	Autopista del Sol
Ke (Ke is the discount rate applied to the shareholder's free flows)	9.84%	6.87%	7.68%
Rf (Rf is the risk-free rate for 30-year bonds in each country)	6.61%	4.10%	4.74%
Beta u (Beta u is deleveraged)	0.50	0.60	0.55

2006	Autopista Santiago Talca	407 International	Autopista del Sol
Ke (Ke is the discount rate applied to the shareholder's free flows)	9.39%	6.91%	7.11%
Rf (Rf is the risk-free rate for 30-year bonds in each country)	5.80%	4.14%	4.11%
Beta u (Beta u is deleveraged)	0.50	0.60	0.55

At December 2006, the values of the assets pertaining to the acquisitions of Indiana Toll Road, Autopista Chillán Collipulli and Autopista Talca Chillán were subject to review. There were no changes in these values during 2007.

6. Intangible assets

Movements in this consolidated balance sheet caption by nature during 2007 and 2006 are set out below:

MOVEMENTS DURING 2007	Million euro		
	Concession rights	Other intangible assets	TOTAL
Investment:			
Balance at 01.01.2007	**109**	**2**	**111**
Additions	13	0	13
Disposals	-4		-4
Scope changes and transfers	-20		-20
Balance at 31.12.2007	**98**	**2**	**100**
Accumulated amortisation:			
Balance at 01.01.2007	**-18**	**-1**	**-19**
Charges	-3	0	-3
Disposals			
Scope changes and transfers	6		6
Balance at 31.12.2007	**-15**	**-1**	**-16**
Carrying amount 31.12.2007	**83**	**1**	**84**

MOVEMENTS DURING 2006	Million euro		
	Concession rights	Other intangible assets	TOTAL
Investment:			
Balance at 01.01.2006	**82**	**2**	**84**
Additions	4	0	4
Disposals	-8		-8
Scope changes and transfers	31		31
Balance at 31.12.2006	**109**	**2**	**111**
Accumulated amortisation:			
Balance at 01.01.2006	-12	-3	-15
Charges	-4	0	-4
Disposals	-2	2	0
Scope changes and transfers			
Balance at 31.12.2006	**-18**	**-1**	**-19**
Carrying amount 31.12.2006	**91**	**1**	**92**

Due to the merger of the companies Aparva and Estacionamientos Guipuzcoanos, the value of the intangible assets recognised by Aparva on the acquisition of Eguisa has been assigned to the resulting company and recognised in its property, plant and equipment in the amount of 14 million euro.

Additions relate basically to the concession to operate the Pombo car park obtained by Cintra Aparcamientos, S.A. in the amount of 10 million euro.

- None of the Group's intangible assets has an indefinite useful life.
- At 31 December 2007 no intangible assets are subject to ownership restrictions or pledged to secure liabilities.
- No impairment losses or reversals were recorded in 2007.

The main scope change is due to the addition of the company Guipúzcoa Parking Siglo XXI, which manages the Oquendo car park in San Sebastián. A mortgage loan was obtained, secured by the right to the administrative concession for the car park. This guarantee is to be maintained until the concession expires.

The balance in this item increased due to the 40-year lease entered into by Cintra Aparcamientos, S.A. for the Hospital del Espíritu Santo car park in Santa Coloma de Gramanet (Barcelona).

The main decreases are due to the sale by Eguisa of the Montalbán car park in Madrid and the Kursaal car park in San Sebastián.

7. Investments in infrastructure projects

The following table shows balances and movements in Investments in infrastructure projects by project during 2007 and 2006:

	MOVEMENTS IN 2007 (million euro)					
MOVEMENTS DURING 2007	**Balance at 01/01/2007**	**Scope changes**	**Additions**	**Disposals / transfers**	**Effect of exchange rate**	**Balance at 31/12/07**
M-203 Alcalá O´Donnell	37		20			57
Autopista del Sol	681		2	-1		682
Autopista Trados M-45	98		0	0		98
Autopista Terrasa-Manresa	222		7	0		229
Autopista R-4 Madrid-Sur	738		18			756
Autopista Madrid Levante	521		14			535
Euroscut Algarve	276		7	0		283
Euroscut Norte Litoral	352		15			367
Euroscut Azores		78				78
Eurolink Motorway (M4-M6)	337		0			337
Eurolink Motorway (M3)		185				185
Autostrade Lombardia	1			-1		0
407 International, Inc.	2,734		55		176	2,965
Skyway Concession Co., LLC	1,427		29		-138	1,318
Indiana Toll Road	1,448		32		-141	1,339
SH-130 Concession Co., LLC		50			-3	47
Autopista Chillán Collipulli	260		16		-8	268
Autopista Collipulli Temuco	210		0		-7	203
Autopista Temuco Rio Bueno	166		2		-6	162
Autopista Santiago Talca	554		39		-19	574
Autopista Talca Chillán	218		7		-6	219
Cintra Chile	99		0		-3	96
Total investment	**10,379**	**313**	**263**	**-2**	**-155**	**10,798**
Depreciation of toll roads	-892	0	-177	0	-1	-1,070
Total depreciation	**-892**	**0**	**-177**	**0**	**-1**	**-1,070**
Total net investment	**9,487**	**313**	**86**	**-2**	**-156**	**9,728**

The main scope changes relate to the inclusion of Euroscut Azores, Eurolink Motorway (M3), Nea Odos and SH-130 Concession Co., LLC.

In 2007, fluctuations in the euro exchange rate against the currencies of the countries in respect of which the Group records significant toll road balances in non-current assets (mainly Canada, United States and Chile) caused a decrease in the relevant balance sheet asset accounts, with the exception of Canada.

In general, the concession company debts include a package of guarantees for lenders comprising asset pledges (receivables under insurance policies, current accounts, receivables under the concession contract, etc.). In some cases there is also a pledge on the concession company's shares.

No impairment losses or reversals were recorded in 2007.

Financial expenses capitalised during the construction period totalled 25 million euro (26 million euro in 2006), as analysed in Note 24.

Cintra Chile recognises the amount of the assets and rights paid to the State to obtain the Chilean concessions.

Impairment risk

The company has re-estimated the value of its investment in the concession companies Autopista R-4 Madrid-Sur and Autopista Madrid Levante in order to evaluate the possible impact of the increase in the cost of expropriations analysed in Note 21. The new estimate was obtained by discounting forecast cash flows for the shareholder and sensitivities were calculated for different scenarios to account for the right of both concession holders to a financial rebalance by the Administration. As a result of the analyses performed, none of the asset values addressed need to be adjusted.

The discount rate used in the above-mentioned estimates was 7.87% for Autopista R-4 Madrid-Sur (lower than the rate applied to the 10% interest acquired in 2006 as it includes the control premium) and 8.75% for Autopista Madrid Levante, while a risk-free rate of 4.74% was applied in both cases.

The company will continue to review the above-mentioned values whenever there are signs of a change in the estimated risk.

	MOVEMENTS IN 2006 (million euro)					
MOVEMENTS DURING 2006	**Balance at 01/01/2006**	**Scope changes**	**Additions**	**Disposals / transfers**	**Effect of exchange rate**	**Balance at 31/12/2006**
M-203 Alcalá O´Donnell	7		30			37
Autopista del Sol	678		3	0		681
Autopista Trados M-45	97		1	0		98
Autopista Terrasa-Manresa	219		3			222
Autopista R-4 Madrid-Sur	677		62	-1		738
Autopista Madrid Levante	330		191			521
Euroscut Algarve	275		1	0		276
Euroscut Norte Litoral	336		16			352
Euroscut Azores						
Eurolink Motorway (M4-M6)	333		4			337
Eurolink Motorway (M3)						
Autostrade Lombardia		1				1
Nea Odos						
407 International, Inc.	2,978		74		-318	2,734
Skyway Concession Co., LLC	1,560		29		-162	1,427
Indiana Toll Road		1,510			-62	1,448
SH-130 Concession Co., LLC						
Autopista Chillán Collipulli		273			-13	260
Autopista Collipulli Temuco	237		7		-34	210
Autopista Temuco Rio Bueno	192		1		-27	166
Autopista Santiago Talca	593		44		-83	554
Autopista Talca Chillán		252			-34	218
Cintra Chile	115				-16	99
Total investment	**8,627**	**2,036**	**466**	**-1**	**-749**	**10,379**
Depreciation of toll roads	-587	-180	-179	0	54	-892
Total depreciation	**-587**	**-180**	**-179**	**0**	**54**	**-892**
Total net investment	**8,040**	**1,856**	**287**	**-1**	**-695**	**9,487**

The main changes in the consolidation scope relate to the inclusion of Indiana Toll Road in June and of Autopista Chillán Collipulli in November, as well as the change of consolidation method applied to Talca-Chillán when the shareholding was increased in May.

The main additions for the period relate to the toll roads under construction during the year (M-203, Autopista Madrid-Levante to July and Norte-Litoral).

In 2006, fluctuations in the euro exchange rate against the currencies of the countries in respect of which the Group records significant toll road balances in non-current assets (mainly Canada, United States and Chile) caused a decrease in the relevant balance sheet asset accounts.

8. Property, plant and equipment

Movements in Property, plant and equipment in the consolidated balance sheet during 2007 and 2006 are as follows:

	Million euro			
MOVEMENTS DURING 2007	**Land and structures**	**Plant and machinery**	**Other fixtures, tools and furnishings**	**Total investment**
Investment				
Balance at 01/01/2007	**173**	**71**	**28**	**272**
Changes in consolidation scope	0	0	0	0
Additions	18	4	12	34
Disposals	-8	-6	-2	-16
Transfers	21	-12	-11	-2
Balance at 31/12/2007	**204**	**57**	**27**	**288**
Accumulated depreciation				
Balance at 01/01/2007	**-66**	**-30**	**-21**	**-117**
Changes in consolidation scope	0	0	0	0
Additions	0	-4	-2	-6
Disposals	3	4	1	8
Transfers	-6	0	4	-2
Balance at 31/12/2007	**-69**	**-30**	**-18**	**-117**
Carrying amount 31.12.2007	**135**	**27**	**9**	**171**

Transfers consist basically of the matter addressed in Note 6 relating to the assignment of the value of the intangible assets recognised by Aparva on the acquisition of Eguisa to the resulting company, the value having been recognised in property, plant and equipment in the amount of 14 million euro. The main additions are due to the capitalisation of the investment in the Pati car park by the company UTE Valls in the amount of 4 million euro and to additions of construction certificates relating to the Maristas and Rambla del Celler car parks by Cintra Aparcamientos in the amount of 3 million euro.

Disposals basically comprise the expiration of the ORA contract relating to the company Dornier, amounting to 3 million euro, and the expiration of the Oquendo contract relating to the company Estacionamientos Guipuzcoanos, in the amount of 7 million euro.

	Million euro			
MOVEMENTS DURING 2006	**Land and structures**	**Plant and machinery**	**Other fixtures, tools and furnishings**	**Total investment**
Investment				
Balance at 01/01/2006	**177**	**55**	**34**	**266**
Changes in consolidation scope	0	0	1	1
Additions	0	16	3	19
Disposals	-3	0	-9	-12
Reclassification	0	0	0	0
Effect of exchange rate	-1	0	0	-1
Balance at 31/12/2006	**173**	**71**	**29**	**273**
Accumulated depreciation				
Balance at 01/01/2006	**-65**	**-24**	**-19**	**-108**
Changes in consolidation scope	0	0	0	0
Additions	-2	-7	-1	-10
Disposals	1	0	0	1
Reclassification	0	0	-1	-1
Effect of exchange rate	0	0	0	0
Balance at 31/12/2006	**-66**	**-31**	**-21**	**-118**
Carrying amount 31.12.2006	**107**	**40**	**8**	**155**

The main scope changes relate to the inclusion of Guipuzcoa Siglo XXI, S.A.

Infrastructure additions relate basically to new investments in off-street car park projects and machinery for on-street car park projects. It should be noted that Aparcament Escaldes increased capital through a non-cash contribution of the Clot D´Emprivat car park, Dornier invested in the ORA concessions and Cintra Aparcamientos, S.A. is in the process of building mixed car parks.

- Property, plant and equipment not used in operations is insignificant with respect to closing consolidated balances.
- No impairment losses or reversals were recorded in 2007.
- Property, plant and equipment located outside Spain totalled 1 million euro in 2007 and 1 million euro in 2006, net of depreciation.
- At 31 December 2007, fully depreciated assets total 29 million euro (21 million euro in 2006).
- At 31 December 2007, no property, plant and equipment are subject to ownership restrictions or pledged to secure liabilities.
- The Group has taken out insurance policies to cover the possible risks to which certain PPE are subject and any claims that may be filed in relation to the business. These policies are understood to provide sufficient coverage of the risks to which such assets are subject.

9. Equity-consolidated companies

The main shareholdings in equity-consolidated companies are analysed below at 31 December 2007 and 2006:

	Million euro	
	2007	2006
Opening balance	**6**	**19**
Changes in consolidation scope	0	-19
Share of profits	1	7
Exchange differences	0	0
Dividends collected and equity reimbursed	0	-1
Closing balance	**7**	**6**

- There are no reasons to draw the conclusion that the Group has significant influence in companies in which its interest is less than 20% or does not have significant influence in companies in which its interest exceeds 20%.
- There are no significant restrictions on the capacity of the equity-consolidated companies to transfer funds to the parent in the form of dividends, debt repayment or advances, and there are no contingent liabilities that could be assumed by the Group.
- Exhibit I contains a list of the main shareholdings in equity-consolidated companies indicating their name, the country in which they were incorporated, business segment, the Group's shareholding and their financial highlights, such as aggregate assets and liabilities, net sales and result for the year.

10. Non-current financial assets

Set out below are movements and maturities at 31 December 2007 and 2006:

MOVEMENTS DURING 2007	Million euro		
	Restricted cash	Other financial assets	TOTAL
Investment:			
Balance at 01.01.2007	329	28	357
Additions	58	0	58
Disposals	-92	-11	-103
Scope changes and transfers	0	0	0
Effect of exchange rate	7	0	7
Balance at 31.12.2007	**302**	**17**	**319**

Restricted cash relates to deposits securing bonds issued by the companies 407 ETR International Inc, Skyway Concession Co and Indiana Toll Road. Note 17 on net cash contains a breakdown of interest rates on these deposits. Financial assets include a balance of Indiana Toll Road with the local authority that secures payment of the percentage of the toll fee assumed by the local authority.

Long-term financial assets include a balance of 159 million CAD held by the company 407 International Inc in asset-backed commercial paper (ABCP). The vehicles that issue these short-term, AAA-rated instruments invest their funds on a long-term basis.

This mismatch has given rise to illiquidity, causing their suspension from trading in August 2007. As a result of the suspension, a committee was formed to work on a restructuring proposal, which has not yet been completed. The company's balance includes 149 million CAD that will be restructured. Consequently, the company has measured these assets using generally accepted estimation techniques, having recognised a decline of 22 million CAD in their value at 31 December 2007, in financial results. The impact on consolidated net income amounted to 5 million euro.

MOVEMENTS DURING 2006	Million euro		
	Restricted cash	Other financial assets	TOTAL
Investment:			
Balance at 01.01.2006	382	10	392
Additions	16	24	40
Disposals	-30	-6	-36
Scope changes and transfers	0	0	0
Effect of exchange rate	-39	0	-39
Balance at 31.12.2006	**329**	**28**	**357**

Current financial asset balances do not differ significantly from their fair values.

II. Derivative financial instruments at fair value

Set out below is an analysis of the hedges and their fair values at 31 December 2007 and 2006, by nature of contracts in force and the type of derivative financial instrument contracted:

			Million euro						
			Fair value		Notional maturities				
Derivative type	**Hedge type**	**Instrument type**	**Balance at 31/12/2007**	**Balance at 31/12/2006**	**2008**	**2009**	**2010**	**2011**	**As from 2012**
ASSET DERIVATIVES			**33**	**68**	**-86**	**333**	**277**	**-41**	**794**
	Cash flow hedge derivatives:								
	Interest rate		**33**	**65**	**-103**	**321**	**277**	**-50**	**794**
		Interest rate swap	33	65	-103	321	277	-50	794
	Exchange rate		**0**	**2**	**17**	**12**			
		Currency forward sale	0	2	14	12			
		Currency forward purchase	0		3				
Ineffective derivatives:			0	1				9	
		Equity swap	0	1				9	
LIABILITY DERIVATIVES			**579**	**295**	**-58**	**-54**	**-49**	**91**	**2,691**
	Cash flow hedge derivatives:								
	Interest rate		**417**	**83**	**-66**	**-59**	**-56**	**76**	**2,409**
		Interest rate swap	417	83	-66	-59	-56	76	2,409
	Exchange rate		**159**	**102**	**8**	**5**	**7**	**9**	**268**
		Currency forward sale			8				
		Cross currency swap	159	102		5	7	9	268
Ineffective derivatives:			**3**	**110**				**6**	**14**
		SIPS		110					
		Interest rate swap	3					6	14

* The notional maturities stated in this table include all amounts contracted at 31 December 2007. Accordingly, maturities are presented as positive amounts and future increases already contracted are presented as negative amounts.

The main movements with respect to December 2006 are the result of changes in the value of the US toll road derivatives (Chicago Skyway and Indiana Toll Road) due to changes in market conditions, and of the inclusion of Euroscut Azores in the consolidation scope.

a. Interest rate hedges.

The main interest rate hedge transactions in force at 31 December 2007 and 2006 relate to financing for concession projects, where the purpose once the project is in progress is to obtain a fixed rate of interest, as far as possible, or to ensure a fixed rate by means of interest rate hedges.

2007

- Euroscut Norte Litoral records an interest rate swap covering 75% of the debt of 233,160 thousand euro at a fixed interest rate of 3.65%.
- Euroscut Azores records an interest rate swap for 100% of the debt of 299,722 thousand euro at a fixed rate of 4.11%.
- Inversora del Sur records interest rate swaps hedging 100% of its Tranche A and Tranche BEI debts (456,600 thousand euro) at a rate of 3.83%, and all its Tranche B debt (100,000 thousand euro) at a rate of 4.18%.
- Inversora Autopista de Levante has hedged 50% of its debt of 238,313 thousand euro at a rate of 4.39%.
- Nea Odos has hedged all of its debt of 307,612 thousand euro by means of two fixed interest rate swaps of 4.42% and 4.49%, and 75% of the debt at a rate of 4.99% as from 2013.
- Eurolink Motorway (M4-M6) has interest rate swaps hedging 75% of its Tranche BEI and long-term debts amounting to 117,000 thousand euro, for different periods, at rates of 5.04%, 5.18%, 5.39% and 5.24%.
- Eurolink M3 has two hedges for its entire debt of 270,000 thousand euro at fixed rates of 4.36% and 4.53%.
- Chicago Skyway has hedged its entire debt by means of interest rate swaps. The Series A bonds (439 million USD) are hedged for a notional sum equal to 100% of their value at a rate of 4.82% for the first nine years of the bond's term and at 5.88% for the final three years. The series B bonds (961 million USD) are fully hedged by means of swap contracts establishing a schedule of certain flows receivable in exchange for variable-interest payments that increase over time, for an effective rate of 5.66% (including the bond margin). Finally, the company has contracted hedges for all Series C debt (150 million USD), establishing a fixed rate of 4.68%.
- Indiana Toll Road has contracted interest rate swaps for its entire debt of 4,239,129 thousand USD, establishing an effective interest rate of 5.82%.

2006

- At 31 December 2006, Autopista Terrasa-Manresa, S.A. records interest rate swaps hedging 23.14% of its debt at a fixed interest rate of between 2.94% and 5%.
- Autopista del Sol records interest rate swaps covering 36.13% of its total debt at a fixed rate of between 3.04% and 5.1%.
- These two derivatives have been settled at 31 December 2007.

b. Foreign exchange hedges.

In the event that financing is contracted in a currency other than the currency in which the asset is denominated, the Group seeks to hedge foreign exchange risk. The main foreign exchange hedges are described below:

- Autopista del Maipo has a cross currency swap for 421,000 thousand USD plus interest to cover payments on US dollar financing against Chilean UF.
- Additionally, foreign exchange hedges have been contracted for possible fluctuations in the euro-Polish zloty exchange rate on the loans received from the subsidiary Autoestrada Poludnie S.A. totalling 10 million Polish zloty, for 3 million euro.
- Cintra, S.A. has currency forward sales covering a part of the 31 million CAD in dividends that it expects to receive in 2008, totalling 21 million euro, and 17 million CAD in dividends that it expects to receive in 2009, totalling 12 million euro.

c. Hedge for risks arising from stock option plans

As indicated in Note 29, in order to provide for any possible losses that may be caused by the exercise of stock options granted under stock option plans, the Cintra Group contracts swaps that may be settled only in cash, when the options are granted. The main features of the contracts are explained in detail in Note 29. These hedges do not qualify for hedge accounting under IAS 39.

12. Inventories

Inventories are analysed below at 31 December 2007 and 2006:

	Million euro		
ITEMS	Balance 31/12/07	Balance 31/12/06	Change
Raw materials and other supplies	3	3	0
Real estate in progress and other	21	12	9
Provisions	0	0	0
Total	**24**	**15**	**9**

At 31 December 2007, no inventories are subject to ownership restrictions or pledged to secure liabilities.

The main movements in this item relate to Cintra Aparcamientos S.A. and the construction of the Menorca and Doce de Octubre car parks in the amount of 8 million euro. No financial expenses are capitalised in respect of inventories.

13. Trade and other receivables

Set out below is a breakdown of Trade and other receivables at 31 December 2007 and 2006:

	Million euro		
ITEMS	**Balance 31/12/07**	**Balance 31/12/06**	**Change**
Total trade receivables for sales and services	**223**	**209**	**14**
Other receivables	200	48	152
Receivable from public authorities	48	76	-28
Total other receivables	**248**	**124**	**124**
Total current deferred tax assets	**28**	**35**	**-7**
Provision for doubtful trade receivables	-63	-52	-11
Other provisions for receivables	0	0	
Total provisions	**-63**	**-52**	**-11**
Total	**436**	**316**	**120**

The item "Other receivables" includes amounts arising outside the ordinary course of business in each segment and advance payments to suppliers. The main change with respect to 2006 is the increase in advance payments to suppliers, which includes balances with the construction company of Eurolink M3, SH-130 and Nea Odos, amounting to 116 million euro in 2007 (5 million euro in 2006). The remaining movements with respect to 2006 relate mainly to a balance of 55 million euro receivable by Autopista R4 Madrid-Sur from the Development Ministry.

The item "Receivable from public authorities" includes balances receivable from public authorities other than income tax.

Group management considers that the carrying amounts of trade receivables approximate their fair values.

Bad debt provisions are recognised using the accounting method explained in Note 2.3.13. Movements in trade provisions are set out below:

	Million euro		
Movements in the provision	**2007**	**2006**	**Change**
Opening balance	52	48	4
Charges to the income statement	9	11	-2
Reductions/Applications	-1	-1	
Effect of exchange rate	3	-6	9
Closing balance	**63**	**52**	**11**

14. Equity

Set out below are movements at 31 December 2007 and 2006:

Changes in equity in 2007	MOVEMENTS IN 2007 (million euro)						
	Share capital	Share premium	Other reserves (1)	Retained earnings (2)	Equity attributable to equity holders	Minority interest	Equity
Balance at 01.01.2007	103	1,213	-31	-24	**1,261**	271	**1,532**
Income and expense recognised during the year			-150	-26	**-176**	-6	**-184**
Dividends paid				-50	**-50**	-51	**-101**
Changes in scope and in equity					**0**	31	**31**
Other movements	5	-5		0	**0**		**0**
Balance at 31.12.2007	**108**	**1,208**	**-181**	**-100**	**1,035**	**245**	**1,280**

(1) Includes revaluation surplus, currency transaction differences and other items.

(2) Includes results for the year and prior-year reserves.

Equity attributable to the parent company

Equity attributable to the parent company has decreased by 226 million euro, of which 133 million euro relates to derivative financial instruments, net of taxes, designated as hedging instruments, 50 million euro relates to dividends distributed and 21 million euro relates to currency translation differences.

Minority interest

Minority interest decreased by 26 million euro due to the net effect of the following two movements: a reduction of 51 million euro in dividends paid (407ETR: 39 million euro, Ausol: 5 million euro; and Autema: 4 million euro) and an increase of 31 million euro relating to the minority interests of the companies included in the consolidation scope in 2007 (SH-130: 65%, totalling 28 million euro; and Euroscut Azores: 89%, totalling 2 million euro).

Changes in equity in 2006	MOVEMENTS IN 2006 (million euro)						
	Share capital	Share premium	Other reserves (1)	Retained earnings (2)	Equity attributable to equity holders	Minority interest	Equity
Balance at 01.01.2006	98	1,218	-25	-142	1,149	420	1,569
Income and expense recognised during the year			-6	156	150	-98	52
Dividends paid				-38	-38	-62	-100
Changes in scope and in equity					0	11	11
Other movements	5	-5		0	0		0
Balance at 31.12.2006	**103**	**1,213**	**-31**	**-24**	**1,261**	**271**	**1,532**

(1) Includes revaluation surplus, currency transaction differences and other items.

(2) Includes results for the year and prior-year reserves.

a) Share capital and share premium

At 31 December 2007, Cintra's share capital consists of 541,455,529 fully-subscribed and paid up ordinary shares with a par value of 0.20 euros each, all carrying the same rights.

On 29 November 2007, a fully-paid capital increase was carried out, having been approved by the General Meeting on 27 March 2007, applying a share exchange ratio of 1 new share for 20 existing shares. Outstanding shares increased by 25,783,596, entailing a capital increase of 5,157 thousand euro. The new shares were listed as from 3 December 2007. During 2007, Grupo Ferrovial became a shareholder of Cintra by purchasing a 3% interest on the stock market.

The share premium amounts to 1,207,588 thousand euro and forms a freely distributable reserve in accordance with the revised Spanish Companies Act. The fully-paid capital increase charged to the share premium account caused a premium reduction of 5,157 thousand euro. A similar fully-paid capital increase was carried out in 2006.

At 31 December 2007 Cintra holds no treasury share and has not therefore recorded the relevant reserve. During 2007 Cintra purchased 37,000 treasury shares at an average price of 13.6851 euros, which were subsequently contributed to employees at an average price of 13.3592 euros. The surplus treasury shares were sold in the secondary market, generating a loss of 12 thousand euro. This operation was carried out for the purposes of the 2007 variable remuneration system for executives.

The shares of the parent company are listed on the continuous market of the Spanish stock exchanges and all carry the same voting and dividend rights.

b) Other reserves

Movements in Other reserves in 2007 and 2006 are as follows:

Movements during 2007	Million euro			
	Currency translation differences	Hedge transactions	Other	Other reserves
Balance at 01.01.2007	**5**	**-25**	**-11**	**-31**
Additions			4	4
Disposals	-21	-133	0	-154
Transfer to the income statement				
Balance at 31.12.2007	**-16**	**-158**	**-7**	**-181**

Movements during 2006	Million euro			
	Currency translation differences	Hedge transactions	Other	Other reserves
Balance at 01.01.2006	**21**	**-46**	**0**	**-25**
Additions		21		21
Disposals	-16		-11	-27
Transfer to the income statement				0
Balance at 31.12.2006	**5**	**-25**	**-11**	**-31**

c) Retained earnings

Set out below is an analysis of retained earnings for 2007 and 2006:

ITEMS	Million euro		
	Balance 31/12/07	Balance 31/12/06	Change
Profit or loss attributable to the parent company	-26	156	-182
Distributable reserves	-94	-200	106
Non-distributable reserves	20	20	0
Total	**-100**	**-24**	**-76**

Set out below is a breakdown of non-distributable reserves:

	Million euro	
	Balance 31.12.07	Balance 31.12.06
Legal reserve	20	20
Revaluation reserve	0	0
Parent company's non-distributable reserves	**20**	**20**

The proposal for the distribution of the parent's company's profit, calculated in accordance with accounting principles generally accepted in Spain, in the amount of 99 million euro, will be submitted to the Annual General Meeting for approval. This amount is expected to be transferred to the legal reserve, voluntary reserves and dividends in the amount of 1.48 million euro and 50 million euro, respectively, entailing a dividend of 9.3 euro cents per share (9.70 euro cents per share in 2006).

d) Income and expense recognised during the year

Movements in this caption during 2007 and 2006 are set out below:

MOVEMENTS DURING 2007	Million euro		
	Attrib. to equity holders	Minority interest	Equity
Gains/(losses) on hedging instruments	-133	-23	-156
Gains/(losses) on currency translation	-21	-11	-32
Other items (charged)/credited directly to equity	4	0	4
Consolidated income for the year	-26	28	2
Income and expense recognised during 2007	**-176**	**-6**	**-182**

MOVEMENTS DURING 2006	Million euro		
	Atrib. Attrib. to equity holders	Minority interest	Equity
Gains/(losses) on hedging instruments	20	13	33
Gains/(losses) on currency translation	-15	-44	-59
Other items (charged)/credited directly to equity	-11	12	1
Consolidated gain for the year	156	-79	77
Income and expense recognised during 2006	**150**	**-98**	**52**

e) Non-Group companies with significant interests in subsidiaries

At 31 December 2007, the following Group companies had other non-Group shareholders with interests of 10% or more:

COMPANIES	% interest	Shareholder
407 International Inc.	16.77%/30%	SNC Lavalin/Macquarie Infrastructure Group
Autopista del Sol, C.E.S.A.	20%	Unicaja
Autopista Terrasa Manresa, S.A.	22.33%	Abertis
Autopista Trados-45, S.A.	50%	Abertis
Autopista Temuco Río Bueno	25%	Fondo Las Américas
Autopista Talca-Chillán	23.57%/8.53%	Sodeia/Delta
Inversora de Autopistas del Sur, S.L.	25%/10%/10%	Europistas/E.N.A./Caja Castilla La Mancha
Eurolink Motorway Operation (M4-M6)	34%	SIAC
Skyway Concession Company Holding	45%	Macquarie Infrastructure Group
Cintra Zachry GP LLC	15%	Zachry Investments Inc
Cintra Zachry LP	14.85%	Zachry Developments LLC
SH-130 Concession Company	35%	Zachry Toll Road
Inversora Madrid Levante	40%/5%/3.16%	Europistas/Kutxa/Budimex
Statewide Mobility Partners LLC	50%	Macquarie Infrastructure Group
Autostrade Lombardia SPA	32%	Merloni Finanziaria SPA
Nea Odos	33.33%/33.33%	Grupo ACS/GEK Group
Estacionamientos Alhondiga, S.A.	25%/25%	Construcciones Lauki/Construcciones Bazola
Guadianapark	25%	Iniciativas Pacenses
Aparcamientos de Bilbao	25%	Balzola
Aparcamientos Guipuzcoanos Siglo XXI	60%	Construcciones Moyua

15. Deferred income

Movements in this caption during 2007 and 2006 are set out below:

	Movements in 2007 (million euro)					
Movements during 2007	**Balance 01/01/07**	**Scope change**	**Additions**	**(1) Disposals**	**Effect of exchange rate**	**Balance 31/12/07**
Grants	164	18		-9		173
Other deferred income	69		11	-12		68
Total	**233**	**18**	**11**	**-21**		**241**

	MOVEMENTS IN 2006 (million euro)					
Movements during 2006	**Balance 01/01/06**	**Scope change**	**Additions**	**(1) Disposals**	**Effect of exchange rate**	**Balance 31/12/06**
Grants	166	0	0	-2	0	164
Other deferred income	49	0	29	-6	-3	69
Total	**215**	**0**	**29**	**-8**	**-3**	**233**

(1) Disposals relate to the annual amount accrued and taken to the income statement as explained in Note 2.3.12.

Regarding the nature of the grants recognised:

- Eurolink Motorway Operation (M4-M6), as concession holder under the concession contract, received from the National Roads Authority the sum of 160 million euro in return for the construction work. This grant is recognised in the income statement as explained in the basis of presentation (Note 2.3.12).
- In the case of Trados-45, the grant relates to the indemnity paid by the Madrid Regional Government to restore the financial balance of the concession contract. The inclusion of that amount in results for the year will be deferred to the end of the concession period on the basis of forecast revenues for the year as a percentage of total shadow toll revenues according to the concession's financial model.
- The main movement in Grants during 2007 is the increase of 18 million euro relating to Nea Odos.
- The item "Other deferred income" relates mainly to service area royalties and revenues from residents using mixed car parks. The increase in 2007 is due mainly to a rise of 11 million euro in Euroscut Norte relating to the amount paid by the public authority (Estradas de Portugal) to restore the financial balance. The disposal relates basically to the toll road 407 International Inc.

16. Other provisions

	Million euro		
MOVEMENTS	**Provision for taxes**	**Other provisions**	**Total**
At 1 January 2007	**8**	**5**	**13**
Charged/(credited) to the income statement:			
– Reversal of provisions not applied	-6		-6
– Charges to the income statement	5	-1	4
Applied during the year			
Exchange differences			
At 31 December 2007	**7**	**4**	**11**

Analysis of total provisions:	**31/12/2007**
– Non-current	7
– Current	4
	11

17. Net cash position

In order to provide an overall analysis of the Group's indebtedness, the following table contains a breakdown by segment of net debt (net amount of cash and cash equivalents and short- and long-term bonds and borrowings), forming the Group's net cash position:

	Million euro		
	Balance at 31/12/2007	**Balance at 31/12/2006**	**Change**
Infrastructure projects	**-8,742**	**-8,572**	**-170**
Toll roads (Holding)	-91	-72	-19
Car parks	264	254	10
Other companies	**173**	**182**	**-9**
TOTAL NET CASH	**-8,569**	**-8,390**	**-179**

17.1. Infrastructure projects

a) Net cash position of infrastructure projects

Set out below is an analysis of the net cash position of infrastructure projects in 2007:

	Million euro					
	Long-term restricted cash	Cash and cash equivalents	Short-term restricted cash	Borrowings	Intra-group transactions	Total net cash
At 1 January 2007		446	101	-9,119	0	-8,572
Movements	302	-164	105	-413	0	-170
At 31 December 2007	**302**	**282**	**206**	**-9,532**	**0**	**-8,742**

As indicated in the note on financial risks, infrastructure project financing contracts may impose the obligation to open restricted accounts to cover short- or long-term obligations relating to the payment of principal or interest and infrastructure maintenance and operation.

This restricted cash is classified into current and non-current balances. In any event, the funds are invested in highly-liquid financial products bearing variable interest. The type of financial product in which the funds may be invested is also restricted by the financing contracts.

Current balances are recognised in the balance sheet caption "Cash and cash equivalents", while non-current balances are included in "Financial assets".

Set out below is a breakdown of restricted cash balances by project:

	Million euro		
	Currency	Interest rate	Balance at 31/12/2007
407 International, Inc.	CAD	4.021%-5.397%	206
Skyway Concession Co. LLC	USD	2.99%-4.53%	40
ITR Concession Company	USD	3.60%-4.57%	27
Autopista Santiago Talca	CLP	5.76%-6.60%	28
Autopista Talca Chillán	CLP	6.60%	1
Long-term restricted cash			**302**
407 International, Inc.	CAD	4.54%	95
Chicago Skyway	USD	4.16%-4.53%	8
Indiana Toll Road	USD	3.51%-4.57%	1
Autopista Santiago Talca	CLP	5.16%-6.48%	48
Autopista Talca Chillán	CLP	5.64%-6.48%	20
Autopista Chillán Collipulli	CLP	5.76%-6.84%	11
Autopista Temuco Rio Bueno	CLP	5.76%-6.60%	16
Autopista Collipulli Temuco	CLP	5.88%-6.60%	7
Short-term restricted cash			**206**
Total restricted cash			**508**

In Chicago and Indiana, restricted cash is invested in the money market and is therefore available at any time. In Canada, maturities are in 2008 and 2009.

b) Breakdown of infrastructure project debt

	Million euro								
	31/12/2007			31/12/2006			Change		
	Bonds	Debts	Total	Bonds	Debts	Total	Bonds	Debts	Total
LONG TERM	**5,282**	**3,870**	**9,152**	**4,460**	**3,346**	**7,806**	**823**	**525**	**1,348**
407 International, Inc	3,180	0	3,180	2,195	0	2,195	985	0	985
Skyway Concession Co. LLC	933	100	1,033	1,072	118	1,190	-139	-18	-157
ITR Concession Company	0	1,143	1,143	0	1,226	1,226	0	-83	-83
Autopista del Sol, C.E.S.A.	0	486	486	0	0	0	0	486	486
Autopista Terrasa-Manresa, .S.A.	0	41	41	0	226	226	0	-185	-185
Autopista Trados M-45, S.A.	0	69	69	0	70	70	0	-1	-1
Autopista Madrid-Sur	0	553	553	0	527	527	0	26	26
Autopista Madrid-Levante	0	470	470	0	437	437	0	33	33
Autopista Santiago Talca	515	0	515	530	0	530	-15	0	-15
Autopista Temuco Río Bueno	0	153	153	0	155	155	0	-2	-2
Autopista Collipulli Temuco	172	0	172	174	0	174	-2	0	-2
Autopista Chillán Collipulli	213	0	213	210	0	210	3	0	3
Autopista Talca Chillán	152	0	152	153	0	153	0	0	0
Euroscut Algarve, S.A.	117	128	245	126	128	254	-9	0	-9
Euroscut Azores	0	66	66	0	0	0	0	66	66
Euroscut Norte Litoral, S.A.	0	311	311	0	312	312	0	0	0
Eurolink Motorway (M4-M6)	0	145	145	0	147	147	0	-2	-2
Eurolink Motorway (M3)	0	205	205	0	0	0	0	205	205
SHORT TERM	**79**	**301**	**380**	**685**	**628**	**1,313**	**-606**	**-328**	**-934**
407 International, Inc	47	0	47	618	0	618	-571	0	-571
Skyway Concession Co. LLC	0	4	4	0	5	5	0	-1	-1
ITR Concession Company	0	0	0	0	16	16	0	-16	-16
Autopista del Sol, C.E.S.A.	0	1	1	0	484	484	0	-483	-483
Autopista Terrasa-Manresa, S.A.	0	264	264	0	76	76	0	188	188
Autopista Trados M-45, S.A.	0	1	1	0	1	1	0	0	0
Autopista Madrid-Sur	0	3	3	0	3	3	0	-1	-1
Autopista Madrid-Levante	0	2	2	0	27	27	0	-25	-25
Autopista Santiago Talca	0	0	0	1	0	1	-1	0	-1
Autopista Temuco Río Bueno	0	10	10	0	10	10	0	0	0
Autopista Collipulli Temuco	10	3	13	8	0	8	2	3	5
Autopista Chillán Collipulli	8	0	8	16	0	16	-8	0	-8
Autopista Talca Chillán	9	0	9	42	0	42	-33	0	-33
Euroscut Algarve, S.A.	5	0	5	0	0	0	5	0	5
Euroscut Azores	0	1	1	0	0	0	0	1	1
Euroscut Norte Litoral, S.A.	0	10	10	0	2	2	0	8	8
Eurolink Motorway (M4-M6)	0	2	2	0	4	4	0	-2	-2
TOTAL	**5,361**	**4,171**	**9,532**	**5,145**	**3,974**	**9,119**	**217**	**197**	**414**

The most significant movements are explained below:

The obligations recorded by the company 407 International Inc include an issue of 110 million euro in the form of a product named SIPS (Synthetic Inflation Protected Securities). This is a bond with a coupon that is linked solely to the inflation rate in Canada. It is accounted for as a derivative financial instrument, as it is a hybrid of a nominal bond and a real return bond. Consequently, the carrying amount is adjusted to its market value.

407 International Inc has recognised an interest rate effect of 180 million euro, increasing debt, and a refinancing operation that has caused debt to rise by 83 million euro.

Autopista del Sol completed its refinancing process by obtaining a new loan of 486 million euro for a three-year term.

The change relating to Chicago Skyway is due mainly to an interest rate effect that has reduced debt by 114 million euro. Indiana's debt has also declined in the amount of 119 million euro due to euro-US dollar foreign exchange fluctuations.

Additionally, Euroscut Azores (debt of 66 million euro) and Eurolink M3 (debt of 205 million euro) were included in the consolidation scope.

The short-term debt relating to Autopista Terrasa-Manresa, S.A. is currently being renegotiated.

Set out below is a description of the Cintra Group's debt by company:

Autopista del Sol – Syndicated bank loan of 486 million euro, representing 5% of the Group's total and finally maturing in 2010.

Autopista Trados M-45 – Bank financing of 140 million euro (50% consolidated on a proportionate basis) obtained from a syndicate of banks and structured in three tranches that finally mature in 2021 and 2024. This financing accounts for 1% of the Group's total.

Autopista Terrasa-Manresa – Bank financing in the form of bilateral credit lines, drawn down in the amount of 305 million euro at 31/12/2007. The financing has been obtained from a number of banks, matures in 2008 and 2009 and accounts for 3% of the Group's total.

Autopistas Madrid-Sur – The debt relates to a syndicated loan with a balance outstanding at 31/12/2007 of 555 million euro, structured in three tranches maturing from 2009 to 2033. This financing accounts for 6% of the Group's total.

Autopista Madrid-Levante – Syndicated bank financing with a balance outstanding of 472 million euro, maturing in 2012 and representing 5% of the Group's total.

Eurolink Motorway (M3) – Syndicated bank financing drawn down in the amount of 205 million euro at December. The financial structure is based on a bridge loan and term financing maturing in 2010 and 2025, respectively, accounting for 2% of the Group's total. There are also undrawn credit facilities covering payments of VAT, operating costs and interest.

Eurolink Motorway (M4-M6) – Financing comprises a BEI loan and bank financing, both with final maturities in 2027, accounting for 2% of the Group's total. A number of undrawn credit lines have been obtained to pay VAT, operating costs and interest.

Euroscut Algarve – Financing structured in two tranches insured by XL Capital: 27-year bonds totalling 122 million euro and a BEI loan of 128 million euro with a 25-year term. This financing accounts for 3% of the Group's total.

Euroscut Azores – Syndicated bank financing of 348 million euro to 2034, of which 67 million euro has been drawn down at 31 December 2007, in addition to a liquidity line and a VAT line of 11 million euro and 5 million euro, respectively, maturing in 2014 and 2012. These borrowings account for 1% of the Group's total.

Euroscut Norte Litoral – Syndicated loan with a balance outstanding of 322 million euro and a final maturity in 2026, representing 3% of the Group's total.

Chicago Skyway Concession Co. - This concession holder company is financed by a senior bond issue insured by F.S.A., structured as follows: (i) Series A of 439 million USD maturing in 2017; (ii) Series B of 961 million USD with a final maturity in 2026. It also has syndicated subordinated bank financing drawn down in the sum of 150 million USD, maturing in 2011. This financing accounts for 11% of the Group's total.

Indiana Toll Road – Syndicated bank financing in three tranches, all of which mature in 2015, for a total of 1,143 million euro, representing 12% of the Group's total debt (50% through proportionate consolidation).

407 International Inc. - The toll road company 407 International has a debt of 4,604.00 million CAD, representing 34% of the Group's total debt. This debt is structured on the basis of senior bond tranches totalling 3,663 million CAD maturing from 2008 to 2039. There are also junior and subordinated tranches of 164 million CAD and 777 million CAD, respectively, falling due in 2010 in the case of the junior tranche and 2008 and 2036 in the case of the subordinated tranche. This debt represents 34% of the Group's total.

Autopista Santiago Talca – Financing based on three series of bonds insured by MBIA. The first series amounts to

421 million USD and the second and third series total 5.80 and 6.10 million development units (*), all with a final maturity in 2022. This financing accounts for 5% of the Group's total.

Autopista Talca-Chillán – The Chilean toll road Ruta 5 has financing structured around two series of bonds insured by MBIA, in the sum of 5.6 and 1.2 million development units (*), maturing in 2019 and 2021, respectively. This financing accounts for 2% of the Group's total.

Autopista Chillán-Collipulli – The toll road Ruta del Bosque is financed by means of two bond issues insured by XLCA with balances outstanding of 7.5 and 1.55 million development units (*), maturing in 2021 and 2024, respectively. This financing accounts for 2% of the Group's total.

Autopista Collipulli-Temuco – The concession holder Ruta de Aracaunía is financed by means of a bond insured by XL Capital in the amount of 6.95 million development units (*), maturing in 2020. This financing accounts for 2% of the Group's total.

Autopista Temuco-Río Bueno – Ruta de los Ríos has financing in the form of a syndicated loan with a balance outstanding of 6.01 million development units (*) at 31/12/2007, maturing in 2021 and representing 2% of the Group's total debt.

Nea Odos Concession – Financing consists of a bank loan of 113 million euro maturing in 2036, a bridge loan of 198 million euro maturing in 2009 and credit facilities of 38 million euro and 52 million euro that cover operating costs and VAT, respectively. The final maturities are in 2031 and 2011, respectively (33.34% through proportionate consolidation). At 31/12/07 this financing has not yet been drawn down.

In general, the above-mentioned debts are subject to pledges of concession holder assets (receivables under insurance policies, current accounts, receivables under the concession contract, etc.), forming a package of guarantees for lenders. In some cases there is also a pledge on the concession holder company's shares.

(*) In Chile, financial data is frequently expressed in Development Units to remove the effect of inflation. A development unit (UF) is a unit that may be adjusted to reflect the evolution of the consumer price index. 1 UF=19,622.66 CLP.

Set out below is a breakdown of the maturities of the financial liabilities forming the net cash position:

	Maturities 31/12/2007 (million euro)										
Debts	**Currency**	**Interest rate**	**Fair value 31/12/07**	**Balance 31/12/06**	**Balance 31/12/07**	**2008**	**2009**	**2010**	**2011**	**As from 2012**	**Total**
Bonds of infrastructure projects			**5,968**	**5,145**	**5,361**	**413**	**40**	**752**	**47**	**4,109**	**5,361**
407 International Inc.	CAD	5.328%-7.00%	3,557	2,813	3,227	381	6	713	7	2,120	3,227
Skyway Concession Co. LLC	USD	LIBOR+0.28%-LIBOR+0.38%	933	1,072	933	0	0	0	0	933	933
Autopista Santiago Talca	USD	7.37%	346	271	242	0	5	7	9	221	242
Autopista Santiago Talca	UF	3.20%-4.85%	320	260	273	0	0	0	0	273	273
Autopista Collipulli Temuco	UF	7.30%	212	182	182	10	8	7	9	148	182
Autopista Chillán Collipulli	UF	3.40%-6.30%	276	226	221	8	6	8	10	189	221
Autopista Talca Chillán	UF	2.75%-3.50%	176	195	161	9	8	8	12	124	161
Euroscut Algarve, S.A.	EUR	6.65%	148	126	122	5	7	9	0	101	122
Bank borrowings of infrastructure projects			**4,192**	**3,974**	**4,171**	**305**	**146**	**523**	**154**	**3,043**	**4,171**
Skyway Concession Co. LLC	USD	LIBOR+2.50%	104	123	104	4	0	0	100		104
ITR Concession Company	USD	LIBOR+0.95%	1,143	1,242	1,143	0	0	0	0	1,143	1,143
Autopista del Sol, C.E.S.A.	EUR	EURIBOR+0.30%-EURIBOR+0.40%	487	484	487	1	0	486	0	0	487
Autopista Terrasa-Manresa, S.A.	EUR	EURIBOR+0.30%-EURIBOR+0.40%	305	302	305	264	41	0	0	0	305
Autopista Trados M-45, S.A.	EUR	EURIBOR+0.19%-EURIBOR+1.10%	70	71	70	1	1	2	3	63	70
Autopista Madrid-Sur	EUR	EURIBOR+1.30%	555	529	556	3	90	0	0	463	556
Autopista Madrid-Levante	EUR	EURIBOR+1.10%	472	464	472	2	0	0	0	470	472
Autopista Temuco Río Bueno	UF	TAB 180 (UF)+0.60%	163	166	163	10	8	9	12	124	163
Autopista Collipulli Temuco	UF	TAB 180 (UF)+1.60%	3	0	3	3	0	0	0	0	3
Euroscut Algarve, S.A.	EUR	6.25%	149	128	128	0	0	0	10	118	128
Euroscut Azores	EUR	EURIBOR+0.85%	67	0	67	1	0	0	0	66	67
Euroscut Norte Litoral, S.A.	EUR	EURIBOR+1.35%	322	314	321	14	5	6	11	285	321
Eurolink Motorway (M4-M6)	EUR	EURIBOR+0.19%-EURIBOR+1.375%	147	151	147	2	1	2	2	140	147
Eurolink Motorway (M3)	EUR	EURIBOR+0.34%-EURIBOR+0.95%	205	0	205	0	0	18	16	171	205
TOTAL			**10,160**	**9,119**	**9,532**	**718**	**186**	**1,275**	**201**	**7,152**	**9,532**

In order to complete the information on exposure to interest rate risk presented in Note 3, set out below is an analysis of debt components indicating the portion subject to fixed interest rates, the portion hedged by derivatives, the inflation-indexed variable portion and, finally, variable-rate debt.

Debts	Type of debt	Balance at 31/12/2007	Debt exposed to risk	Impact on results +50 b.p.
407 International Inc		**3,227**	**1,337**	**6**
	Fixed	1,890	0	0
	Variable	330	330	2
	Inflation-indexed variable	1,007	1,007	4
Chicago Skyway		**1,037**	**0**	**0**
	Hedged	1,037	0	0
	Variable	0	0	0
Indiana Toll Road		**1,143**	**41**	**0**
	Hedged	1,102	0	0
	Variable	41	41	0
Spanish toll roads		**1,890**	**862**	**5**
	Hedged	1,027	0	0
	Variable	863	862	5
Chilean toll roads		**1,245**	**166**	**1**
	Fixed	1,079	0	0
	Hedged	0	0	0
	Variable	166	166	1
Other toll roads		**990**	**117**	**1**
	Fixed	250	0	0
	Hedged	623	0	0
	Variable	117	117	1
Total infrastructure project debt		**9,532**	**2,523**	**13**

According to the above table, 74%of total financial debt is contracted at fixed rates or covered by interest rate hedges. At 31 December 2006, the figure was 78% and debt sensitivity to a 50 basis point rise in nominal interest rates represented an impact on results of 6 million euro.

Set out below is a breakdown of bank credit line limits and amounts utilised at 31 December 2007 and 2006:

	Million euro					
	31/12/07			31/12/06		
	Limit	Utilised	Available	Limit	Utilised	Available
Bank borrowings						
Skyway Concession Co. LLC	107	104	3	123	123	0
ITR Concession Company	1,393	1,143	250	1,540	1,242	298
Autopista del Sol, C.E.S.A.	487	487	0	511	484	27
Autopista Terrasa-Manresa, S.A.	307	305	2	302	302	0
Autopista Trados M-45, S.A.	70	70	0	72	71	1
Autopista Madrid-Sur	559	555	4	557	530	27
Autopista Madrid-Levante	524	472	52	466	464	2
Autopista Santiago Talca	57	0	57	0	0	0
Autopista Chillán Collipulli	41	0	41	0	0	0
Autopista Talca Chillán	57	0	57	0	0	0
Autopista Temuco Río Bueno	163	163	0	176	165	11
Autopista Collipulli Temuco	31	3	28	0	0	0
Euroscut Algarve, S.A.	128	128	0	128	128	0
Euroscut Azores	364	67	297	0	0	0
Euroscut Norte Litoral, S.A.	322	322	0	322	314	8
Eurolink Motorway (M4-M6)	162	147	15	226	151	75
Eurolink Motorway (M3)	333	205	128	0	0	0
Nea Odos Concession	134	0	134	0	0	0
TOTAL	**5,239**	**4,171**	**1,068**	**4,423**	**3,974**	**449**

17.2. Other companies

a) Breakdown of the net cash position of other companies

Set out below is an analysis of the net cash position of other companies in 2007 and 2006:

2007

	Million euro			
	Cash and cash equivalents	Borrowings	Intra-group transactions	Total net cash
Toll roads (Holding)	207	0	57	264
Car parks	5	-40	-56	-91
Net cash of other companies	**212**	**-40**	**1**	**173**

2006

	Million euro			
	Cash and cash equivalents	Borrowings	Intra-group transactions	Total net cash
Toll roads (Holding)	242	-42	54	254
Car parks	8	-33	-47	-72
Net cash of other companies	**250**	**-75**	**7**	**182**

The main movement in Cash and cash equivalents is a decrease of 41 million euro in Cintra, S.A. due basically to the contribution of capital to the new companies SH130 and Nea Odos.

As regards Borrowings, Cintra Chile's debt of 42 million euro has been repaid.

b) Breakdown of debt of other companies

The following table shows bank loans and credit lines of other companies by business segment:

	Million euro						
	Balance at 31/12/07			Balance at 31/12/06			
	Long term	Short term	TOTAL	Long term	Short term	TOTAL	Change
Toll roads (Holding)				42	0	42	-42
Car parks	37	3	40	32	1	33	7
Total	**37**	**3**	**40**	**74**	**1**	**75**	**-35**

Set out below is a breakdown of the conditions, fair value and maturities of the financial liabilities forming the net cash position:

	Maturities 31/12/2007 (million euro)										
Debts	**Curren-cy**	**Interest rate**	**Fair value 31/12/07**	**Balance 31/12/06**	**Balance 31/12/07**	**2008**	**2009**	**2010**	**2011**	**As from 2012**	**Total**
Bank borrowings of other companies											
Toll roads	CLP	4.05%		42							
Car parks	EUR	EURIBOR+0.65%-EURIBOR+0.90%	40	33	40	3	2	2	2	31	40
TOTAL			**40**	**75**	**40**	**3**	**2**	**2**	**2**	**31**	**40**

In the case of car parks, all debt bears variable interest and none is hedged, meaning that the entire amount is exposed to interest rate risk.

Set out below are bank credit limits and amounts utilised by other companies at 31 December 2007 and 2006:

	Million euro					
	31/12/07			31/12/06		
	Limit	Utilised	Available	Limit	Utilised	Available
Credit lines						
Short-term maturity	3	3	0	42	42	0
Long-term maturity	397	37	360	89	33	56
TOTAL	**400**	**40**	**360**	**131**	**75**	**56**

The financial conditions (applicable interest rates) of the debt relating to infrastructures are subject to the fulfilment of certain ratios based on financial figures such as EBITDA, net debt and consolidated equity.

18. Other borrowings

Set out below is a breakdown of non-financial payables:

	Million euro		
ITEMS	**Balance 31/12/07**	**Balance 31/12/06**	**Change**
Other long-term payables	116	117	-1
Other non-financial payables	21	21	0
Total	**137**	**138**	**-1**

The line "Other long-term payables" relates to non-current payables for property, plant and equipment totalling 21 million euro (22 million euro in 2006). These balances include implicit interest and the difference between their carrying amount and fair value is not deemed to be significant.

This item also includes the participating loan granted by the State to the concession holder company Autopista del Sol for the construction of the Estepona-Guadiaro section of the toll road, amounting to 81 million euro, which will fall due in January 2054, the final year of the concession. In return for this loan, the State will receive a percentage of the concession holder company's toll revenues when traffic exceeds certain levels. The sum of 13 million euro relating to Eurolink Motorway Operation (M4-M6) Ltd is also included in this item.

19. Trade and other payables

Set out below is an analysis of the remaining short-term non-financial debts:

	Million euro		
ITEM	**Balance 31/12/07**	**Balance 31/12/06**	**Change**
Trade payables	92	130	-38
Current deferred tax liabilities	33	64	-31
Other non-trade payables	188	89	99
Total	**313**	**283**	**30**

The item "Other payables" includes balances payable to public authorities other than income tax payable, showing a balance of 42 million euro (30 million euro in 2006). This item also includes balances with Ferrovial Group companies. The main change in 2007 is due to the increase in items relating to the concessions under construction Eurolink Motorway Operation (M3) Ltd and SH 130 Concession Co., in addition to a balance of 55 million euro pertaining to the toll road Autopista R4 Madrid-Sur payable to Ferrovial Agromán.

The fair value of trade payables is not significantly different from their carrying amount.

20. Tax matters

A. Consolidated tax group

Cintra, S.A. has filed consolidated tax returns since 2002. The following companies form the consolidated tax group in 2007, together with Cintra S.A. (parent): Autopista de Toronto, S.L., Autema S.A., Ausol, S.A, Laertida, S.L., Cintra Autopistas Integradas, S.A., Cintra Aparcamientos, S.A., Dornier, S.A., Femet, S.A., Balsol 2001, S.A. and Autopista Alcalá O´Donnell, S.A. The following companies also file consolidated returns, forming different tax groups: Inversora de Autopistas del Sur, S.L. (parent) and Autopista Madrid Sur, S.A. (subsidiary); and Inversora de Autopistas de Levante, S.L. (parent) and Autopista Madrid Levante, S.A. (subsidiary).

B. Years open to inspection

On 14 January 2008, Cintra, S.A., as the parent of the tax group, received notice of the start of an inspection of corporate income tax for the period 2003-2005.

Several companies of the Cintra Group are also undergoing general tax inspections of value added tax (2003-2005) and personal income tax (2003-2005).

As a result of actions that may be undertaken by the tax authorities in connection with the years open to inspection, contingent tax liabilities could arise that cannot be objectively quantified. Nonetheless, the parent company's directors consider that any liabilities arising in this connection will not be material.

C. Reconciliation of reported and taxable income

Set out below is the reconciliation of reported income and the income tax base:

	Million euro					
	2007			2006		
	Increase	Decrease	TOTAL	Increase	Decrease	TOTAL
Reported consolidated profit for the year before taxes			**-143**			**101**
Permanent differences:						
From individual companies (Spain)	17	-1	**16**	55	-8	**47**
From individual companies (abroad)	10	-6	**3**	8	-3	**5**
From net consolidation adjustments			**-68**			**50**
Temporary differences:						
Arising during the year	624	-307	**317**	206	-144	**62**
Arising in prior years	96	-226	**-130**	146	-63	**83**
Offset of tax-loss carryforwards			**-65**			**-38**
Taxable income			**-69**			**309**

D. Tax rates

Income tax expense is calculated at the tax rates in force in each country: Spain 32.5%, Portugal 27.5%, Canada 36.12%, United States 40%, Chile 17%, Poland 19%, Italy 37.25% and Ireland 12.5%. In accordance with International Financial Reporting Standards and standard practices in Spain, tax on repatriated profits generated abroad is also recognised, to the extent that there are plans to repatriate profits within a reasonable period of time.

In 2006 and 2007 the Cintra Group recognised income tax expense of 24 million euro and a tax credit of 146 million euro, respectively, entailing a tax rate of 24.08% in 2006 and a tax credit of 101.74% in 2007.

In 2007 the Cintra Group recognised in income tax expense a tax credit of 67 million euro relating to a change in deferred tax estimates at December 2007.

If the effect on the total tax credit (146 million euro) of the tax credit relating to the change in estimates (67 million euro) is removed, the income tax credit for 2007 amounts to 79 million euro, representing an effective rate of 54.87%.

For clarity, the following table shows the main items that make the tax rate for the year lower than the general income tax rate, for each country. The United States and Chile are shown separately in view of the significance of the Group's activities in these countries:

	Million euro					
	2007					2006
	Spain	USA	Other countries	Chile	Total	Total
Country tax rate [a]	32.50%	40.25%	32.42%	17%		
Profit/loss before taxes	**7**	**-113**	**53**	**-91**	**-143**	**101**
Tax calculated at the country tax rate	2	-46	17	-15	-41	35
Consolidation adjustments	1	-23	0	0	-22	18
Permanent differences	0	2	0	-1	1	4
Tax credits [b]	0	0	-14	0	-14	-73
Other	-2	0	0	0	-2	8
Tax expense/(tax credit)	**2**	**-67**	**3**	**-16**	**-79**	**-8**
Effective rate	**23.00%**	**58.94%**	**4.80%**	**17.77%**	**54.87%**	**-7.95%**
Change in estimates of deferred taxes	-41			-26	-67	0
Regularisation of prior-year tax	-16	5	-3	14	0	32
Tax expense (tax credit)	**-55**	**-62**	**-1**	**-28**	**-146**	**24**

[a] For USA and Other countries, the weighted average tax rate has been used, this being the aggregate tax rate applied in each country, or state in the case of USA, in proportion to the result before tax generated in each case.
[b] In 2007, this relates to the application of the tax-loss carryforwards generated by 407 International Inc that were not previously recognised because this company has a policy of recognising deferred tax assets up to the amount of its deferred tax liabilities.

E. Movements in deferred taxes

Movements in deferred tax assets and liabilities in 2006 and 2007 are set out below:

	Million euro	
2007	**Assets**	**Liabilities**
Balance 31.12.06	**421**	**192**
Additions to consolidation scope and other	-38	-79
Originated in the year	203	100
Recovered	-73	-31
Impact of updated tax rate on results	-2	0
Impact on equity	115	-20
Balance 31.12.07	**626**	**161**

	Million euro	
2006	**Assets**	**Liabilities**
Balance 31.12.05	**394**	**142**
Additions to consolidation scope and other	11	32
Originated in the year	72	51
Recovered	-22	-51
Impact of updated tax rate on results	-22	-1
Impact on equity	-11	21
Balance 31.12.06	**421**	**192**

Set out below is an analysis of the main deferred tax assets and liabilities recognised by the Group showing movements during 2007:

	Million euro					
	Balance 01/01/07	**Transfers and other**	**Charged / credited income st.**	**Update of tax rate**	**Charged / credited equity**	**Balance 31/12/07**
Deferred tax liabilities						
Derivatives	32	-16	44	0	-20	40
Gains eliminated	26	-26	0	0	0	0
Consolidation eliminations	84	-84	0	0	0	0
Depreciation	0	30	3	0	0	34
Difference in accounting and tax accrual	0	-2	3	0	0	1
Capitalised financial expenses	0	37	1	0	0	38
Other	49	-18	18	0	0	49
Total	**192**	**-79**	**69**	**0**	**-20**	**161**
Deferred tax assets						
Depreciation, concessions	84	-31	-1	0	0	52
Capitalised financial expenses	111	-96	1	0	0	15
Derivatives	34	-6	27	0	90	145
Tax credits [c]	78	37	63	-1	0	177
Difference in accounting and tax accrual	0	2	6	0	0	8
Provisions and other	115	57	33	-1	25	229
Total	**421**	**-38**	**129**	**-2**	**115**	**626**

[c] The balance in tax credits is expressed net of the deferred tax liabilities from which they originated.

During 2007, the Cintra Group restructured its deferred taxes in order to present them by nature, increasing the number of

natures presented. The effect of this more detailed approach is included in the column "Transfers and other".

At 31 December 2007, the Cintra Group companies recognise tax-loss carryforwards totalling 2,156 million euro, entailing a tax credit of 445 million euro, calculated at the tax rate applicable in each country. The deferred tax asset recognised in respect of tax losses totals 177 million euro.

Tax-loss carryforwards and tax credits recognised at the tax rate applicable in each country at 31 December 2007 are analysed below:

	Million euro		
Country	**Tax losses**	**Available until**	**Tax credit**
Chile	1,247	No lapsing date	198
Canada	270	2010-2026	12
Spain	186	2016-2022	55
United States	435	2025-2026	178
Ireland	17	No lapsing date	2
Total	**2,156**		**445**

Additionally, the Group records tax deductions for investments and other items pending application at 31 December 2007 for a total of 182 million euro (125 million euro in 2006).

21. Contingent liabilities, contingent assets and commitments

21.1 Contingent liabilities

Litigation

Risk of an increase in the cost of expropriations.

During 2007, the Madrid High Court sent notice of rulings relating to the valuation of land in toll road expropriations in the Madrid region.

In general, with respect to the land expropriated to build the radial toll roads, the rulings state that the land must be valued based on its classification and, therefore, that non-building land must be valued as such rather than under the general system. However, the rulings significantly raise the value of non-building land initially envisaged by including, on occasions, other elements such as expectations and indemnities for the infringement of rights. Moreover, as regards the land expropriated to execute the Madrid ring roads (M-45 and M-50), the rulings from the Madrid High Court state that the land expropriated forms part of a general system and must therefore be valued as building land, irrespective of the specific classification of that land. The value of the non-building land, in particular, is therefore considerably higher than initially envisaged.

Although these rulings mark a trend, it is as yet difficult to assess their impact, particularly as many of the rulings have been appealed to the Supreme Court.

In any event, and if this trend is confirmed, the Company considers that its concession holder companies will reasonably be entitled to receive indemnities to restore the financial balance of the concession.

Other Cintra Group companies are also the defendants in a number of lawsuits. The effect of the matters described above on the accompanying financial statements should not be material.

Bank guarantees

At 31 December 2007, the companies recognise bank guarantees totalling 627 million euro (491 million euro in 2006) relating mainly to bids tendered, fee payments and other obligations. The increase in 2007 relates mainly to Nea Odos, S.A. and to the SH 130 project.

Other contingent liabilities

Cintra has furnished guarantees as parent company in connection with the following projects:

- **Talca-Chillán.-** Guarantees limited to the increase in operating and maintenance costs in the event of departures from costs estimated.
- **Santiago Talca.-** Guarantee covering the completion of outstanding construction work in the event that the execution period extends beyond 31 December 2011.
- **Norte Litoral.-** Guarantee limited to the excess cost of expropriations during the expropriation period.
- **R4 Madrid Sur.-** Guarantee limited to 49 million euro for all items during the term of the debt, covering debt servicing, refinancing, reduction in ratios and penalties.
- **OLR (Madrid Levante).-** Guarantee limited to 4 million euro for debt servicing during the term of the debt.
- **Azores.-** Guarantee limited to 10 million euro to 2017 as required by Article 35 of Portuguese Companies Act.

21.2 Commitments to purchase non-current assets and investments in associates and joint ventures

Commitments to invest in construction work contracted at the balance sheet date but not recognised in the consolidated financial statements amounts to 1,806 million euro, the most significant amounts relating to the following projects: SH-130 Concession Company (635 million euro), Nea Odos (400 million euro), Eurolink Motorway M3 (265 million euro) and Euroscut Azores (247 million euro). Commitments relating to car parks total 80 million euro.

Commitments to invest in construction work will be financed by means of loans granted to each concession holder company. In the case of the concession holder SH-130, financing is in an advanced phase prior to completion.

21.3 Operating and finance lease commitments

The expense recognised in the income statement during 2007 in respect of operating leases totals 9 million euro (8 million euro in 2006).

Future total minimum payments on non-cancellable operating leases are shown below:

	Million euro	
	2007	2006
Less than 1 year	3	3
Between 1 and 5 years	1	1
More than 5 years	1	1
	5	**5**

21.4 Environmental commitments

Any operation designed mainly to prevent, reduce or repair damage to the environment is treated as an environmental activity.

Investments in environmental activities are measured at acquisition cost and capitalised when incurred as an increase in the cost of non-current assets, applying the methods described in Note 2 on accounting policies.

Costs incurred to protect and improve the environment are taken to the income statement when incurred, irrespective of when the related monetary or financial flows take place.

Provisions for probable or certain environmental liabilities, litigation in progress and indemnities or other outstanding obligations not covered by insurance policies are recorded when the liability or obligation arises.

Environmental assets

Recognised environmental assets relate to the investment made in the toll road activities, the purpose being to analyse environmental impact and protect the environment. The amount capitalised relates mainly to the investment made by Autopista del Sol, C.E.S.A. in landscape recovery, sound impact studies and other general activities. Throughout the construction of the Malaga-Estepona and Estepona-Guadiaro stretches, the Company included in non-current assets the cost of all the measures implemented to protect the environment. All these amounts are recognised as an increase in the toll road investment and total 31 million euro.

The Company recognises property, plant and equipment consisting of machinery and vehicles used in activities designed to protect and improve the environment. This work is performed by the company's own employees and by external specialists. The rest of the costs incurred during the year to protect and improve the environment are insignificant.

The company Eurolink Motorway Operation (M4-M6) Ltd also recognises environmental assets amounting to 15 million euro.

Other environmental protection costs incurred in 2007 total 1 million euro.

Environmental provisions

In the infrastructures segment, no provisions have been recorded for environmental liabilities and charges and there are no long-term environmental obligations as the directors consider that there are no risks in this respect.

21.5 Financing of investment commitments

Non-current asset investment commitments are financed by means of debt, capital and, in some cases, contributions from the State. As indicated in Note 3.6 on equity management, each project has a leverage level linked to operating variables or estimated future flows. Project debt structures are analysed in Note 17 on net cash.

22. Operating revenue

Set out below is an analysis of the Group's operating revenue:

	Million euro	
	2007	2006
Sales	1,025	885
Sales	1,010	875
Other revenue	15	10
Other operating revenue	1	10
Total operating revenue	**1,026**	**895**

Increases in concessions are due basically to toll traffic growth, the addition of ITR Concession Co and Autopista Chillán Collipulli, which became operational in July and November 2006, respectively, and Autopista Madrid Levante in July 2006.

The increase in car parks is due mainly to the growth in the number of spaces managed.

23. Staff expenses

Staff expenses are analysed below:

	Million euro	
	2007	2006
Wages and salaries	100	93
Social security	17	16
Stock option-based payments	0	0
Other welfare expenses	2	1
TOTAL	**119**	**110**

The average number of employees is shown below by professional category, distinguishing between male and female employees:

	2007			2006			CHANGE
	Male	Female	Total	Male	Female	Total	
Board directors	8	0	8	9	0	9	-11.11%
Senior managers	10	1	11	9	1	10	10.00%
Managers	64	20	84	98	20	118	-28.81%
University graduates	302	128	430	271	87	358	20.11%
Administrative staff	296	512	808	234	515	749	7.88%
Workers and technicians	1,599	1,170	2,769	1,562	1,211	2,773	-0.14%
Total	**2,279**	**1,831**	**4,110**	**2,183**	**1,834**	**4,017**	**2.32%**

24. Financial results

The following table contains a breakdown of movements in financial income and expenses:

	Million euro		
	2007	**2006**	**Change**
Interest income on financial assets	48	52	-4
Interest expense on financial liabilities	-688	-517	-171
Fair value losses on financial assets	-15		-15
Fair value gains on derivative financial instruments	3	1	2
Fair value losses on derivative financial instruments		-3	3
Other	-1	-1	
Total financial results of infrastructure projects	**-653**	**-468**	**-185**
Interest income on financial assets	11	6	5
Interest expense on financial liabilities	-3	-6	3
Fair value gains on derivative financial instruments		1	-1
Fair value losses on derivative financial instruments	1	-1	2
Exchange differences	-3		-3
Late-payment interest and other costs charged to customer	-1		-1
Other	-2	-1	-1
Total financial results of other companies	**3**	**-1**	**4**
Financial results	**-650**	**-469**	**-181**

The following table contains a breakdown by project of the financial results of infrastructure projects. The table indicates the portion of the financial result that is capitalised as an increase in the value of non-current assets of projects under construction:

	Million euro					
	2007			2006		
Financial results of infrastructure projects	**Cost capitalised during construction**	**Financial result taken to income statement**	**Financial result accrued**	**Cost capitalised during construction**	**Financial result taken to income statement**	**Financial result accrued**
407 International Inc.		-189	-189		-160	-160
Autopista del Sol		-34	-34		-22	-22
Autopista Terrasa-Manresa		-12	-12		-11	-11
Autopista Trados M-45		-3	-3		-3	-3
Autopista R-4 Madrid Sur		-33	-33		-31	-31
Autopista Madrid Levante		-25	-25	-10	-16	-26
Autopista Collipulli Temuco		-28	-28		-19	-19
Autopista Talca Chillán		-20	-20		-10	-10
Autopista Santiago Talca	-7	-64	-71	-4	-42	-46
Autopista Temuco Río Bueno		-18	-18		-12	-12
Autopista Chillán Collipulli		-33	-33		-2	-2
Eurolink Motorway (M4-M6) Ltd		-10	-10		-10	-10
Eurolink Motorway (M3) Ltd	-7	0	-7			
Financinfrastructures Ltda		2	2			
Euroscut Algarve		-15	-15		-16	-16
Euroscut Norte Litoral		-14	-14	-12	-12	-24
Euroscut Azores	-8	0	-8			
Algarve Internacional BV		1	1		1	1
Skyway Concession Co	-1	-66	-67		-55	-55
SCC Holding		-8	-8		-9	-9
ITR Concession Company	-2	-86	-88		-39	-39
SH-130 Concession Company		2	2			
Total	**-25**	**-653**	**-678**	**-26**	**-468**	**-494**

25. Other profit and loss

Events during 2007

- This item includes currency transaction differences arising in 2007 on the capital reimbursed by 407 International Inc and the US companies Skyway Concession Co and Indiana Toll Road, generating a loss of 3 million euro.

Events during 2006

- On 29 July, Cintra, S.A. reached an agreement with the Isolux Group in connection with the public offering made by that Group for the entire capital of Europistas, irrevocably undertaking to accept the offer (5.13 euros per share). On 14 November, the two companies decided to terminate the written agreement. As a result, Cintra, S.A. accepted the bid led by Sacyr at a price of 9.15 euros per share, entailing the payment of compensation of 131.3 million euro to the Isolux Group. The sale of all the shares in Europistas C.E.S.A. (32.48%) generated a consolidated profit of 200 million euro.

- The divestment by Eguisa in the Montalbán (Madrid) and Kursaal (San Sebastián) car parks generated a gain of 7 million euro.

- Currency translation differences on the reimbursement of equity of the Chilean toll roads Talca Chillán and Temuco Río Bueno resulted in a loss of 9 million euro.

26. Earnings per share

A. Basic earnings/loss per share

Basic earnings/loss per share are calculated by dividing the net result for the year attributed to the Group by the weighted average number of outstanding shares for the year, excluding the average number of treasury shares held during the year. The Group has not recognised any result from discontinued operations. Set out below is the calculation of basic earnings per share.

Basic earnings per shares attributed to the parent company:

	2007	2006
Net income attributed to the parent company (million euro)	**-26**	**156**
Weighted average number of outstanding shares (million shares)	519	494
Less average number of treasury shares (million shares)	0	0
Average number of shares to determine basic earnings per share	**519**	**494**
Basic earnings/loss per share (euro)	**-0.05**	**0.32**

B. Diluted earnings/loss per share

Diluted earnings/loss per share are calculated by adjusting the weighted average number of outstanding ordinary shares to reflect the conversion of all potentially dilutive ordinary shares. For such purposes, conversion is deemed to take place at the start of the period or when the potentially dilutive ordinary shares are issued, where they have become outstanding during the period in question.

At 31 December 2007 and 2006, the only potentially dilutive effect relates to the Group's share-based or stock option plans addressed in Note 29. This will not entail any capital increase due to the operational aspects of these systems described in Note 29 and therefore no dilutive effects are expected when the relevant rights are exercised by employees.

27. Cash Flow

In order to provide a more appropriate explanation of cash generated, the Group distinguishes the flows generated by each of its businesses. The concession holder companies are treated as financial investments and equity investments in those companies are therefore included in cash flows from investing activities, while returns from those investments (dividends and other revenues) and flows obtained by the concession holder companies (including activity and financing flows derived from those companies' operations) are included in cash flows from operating activities.

The cash flow statement that forms part of these financial statements has been prepared in accordance with IAS 7.

The cash flow statement explains the overall change in the consolidated Group's cash situation, including all the activities of the Group companies and concession companies.

Consequently, cash flows from operating activities relate to all the operating activities, including those of concession companies (basically tolls collected less operating costs), and cash flows from investing activities include all investments in property, plant, equipment and intangible assets, including investments in concession assets by concession companies.

This notwithstanding, in order to provide a more appropriate explanation of the cash resources generated by the Group, a distinction is made (as in prior years) between:

- Flows generated by the Group's businesses, where concession companies are treated as financial investments and therefore the relevant shareholdings are included in cash flows from investing activities and the returns obtained from those investments (dividends and other income) are included in cash flows from operating activities.
- Cash flows obtained by the concession companies, including activity and financing flows derived from those companies' operations.

As may be observed in the accompanying tables, the sum of the two segments is the Group's overall cash flow, after eliminating, through the adjustments column, the dividends received from concession companies, which are consolidated using the full and proportionate methods (182 million euro in 2007 and 144 million euro in 2006), and the investments made in their capital (139 million euro in 2007 and 398 million euro in 2006).

Cash flows from operating activities are calculated using gross operating results, in order to provide a more accurate analysis of changes, and explanations of the differences between the gross operating results and cash flows from operating activities are also provided.

2007

	2007 (million euro)			
	Cash flows excluding infrastructure projects	Cash flows from infrastructure projects	Eliminations	Consolidated cash flow
EBITDA	29	665	0	694
Dividends received	182	0	-182	0
Income tax payment	27	-43	0	-16
Change in receivables, payables and other	31	74	0	105
Cash flows from operating activities	**269**	**696**	**-182**	**783**
Investment in property, plant and equipment and intangible assets	-47	0	0	-47
Investment in infrastructure projects	0	-571	0	-571
Non-current financial assets	-181	0	139	-42
Disposals	0	0	0	0
Cash flows from investing activities	**-228**	**-571**	**139**	**-660**
Cash flows before financing activities	**41**	**125**	**-43**	**123**
Proceeds from capital and minority interest	0	171	-139	32
Payment of dividends to parent company	-50	0	0	-50
Payment of minority interest dividends to associates	0	-236	182	-54
Cash flows from shareholders and minority interest	**-50**	**-65**	**43**	**-72**
Interest paid and received	0	-442	0	-442
Increase in bank borrowings	0	1,619	0	1,619
Decrease in bank borrowings	-37	-1,286	0	-1,323
Cash flows from financing activities	**-87**	**-174**	**43**	**-218**
Change in cash and cash equivalents	**-46**	**-49**	**0**	**-95**
Opening cash and cash equivalents	262	547	0	809
Closing cash and cash equivalents	216	488	0	704
Impact of exchange rate on cash and cash equivalents	0	10	0	10

2006

	2006 (million euro)			
	Cash flows excluding infrastructure projects	Cash flows from infrastructure projects	Eliminations	Consolidated cash flow
EBITDA	37	556	0	593
Dividends received	149	0	-144	5
Income tax payment	18	-45	0	-27
Change in receivables, payables and other	35	-4	0	31
Cash flows from operating activities	**239**	**507**	**-144**	**602**
Investment in property, plant and equipment and intangible assets	-48	0	0	-48
Investments in concession assets	0	-2,025	0	-2,025
Non-current financial assets	-427	0	398	-29
Disposals	250	0	0	250
Cash flows from investing activities	**-225**	**-2,025**	**398**	**-1,852**
Cash flows before financing activities	**14**	**-1,518**	**254**	**-1,250**
Proceeds from capital and minority interest	0	428	-398	30
Payment of dividends to parent company	-38	0	0	-38
Payment of minority interest dividends to associates	0	-222	144	-78
Cash flows from shareholders and minority interest	**-38**	**206**	**-254**	**-86**
Interest paid	0	-356	0	-356
Increase in bank borrowings	0	1,892	0	1,892
Decrease in bank borrowings	-37	0	0	-37
Cash flows from financing activities	**-75**	**1,742**	**-254**	**1,413**
Change in cash and cash equivalents	**-61**	**224**	**0**	**163**
Opening cash and cash equivalents	323	348	0	671
Closing cash and cash equivalents	262	547	0	809
Impact of exchange rate on cash and cash equivalents	0	25	0	25

Set out below is an analysis of adjustments made to results for the year to arrive at EBITDA:

	Million euro	
	2007	2006
Net income attributed to the parent company	**-26**	**156**
Minority interest	28	-79
Depreciation and amortisation/Provisions	185	233
Results of equity-consolidated companies	-1	-7
Result from financing	650	469
Income tax	-145	24
Other profit and loss	3	-202
EBITDA	**694**	**593**

Cash flow (concession holder companies as financial investments)

Cash flows for 2007 have been significantly affected by the investments made in new toll roads under construction: SH-130 Concession Company (52 million euro), Eurolink (M3) Ireland (34 million euro) and Autopista Nea O2 (19 million euro).

However, despite the significant volume of investments, the Group's cash flows from activities have not been significantly affected due to the considerable cash flows from operating activities generated by the company.

Cash flows from operating activities

Cash flows from operating activities (269 million euro) include the amount of 182 million euro in dividends and equity reimbursed from the toll road concession companies, a breakdown of which is set out in the accompanying table. The remaining flows relate mainly to the car park business (approximately 52 million euro), net of tax collections and other collections and payments pertaining to the Division's parent companies.

Breakdown of dividends collected from infrastructure projects (million euro)	2007	2006
Europistas	0	4
407 International Inc.	44	4
Autopista Terrasa-Manresa	13	11
Autopista del Sol	19	37
Aparcamientos	1	1
Autopista Trados M-45	2	3
Euroscut Algarve	3	3
Autopista Temuco Río Bueno	2	10
Autopista Santiago Talca	67	0
Autopista Talca Chillán	2	0
Autopista Chillán Collipulli	8	0
Total dividends	**161**	**73**
Autopista Talca Chillán	0	7
Autopista Temuco Río Bueno	0	26
407 International Inc.	0	43
Autopista Trados M-45	1	0
Chicago Skyway	9	0
Indiana Toll Road	11	0
Total capital reimbursements	**21**	**76**
TOTAL	**182**	**149**

At this point, and as reflected in the above table, cash flows from operating activities include both dividends received and capital reimbursed, which is treated as investment income because it is not generated by the sale of any share of the relevant business.

Cash flows from investing activities

The following table contains a breakdown of outlays arising from investments made:

Cash flows from investing activities of infrastructure projects (million euro)	2007	2006
Autopista R-4 Madrid-Sur	34	27
Eurolink Motorway (M4-M6)	0	28
Eurolink Motorway (M3)	34	0
SH-130 Concession Company	52	0
Indiana Toll Road	0	303
Autopista Madrid-Levante	3	22
Autopista Talca Chillán	0	3
Autopista Chillán Collipulli	8	0
M-203 Alcalá-O'Donnell	21	40
Nea Odos Concession	18	2
Central Greece	2	0
Autoestrade Lombardía	0	2
Euroscut Azores	15	0
Car parks	47	46
Other	-6	2
TOTAL	**228**	**475**

The Group's most significant outlays during the year relate to the capital increases in SH-130 Concession Company (52 million euro), Eurolink Motorway M3 (34 million euro) and Autopista Nea Odos (18 million euro). The second payment was also made on the purchase of an additional 10% shareholding in the R-4 Madrid-Sur toll road.

In addition to the above-mentioned investments in concession companies, the above table shows investments in non-current assets relating to the car park activity.

Cash flows from shareholders and minority interest

Payments made to the shareholders of the Cintra Group, amounting to –50 million euro in 2006, are carried as dividend flows.

Cash flows from external financing activities

External financing is addressed in Note 17.

Cash flows from infrastructure projects

When preparing cash flow information for the concession holder companies, only the companies consolidated using the full or proportionate methods have been considered, by including 100% of fully-consolidated company flows and the proportional part of the flows of companies consolidated using the proportionate method, as reflected in the balance sheet.

Set out below is a breakdown of the main items that explain the companies' net cash position:

Million euro	2007	2006
EBITDA	665	556
Dividends received	0	0
Income tax payment	-43	-45
Change in receivables, payables and other	74	-4
Cash flows from operating activities	**696**	**507**
Investment in property, plant and equipment and intangible assets		
Investment in infrastructure projects	-571	-2,025
Non-current financial assets		
Divestment		
Cash flows from investing activities	**-571**	**-2,025**
Cash flows before financing activities	**125**	**-1,518**
Proceeds from capital and minority interest	171	428
Payment of dividends to parent company	0	0
Payment of minority interest dividends to associates	-236	-222
Other movements in equity		
Cash flows from shareholders and minority interest	**-65**	**206**
Interest paid	-442	-356
Increase in bank borrowings	1.619	1,892
Decrease in bank borrowings	-1.286	0
Interest received	0	0
Cash flows from financing activities	**-174**	**1,742**
Change in cash and cash equivalents	**-49**	**224**
Opening cash and cash equivalents	547	348
Closing cash and cash equivalents	517	547
Impact of exchange rate on cash and cash equivalents	10	25

Cash flows from operating activities of the concession holder companies relate basically to cash inflows of operational projects, although they also include VAT refunds and payments of projects under construction. These companies' cash flows from operating activities may be explained on the

basis of EBITDA by adding the effect of working capital, as shown below:

CASH FLOW STATEMENT OF CONCESSION HOLDER COMPANIES	Million euro	
	2007	2006
Operating results of concession holder companies	**498**	**342**
Depreciation and amortisation/Provisions	167	214
EBITDA	**665**	**556**
Income tax payment	-43	-45
Change in working capital	74	-3
Cash flows from operating activities	**696**	**508**

Cash flows from investments in property, plant and equipment include payments made to increase PPE, relating mainly to the concession holder companies in the construction phase in 2007, such as Eurolink Motorway (M-3) (234 million euro), Euroscut Azores (74 million euro) and SH-130 Concession Company (72 million euro).

Cash flows from shareholders and minority interest relate to dividends paid and equity reimbursed by the concession companies to their shareholders, as well as amounts received by these companies for capital increases. In the case of fully-consolidated concession companies, the figures relate to 100% of the amounts paid and received by the concession companies, irrespective of the Group's interest in each company. No dividend or equity reimbursement is included in relation to equity-consolidated companies.

Set out below is a breakdown of capital contributions received by the toll road companies:

Capital contributions to infrastructure projects	Million euro	
	2007	2006
M-203 Alcalá-O'Donnell	20	40
Autopista Madrid-Levante	6	40
Indiana Toll Road	0	303
SH-130 Concession Company	76	0
Autopista Nea Odos	18	0
Eurolink Motorway (M4-M6)	0	43
Eurolink Motorway (M3)	34	0
Autopista R-4 Madrid-Sur	11	0
Autoestrade Lombardía	0	2
Euroscut Azores	6	0
TOTAL	**171**	**428**

A breakdown of dividends paid by the toll road companies is set out below:

Breakdown of dividends paid by infrastructure projects	Million euro	
	2007	2006
407 International Inc	83	94
Autopista Terrasa-Manresa	17	15
Autopista del Sol	23	47
Autopista Trados M-45	3	3
Autopista Temuco Río Bueno	4	49
Autopista Talca Chillán	3	10
Autopista Santiago Talca	67	0
Autopista Chillán Collipulli	8	0
Euroscut Algarve	3	4
Chicago Skyway	15	0
Indiana Toll Road	10	0
TOTAL	**236**	**222**

External financing is addressed in Note 17.

The impact on the net cash position of foreign exchange fluctuations in 2007, when the financial statements of companies denominated in different currencies were translated to euros, is also included. This relates basically to the Canadian company 407 ETR International Inc, the US companies Chicago Skyway and Indiana Toll Road, and the Chilean concession companies. The overall impact of foreign exchange fluctuations is reduction in debts and therefore an improvement in the concession companies' net cash position in the amount of 93 million euro.

Finally, cash flows from financing activities relate to interest paid by the concession companies, plus other commissions and costs closely related to the obtainment of financing. These flows consist of interest expense for the period and other items that directly affect net debt for the period. This amount does not match the financing results reflected in the income statement, mainly due to differences between the accrual and payment of interest by the toll road companies 407 ETR, Chicago Skyway and Indiana Toll Road.

28. Directors' remuneration

In accordance with the criteria of the Board of Directors' Regulations, set out below is information on corporate regulations governing directors' remuneration, the items included in the remuneration and, where required, breakdowns of remuneration paid to the individual members of the Board of Directors.

a) Clauses in the Articles of Association relating to remuneration.

Article 36 of the Articles of Association relating to directors' remuneration stipulates the following:

1. "The directors, in their capacity as members of the Board of Directors, shall receive remuneration from the Company consisting of a fixed annual sum. The amounts that may be paid by the Company as directors' remuneration shall be established by the General Meeting. The Board of Directors shall be responsible for specifying the exact amounts payable, subject to the aforementioned limit, the conditions that must be fulfilled to obtain the remuneration and the allocation of the remuneration to each director.

2. Additionally, the directors that perform executive functions in the Company shall receive remuneration comprising: (a) a fixed portion, based on the services and responsibilities assumed; (b) a variable portion, correlated to an indicator of the performance of the director or the Company; (c) a welfare-related portion; and (d) a severance indemnity in the event of dismissal not due to an infringement attributable to the director.
   The amount pertaining to the fixed portion, the indicators or calculation method for the variable portion, the cost of welfare benefits and the reference parameters for quantifying the severance indemnity shall be determined by the General Meeting.

   Subject to the limits imposed by the General Meeting, the Board of Directors may determine individual remuneration packages for each director and define other conditions to be fulfilled in order to obtain the remuneration. The executive directors in question shall not attend or participate in deliberations during the relevant Board meeting. The Board shall ensure that the remuneration is in line with market conditions and takes into account the level of responsibility and commitment required in the role performed by each director.

3. The directors may also be remunerated in the form of shares in the Company or in another listed Group company, as well as in the form of options on or instruments linked to the price of those shares. In the case of shares in the Company, this remuneration shall be agreed by the General Meeting. The resolution in question shall state the number of shares to be handed over, if applicable, the strike price of the share options, the value of the reference shares and the duration of this form of remuneration.

4. The Company is authorised to contract a third-party liability insurance policy covering its directors.

5. The remuneration paid to external directors and executive directors (in the latter case, the portion pertaining to their directorship, excluding their executive functions) shall be disclosed in the notes to the accounts for each individual director. The portion of the remuneration paid to the executive directors pertaining to their executive functions shall be disclosed as a total amount accompanied by an itemised breakdown."

b) Resolutions of the General Meeting and the Board of Directors in connection with directors' remuneration.

The Extraordinary General Shareholders' Meeting of CINTRA held on 4 October 2004 adopted the following resolution, in accordance with Article 36 of the Articles of Association:

1. "Establish the maximum aggregate amount of remuneration payable annually by the Company to all of its directors, in accordance with Article 36.1 of the revised Articles of Association, at 1,000,000 euros.

2. In conformity with Article 36.2 of the revised Articles of Association, the maximum annual remuneration of each of the Company's executive directors shall be determined as follows:

   i. Fixed portion.

   The total gross amount payable for this item shall not exceed 500,000 euros per annum. Unless modified by the General meeting, this amount shall rise annually in line with the Spanish consumer price index and/or any other market indicator for similar positions that may be prepared by a reputable independent human resources consultancy organisation.

ii. Variable portion.

This remuneration item is linked to the achievement of targets in terms of the parameters of the Company and/or the Group to which the executive belongs, such as:

a) Increase in net profits on the previous year.
b) Degree of fulfilment of the pre-tax profits budgeted for the year in question.
c) Compliance with cash flow budgets.
d) Evolution of structural costs.
e) Number and type of projects tendered, awarded or financed.

The variable portion shall accrue only once and shall not generate any vested rights. The annual maximum amount shall not in any event exceed twice the fixed portion for the year in question.

iii. Welfare-related portion.

The annual maximum cost of pension plans, insurance policies and/or other welfare benefits shall not exceed 3,000 euros. That amount shall increase annually in the manner stipulated in point (i) above.

iv. Severance indemnity.

The amount of the severance indemnity payable in the event of a dismissal not attributable to an infringement by the director, during the first eight years of service in the Company or Group, may not exceed three annual payments, i.e. three times the total fixed remuneration for the year in question plus three times and last variable remuneration accrued prior to dismissal. This limit shall increase to four annual payments as from the ninth year of service.

In accordance with the final paragraph of Article 36.2 of the Articles of Association, the Board of Directors is authorised to determine each executive director's exact remuneration subject to the limits stated in (i) to (iv) above, and to define any other conditions that must be fulfilled to obtain the remuneration.

3. The above-mentioned remuneration and, if applicable, any remuneration agreed by the General Meeting in accordance with Article 36.3 of the Articles of Association, are compatible with the stock option plans created by Grupo Ferrovial, S.A. for Company directors".

- On 15 November 2004, Cintra's Board of Directors approved the following resolution:

Establish remuneration of 60,000 euros per annum per director, applicable to each of the independent external directors and to the then executive director.

c) Directors' remuneration in 2007.

During 2007, Cintra's directors' remuneration comprised a number of items based on each director's category.

i. Independent external directors:

- Bonuses provided by the Articles of Association: These bonuses relate to the three independent directors holding office in 2007.

ii. Executive Directors:

- Bonuses provided by the Articles of Association: These bonuses related to the Second Executive Vice-Chairman to May 2007.

- Remuneration for the Executive Directors' executive functions includes the following items: fixed remuneration, variable remuneration, extraordinary bonus, remuneration for membership of other boards of directors of group companies or associates, life insurance premiums and other items.

iii. Controlling external directors:

No compensation of any kind has been paid in their capacity as Company directors.

Set out below is a detailed analysis of remuneration:

A. Bonuses provided by the Articles of Association: Individual remuneration received by the independent external directors and the Second Executive Vice-Chairman (to May 2007 in the latter case) is as follows:

- Mr José Fernando Sánchez-Junco Mans: 60 thousand euro.
- Mr Fernando Abril-Martorell Hernández: 60 thousand euro.
- Mr Jaime Bergel Sainz de Baranda: 60 thousand euro.
- Mr Juan Béjar Ochoa: 25 thousand euro.

B. Remuneration for the Executive Directors' executive functions: Executive Directors received an overall sum of 1,249 thousand euro, for their executive functions, comprising fixed and variable remuneration, life insurance premiums and other items (1,510 thousand euro in 2006).

d) Remuneration for senior managers reporting directly to the Chief Executive Officer.

Remuneration received by the Company's senior managers, excluding the Executive Board Directors, totalled 2,378 thousand euro in 2007, comprising the following items:

Thousand euro	2007	2006
Fixed remuneration	1,692	1,537
Variable remuneration	511	590
Membership of other Boards of Group companies or associates	150	126
Life insurance premiums	6	6
Other	19	235

The Company has granted loans to senior managers totalling 40 thousand euro.

e) Other information.

The employment contract between the Company and the Chief Executive Officer provides the right to receive the indemnities stipulated in Article 56 of the Labour Statute.

Additionally, in order to build loyalty and encourage permanence, senior managers are entitled to extraordinary deferred remuneration that will only be paid in one of the following circumstances:

- Senior manager agrees to leave at a certain age.
- Senior manager is dismissed unfairly or leaves the Company due to a decision by the latter, without cause for dismissal, prior to the date on which the senior manager reaches the agreed age, provided the amount in question exceeds the indemnity payable under the Labour Statute.
- Death or disability.

This incentive is covered by a savings insurance policy to which a total of 84 thousand euro was contributed in 2007.

29. Stock option plans

Cintra Concesiones de Infraestructuras de Transporte, S.A. currently has the following stock option plans:

Participants	Grant date	Number of options granted	Strike price (euro)
Managers and senior managers	October 2005 (1)	962,646	9.43
	July 2007 (2)	37,697	11.43
CEO	November 2006 (3)	64,495	11.06
CEO	July 2007 (4)	51.996	11.43
Managers and senior managers	November 2007 (5)	1,119,250	11.26

(1) Stock option plan for senior managers initially subject to approval by the General Meeting. Approved by the General Meeting on 28 March 2006.
(2) Increase in the number of options granted, in July 2007, subject to Plan limits and terms.
(3) Stock option plan approved by the Annual General Meeting on 27 March 2007.
(4) Stock option plan approved by the Annual General Meeting on 28 March 2006.
(5) Stock option plan for senior managers initially subject to approval by the General Meeting. Will be submitted to the 2008 Annual General Meeting for approval.

All the stock options may be exercised three years after the grant date, provided certain minimum returns are achieved. Following the three-year vesting period, the options may be exercised during the following three years, with the exception of the November 2007 plan, under which the options may be exercised during the following five years.

The strike price is calculated as the arithmetic mean of the weighed average price in the twenty stock market sessions prior to the grant date.

The above data have changed since the respective grant dates as a result of the fully-paid capital increases carried out by the Company in 2006 and 2007. These updates are merely automatic adjustments to maintain the relative percentages stipulated in the stock option plans approved, as necessary in order to protect the rights granted and in accordance with the relevant plan regulations.

Movements in the Company's stock option plans in 2007 and 2006 are set out below:

	Number of options	
	2007	2006
Opening number of options	**1,253,178**	**864,080**
Options granted	1,204,672	329,423
Waivers and other	(221,766)	59,675
Options exercised	-	-
Closing number of options	**2,236,084**	**1,253,178**

The main assumptions used to value the plans created in 2007 are as follows:

Assumptions used and option values	2007	2006
Valuation assumptions:		
Estimated exercise period	5 years	5 years
Leaving rate before and after exercise period	7%	7%
Risk-free rate	4.54%	3.60%
Dividend forecast	0.71%	0.74%

Cintra has contracted equity swaps to hedge any loss that may be incurred when the stock options are exercised. These hedges ensure that Cintra will collect an amount equal to the increase in the share price when the options are executed by the beneficiaries. The financial institution will pay cash amounts to Cintra in an amount equal to the yield on the share, in return for a payment from Cintra.

Certain Board directors (not the independent external directors) and managers participate in the following stock option plan of Grupo Ferrovial, S.A.:

Participants	Grant date	Number of options granted	Strike price (euro)
Managers and senior managers [1]	October 2005	90,240	63.54

[1] Stock option plan for senior managers initially subject to approval by the General Meeting. Approved by the General Meeting on 30 March 2006.

These plans have the same exercise periods and conditions as are indicated above in connection with the shares of Cintra, S.A. for the same period.

Movements in this plan in 2007 and 2006 are as follows:

	Number of options	
	2007	2006
Opening number of options	**95,080**	**93,640**
Options granted		1,440
Waivers and other	(3,640)	
Options exercised	(1,200)	
Closing number of options	**90,240**	**95,080**

The main assumptions used to value the plans created in 2007 are as follows:

Assumptions used and option values	2007	2006
Valuation assumptions:		
Estimated exercise period	5 years	5 years
Leaving rate before and after exercise period	7%	7%
Risk-free rate	4.73%	3.60%
Dividend forecast	1.93%	1.54%

As with the stock option plans of Cintra, S.A., Cintra contracted the same type of equity swaps described above in relation to the stock option plan of Grupo Ferrovial.

30. Information on transactions with related parties

Set out below is a description of the main contractual relations between the Company, its significant shareholder and its group of companies:

a) Framework agreement between Grupo Ferrovial, Ferrovial Agroman and Cintra

As a result of the flotation, Grupo Ferrovial, S.A., Ferrovial Agroman, S.A. and Cintra signed a Framework Agreement that came into force on 27 October 2004, the purpose being to regulate relations between Grupo Ferrovial and its subsidiaries, other than Cintra, (hereinafter Ferrovial) and Cintra and its subsidiaries (hereinafter Cintra), in connection with:

1.- Development of Transport Infrastructure Projects (toll roads and car parks):

The Framework Agreement regulates the commitments and obligations of Cintra and Ferrovial in relation to the toll road and car park transport infrastructure concessions.

The Framework Agreement excludes Projects in which the amount of the design and build work is equal to or lower than 3 million euro (an amount that increases with inflation, resulting in a figure of 3,297,236.90 euros for 2007, based on the 2006 inflation rate) or in which the successful bidder is required (by the bidding specifications or by law) to contract the work to a pre-established party other than Ferrovial and not controlled by Cintra.

The Framework Agreement provides a system of pre-emptive and exclusive rights between Cintra and Ferrovial, in tenders and related activities, in relation to the concession and operation of toll road and car park infrastructures.

Having regard to Project execution, the Agreement provides for the distribution of tasks. If Cintra and Ferrovial wish to participate in a Project, Cintra will coordinate, prepare and submit the bid and will take charge of all substantive aspects other than those related to construction; Ferrovial will be responsible for the technical and financial content and documentation relating to the construction work.

2.- The Framework Agreement will be applicable to specific contracts for services related to projects (cleaning, gardening, etc.) valued at over 3 million euro (an amount that increases with inflation, resulting in a figure of 3,297,236.90 euros for 2007 based on the 2006 inflation rate).

3.- Provision of inter-group services:

Among other issues, the above-mentioned Framework Agreement provided for the reciprocal provision of services between Grupo Ferrovial and its group of companies and Cintra and its group of companies. To this end, on 21 June 2005 Grupo Ferrovial and Cintra entered into a Master Corporate Services Agreement.

Grupo Ferrovial provides Grupo Cintra with services related to information systems, and management assistance and support; Grupo Cintra provides Grupo Ferrovial with assistance and support in the management of Grupo Ferrovial companies operating in the infrastructures area; both groups receive remuneration for the services rendered.

The services rendered by the two groups are mutually beneficial, assure adequate levels of quality and enhance the efficiency and effectiveness of their respective organisations. Additionally, in order to guarantee an adequate service at all times, as well as to ensure that the services received and/or rendered are advisable and justified, the Parties have agreed that the nature, scope, price and quality of the services must be reviewed annually.

The Related-Party Transactions Committee is responsible for supervising compliance with the Framework Agreement and, in general, for supervising transactions between Grupo Ferrovial and Cintra.

Set out below are details of the main transactions between Cintra and Grupo Ferrovial companies during 2007:

A) Provision of services between Grupo Ferrovial and Cintra: Services rendered under the Master Corporate Services Agreement dated 21 June 2005. In 2007, Grupo Ferrovial, S.A. and Cintra invoiced a total of 5,613 thousand euro and 1,341 thousand euro, respectively.

B) Contracts for construction work between Ferrovial Agroman and Cintra Group companies: In general, these are construction contracts between concession holders in which Cintra and Ferrovial Agroman or the UTE construction company (controlled by Ferrovial Agroman) hold interests, for design and build work during the relevant project. According to Cintra's records, the following amounts were billed during 2007:

1. Autopista del Sol Concesionaria Española de Autopistas, S.A.: 456 thousand euro.
2. Autopista Madrid Sur Sociedad Concesionaria, S.A. (Radial 4 road): 52,130 thousand euro.
3. Autopista Madrid Levante Sociedad Concesionaria, S.A. (Ocaña-La Roda): 9,524 thousand euro.
4. Euroscut Norte Litoral, Sociedade Concessionaria da Scut do Norte Litoral, S.A. (Portugal): 19,871 thousand euro.
5. Euroscut Açores, Sociedade Concessionaria da Scut dos Açores, S.A. (Portugal): 50,587 thousand euro.

6. Euroscut, Sociedade Concessionaria da Scut do Algarve, S.A. (Portugal): 5,456 thousand euro.
7. Eurolink Motorway Operations (M4-M6) Ltd (Ireland): 349 thousand euro.
8. Eurolink Motorway Operations (M3) Ltd (Ireland): 168,539 thousand euro.
9. Autopista ITR Concession Company LLC (USA): 31,353 thousand euro.
10. Autopista SH 130 Concession Company LLC (USA): 28,802 thousand euro.
11. Autopista del Maipo Sociedad Concesionaria, S.A. (Chile): 33,573 thousand euro.
12. Ruta de la Araucanía, S.A.: 5,397 thousand euro.
13. Ruta de los Rios, S.A.: 317 thousand euro.
14. Autopista Alcala-O'Donnell, S.A.: 16,796 thousand euro.
15. Car parks: construction of several underground car parks: 12,000 thousand euro.

C) Provision of cleaning and maintenance services: This relates to ordinary office cleaning and maintenance services provided by Ferrovial Group companies (Ferrovial Servicios) to Cintra Group companies, including the Company itself and toll road and car park concession companies. These services amounted to 1,406 thousand euro.

D) The dividend paid by the Company to Ferrovial Infraestructuras in April 2007, out of 2006 profits, totalled 31,028 thousand euro.

Furthermore, Cintra and companies of the Ferrovial Group or UTEs in which Ferrovial Group companies have an interest completed arm's length transactions with Banesto and MAXAMCorp, S.A.U (formerly Grupo Unión Española de Explosivos, S.A.) totalling 52,266 thousand euro and 1,160 thousand euro, respectively. This information is furnished under section two of Order EHA 3050/2004, as some of Cintra's directors sit on the Boards of Directors of the above-mentioned companies.

Finally, as regards transactions effected by the Company that are not eliminated on consolidation, services provided and billed by Cintra to Autopista Trados M-45, S.A. totalled 79 thousand euro and services rendered to Indiana Toll Road Concession Company LLC and to Nea Odos Concession, S.A. amounted to 169 thousand euro and 2,419 thousand euro, respectively.

At 31 December 2007 Cintra, S.A. recognises a balance payable to Grupo Ferrovial of 3.2 million euro.

31. Directors' shareholdings, offices or functions in companies engaged in a business similar to that of Cintra

In accordance with Article 127 ter.4 of the Spanish Companies Act, introduced under Law 26/2003 (17 July), whereby Stock Market Act 24/1988 (28 July) was amended, and with the revised Spanish Companies Act, the following information is disclosed to enhance the transparency of limited liability companies:

The information addresses shareholdings, offices and functions held or performed by Cintra's directors in companies engaged in activities that are the same as or similar or complementary to the Company's objects. Reference is also made to activities carried on by the directors for their own account or for the account of third parties that are the same as or similar or complementary to those of the Company.

- At 31 December 2007, the Company has been notified of the following shareholdings:

- Mr Rafael del Pino y Calvo-Sotelo: directly holds a 1.634% interest in Grupo Ferrovial, S.A. and also forms part of the family group that indirectly controls 58.316% of Grupo Ferrovial, S.A. through the company Portman Baela, S.L.

- Mr Joaquín Ayuso García holds a 0.012% interest in Grupo Ferrovial, S.A.

- Mr Nicolás Villen Jiménez has a 0.005% stake in Grupo Ferrovial S.A. and a 0.0013% stake in a company that operates in the infrastructures sector (Abertis Infraestructuras, S.A.)

- Mr José María Pérez Tremps holds a 0.005% interest in Grupo Ferrovial, S.A.

- Mr Fernando Abril-Martorell Hernández holds a 0.002% interest in an infrastructures sector company (Abertis Infraestructuras, S.A.).

- Mr José Fernando Sánchez-Junco Mans holds a 0.009% interest in Grupo Ferrovial, S.A.

As regards offices or functions, the Company has not been provided with any information, with the exception of details of the offices or functions held or performed in companies in which the Company (Group Cintra) or the business group of the Company's significant shareholder (Grupo Ferrovial) have direct or indirect interests, as follows:

- Mr Rafael del Pino y Calvo-Sotelo: Board Chairman and Executive Committee Chairman of Grupo Ferrovial, S.A.; Chairman of Ferrovial Infraestructuras, S.A. Having regards to persons related to the Chairman, as defined in Article 127 ter.5 of the Spanish Companies Act, the following offices should be noted: (i) Mr Leopoldo del Pino y Calvo-Sotelo: Chairman and General Manager of Autopista Madrid Levante Concesionaria Española, S.A., Inversora de Autopistas de Levante S.L., Autopista del Sol Concesionaria Española, S.A. and Autopista Terrasa Manresa Concessionaria de la Generalitat de Catalunya, S.A.; Chairman of Autopista Alcala O'Donnell. S.A. and Aparcament Escaldes Centre, S.A.; Vice-Chairman of Autopista Trados 45, S.A. and Estacionamientos Urbanos de León, S.A.; Board director and General Manager of Autopista Madrid Sur Concesionaria Española, S.A. and Inversora de Autopista del Sur S.L.; Board director of Sociedad Municipal de Aparcamientos y Servicios S.A.; and Joint Administrator and General Manager of Cintra Aparcamientos, S.A. and Dornier S.A.U.(i) Ms María del Pino y Calvo-Sotelo: Board director and Executive Committee member of Grupo Ferrovial, S.A.

- Mr Joaquín Ayuso García: CEO and Executive Committee member of Grupo Ferrovial, S.A.; CEO of Ferrovial Infraestructuras S.A.; Chairman of Ferrovial Aeropuertos, S.A., Ferrovial Agroman, S.A. and Ferrovial Servicios, S.A.; Chairman and CEO of Ferrovial Telecomunicaciones, S.A.

- Mr José María Pérez Tremps: Board director, General Secretary and Executive Committee member of Grupo Ferrovial, S.A.; Board director of Ferrovial Infraestructuras, S.A., Ferrovial Aeropuertos, S.A., Ferrovial Agroman, S.A., Ferrovial Servicios, S.A., Ferrovial Telecomunicaciones S.A., Ferrovial Fisa, S.L., Swissport Internacional A.G. and BAA Ltd; Joint Administrator of Ferrovial Inversiones, S.A.

- Mr Nicolás Villén Jiménez: Financial and Economic General Manager of Grupo Ferrovial, S.A.; Board director of 407 International Inc., Amey UK Plc, Amey Plc, Ferrovial Infraestructuras, S.A., Ferrovial Aeropuertos, S.A., Ferrovial Agroman, S.A., Ferrovial Servicios S.A., Ferrovial Telecomunicaciones S.A., Ferrovial Fisa, S.L., Statewide Mobility Partners LLC, Skyway Concession Company Holdings LLC and BAA Ltd; Joint Administrator of Ferrovial Inversiones, S.A. and Burety, S.L.

- Mr Enrique Díaz-Rato Revuelta: Chairman and CEO of Nea Odos Concesssion, S.A. and Central Greece Motorway Concession, S.A.. Board director of 407 International Inc., Ruta de la Araucanía Sociedad Concesionaria, S.A., Ruta de los Ríos Sociedad Concesionaria, S.A., Autopista del Maipo Sociedad Concesionaria, S.A., Talca-Chillán Sociedad Concesionaria, S.A., Ruta del Bosque Sociedad Concesionaria, S.A., Cintra Concesiones de Infraestructuras de Transporte de Chile Ltda., Eurolink Motorway Operation Limited, Eurolink Motorway Operations (N4) Ltd, Eurolink Motorway Operations (M-3) Ltd., Skyway Concession Company Holdings LLC., Stadewide Mobility Partners LLC., Cintra Texas Corp, SH 130 Concession Company LLC, Euroscut Norte, Sociedade Concessionaria da Scut do Norte Litoral, S.A., Euroscut , Sociedade Concessionaria da Scut do Algarve, S.A., Euroscut Açores and Sociedade Concessionaria da Scut dos Açores, S.A.

- Mr Juan Béjar Ochoa[1]: Management Committee Member and General Manager of Infraestructuras de Grupo Ferrovial, S.A.; CEO of Ferrovial Infraestructuras, S.A.; Board director of Ferrovial Aeropuertos, S.A., Cintra Concesiones de Infraestructuras de Transporte de Chile Ltda, 407 International Inc, Autostrade per la Lombardia S.p.a., Statewide Mobility Partners LLC, Skyway Concessions Company Holding LLC, ADI Finance 1 Ltd, ADI Finance 2 Ltd, Airport Development and Investment (Holdings) Ltd, Airport Development and Investment Ltd, BAA Ltd; Deputy Board director of FGP Topco Ltd, Ruta de la Araucanía Sociedad Concesionaria, S.A., Ruta de los Ríos Sociedad Concesionaria, S.A., Autopista del Maipo Sociedad Concesionaria, S.A. and Talca-Chillán Sociedad Concesionaria, S.A.; Steering Committee member of Autostrada Poludnie, S.A.

- Finally, the Company has not received any notice of activities that are the same as or similar or complementary to those of Cintra that are carried on by directors for their own account or for the account of third parties.

(1) Information at resignation date (9 May 2007).

32. Audit fees

In compliance with Additional Provision Fourteen of Law 44/2002 (22 November) on Measures to Reform the Financial System, this section contains information on all the fees for the audit of the financial statements for 2007 and 2006 by the auditors of Cintra, S.A. and all its fully- and proportionately-consolidated companies in Spain and abroad. A breakdown of the fees invoiced for those years to all the Cintra Group's subsidiaries and associates for services other than audit services is also provided:

	Million euro	
	2007	**2006**
Fees for audit services		
Principal auditor	0.9	0.7
Other auditors	0.3	0.2
Fees for other services		
Principal auditor	2.0	0.4
Other auditors	0.4	0.2

The principal auditor's fees represent approximately 0.02% of its total turnover (0.01% in 2006).

33. Events after the balance sheet date

The toll road 407 International Inc announced the refinancing of debt maturing in 2008 by means of two bond issues:

- Issue of senior bonds (rated A by S&P and DBRS) on 22 January 2008 in the amount of 250 million CAD, maturing in January 2011, with a fixed coupon of 4.50%.

- Issue of subordinated bonds (rated BBB by S&P and DBRS) on 24 January 2008 in the amount of 300 million CAD, maturing in January 2011, with a fixed coupon of 5%.

34. Commentaries to exhibits

Exhibit I

Exhibit I contains a list of Group companies, distinguishing between fully- and proportionately-consolidated companies and the equity-consolidated associates. The list is presented by segment and also indicates the name of each company's auditor.

Exhibit I

SUBSIDIARIES (fully- and proportionately-consolidated companies)

Thousand euro

COMPANIES	Parent company	shareholding	shareholding	Reg. office
AUTOPISTAS				
SPAIN				
Cintra, Concesiones de Infraestructuras de Transporte, S.A (a)	Ferrovial Infraestructuras, S.A (i)	62.03	1,364,333	Madrid
Autopista del Sol, C.E.S.A (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A	80.00	186,777	Madrid
Autopista Terrasa Manresa, S.A (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A	76.28	33,260	Barcelona
Autopista Trados M-45, S.A (a) (IP)	Cintra, Concesiones de Infraestructuras de transporte, S.A	50.00	12,535	Madrid
Autopista de Toronto S.L (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A	100.00	9,265	Madrid
Inversora de Autopistas del Sur, S.L (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A	55.00	159,854	Madrid
Autopista Madrid Sur C.E.S.A (a)	Inversora de Autopistas del Sur, S.L	55.00	643,990	Madrid
Inversora de Autopistas del Levante, S.L (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A	51.84	47,838	Madrid
Autopista Madrid Levante, C.E.S.A. (a)	Inversora de Autopistas del Levante, S.L	51.84	510,048	Madrid
Laertida, S.L. (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A	100.00	7,060	Madrid
Cintra Autopistas Integradas, S.A. (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A (i)	100.00	2,774	Madrid
M-203 Alcalá-O'Donnell (a)	Cintra Autopistas Integradas, S.A.	100.00	64,777	Madrid
PORTUGAL				
Euroscut Norte Litoral, S.A (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A	75.53	76,103	Portugal
Euroscut -Sociedade Concessionaria da Scut do Algarve, S.A (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A	77.00	35,312	Portugal
Cintra sucursal Portugal (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A	100.00	6	Portugal
Euroscut Azores S.A. (a) (d)	Cintra, Concesiones de Infraestructuras de transporte, S.A	89.00	15,259	Portugal
HOLLAND				
Algarve International B.V. (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A	77.00	14	Holland
407 Toronto Highway B.V.	Autopista de Toronto S.L	100.00	369,126	Holland
CHILE				
Cintra Chile Limitada (a)	Cintra, Concesiones de Infraestructuras de transportes, S.A	100.00	304,912	Chile
Collipulli Temuco, S.A. (a)	Cintra Chile Limitada	100.00	79,586	Chile
Temuco Rio Bueno, S.A. (a)	Cintra Chile Limitada	75.00	13,385	Chile
Talca-Chillán, sociedad conceionaria S.A (a)	Cintra Chile Limitada	67.61	15,288	Chile
Autopista del Bosque, S.A. (a)	Cintra Chile Limitada	100.00	8,058	Chile
Autopista del Maipo, S.A (a)	Cintra Chile Limitada	100.00	123,656	Chile
POLAND				
Autostrada Poludnie, S.A	Cintra, Concesiones de Infraestructuras de transporte, S.A	50.00	912	Poland
CANADA				
407 International Inc. (a y b)	Cintra Canada Inc.	53.23	285,571	Canada
Cintra Canada Inc.(a y b)	407 Toronto Highway B.V.	100.00	0	Canada
IRELAND				
Eurolink Motorway Operation (M4-M6), Ltd. (a)	Cintra, Concesiones de Infraestructuras de transportes, S.A	66.00	2,805	UK
Financinfrastructures (a)	Cintra, Concesiones de Infraestructuras de transportes, S.A	100.00	59,175	UK
Cinsac, Ltd (d)	Cintra, Concesiones de Infraestructuras de transportes, S.A	100.00	0	UK
Eurolink Motorway Operation (M3), Ltd. (a) (d)	Cinsac, Ltd	95.00	0	UK
ITALY				
Autoestrade Lombardia SPA (a)	Cintra, Concesiones de Infraestructuras de transportes, S.A	68.00	490	Italy
USA				
Cintra Zachry, LP (c)	Cintra Texas Corp	85.00	2,219	USA
Cintra Zachry, GP (c)	Cintra Texas Corp	85.00	23	USA
Cintra Texas Corp	Cintra US Corp	100.00	2,354	USA
Cintra Developments, LLC	Cintra Texas Corp	100.00	48	USA
Cintra Skyway LLC (a)	Cintra US Corp	100.00	183,324	USA
Cintra US Corp	Laertida	100.00	552,852	USA
SCC Holding LLC (a)	Cintra Skyway LLC	55.00	183,324	USA
Skyway Concession Co.LLC (a)	SCC Holding LLC	55.00	419,351	USA
Cintra ITR LLC (a)	Cintra US Corp	100.00	250,781	USA
Statewide Mbility Partners LLC (IP) (a)	Cintra ITR LLC	50.00	250,781	USA
ITR Concession Company Holdings (IP) (a)	Statewide Mbility Partners LLC	50.00	501,562	USA
ITR Concession Company (IP) (a)	ITR Concession Company Holdings	50.00	501,562	USA
Cintra Texas 56, LLC (a) (d)	Cintra US Corp	100.00	49,549	USA
SH-130 Concession Company, LLC (d)	Cintra Texas 56, LLC	65.00	49,549	USA
GREECE				
Nea Odos, S.A. (d)	Cintra, Concesiones de Infraestructuras de transportes, S.A	33.34	19,287	Greece
Central Greece Motorway (E65) (d)	Cintra, Concesiones de Infraestructuras de transportes, S.A	33.34	1,667	Greece
CAR PARKS				
SPAIN				
Cintra Aparcamientos, S.A (a)	Cintra, Concesiones de Infraestructuras de transporte, S.A	99.92	62,568	Madrid
Dornier, S.A (a)	Cintra Aparcamientos, S.A	99.92	21,313	Madrid
Femet, S.A (a)	Cintra Aparcamientos, S.A (ii)	99.92	1,412	Madrid
Guadianapark, S.A.(c)	Cintra Aparcamientos, S.A	74.94	1,268	Madrid
Balsol 2001, S.A.(c)	Cintra Aparcamientos, S.A (iii)	99.92	2,881	Gerona
Estacionamientos Alhóndiga, S.A (IP) (b)	Cintra Aparcamientos, S.A	49.96	822	Bilbao
Aparcamientos de Bilbao (c)	Cintra Aparcamientos, S.A	75.00	1,318	Bilbao
Aparcamientos Guipuzcoanos, S.L.	Estacionamientos Guipuzcoanos S.A	99.92	3	San Sebastián
Estacionamientos Guipuzcoanos S.A (b)	Cintra Aparcamientos, S.A	99.92	40,463	San Sebastián
Estacionamiento y Galería Comercial Indauxtu, S.A.(c)	Cintra Aparcamientos, S.A	99.92	31	Bilbao
Guipuzcoa Parking Siglo XX (c)	Estacionamientos Guipuzcoanos S.A	59.95	900	San Sebastián
ANDORRA				
Aparcament Escaldes Centre, S.A.(c)	Cintra Aparcamientos, S.A	99.92	11,400	Andorra
PUERTO RICO				
Estacionamientos Río Piedras Inc. (b)	Cintra Aparcamientos, S.A	74.94	-48	Puerto Rico
TOTAL			**7,544,736**	

ASSOCIATES (equity-consolidated companies)

Thousand euro

COMPANIES	Parent company	% shareholding	Net cost shareholding	Total assets	Net liabilities	Net sales	Result	Reg. office
CAR PARKS								
Sociedad Municipal de Aparcamientos y Servicios(b)	Cintra Aparcamientos S.A	24.48	3,757	138,736	116,013	15,912	3,369	Málaga
Estacionamientos y Servicios Extremeños, S.A (b)	Cintra Aparcamientos S.A	24.98	90	1,566	1,148	97	37	Badajoz
Infoser Estacionamientos A.I.E.(c)	Dornier, S.A	33.31	60	1,807	1,341	803	144	Madrid
Estacionamientos Urbanos de León, S.A(b)	Dornier, S.A	42.97	452	3,543	368	2,719	1,319	León
TOTAL			**4,359**	**145,652**	**118,870**	**19,531**	**4,869**	

UTEs (proportionately-consolidated temporary joint ventures)

Thousand euro

COMPANIES	Parent company	% shareholding	Net cost shareholding	Reg. office
CAR PARKS				
SPAIN				
Ute Aparcamientos	Cintra Aparcamientos, S.A	24.98	3	Bilbao
Ute Jado	Cintra Aparcamientos, S.A	46.96	6	Bilbao
Ute Judizmendi	Cintra Aparcamientos, S.A	50.96	2	Madrid
Ute Reinrod/Dornier	Cintra Aparcamientos, S.A (iv)	99.92	2	Madrid
Ute T-4 Barajas	Cintra Aparcamientos, S.A (v)	53.96	5	Madrid
Ute Torrellobeta	Cintra Aparcamientos, S.A	79.94	1	Madrid
Ute Tenerife (d)	Cintra Aparcamientos, S.A	99.92	1	Tenerife
Ute Lanzarote (d)	Cintra Aparcamientos, S.A	99.92	1	Lanzarote
Ute Valls	Cintra Aparcamientos, S.A	46.96	8	Barcelona
TOTAL			**30**	

(i) The remaining capital is quoted.
(ii) The remaining 99.5% of share capital is owned by Dornier, S.A.
(iii) The remaining 50% of share capital is owned by Dornier, S.A.
(iv) The remaining 10% of share capital is owned by Dornier, S.A.
(v) The remaining 24% of share capital is owned by Dornier, S.A.
(a) Company audited by PwC
(b) Company audited by Deloitte
(c) Company audited by other auditors
(d) Additions to consolidation scope

PRICEWATERHOUSECOOPERS

PricewaterhouseCoopers Auditores, S.L.
Paseo de la Castellana, 43
28046 Madrid
España
Tel. + 34 915 684 400
Fax + 34 913 083 566
www.pwc.com/es

Free translation of the auditor's report accounts originally issued in Spanish on the consolidated annual accounts originally issued in Spanish. In the event of a discrepancy, the Spanish language version prevails

AUDITOR'S REPORT ON THE CONSOLIDATED ANNUAL ACCOUNTS

To the Shareholders of Cintra, Concesiones de Infraestructuras de Transporte, S.A.

We have audited the consolidated annual accounts of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and its subsidiaries (the Group) consisting of the consolidated balance sheet as at 31 December 2007, the consolidated income statement, the consolidated statement of recognised income and expense, the consolidated cash flow statement, and the related notes to the consolidated annual accounts for the year then ended, the preparation of which is the responsibility of the Directors of the Parent Company. Our responsibility is to express an opinion on the consolidated annual accounts taken as a whole, based on the work performed in accordance with auditing standards generally accepted in Spain, which require the examination, on a test basis, of evidence supporting the consolidated annual accounts and an evaluation of their overall presentation, the accounting principles applied and the estimates made.

For comparative purposes and in accordance with Spanish Corporate Law, the Parent Company's Directors have presented for each item in the consolidated balance sheet, the consolidated income statement, the consolidated statement of recognised income and expense, the consolidated cash flow statement and the related notes to the consolidated annual accounts, the corresponding amounts for the previous year as well as the amounts for 2007. Our opinion refers solely to the 2007 consolidated annual accounts. On 20 February 2007 we issued our audit report on the consolidated annual accounts for 2006, in which we expressed an unqualified opinion.

In our opinion, the accompanying consolidated annual accounts for 2007 present fairly, in all material respects, the consolidated financial position of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and its subsidiaries as at 31 December 2007 and the consolidated results of their operations, changes in consolidated recognised incomes and expenses and consolidated cash flows for the year then ended, and contain all the information necessary for their interpretation and comprehension in accordance with International Financial Reporting Standards as adopted by the European Union, applied on a basis consistent with the preceding year.

The accompanying consolidated Directors' Report for 2007 contains the information that the Parent Company's Directors consider relevant to the Group's position, the evolution of its business and other matters and does not form an integral part of the consolidated annual accounts. We have verified that the accounting information contained in the aforementioned Directors' Report coincides with that of the consolidated annual accounts for 2007. Our work as auditors is limited to checking the consolidated Directors' Report within the scope already mentioned in this paragraph and it does not include a review of information other than that obtained from the accounting records of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and its subsidiaries.

PricewaterhouseCoopers Auditores, S.L.

Originally signed by Gonzalo Sanjurjo Pose
Audit Partner

20 February 2008

Financial history information

CINTRA, S.A. AND SUBSIDIARIES

CONSOLIDATED INCOME STATEMENTS

million euro	International Financial Reporting Standards (1)				Spanish GAAP (2)				
	2007	2006	2005	2004	2004 (3)	2003	2002 (4)	2001 (5)	2000 (5)
Sales	**1,025**	**885**	**696**	**484**	**484**	**391**	**341**	**344**	**257**
Other operating revenue	1	10	17	2	14	26	18	32	1
TOTAL OPERATING REVENUE	**1,026**	**895**	**714**	**486**	**498**	**417**	**360**	**376**	**258**
Staff expenses	-119	-110	-91	-53	-53	-41	-33	-54	-41
Non-current assets depreciation and amortisation	-201	-233	-170	-122	-73	-55	-55	-40	-23
Materials consumed and other external expenses	-197	-192	-158	-94	-108	-106	-89	-99	-90
TOTAL OPERATING EXPENSES	**-517**	**-535**	**-420**	**-269**	**-234**	**-202**	**-177**	**-193**	**-154**
OPERATING PROFIT/ (LOSS)	**509**	**360**	**294**	**216**	**264**	**215**	**183**	**183**	**104**
FINANCIAL PROFIT/ (LOSS)	**-650**	**-469**	**-357**	**-317**	**-51**	**-31**	**-31**	**-69**	**-23**
SHARE OF RESULTS OF EQUITY-CONSOLIDATED COMPANIES	**1**	**7**	**10**	**8**	**11**	**7**	**7**	**8**	**8**
Amortisation of goodwill on consolidation					-9	-7	-8	-2	-1
Other profit and loss	-3	202	34	4	101	92	-81	19	3
CONSOLIDATED PROFIT/ (LOSS) BEFORE TAXES	**-143**	**101**	**-19**	**-89**	**316**	**277**	**70**	**138**	**90**
Income tax	145	-24	8	44	-135	-45	-28	-44	-19
CONSOLIDATED PROFIT/ (LOSS) FROM CONTINUING OPERATIONS	**2**	**76**	**-10**	**-45**	**181**	**231**	**42**	**94**	**72**
NET PROFIT/ (LOSS) FROM DISCONTINUED OPERATIONS	**2**								
CONSOLIDATED PROFIT/ (LOSS) FROM THE YEAR	**2**	**76**	**-10**	**-45**	**181**	**231**	**42**	**94**	**72**
PROFIT/ (LOSS) ATTRIBUTED TO MINORITY INTERESTS	**-28**	**79**	**44**	**21**	**-37**	**-34**	**-32**	**-26**	**-17**
PROFIT/ (LOSS) FOR THE YEAR ATTRIBUTED TO THE PARENT COMPANY	**-26**	**156**	**34**	**-23**	**144**	**197**	**10**	**68**	**54**
ADJUSTMENTS TO ATTRIBUTABLE INCOME									
Adjustments to provisions						-77	100		
Net capital gain on IPO					-19				
ADJUSTED ATTRIBUTED INCOME	**-26**	**156**	**34**	**-23**	**125**	**120**	**110**	**68**	**54**

(1) 2004-2006 consolidated financial statements in accordance with IFRS.
(2) 2000-2004 consolidated financial statements in accordance with Spanish GAAP.
(3) Consolidated figures for Cintra, S.A.and subsidiaries include the Car Park companies from October.
(4) In 2002, the Car Park and Airport businesses were spun off to Ferrovial Infraestructuras as part of the agreement with Macquarie.
(5) Consolidated figures for Cintra, S.A. and subsidiaries includes the Car Park and Airport companies.

ASSETS	**2007**	**2006**	**2005**	**2004**	**2004 (3)**	**2003**	**2002 (4)**	**2001 (5)**	**2000 (5)**
NON-CURRENT ASSETS	10,309	10,097	8,677	5,871	6,317	5,401	4,799	5,368	4,396
DERIVATIVE FINANCIAL INSTRUMENTS AT FAIR VALUE	33	68	34	12					
GOODWILL ON CONSOLIDATION	164	159	182	165	182	126	133	70	20
DEFERRED CHARGES					1,286	1,115	849	738	778
DEFERRED TAX ASSETS	626	421	394	278					
CURRENT ASSETS	1,164	1,139	948	1,134	1,177	555	554	684	385
TOTAL ASSETS	**12,296**	**11,885**	**10,235**	**7,460**	**8,961**	**7,198**	**6,334**	**6,859**	**5,579**
LIABILITIES AND EQUITY									
CAPITAL AND RESERVES ATTRIBUTABLE TO THE COMPANY´S EQUITY HOLDERS	1,035	1,261	1,149	1,153	1,809	1,233	1,025	673	632
CAPITAL AND RESERVES ATTRIBUTABLE TO MINORY INTERESTS	245	271	420	246	520	387	332	374	342
DEFERRED INCOME	241	233	215	168	182	94	35	39	44
PROVISIONS FOR LIABILITIES AND CHARGES	7	9	12	4	227	143	160	55	45
NON-CURRENT LIABILITIES	9,325	8,020	7,079	5,283	5,703	4,926	4,171	5,157	4,150
DERIVATIVE FINANCIAL INSTRUMENTS AT FAIR VALUE	579	295	213	68					
DEFERRED TAX LIABILITIES	161	192	142	88					
CURRENT LIABILITIES	702	1,605	1,006	451	495	388	568	481	267
NEGATIVE DIFFERENCE ON CONSOLIDATION					26	28	44	82	100
TOTAL LIABILITIES AND EQUITY	**12,296**	**11,885**	**10,235**	**7,460**	**8,961**	**7,198**	**6,334**	**6,859**	**5,579**

CINTRA APARCAMIENTOS, S.A. AND SUBSIDIARIES

CONSOLIDATED INCOME STATEMENTS

million euro	International Financial Reporting Standards (1)				Spanish GAAP (2)				
	2007	2006	2005	2004	2004 (3)	2003	2002	2001 (4)	2000
Sales	**144**	**133**	**120**	**101**	**101**	**89**	**75**	**64**	**31**
Other operating revenue	0	0	0	4	4	1	10	1	1
TOTAL OPERATING REVENUE	**144**	**133**	**120**	**105**	**105**	**91**	**85**	**65**	**33**
Staff expenses	-50	-47	-41	-36	-36	-31	-27	-23	-10
Non-current assets depreciation and amortisation	-16	-18	-15	-13	-13	-10	-9	-7	-3
Materials consumed and other external expenses	-47	-40	-37	-36	-36	-33	-35	-21	-16
TOTAL OPERATING EXPENSES	**-113**	**-105**	**-94**	**-85**	**-84**	**-75**	**-71**	**-52**	**-28**
OPERATING PROFIT/ (LOSS)	**31**	**28**	**27**	**20**	**20**	**16**	**14**	**14**	**4**
FINANCIAL PROFIT/ (LOSS)	**-3**	**-3**	**-3**	**-2**	**-2**	**-2**	**-2**	**-2**	**-2**
SHARE OF RESULTS OF EQUITY-CONSOLIDATED COMPANIES	**1**	**1**	**1**	**2**	**2**	**2**	**2**	**1**	**2**
Amortisation of goodwill on consolidation					-3	-1	-1	-1	-0
Other profit and loss		7		1	1	-0	2	7	1
CONSOLIDATED PROFIT/ (LOSS) BEFORE TAXES	**29**	**33**	**25**	**22**	**19**	**15**	**15**	**19**	**4**
Income tax	-8	-8	-8	-6	-6	-6	-3	-3	-2
CONSOLIDATED PROFIT/ (LOSS) FROM CONTINUING OPERATIONS	**21**	**25**	**17**	**15**					
NET PROFIT/ (LOSS) FROM DISCONTINUED OPERATIONS	**21**	**25**	**17**	**15**					
CONSOLIDATED PROFIT/ (LOSS) FROM THE YEAR	**21**	**25**	**17**	**15**					
PROFIT/ (LOSS) ATTRIBUTED TO MINORITY INTERESTS	**-0**	**0**	**0**	**0**	**-0**	**-0**	**-0**	**-0**	**-0**
PROFIT/ (LOSS) FOR THE YEAR ATTRIBUTED TO THE PARENT COMPANY	**21**	**25**	**17**	**15**	**13**	**9**	**11**	**16**	**2**

(1) 2004-2006 consolidated financial statements in accordance with IFRS.
(2) 2000-2004 consolidated financial statements in accordance with Spanish GAAP.
(3) Consolidated figures for Cintra Aparcamientos, S.A. and subsidiaries fully consolidated Eguisa from October.
(4) The company Parques de Estacionamiento de Lisboa, S.A. was sold in the first quarter of 2001.

ASSETS	2007	2006	2005	2004	2004 (3)	2003	2002	2001 (4)	2000
NON-CURRENT ASSETS	262	252	256	241	229	163	140	136	144
GOODWILL ON CONSOLIDATION	42	42	42	42	39	8	9	10	15
DEFERRED CHARGES					14	13	14	9	4
DEFERRED TAX ASSETS	0	0	1	2					
CURRENT ASSETS	51	45	31	48	48	31	52	39	28
TOTAL ASSETS	**355**	**340**	**330**	**332**	**329**	**215**	**215**	**194**	**192**
LIABILITIES AND EQUITY									
CAPITAL AND RESERVES ATTRIBUTABLE TO THE COMPANY´S EQUITY HOLDERS	163	162	153	136	133	87	94	82	75
CAPITAL AND RESERVES ATTRIBUTABLE TO MINORY INTERESTS	2	2	1	1	1	1	1	1	1
DEFERRED INCOME	16	17	21	14	14	9	8	8	10
PROVISIONS FOR LIABILITIES AND CHARGES	1	2	27	28	28	10	7	9	10
NON-CURRENT LIABILITIES	41	36	17	42	42	44	52	59	64
DEFERRED TAX LIABILITIES	4	4	0	1					
CURRENT LIABILITIES	127	117	111	112	112	65	54	34	32
TOTAL LIABILITIES AND EQUITY	**355**	**340**	**330**	**332**	**329**	**215**	**215**	**194**	**192**

407 ETR

Corporate
Governance

The management transparency is based os strict compliance with a series of internal rules and regulations, which meet the highest standards of good corporate governance.

Annual Corporate Governance Report 2007

On 19 February 2008, the Board of Directors of the Company approved the Annual Corporate Governance Report, which was prepared following the model and structure required by the Spanish Securities and Investments Board (Comisión Nacional del Mercado de Valores, or CNMV) Circular 4/2007, dated 27 December, which modifies the annual corporate governance report model for listed companies.

For information purposes and in order to comply with the principle of transparency that must be observed by all companies listed on the stock exchange, the most significant information contained in the Report, which allows Company shareholders and investors to form a clear picture of its corporate governance, is included below.

Introduction

In order to avoid any confusion of concepts, a series of terms which, unless stated otherwise, shall have the following meaning, is used throughout this section:

CINTRA or the Company
Cintra Concesiones de Infraestructuras de Transporte, S.A., which has registered offices in Plaza Manuel Gómez Moreno, no. 2, Madrid, and tax identification number A-81939209.

Grupo Cintra
CINTRA and the subsidiary or affiliated companies that are, in respect of the former, in any of the situations envisaged in section 4 of the Spanish Securities Market Law (Ley del Mercado de Valores).

Grupo Ferrovial
Grupo Ferrovial, S.A., which has registered offices in calle Príncipe de Vergara, 135, Madrid, and tax identification number A-28606556.

Ferrovial Infraestructuras
Ferrovial Infraestructuras, S.A., which has registered offices in calle Príncipe de Vergara, 135, Madrid, and tax identification number A-82725482

Senior Management
The Executive Directors and those persons who form part of the Company's Management Committee and report directly to its Board of Directors or to the Chief Executive Officer of the Company and, where appropriate, its Internal Audit Manager.

Directors
The members of the Board of Directors of Cintra Concesiones de Infraestructuras de Transporte, S.A.

Similarly, other references contained in the section on Corporate Governance allude to concepts defined in the Shareholders' Meeting Regulations, the Board of Directors' Regulations and the Internal Conduct Regulations established in all cases by Cintra Concesiones de Infraestructuras de Transporte, S.A.

A) Corporate Ownership Structure

1. Share capital.

CINTRA's share capital amounts to 108,291,105.80 euros, divided into 541,455,529 shares each with a nominal value of 0.20 euros. All the shares are of the same class and series.

2. Significant and controlling stakes.

Based on information available to the Company at 31 December 2007, the owners of significant stakes in CINTRA are Grupo Ferrovial and Chase Nominees Ltd.

Grupo Ferrovial, S.A. owns, directly and indirectly, 65.030% of CINTRA's share capital. It is the direct owner of 3% of the share capital, and indirect owner, through Ferrovial Infraestructuras, of 62.030% of the share capital. (Ferrovial Infraestructuras is 100% controlled by Grupo Ferrovial).

Grupo Ferrovial's main shareholder is Portman Baela, S.L. The concerted family group formed by Rafael del Pino y Moreno and his children, María, Rafael and Leopoldo del Pino y Calvo – Sotelo, controls the majority of the share capital of Portman Baela S.L. This company, in turn, holds a 58.316% stake in the capital of Grupo Ferrovial. As a result, the concerted family group formed by the above-mentioned persons controls, through that company, 58.316% of the share capital of Grupo Ferrovial.

Chase Nominees Ltd. is the direct owner of 9.992% of CINTRA's share capital.

3. Relations between owners of significant stakes and the company and among the owners themselves.

Besides the corporate/family relations mentioned in the above section, CINTRA has various corporate/contractual relations with Grupo Ferrovial and some of the companies that belong to its group. These relations are mentioned in Section C, on Related-Party Transactions.

4. Stakes owned by members of the board of directors.

According to information given to the Company by the Directors, at the close of the 2007 business year their combined holdings amounted to 120,530 shares, representing 0.024% of the share capital.

In individualized form, the above shareholding is distributed among the members of the Board of Directors as follows:

Name or business name of the Director	% direct voting rights	% indirect voting rights (*)	% Total voting rights
Rafael del Pino Calvo- Sotelo	0.000%		0.000%
Joaquín Ayuso García	0.001%	0.001%	0.002%
Nicolás Villén Jiménez	0.002%	0.005%	0.007%
José María Pérez Tremps	0.001%	0.000%	0.001%
José Fernando Sánchez-Junco Mans	0.005%	0.000%	0.005%
Fernando Abril-Martorell Hernández	0.004%	0.000%	0.004%
Jaime Bergel Sainz de Baranda	0.005%	0.000%	0.005%
Enrique Diaz-Rato Revuelta	0.000%	0.000%	0.000%

(*) Indirect stakes are held through:

Name or business name of the direct holder of the stake	Number of direct shares
Relatives of the Director	3,474
CABOLIVO, S.L.	22,050
Relatives of the Director	5,541
Total:	**31,065**

The following should be mentioned in respect of members of the Board of Directors who own rights over Company shares:

Name or business name of the Director	Number of direct option rights	Number of indirect option rights	Number of equivalent shares	% of the total voting rights
Enrique Diaz-Rato Revuelta	176,608		176,608	0.03%

5. Shareholders' agreements and concerted actions

The Company has no knowledge of any shareholders' agreements that affect it directly.

6. Own shares.

a) Information about own shares.

At the close of the business year, the Company held no own shares.

In 2007, there were no changes in own shares, in accordance with the meaning given in Royal Decree 1362/2007, dated 19 October.

b) Authorization granted to the Board of Directors for the acquisition of own shares.

The Ordinary Shareholders' Meeting held on 27 March 2007 adopted the following resolution that appeared as item 11 on the Agenda:

"First. To authorize the Board of Directors for the derivative acquisition of own shares of the company, directly or through dependent companies, subject to the following limits and requirements:

- Types of acquisition: acquisition through deed of sale or through any other inter vivos act on a payment basis.
- Maximum number of shares to be acquired: shares representing up to five per cent (5%) of the share capital of Cintra Concesiones de Infraestructuras de Transporte, S.A., free of all charges or encumbrances, on the condition that they are fully disbursed, are not bound to compliance with any kind of obligation, and that the nominal value of the shares acquired, when added to those held both by Cintra Concesiones de Infraestructuras de Transporte, S.A. and any of its dependent companies, does not exceed the aforesaid 5% of the Cintra Concesiones de

Infraestructuras de Transporte, S.A. share capital.

- Minimum and maximum purchase price: the minimum purchase price of the shares shall be equivalent to 75% of their market value, and the maximum price shall be equivalent to 120% of their market value on the date of purchase.
- Maximum trading volume: the maximum daily trading volume referring to the acquisition of own shares shall not exceed 25% of the average total trading volume of Cintra Concesiones de Infraestructuras de Transporte, S.A. shares in the previous ten sessions.
- Duration of the authorization: eighteen (18) months from the date of this resolution.
- All of these operations shall comply with the regulations established on this matter in the Company's Internal Conduct Regulations."

Second.- "To revoke the authorization regarding this matter that was granted by the Shareholders' Meeting held on 28 March 2006."

Third.-."To authorize the Board of Directors to allocate some or all of the own shares acquired to the remuneration programmes whose purpose or mechanism is the delivery of shares or stock options, in accordance with section 75.1 of the Spanish Corporations Law."

7. Legal restrictions and others established by the articles of association on voting rights and on buying and selling shares.

There are no kinds of restriction on the exercise of voting rights other than those established in section 44.1 of the Spanish Corporations Law and article 10.2 of the Company Articles of Association, which establish that the shareholder who delays payment of call money may not exercise his/her voting rights.

8. Measures for neutralizing a takeover bid.

The Shareholders' Meeting has not agreed the adoption of any measure for neutralizing a takeover bid pursuant to the provisions of Law 6/2007.

B] The company's administrative structure

1. Composition of the board of directors and its officers.

a) Composition of the Board of Directors.

The Ordinary Shareholders' Meeting held on 17 March 2005 agreed to establish the number of Directors at nine (9). At present, the Board of Directors comprises eight (8) members, there being one vacancy.

CINTRA's Board of Directors is formed by the following Directors, and the status allocated to them is indicated in accordance with the definitions of the Board of Directors Regulations:

Chairman: Rafael del Pino y Calvo-Sotelo	External Proprietary
Deputy Chairman: Joaquín Ayuso García	External Proprietary
Chief Executive Officer: Enrique Diaz-Rato Revuelta	Ejecutive
Directors: Nicolás Villén Jiménez	External Proprietary
José María Pérez Tremps	External Proprietary
José Fernando Sánchez-Junco Mans	External Independent
Fernando Abril-Martorell Hernández	External Independent
Jaime Bergel Sainz de Baranda	Another External Director
Secretary: Lucas Osorio Iturmendi	Secretary

On the occasion of approving the 2007 Corporate Governance Report, the status allocated to the Directors has been reviewed, Mr. Bergel being considered as Another External Director (neither Independent nor Proprietary) for professional reasons, in accordance with the provisions of Section i) of the definition of Independent Director contained in the Unified Code of Good Governance.

The Shareholders' Meeting held on 27 March 2007 resolved to re-appoint the following as Directors: Nicolás Villén Jiménez, José María Pérez Tremps, José Fernando Sánchez-Junco Mans, Fernando Abril-Martorell Hernández and Jaime Bergel Sainz de Baranda.

At the same sitting, the Shareholders' Meeting also

approved ratification of the appointment of Enrique Díaz-Rato Revuelta as Director of the Company, which had been carried out by co-option through resolution of the Board of Directors' meeting held on 25 July 2006, the above-mentioned gentleman having accepted the position on 26 July 2006. The Board Meeting held on that same date agreed to renew the appointment of Enrique Díaz-Rato Revuelta as Chief Executive Officer of the Company.

At the Board Meeting held on 9 May 2007, Juan Béjar Ochoa tendered his resignation, for professional reasons, from his post as Director and Second Deputy Chairman of the Company.

b) Profile of the Independent Directors

- José Fernando Sánchez-Junco Mans: Chairman and Chief Executive Officer of MAXAMCorp. S.A.U. (formerly Grupo UNIÓN ESPAÑOLA DE EXPLOSIVOS, S.A.), Deputy Chairman of DINAMIA CAPITAL PRIVADO S.C.R., S.A. and Deputy Chairman of DEFEX, S.A.
- Fernando Abril-Martorell Hernández: Chief Executive Officer of Grupo CREDIT SUISSE ESPAÑA, Director of PORTUGAL TELECOM SGPS, S.A., Director of TELECOMUNICACIONES DE SAO PAULO and Director of GRUPO EMPRESARIAL ENCE, S.A.

c) Officers of the Board of Directors

- Rafael del Pino y Calvo-Sotelo, who has been Chairman of the Board of Directors since 15 July 1998, and is an External Proprietary Director but is not chief executive of the Company.
- The Deputy Chairman of the Board of Directors, Joaquín Ayuso García, has held the post since 4 March 2002 and is a non-executive External Proprietary Director.
- The Chief Executive Officer, Enrique Díaz-Rato Revuelta, has held the post since 26 July 2006.
- The Secretary of the Board, Lucas Osorio Iturmendi, was appointed by the plenary meeting of the Board of Directors on 15 July 1998.

2. Board of directors' advisory committees.

The Advisory Committees of the Board of Directors are the Audit and Control Committee and the Related-Party Transactions Committee.

According to the Board of Directors Regulations, both Committees must comprise a minimum of three members and a maximum of five. The members of the Audit and Control Committee must be External non-executive Directors, and Proprietary Directors may not be members of the Related-Party Transactions Committee.

Both Committees are empowered to provide information, advice, supervision and proposals on the matters for which they are respectively authorized.

a) Audit and Control Committee

i) Composition and functions.

The present composition of the Committee is as follows:

José Fernando Sánchez Junco-Mans Chairman
Fernando Abril-Martorell Hernández
José María Pérez Tremps
Nicolás Villén Jiménez

Mr. Abril-Martorell Hernández, an Independent Director, was Chairman of the Committee up until the meeting held on 18 February 2008, when he was replaced by José Fernando Sánchez Junco-Mans.

The Committee's Secretary is the Secretary of the Board or one of the members of the Audit and Control Committee, as established in each case.

The Committee holds the following powers, among others:

a. To establish appropriate measures to ensure that the provision of advisory and consultancy services by the external auditor or its group companies does not jeopardize the independence of the external auditor;
b. To supervise compliance with legal requirements and the correct application of generally accepted accounting principles;
c. To liaise between the Board of Directors and the external auditors, and assess the results of each audit;
d. To supervise the information that the Board of Directors must approve and include in the Company's annual public documentation;
e. To assist the Board in its task of ensuring the accuracy and reliability of the financial information provided periodically;
f. To supervise the internal audit services of the Company;
g. To analyse and assess the main business risks and

the systems established for managing and controlling them;

h. To supervise effective fulfilment of the obligations provided for in the internal corporate governance regulations, making the proposals it deems appropriate;

i. To carry out an assessment procedure on the services provided by the external auditor.

The first meeting to formally create the Committee took place on 20 January 2005. Four meetings were held during 2007.

The most significant activities carried out during 2007 are described in the Audit and Control Committee's Annual Report, which is included in the Company's Management Report.

ii) Relations with external auditors

The Board's relations with the external auditors are channelled through the Audit and Control Committee.

The Board must refrain from engaging an audit firm where the fees it plans to pay, under all headings, exceed 5% of the firm's total revenues in the last business year.

The Audit and Control Committee proposes appropriate measures to ensure that the provision of advisory and consultancy services by the Company's external audit firm (or its group companies) does not jeopardize the independence of the external auditor.

In 2007, all of the expenses incurred by CINTRA and its Group with the external auditor during 2007, for work other than auditing, amounted to 2,057,000 euros, which is equivalent to 67.82% of the total sum invoiced by the audit firm.

b) Related-Party Transactions Committee

i) Composition and functions

The present composition of the Committee is as follows:

Fernando Abril-Martorell Hernández Chairman
Jaime Bergel Sainz de Baranda
José Fernando Sánchez-Junco Mans
Enrique Díaz –Rato Revuelta

At the meeting held on 28 January 2008, José Fernando Sánchez Junco-Mans was replaced by Fernando Abril-Martorell Hernández as Chairman.

Its most important functions are:

a) To generally supervise the Related-Party transactions of CINTRA with Grupo Ferrovial, and their respective groups of companies. In particular:

- To review compliance with the Framework Agreement signed between CINTRA, Grupo Ferrovial and Ferrovial Agroman, in relation to the performance of projects and the provision of intergroup services; and
- To issue recommendations to the Board of Directors in relation to compliance with the Framework Agreement and, where appropriate report on any modifications made thereto.

b) To report on proposals for changes to the Board of Directors Regulations when they affect the powers of the Related-Party Transactions Committee;

c) To report to the Board of Directors on proposals for the appointment of Independent Directors; and

d) To assess the exemptions for Independent Directors in any of the circumstances described in section 10.3 of the Board of Directors Regulations.

The first meeting to formally create the Committee took place on 20 January 2005. The Committee met three times during 2007.

The main activities performed by the Committee during 2007 are described in the Committee's Annual Report, which is included in the Company's Management Report.

3. Functioning of the board of directors

a) Notice of meetings

The Board meets regularly once a month, except during August. Its Chairman may call a meeting whenever he sees fit, and must do so whenever at least two Board members so request. Nevertheless, the Board draws up an annual schedule of ordinary meetings.

Notice of meetings is sent in writing personally to each Director sufficiently well in advance, enclosing the necessary documentation about the proposed agenda.

b) Proxies

In accordance with the Board of Directors Regulations, if a Director cannot attend a meeting, he/she must endeavour to grant a proxy, with the appropriate instructions, to another Director.

c) Quorum and adoption of resolutions

The Board is validly convened when at least half of its members are present or represented.

Unless stated otherwise by law or by the Articles of Association, resolutions are adopted by absolute majority of those in attendance. In the event of a tie on any issue, the Chairman has the casting vote.

d) Powers of the Board of Directors

The Board assumes, as the nucleus of its mission, approval of the Company's strategy and the organization necessary for putting this into practice, besides supervising and controlling the Management's compliance with the objectives marked out and that it respects the corporate purpose and social interests of the Company.

To this end, the Board of Directors holds authority to approve the Company's policies and general strategies and, in particular:

i. The strategic or business Plan, as well as the management targets and annual budgets;

ii. The investment and financing policy;

iii. Definition of the Company's group structure;

iv. The corporate governance policy;

v. The corporate social responsibility policy;

vi. The policy for remuneration and assessment of Senior Managers' performance;

vii. The risk control and management policy, besides the periodic monitoring of internal information and control systems;

viii. The dividends policy, including own shares policy and, in particular, their limits.

4. Directors' and senior managers' remuneration

The full text of the clauses of the Articles of Association and the corporate resolutions relating to remuneration of the Board of Directors is included in the Company's Report (note 28) and in the 2007 Corporate Management Report (section B.1.14).

The Board of Directors has also drawn up a Report on the policy for Remuneration of Board Members in which the issues relating to this subject are described.

All the above can be consulted on the Company's website (www.cintra.es).

The remuneration of the Board of Directors in 2007 is summarized below.

a) Remuneration of the Board of Directors

i) Statutory remuneration.

As members of the Board of Directors, the directors accrued a total remuneration of 205,000 euros gross in 2007. This corresponds to the three Independent Directors and to the Second Executive Deputy Chairman, up until May.

The individualized distribution for each of the members of the Board of Directors is as follows:

Director	Annual Statutory Fixed Remuneration
José Fernando Sánchez-Junco Mans	€ 60,000
Fernando Abril-Martorell Hernández	€ 60,000
Jaime Bergel Sainz de Baranda	€ 60,000
Juan Béjar Ochoa	€ 25,000

ii) Remuneration of Executive Directors.

In addition to the remuneration received as Directors, the Executive Directors accrued the following remuneration in 2007:

Fixed remuneration:	€ 508,000
Variable remuneration:	€ 660,000
Life Insurance premiums:	€ 2,000
Other concepts:	€ 79,000

iii) Remuneration for membership of other boards of directors of group, multi-group or associated companies.

They did not receive any remuneration for this concept in 2007.

iv) Life insurance premiums.

As regards the payment of life insurance premiums, the Company has arranged death benefit insurance policies, the beneficiaries of which are the Executive Directors. The Company paid 2,000 euros for this item in 2007.

v) Advances and loans.

At 31 December 2007, the Company had not provided any advances or loans to its Directors.

vi) Option Plans.

The Company's Executive Directors participate in different Company and Grupo Ferrovial options plans, as described in note 29 of the Report.

vii) Other information.

The employment contract signed between the Company and the Chief Executive Officer provides for the right to receive the indemnities established in art. 56 of the Workers' Statute.

He is also entitled to a deferred salary concept which consists of extraordinary remuneration if any of the following circumstances occurs: (i) he leaves the Company by mutual agreement upon reaching a certain age; (ii) unfair dismissal or severance, without just cause, prior to the date on which the senior manager reaches the age initially agreed upon, if the amount is higher than that resulting from applying the Workers' Statute; (iii) death or disability.

To cover this incentive, the Company makes contributions to a savings insurance, which amounted to 84,000 euros during 2007.

b) Remuneration of Senior Management, excluding members of the Board of Directors with executive functions.

The Senior Management of the Company, excluding Executive Directors, jointly accrued 2,378, 000 euros by way of remuneration during 2007, with the following breakdown:

Fixed remuneration:	€ 1,692,000
Variable remuneration for achievement of objectives:	€ 511,000
Remuneration for being members of boards of directors of other group, multi-group or associate companies:	€ 150,000
Insurance premiums:	€ 6,000
Other concepts:	€ 19,000

The above-mentioned remuneration was paid to the following managers based on the time during which each one held that position in 2007:

- Chief Financial Officer
- Manager for Canada
- Manager for Spain (Car Parks and Toll Roads)
- Corporate Development Manager
- Manager for the United States
- Secretary of the Board and Legal Department Manager
- Europe and Chile Toll Roads Manager (Ireland, Greece, Italy, Portugal and Chile)
- Technical and Bids Manager
- Manager of Human Resources, Quality and Environment.

Senior Management also participates in option plans offered by the Company and Grupo Ferrovial, as described in note 29 of the Report.

5. Board of directors regulations.

The CINTRA Board of Directors Regulations came into force on 27 October 2004, thereby complying with the provisions of Section 115 of the Spanish Securities Market Law (section added by Law 26/2003, dated 17 July).

At its meeting held on 20 February 2007, the Board of Directors approved the new text of the Board of Directors Regulations, which came into force on 1 May 2007, and which included a large part of the recommendations of the Unified Code of Good Governance. The modifications gave rise to the report given to the Shareholders' Meeting that was held on 27 March 2007, the sharehol-

ders being provided with the text when the Shareholders' Meeting was convened.

In addition, small changes were introduced into the Board of Directors Regulations at the Board Meeting held on 24 April 2007. One of these is the definition of Independent Directors and the powers of the Related-Party Transactions Committee in respect of them, so that this Committee submits its proposal prior to the appointment of Independent Directors.

This year's Ordinary Shareholders' Meeting will be informed of the new modification and the text will be made available to the shareholders when the Notice of Meeting is published.

6. Other information about the board of directors.

a) Board members who are, in turn, directors, senior managers or employees in companies with significant equity holdings in the listed company and/or in companies of their group:

They are as follows:

- Rafael del Pino y Calvo-Sotelo: Chairman, Chief Executive Officer and Chairman of the Executive Committee of Grupo Ferrovial, S.A. and Chairman of Ferrovial Infraestructuras, S.A.
- Joaquín Ayuso García: Chief Executive Officer and Member of the Executive Committee of Grupo Ferrovial, S.A. and Deputy Chairman and Chief Executive Officer of Ferrovial Infraestructuras, S.A.
- José María Pérez Tremps: Director and Secretary of the Board and Member of the Executive Committee of Grupo Ferrovial, S.A. and Director of Ferrovial Infraestructuras, S.A.
- Nicolás Villén Jiménez: General Finance Manager and Member of the Management Committee of Grupo Ferrovial, S.A. and Director of Ferrovial Infraestructuras, S.A.

b) Company Directors who are members of the Board of Directors of other companies not belonging to its group and which are listed on official securities markets in Spain.

- Rafael del Pino y Calvo-Sotelo: Chairman of Grupo Ferrovial, S.A. and Director of Banco Español de Crédito, S.A.
- Joaquín Ayuso García: Chief Executive Officer of Grupo Ferrovial, S.A.
- José María Pérez Tremps: Director and Board Secretary of Grupo Ferrovial, S.A.
- Fernando Abril-Martorell Hernández: Director of Grupo Empresarial ENCE, S.A.
- José Fernando Sánchez-Junco Mans: Deputy Chairman of Dinamia Capital Privado S.C.R., S.A.

c) Administrative or management positions taken up by Board members in other Group companies.

- Enrique Díaz-Rato Revuelta: Chairman and Director of Nea Odos Concession SA, Director of Eurolink Motorway Operation Ltd (N4), Director of Ruta de los Ríos Sociedad Concesionaria SA, Director of Cintra Texas Corp., Director of Autopista del Maipo Sociedad Concesionaria SA, Director of Araucania Sociedad Concesionaria SA, Director of Talca Chillan Sociedad Concesionaria SA, Director of Skyway Concession Company Holding LLC, Director of Statewide Mobility Partners LLC, Director of 407 International Inc., Director of Cintra Concesiones de Infraestructuras de Transporte de Chile Ltda., Director of Eurolink Motorway Operations (M-3) Ltd., Director of Euroscut Açores Sociedade Concessionaria Do Scut Dos Açores SA, Director of SH 130 Concession Company LLC, Chairman of Central Greece Motorway Concessions S.A., Director of Euroscut Norte-Sociedade Concessionaria da Scut do Norte-Litoral, S.A. and Director of Ruta del Bosque Sociedad Concesionaria, S.A.
- Nicolás Villén Jiménez: Director of 407 International Inc., Director of Statewide Mobility Partners LLC and Director of Skyway Concession Company Holding LLC.

d) Other relevant information regarding the Board of Directors.

i) Stakes held by Board members in the capital of companies with the same, similar or complementary kind of activity as the Company. Positions or functions they perform in them.

The Company has been informed about the following holdings by directors in the capital of companies with the same, similar or complementary kind of activity as that of CINTRA.

- Rafael del Pino y Calvo-Sotelo owns 1.634% of Grupo Ferrovial, S.A.
- Joaquín Ayuso García owns 0.012% of the Grupo Ferrovial, S.A. share capital.
- José María Pérez Tremps owns 0.005% of the Grupo Ferrovial, S.A. share capital.
- José Fernando Sánchez-Junco Mans owns 0.009% of the Grupo Ferrovial, S.A. share capital.
- Fernando Abril-Martorell Hernández owns 0.002% of Abertis Infraestructuras, S.A..
- Nicolás Villén Jiménez owns 0.001% of Abertis Infraestructuras, S.A. and 0.005% of Grupo Ferrovial, S.A.

Regarding the positions or functions performed in companies with the same, similar or complementary kind of activity as the CINTRA corporate purpose, the Company has only received information concerning positions or functions held in companies that are directly or indirectly controlled by the Company (Grupo Cintra) or by the business group of the Company's significant shareholder (Grupo Ferrovial).

ii) Other information.

The Board of Directors held 12 meetings in 2007.

Each of the Board Meetings held on 25 September 2007 and 18 December 2007, respectively, was held without one of its members being present.

It is considered that the information supplied to the Board of Directors during the year was appropriate and sufficient for it to familiarize itself with the matters to be discussed. Senior executives frequently attended Board meetings to present the matters in their respective area of responsibility.

C) Related-party transactions

1. Significant related-party transactions.

a) Transactions with significant shareholders.

The main contractual relations that link the Company with its significant shareholder and its group of companies are described below.

a. Framework Agreement signed between Grupo Ferrovial, Ferrovial Agroman, S.A. and CINTRA.

When it was floated on the stock exchange, Grupo Ferrovial, Ferrovial Agroman, S.A. and CINTRA signed a Framework Agreement that came into force on 27 October 2004, to regulate the relations existing between Grupo Ferrovial and its subsidiaries other than CINTRA (henceforth referred to as Ferrovial), and CINTRA and its subsidiaries (henceforth referred to as CINTRA), in relation to:

1. Development of Transport Infrastructure Projects (roads and car parks):
   The Framework Agreement regulates the duties and obligations of CINTRA and Ferrovial in relation to concessions for road transport infrastructure and car parks.
   The Framework Agreement does not apply to Projects where the value of the design and construction work is equal to or less than 3,000,000 euros (updated in line with the CPI); the update for 2007 according to the CPI for 2006 set the figure at 3,297,236.90 euros) or where the successful bidder is obliged (by the bidding specifications or by legal requirement) to commission the work from a pre-determined party other than Ferrovial that is not a CINTRA subsidiary.
   The Framework Agreement establishes a system of preferential and exclusive rights between CINTRA and Ferrovial, in connection with bids and other associated activities for the concession and operation of highway transport infrastructures and car parks.
   The following distribution of tasks is established in relation to Project execution. If CINTRA and Ferrovial should be interested in participating in a Project, CINTRA will take responsibility for the coordination, drawing up and presentation of the bid and all its substantive aspects other than those related to construction; Ferrovial will take responsibility for the content and technical/financial documentation relating to the work.

2. The Framework Agreement shall be applicable to specific services contracts related to projects (cleaning, gardening, etc.) whose value exceeds 3,000,000 euros (updated in accordance with the CPI; the update for 2007 according to the CPI for 2006 set the figure at 3,297,236.90 euros).

3. Provision of inter-group services:
Among other issues, the Framework Agreement described above envisaged the reciprocal provision of services between Grupo Ferrovial and its group of companies and CINTRA and its group of companies. As a result, a Basic Contract for Corporate Services was signed between Grupo Ferrovial and CINTRA on 21 June 2005.
Grupo Ferrovial provides Grupo Cintra with services relating to information systems, assistance and management support, while Grupo Cintra provides Grupo Ferrovial with management assistance and support for Grupo Ferrovial companies related to the infrastructures area; both groups receive remuneration for providing these services.
The services provided by both Groups to each other generate mutual benefit, maintain appropriate quality levels and improve the efficiency and effectiveness of their respective organizations. To ensure the appropriate provision of services at all times and the advisability and justification for receiving and/or providing them, the Parties agree on the need to make an annual review of the nature, extent, price and quality of the services they provide.

The Related-Party Transactions Committee is responsible for supervising compliance with the Framework Agreement and, in general, the transactions carried out between the Grupo Ferrovial companies and CINTRA.

b. Main contractual relations between CINTRA and Grupo Ferrovial companies:

a) Provision of services between Grupo Ferrovial and CINTRA: Services provided in accordance with the Basic Contract for Corporate Services dated 21 June 2005. The amount invoiced by Grupo Ferrovial. during 2007 was 5,613,000 euros and the amount invoiced by CINTRA totalled 1,341,000 euros.

b) Construction contracts signed between Ferrovial Agroman and Grupo Cintra companies. In general, these refer to construction contracts signed between Concession Companies partly controlled by CINTRA and Ferrovial Agroman or the construction Joint Venture (controlled by Ferrovial Agroman) for the design and construction of the corresponding project works. The amounts invoiced in 2007, according to CINTRA records, are:

1. Autopista del Sol Concesionaria Española de Autopistas, S.A.: 456,000 euros.
2. Autopista Madrid Sur Sociedad Concesionaria, S.A. (Radial 4): 52,130,000 euros.
3. Autopista Madrid Levante Sociedad Concesionaria, S.A. (Ocaña-La Roda): 9,524,000 euros.
4. Euroscut Norte Litoral, Sociedade Concessionaria da Scut do Norte Litoral, S.A. (Portugal): 19,871,000 euros.
5. Euroscut Açores, Sociedade Concessionaria da Scut dos Açores, S.A. (Portugal): 50,587,000 euros
6. Euroscut, Sociedade Concessionaria da Scut do Algarve, S.A.(Portugal) 5,456,000 euros.
7. Eurolink Motorway Operations Ltd. (N4/N6) (Ireland): 349,000 euros.
8. Eurolink Motorway Operations (M3) Ltd. (Ireland): 168,539,000 euros.
9. Autopista ITR Concession Company LLC (USA) 31,353,000 euros.
10. Autopista SH 130 Concession Company LLC (USA) 28,802,000 euros
11. Autopista del Maipo Sociedad Concesionaria, S.A. (Chile): 33,573,000 euros.
12. Ruta de la Araucanía, S.A 5,397,000 euros.
13. Ruta de los Rios, S.A.: 317,000 euros.
14. Autopista Alcala-O'Donell, S.A.: 16,796,000 euros.
15. Car Parks: Construction of several underground car parks 12,000,000 euros.

c) Provision of cleaning and maintenance services: These are ordinary office cleaning and maintenance services provided by Grupo Ferrovial companies (Ferrovial Servicios) to different Grupo Cintra companies, which includes both the Company itself and toll road and car park concession companies. The amount totalled 1,406,000 euros.

d) The dividend paid by the Company to Ferrovial Infraestructuras in April 2007 against 2006 earnings amounted to 31,028,000 euros.

b) Significant transactions between the Company and its Directors and Senior Management.

Transactions between CINTRA and Grupo Ferrovial companies were carried out with Banesto under normal market conditions for a value of 52,266,000 euros. This information is provided in accordance with section 2 of EHA Order 3050/2004, since these are companies in which some of the CINTRA directors are also members of the Banesto Board of Directors.

Grupo Ferrovial companies or Joint Ventures controlled by Grupo Ferrovial have also carried out transactions with MAXAM Corp. S.A.U., formerly Grupo Unión Española de Explosivos, S.A., all of which were carried out under normal market conditions, for a total of 1,160,000 euros. This information is provided in accordance with section 2 of EHA Order 3050/2004, since some of the CINTRA Directors are also members of the Board of Directors of MAXAM Corp. S.A.U.

c) Significant transactions carried out with Group companies.

Transactions carried out by the Company and not eliminated when drawing up the consolidated financial statements: the provision of services invoiced by CINTRA to Autopista Trados M-45 S.A. for a value of 79,000 euros, and the invoicing of Indiana Toll Road Concession Company LLC for services and items relating to the bid and award of the concession, amounting to 169,000 euros and Neo Odos Concession S.A. for a value of 2,419,000 euros.

2. Conflicts of interest.

As at 31 December 2007, the Company was not aware of any conflicts of interest with its Directors, Executives or significant shareholders.

In any case, the Company has established a procedure in its corporate governance regulations by which Directors must disclose any conflict of interest and not intervene in debates or vote on matters in which they have a direct or indirect interest.

On the other hand, in order for Directors to carry out commercial or professional transactions with CINTRA directly or through related parties, they will need Board approval for the transaction based on a report from the Audit and Control Committee. In the case of ordinary transactions with CINTRA, a general approval of the line of operations by the Board of Directors will be sufficient.

3. Listed subsidiary companies.

The Company has no other listed company in its group.

D) Risk control systems

1. General description of the company's risk policy

1.1. Introduction

Since 2003, CINTRA has operated using a global risk management (GRM) sytstem that covers all its business activities around the world, including the activity of affiliated companies over which it has management capacity.

In a dynamic, highly competitive environment, this system is an important tool for the strategic management of business and contributes to the appropriate handling of the factors that can condition the achievement of medium- and long-term financial and operative objectives. CINTRA believes that a responsible, active risk policy designed from a global perspective helps to create value for the Company's activities, both for the shareholders and for the rest of the significant interest groups.

The risk policy and management system that emanates from it are governed by the following principles:

i. The final aim of risk management is to contribute to generating sustainable profit in all business areas and activities.

ii. The management system is designed from a global perspective; in other words, it integrates all the strategic and operative factors that shape the CINTRA risk profile, including economic, regulatory and legal, socio-political, labour and environmental factors.

iii. Risk management involves decision-making individuals at all levels of the organization, including Senior Management and the Board of Directors Committees.

iv. The functions arising from maintenance of the system and the reporting of risks are separate from the business lines, although the latter do provide their knowledge for analysing risks and establishing the most suitable management models for each case.

v. The system is designed to assist balanced, multi-criteria decision making, as it maintains standard, comparable measurement units regardless of the nature of the risk assessed.

1.2. The Company's main risks

CINTRA operates in countries with different social and economic situations and regulatory frameworks. In this context, there are different kinds of risk that are considered to be inherent in CINTRA's infrastructure promotion and management activities.

In general, CINTRA believes that significant risks are those that may compromise the profitability of its activities, the financial solvency of the Company or the Group, the corporate reputation and the personal safety of its employees. In particular, the most significant risks covered by the system are as follows:

1) Risks related to the quality of the service supplied to users.
   Damage to third parties due to roads being in a bad state of repair: Liability for traffic accidents and incidents because the road is in a bad state of repair.
   The quality system performs continuous monitoring of the key indicators that measure highway service level, with the aim of establishing preventive measures and early courses of action to reduce the likelihood of risk materialization.
2) Physical damage to infrastructures promoted or managed by CINTRA, basically those that are due to large impact risk, such as natural disasters.
3) Environmental risks:
   a) Risks linked to the application of environmental legislation: Risks arising from failure to comply with applicable environmental legislation, which could give rise to administrative sanctions or the application of penalties by the concession company, besides unknown or unexpected changes in environmental legislation that involve significant infrastructure investments.
      The environmental management system established in CINTRA has implemented an information system (SIGMA) in the corporate intranet, which provides on-line access, from each production centre or concession company, to a detailed analysis of applicable environmental legislation.
   b) Environmental pollution risks linked to the new European liability system: Although CINTRA's liabilities as an operator are limited, the risks arising from possible environmental accidents or occurrences of pollution during transport infrastructure and car park operation have also been included (e.g. spills from fuel tanks and other substances).

According to the stipulations of the new environmental liability system (Directive 2004/35/EC), Member States may, from 2010 onwards at the latest, demand financial guarantees from operators in order to remedy these types of risk. For this reason, CINTRA has adopted the decision to anticipate events, and in 2007 it signed an insurance policy for covering these risks in the terms established by this European regulation.

4) Socio-political and regulatory risks, of which the following are the mot significant:
   a) Risk of buy-back of the concession without payment of compensation (country risk).
      CINTRA'S capacity for investment focuses mainly on OECD countries, since their political, social and economic conditions and legal certainty are considered to be sufficient and sound.
      In this context, the risk of buy-back of the concessions by the government is sufficiently hedged by the clauses that guarantee indemnity and compensation to concession holders.

   b) Construction of alternative infrastructures in catchment areas (risk of execution/adaptation of alternative concession infrastructures, or the impact of existing or foreseeable parallel infrastructures, without the right to compensation).
      This risk is generally covered if it is due to government action. In concessions where this risk is not covered, the very location of the infrastructure makes it unlikely and sometimes non-viable to develop alternative structures.

   c) Social movements against toll road charges (risk of the suppression or modification of charges in toll road concessions, because of social pressure or political changes).

      In areas where movements of this kind have been detected, any proposed modification of charges would give rise to the corresponding economic compensation. In car park activity, the risk has been assessed as unlikely.

5) Financial risks.

a) Exposure to exchange rate fluctuations in activities carried out abroad.
b) Variations of interest rates in infrastructure financing.

The mechanisms for controlling these risks are described in section 5.

2. Description of the general control and report system

The procedure has been designed on the basis of international standards covering global risk management (IRM, AIMC, ALARM. 2002).

The information used by the system is generated through a small work-team that includes the heads of departments who handle the information regarding risks in their activity (Finance, Quality & Environment, Human Resources and Legal departments), directly supervised by the Chief Executive Officer. All members of the team belong to management.

The risks that are detected are assessed and prioritized by a standardized semi-qualitative procedure based on a system of relevant reliable indicators, describing in each case the control and management measures established. This information is transmitted periodically to the corporate level, where it is compiled and cross-checked before notifying the Board's Audit and Control Committee.
To make identification of the main trends and decision making easier, the system has a graphic output that integrates all the information in a comparable format (risk "map").

3. Quality management systems

All the CINTRA business areas have implemented quality management systems that comply with the ISO 9001 standard and are certified by accredited bodies. In all cases, these systems are implemented at the concession companies through Quality Plans developed specifically for each one, which ensure (a) prior planning of the relevant processes for product and service quality; (b) a systematic, documented control of such processes; and (c) sufficient feedback for detecting systematic errors and designing corrective or preventive measures in order to prevent or mitigate errors in the future.

In the context of these Quality Plans and among other control activities, the procedures that have been implemented compel the concession companies to take periodic measurements of variables related to service quality (e.g. road surface roughness and other road safety variables). Periodic reports are also drawn up on bridges, embankments structures and surfaces in order to ensure satisfactory service and road safety levels. The most significant variables are grouped into indicators that are reported to management on a regular basis.

The quality management systems are subject to a continuous process of assessment and internal audit. The scope of the audit plans affects both central services and the various concessions. In all cases, audits are carried out by central services on both the business area and the corporate sphere, with the participation of qualified specialists who know the business well but are independent of the production line.

4. Environmental management systems

In order to reduce the risk of failing to comply with environmental regulations through lack of knowledge, the Company has developed specific information systems for transmitting the legal environmental requirements to the Spanish concession companies.

On the other hand, within the framework of programmes for environmental monitoring of toll roads, the concession companies monitor the main environmental factors (e.g. noise levels, follow-up of the effectiveness of measures for restoring vegetation, quality of the water in public watercourses along the route, etc. CINTRA has implemented an on-line information system for reporting environmental indicators, which makes it possible to keep all the relevant information received from the concession companies and production centres updated.

In 2006, CINTRA started on the introduction of a standardized environmental management system (in accordance with ISO 14001 requirements) whose main aim is to coordinate the environmental monitoring measures carried out by the various concession companies. This system is expected to be certified by an accredited body early in 2008, both in the Spanish and Portuguese toll roads concession companies and in Cintra Aparcamientos.

5. Mechanisms for financial risk control

Exposure to exchange rate fluctuations: In general, management of this risk is centralized through the corporate Finance Department based on non-speculative criteria. In order to ensure that projected cash flows are not affected by exchange rate fluctuations, the following are hedged:

- Multi-currency projects (awarded or in the bidding process)
- Income from foreign subsidiaries and dividends or refunds of capital expected to be received from foreign subsidiaries.
- Cash of foreign subsidiaries.
- Payments to suppliers in foreign currency.

There are also contracts for covering the exchange rate against the Canadian dollar, the Polish zloty and the USA dollar.

Exposure to interest rate variations: With regard to the financing of infrastructure concession projects, fixed interest rates are negotiated when closing deals with the financiers. When this is not possible, the company considers hedging that risk during the entire financing term, in its different types (depending on the situation and on the investment volume).

6. Insurance policy

CINTRA has a corporate policy on insurance, implemented through its Corporate Insurance Department, for all its activities and concession companies. This policy obliges the company to insure against material damage (including natural disasters) and loss of revenue, besides third-party liability at all the concessions, using policies that comply with the conditions imposed by the bid specifications and loan covenants alike.

Under this common policy, risks that can be transferred totally or partially through insurance policies are monitored continually since the company analyses and reviews cover, indemnity caps, exclusions and premium costs.

Throughout 2007, the covers and premiums of the policies subscribed in the various programmes have been optimized in the international sphere, taking advantage of the volume and variety of exposure to risk represented globally by concessions under construction and those in operation.

7. Risks identified in 2007

The normal, customary non-material risks arising from normal business operation have materialized during 2007. The prevention, information and control mechanisms were found to function effectively and, therefore, the methods provided and the risk management systems are considered to have worked satisfactorily to date.

Details of the committee or governing body responsible for establishing and monitoring the control mechanisms are shown below:

Name of the Committee or Body	Description of functions
Management bodies for each activity (toll roads and car parks)	Efficient management and control of significant risks.
Audit and Control Committee	Periodic analysis and assessment of the main business risks and contingencies, as well as the systems established for their management and control.

8. Code of business ethics

CINTRA applies Grupo Ferrovial S.A.'s Code of Business Ethics, which was approved in 2004 and establishes the basic principles and commitments in this area which all group companies, employees and executives must adhere to and comply with in their work.

The document responds to the commitment undertaken by the Company for all relations between the Company, its employees and other interest groups to be in harmony with principles of respect for the law, ethical integrity and respect for human rights.

In parallel with this, a procedure has been established for suggesting improvements, making comments and criticisms, or for reporting inefficient situations, inappropriate conduct or possible violations of the Code of Business Ethics or any other matter, in writing and, if preferred, anonymously.

In 2005, CINTRA also published a Declaration of Values, highlighting the importance of ethical behaviour at three levels:

1. Towards its employees
2. Commitments with third parties and the market
3. Towards the community

E) Functioning of the shareholders' meeting

1. Quorum and adoption of resolutions at the shareholders' meeting.

The Company Articles of Association and the Shareholders' Meeting Regulations reproduce the rules for quorum and the adoption of resolutions established in the Spanish Corporations Law.

2. Measures adopted for promoting shareholder participation IN shareholders' meetingS.

In order to promote shareholder participation in Shareholders' Meetings, the rules for good governance envisage the Board adopting whatever measures it considers appropriate, also ensuring that the shareholders have all the information necessary for them to form a clear opinion of the Company's business trend. The following, among other aspects, are provided for:

- The possibility of considering suggestions or proposals made in writing by shareholders which the Board deems may be of interest to the Shareholders' Meeting;
- For shareholders who represent at least 5% of the share capital, the possibility of requesting the publication of a complement to the Notice of Meeting that includes one or more items on the agenda.
- The possibility of posting on the Company's website, or any other medium the Board considers appropriate, the likely date of the Meeting prior to the formal notice.
- As from the date of announcement of the Notice of Meeting, publication on the Company's website of the text of the proposed resolutions drawn up by the Board in respect of the items on the Agenda, besides whatever reports are mandatory or decided upon by the Board.
- The possibility of making written requests for the information or explanations considered necessary, or submitting in writing the questions they consider relevant, from the same day as the Notice of Meeting is published up until the seventh day before the Shareholders' Meeting is held. In addition, and with the same advance period, the Board shall take advantage of the Company's website as a generalized, appropriate technological method for disseminating information and also permitting the shareholders to exercise their right to access such information.
- Every effort shall be made for information prepared by the Board to be made available as early as possible.
- All information considered useful or advisable shall also be included to make it easier for shareholders to attend and participate in the Meeting, including, where appropriate and by way of example, the following:

  - The procedure for obtaining the attendance card.
  - Instructions for remote voting and/or proxy granting using the methods provided for, where appropriate, in the Notice of Meeting.
  - Information about where the Meeting is to be held and how to get there.
  - Instructions for attending the Meeting using the remote communication methods provided for, where appropriate, in the Notice of Meeting in accordance with the provisions of the Articles of Association and the Shareholders' Meeting Regulations.
  - Information, where appropriate, about systems or procedures for following the progress of the Meeting.
  - Information about the Shareholder Service Department (telephone number, e-mail, offices, office hours and other similar information).

- The possibility of voting and/or proxy granting through remote communication methods in accordance with the terms of the Shareholders' Meeting Regulations.
- When the Shareholders' Meeting is being convened, the Board of Directors shall consider the possibility of organizing attendance at the meeting through remote communication methods, and also the possibility of interventions being sent before quorum is established at the Meeting, in the terms stated in the Shareholders' Meeting Regulations.
- The possibility that, during the round of questions at the Shareholders' Meeting, shareholders may verbally request any information or clarification they consider advisable regarding the items on the Agenda.

3. The chairman of the shareholders' meeting.

In the Company, the position of Chairman of the Shareholders' Meeting coincides with the position of Chairman of the Board of Directors.

In order to guarantee the independence and good functioning of the Shareholders' Meeting, the duties conferred on the Chairman include declaring the Meeting to be validly set up, to lead and establish the order of the debates and round of questions/answers and the time allotted to them in accordance with the provisions of the Shareholders' Meeting Regulations, to stop the debates when he considers the matter has been discussed sufficiently and to organize voting, settle any doubts that arise regarding the agenda and list of those attending, proclaim the approval of resolutions, adjourn the meeting and, where appropriate, agree its suspension, and, in general, to exercise all the powers, including those of maintaining order and discipline, that are necessary for the smooth running of the meeting, including the interpretation of the provisions of the Shareholders' Meeting Regulations.

4. Modifications introduced into the shareholders' meeting regulations during the year

The Ordinary Shareholders' Meeting held on 27 March 2007, on the occasion of the adaptation of the Unified Code of Good Governance, agreed to modify the Introduction to the Shareholders' Meeting Regulations, article 5 in relation to the powers of the Shareholders' Meeting, and article 24 in relation to voting on proposed resolutions.

The Shareholders' Meeting Regulations can be consulted on the corporate website, whose address is:

www.cintra.es / Shareholders and Investors / Corporate Governance / Articles of Association and Regulations.

5. Attendance.

A total of 131 shareholders (320,186,093 shares, i.e. 62.093% of the share capital) attended the Ordinary Shareholders' Meeting held on 27 March 2007, while 5,837 shareholders (24,738,126 shares, i.e. 4.8% of the share capital) were represented by proxy. Therefore, a total of 5,968 shareholders owning 344,924,219 shares (i.e. 66.89% of the subscribed, paid-up share capital) attended or were represented at the Meeting (62.093% in person and 4.8% by proxy). 0.0004% of shareholders cast their vote using remote communication methods (either through the postal service or using electronic methods).

6. Extract of resolutions adopted.

The Shareholders' Meeting held on 27 March 2007 approved the following resolutions:

1. Examination and approval of the Company's annual accounts (balance sheet, profit and loss statement and report) and the management report for the business year that closed on 31 December 2006.
   Favourable votes: 98.98%
   Votes against: 0.00%
   Abstention: 1.02%

2. Examination and approval of the annual accounts (balance sheet, profit and loss statement, acknowledged income and expenditure statement, cash flow statement and report) and the management report for the Company's consolidated group for the business year that closed on December 2006.
   Favourable votes: 98.98%
   Votes against: 0.00%
   Abstention: 1.02%

3. Proposal for application of the 2006 results.
   Favourable votes: 100%
   Votes against: 0.00%
   Abstention: 0.00%

4. Examination and approval of the conduct of business by the Board of Directors in 2006.
   Favourable votes: 99.72%
   Votes against: 0.00%
   Abstention: 0.28%

5. Increase of share capital charged against reserves and the resulting modification of article 5 of the Articles of Association; application for the listing of the newly issued shares on the official markets and delegation of powers in the Board of Directors in relation to the capital increase in accordance with the provisions of section 153.1.a) of the Spanish Corporations Law.
   Favourable votes: 100%
   Votes against: 0.00%
   Abstention: 0.00%

6. Renewal of the Board of Directors.

6.1. Ratification of the appointment of Enrique Díaz-Rato Revuelta.

Favourable votes: 99.53%
Votes against: 0.45%
Abstention: 0.02%

6.2. Re-appointment of Nicolás Villén Jiménez.

Favourable votes: 99.26%
Votes against: 0.48%
Abstention: 0.26%

6.3. Re-appointment of José María Pérez Tremps.

Favourable votes: 99.26%
Votes against: 0.48%
Abstention: 0.26%

6.4. Re-appointment of José Fernando Sánchez-Junco Mans.

Favourable votes: 100%
Votes against: 0.00%
Abstention: 0.00%

6.5. Re-appointment of Fernando Abril-Martorell Hernández.

Favourable votes: 100%
Votes against: 0.00%
Abstention: 0.00%

6.6. Re-appointment of Jaime Bergel Sainz de Baranda.

Favourable votes: 99.34%
Votes against: 0.45%
Abstention: 0.21%

7. Re-appointment of the auditors for the Company and its consolidated group for the 2007 business year.

Favourable votes: 99.89%
Votes against: 0.00%
Abstention: 0.11%

8. Modification of the Articles of Association

8.1. Modification of article 34 of the Articles of Association in relation to the quantitative composition of the Board of Directors.

Favourable votes: 100%
Votes against: 0.00%
Abstention: 0.00%

8.2. Modification of article 35 of the Articles of Association in relation to categories of director.

Favourable votes: 100%
Votes against: 0.00%
Abstention: 0.00%

9. Modification of the "Cintra Concesiones de Infraestructuras de Transporte Shareholders' Meeting Regulations".

9.1. Modification of the Introduction to the Shareholders' Meeting Regulations.

Favourable votes: 100%
Votes against: 0.00%
Abstention: 0.00%

9.2. Modification of article 5 of the Shareholders' Meeting Regulations in relation to the powers of the Shareholders' Meeting.

Favourable votes: 100%
Votes against: 0.00%
Abstention: 0.00%

9.3. Modification of article 24 of the Shareholders' Meeting Regulations in relation to the voting of proposed resolutions.

Favourable votes: 100%
Votes against: 0.00%
Abstention: 0.00%

10. Remuneration of Members of Senior Management and the Board of Directors who perform executive functions.

10.1. Approval of a Company stock options plan in favour of the Chief Executive Officer.

Favourable votes: 99.98%
Votes against: 0.02%
Abstention: 0.00%

10.2. Approval of the participation by Senior Management, including Members of the Board of Directors with executive functions, in a remuneration system consisting of the payment of part of their variable remuneration through the delivery of Company shares.

Favourable votes: 99.98%
Votes against: 0.02%
Abstention: 0.00%

11. Delegation of powers to the Board of Directors for increasing the share capital by a maximum amount of fifty-one million five hundred and sixty-seven one

hundred and ninety-three euros and thirty euro cents (€51,567,193.30), in accordance with the provisions of section 153.1.b) of the Spanish Corporations Law and, where appropriate, for excluding the right to preferential subscription in accordance with the stipulations of section 159.2 of the same Law.
Favourable votes: 99.34%
Votes against: 0.66%
Abstention: 0.00%

12. Authorization so that, in accordance with the provisions of sections 75, and those that are in keeping with same, of the Spanish Corporations Law, the Company may proceed to the acquisition of own shares, either directly or through affiliated companies, leaving the authorization agreed previously by the Shareholders' Meeting on 28 March 2006 null and void, and also to devote some or all of the own shares thus acquired to the execution of remuneration programmes whose purpose is, or which involve, the delivery of shares or stock options, in accordance with provisions of paragraph 1 of section 75 of the Spanish Corporations Law.
Favourable votes: 100%
Votes against: 0.00%
Abstention: 0.00%

13. Delegation of powers for the legalization, registration and exercise of the resolutions adopted by the Meeting, and empowerment for legalizing the deposit of the annual accounts referred to in section 218 of the Spanish Corporations Law
Favourable votes: 100%
Votes against: 0.00%
Abstention: 0.00%

7. Dissemination of information about the company.

The Board of Directors has adopted the necessary measures for disseminating information relating to the Company among the shareholders and the investor public in general.

Mechanisms for the regular exchange of information with institutional investors have also been established, but without providing any situations where they hold privilege or an advantage over the other shareholders.

The corporate website (www.cintra.es) has a specific section on the home page entitled "Shareholders and Investors" with a specific "Corporate Governance" subheading, where more detailed information can be found. The reports published are those corresponding to 2004, 2005 and 2006.

F) Degree of compliance with corporate governance recommendations

The 2007 Corporate Governance Report includes a list of the Unified Code of Good Governance recommendations, indicating the degree to which each one is followed. This report can be found on the Company's website (www.cintra.es).

Corporate Responsibility

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Corporate Responsibility Report

CR report profile

The objective of the Corporate Responsibility Report is to offer reliable, balanced information on Cintra's performance in relevant issues raised by stakeholders.

Together with the Corporate Governance and Financial Reports, the Corporate Responsibility Report is part of Cintra's Annual Report, with which the company aims to situate corporate responsibility within the context of sustainability and bring economic and financial performance together with social and environment performance.

The information consolidation process

In 2007, Cintra implemented a new system for reporting and consolidating corporate responsibility information that allows clear, reliable, regular, comparable and accurate information to be compiled.
This system helps improve the quality of available non-financial information making it easier to report to stakeholders, draft the Annual Report and compile information for sustainability indices (Dow Jones, FTSE4Good, etc.), the United Nations Progress Report and other observatories or barometers that are kept informed of our activities. It also helps the third parties that need the traceability of these indicators to verify them.
The reporting process has several stages: data introduced by users from their own companies pass though several validation phases until they are verified and consolidated in the end. Depending on use, information is requested in specific or periodic campaigns (annually, biannually, quarterly, etc.) and all processing and administration takes place at Cintra's offices in Madrid. Cintra companies reported the requested corporate responsibility data in December 2007.
The consolidation criteria applied by the system is the same as in previous years.

Principles

Cintra understands corporate responsibility as the voluntary integration of economic, ethical, social, employment and environmental issues as well as a respect for human rights into its business operations and relationships with stakeholders.
This vision is based on four sources of fundamental principles:

- The Code of Business Ethics
- The Statement of Principles for Sustainable Development
- Global Compact Principles
- Cintra's Statement of Values

Code of Business Ethics

The Ferrovial Group's Code of Business Ethics, which Cintra applies, establishes the basic principles of corporate ethics with which all Cintra companies, employees and executives must comply. The code also binds all other companies and organisations linked to Cintra and any company controlled by Cintra in any other manner.

Principles of Conduct:

- **Respect for the law:** Cintra's business and professional activities shall strictly comply with the law in force in each country where they are performed.
- **Ethical integrity:** the business and professional activities of Cintra and its employees shall be based on the value of integrity and shall be developed in accordance with the principles of honesty and respect for the particular circumstances and needs of all the parties involved.
- **Respect for Human Rights:** all the actions of Cintra and its employees shall scrupulously respect the Human Rights and Public Liberties

enshrined in the Universal Declaration of Human Rights.

Any employee who has a founded suspicion or knowledge of a breach of the Code can report it through an internal channel that guarantees anonymity and leads to an investigation.

Statement of Principles for Sustainable Development

Cintra defines corporate responsibility within the context of sustainability as a management tool to create value for all stakeholders and the Company itself. This is reflected in Ferrovial's Statement of Principles for Sustainable Development (2004), in which the group's companies, including Cintra, undertake to maintain an outstanding professional business environment for its employees, customers and suppliers and strive to achieve international recognition for the project.

For that purpose, Cintra's business activities are based on the following principles:

- Ethics and professionalism in its actions
- Implementation of best corporate governance practices
- Contribution to the socio-economic development of the areas in which we operate
- Mitigation of the environmental impact of our activities
- Hiring and motivation of the best human capital
- Health and safety of our employees
- Quality, continuous improvement in our processes and activities
- Transparency

Global Compact

Since 2005, Cintra has assumed the principles of the United Nations Global Compact as one of the pillars of its corporate responsibility policy in all the countries where it operates and the activities it performs.

This decision means that all Cintra concessions and companies must individually undertake to:

- Support and respect the protection of internationally proclaimed human rights.
- Make sure they are not complicit in human rights abuses.
- Uphold freedom of association and the effective recognition of the right to collective bargaining.
- Support the elimination of all forms of forced and compulsory labour.
- Support the effective abolition of child labour.
- Support the elimination of discrimination in respect of employment and occupation.
- Support a precautionary approach to environmental challenges.
- Undertake initiatives to promote greater environmental responsibility.
- Encourage the development and diffusion of environmentally friendly technologies.
- Work against all forms of corruption, including extortion and bribery.

Cintra has adhered to the Global Compact since 2005 and through Ferrovial participates in Compact activities that include:

- Sending the United Nations a special annual progress report on compliance with these principles.
- Active participation in promoting these principles as a Board Member of the Spanish Global Compact Association (ASEPAM) through a number of different forums and meetings.
- Representation at the Global Compact Forum in Latin America and the Global Summit in Geneva.

Cintra's Statement of Values

Cintra's Statement of Values establishes guidelines for strengthening the organisation through the involvement and commitment of all our employees in order to:

- Contribute to personal growth and development at Cintra
- Maintain relations with third parties and the market based on the principles of integrity, professionalism and transparency
- Respect the environment and act in a socially responsible manner with respect to the community

These commitments are structured in three areas:

Concerning its Employees

- Respect, equal opportunities and non-discrimination
- Commitment to implementing safety and health policies individually and collectively
- Respect for the privacy and confidentiality of information
- Encouraging a balance between personal and professional lives
- Opportunity for career development and taking responsibilities according to its flat organization

Commitments with third parties and the market

- Creating value through growth
- Fair competition
- Transparent management
- Quality of service
- Confidentiality regarding third-party information

Regarding the community

- Conducting business in a socially responsible way
- Environmental commitment in the development of business
- Assumption of the principles of the United Nations World Pact in the performance of business activities

Policies

Cintra has a range of policies related to transparency, corporate governance, employment, the quality of its products and services, the environment and human rights. All policies and standards are posted in both Spanish and English on Cintra's Intranet (Cinnet) and the Cintra Group's Intranet (Ferronet).

Transparency

- **Confidentiality of third-party information**. Cintra undertakes to maintain the confidentiality of the third-party data in its possession unless legal, administrative or judicial obligations require it to deliver them to companies or persons, or make them public. Cintra also guarantees the rights of the third parties concerned to consult the data and have them changed or rectified as necessary. When performing their professional activities, Cintra employees shall maintain the confidentiality of the data in the aforementioned terms during the performance of their professional activities and shall abstain from misusing such information. (CEE).
- **Discreet use of Cintra information.** Cintra requires its employees to make discreet, professional use of the company information to which they have access in the performance of their activities and restricts its use to company-related activities. (CEE).
- **Respect for the right to privacy and confidentiality of employee information.** Cintra undertakes to request and use only the employee data needed for efficient business management or required by the applicable legislation. Cintra also undertakes to take all the measures necessary to maintain the personal data in its possession confidential and to ensure that, when the data must be transferred for business reasons, it is kept confidential in accordance with current legislation. (CEE).
- **Conflict of interests.** All Cintra employees must avoid situations that may lead to a conflict of interest between their personal interests and those of Cintra, and must abstain from representing the Company or intervening in or influencing decisions in which they or a third party linked to them through any type of significant economic, family or professional relationship have a direct or indirect personal interest. Employees in situation in which a conflict of interest arises are obliged to inform their hierarchical superior. Conflicts between personal and business interests shall always be resolved in favour of the interests of Cintra Group companies. (CEE)

Corporate Governance

- **Fair competition.** Cintra prohibits any action that involves unfair competition practices and undertakes to monitor compliance with the competition laws applicable in the countries where it operates.

- **Integrity in management.** Cintra prohibits bribes to public authorities and civil servants and it forbids its employees to give or receive from third parties undue payments of any type as well as presents, gifts or favours outside the scope of market practices or which, as a consequence of their value, characteristics or circumstances, may reasonably alter the commercial, administrative or professional relations to which its companies are a party.
- **Protecting corporate assets**. Cintra and its employees shall always strive to protect all the assets and rights comprising Cintra companies' net worth and preserve confidentiality.

Labour rights

- **Occupational health and safety.** Cintra shall provide its employees with a safe and stable environment and undertakes to constantly update occupational safety measures and scrupulously respect applicable regulations in this area. All employees are responsible for rigorously complying with health and safety regulations, which means that all employees must make responsible use of the equipment assigned to them, disclose their knowledge to colleagues and subordinates and foster compliance with safety practices.
- **Fostering a balance between personal and professional life**. Cintra shall foster a balance between the personal and professional lives of its employees. Cintra values the benefits for employees and the company of a balance between its employees' professional and personal responsibilities and shall promote measures to reconcile both for that purpose.

This effort has been recognised for yet another year with the Family Friendly Company, a prestigious certificate from the Más Familia Foundation, which makes Cintra a frame of reference in this area.

- **Equal Opportunities.** All employees shall enjoy equal opportunities regarding professional career development. Cintra undertakes to establish an effective equal opportunities policy so that its employees' careers develop on the basis of merit. Promotion decisions shall always be based on objective circumstances and assessments. Cintra also undertakes to maintain an investment policy in personal and professional training and education for its employees. (CEE)
- **Respectful treatment and non-discrimination**. Cintra assumes the responsibility of maintaining a work environment free from all types of discrimination and from any form of personal harassment. All employees must be treated fairly and with respect by their superiors, subordinates and colleagues. Conduct, whether verbal or physical, that is improper, hostile or offensive shall not be tolerated. (CEE).

Consumer Rights

- **Quality Policy**. The guidelines of Cintra's business activities are based on the search for quality in its products and services and the Company shall provide its employees with the means required to develop the most appropriate quality management systems at all times. (CEE).
- **Customer satisfaction.** Cintra shall strive to meet customer's best expectations and devote efforts to anticipating their needs. (CEE).

efr empresa familiarmente responsable

Autema.

The Environment

- **Mitigation of negative impacts on the environment**. Cintra undertakes to procure the utmost respect for the environment during its activities and minimise any negative effects that could potentially be caused. Cintra shall make the most appropriate resources available to employees for that purpose. (CEE).
- **Conserving natural resources**. Cintra shall also contribute to conserving natural resources and areas of ecological, landscape, scientific and cultural interest. For that purpose, Cintra shall establish best practices and encourage its employees to be familiar with them and apply them. (CEE).

Investment in the Community

- **Social commitment**. Cintra undertakes to act in a socially responsible way, complying with the law in the countries where it operates, and, in particular, to respect the cultural diversity, customs and principles of the persons and communities affected by its activities.

Madrid-Sur.

Dialogue with the main stakeholders

Cintra considers shareholders those individuals or social groups with a legitimate interest who are affected by the company's actions in the present or future.
This definition especially refers to internal stakeholders, which include shareholders, employees, customers, suppliers, investors and project partners.
In the stakeholder identification process, Cintra has also taken into account its relationship with the community from which other groups or persons may arise who, aside from their interest, have a positive impact on the agenda of topics relevant to the Company. These are known as external stakeholders: public administrations and governments, communication media, analysts, the business sector, trade unions and the community in general, beginning with the local communities in which the company operates.

Dialogue process

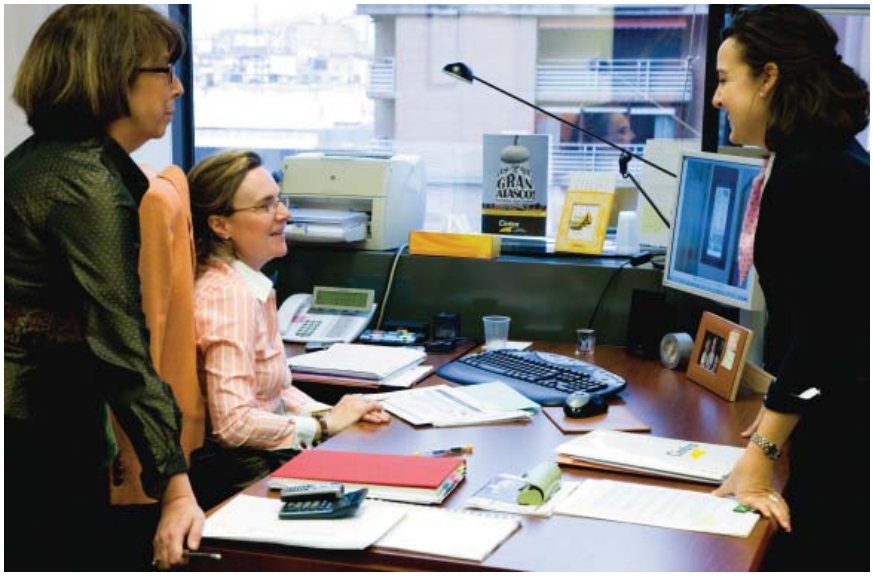
Cintra's relationship with stakeholders is conducted within a context of transparency, veracity and professionalism based on the three principles in its Code of Ethics: respect for the law, ethical integrity and respect for human rights.
Transparency is conducted within the legal limits (in accordance with regulations and established periods) and with respect for the rights of all stakeholders.

Shareholders

When Cintra was floated on the stock exchange in October 2004, it created the Shareholder Service Department, which aims to serve as a permanent communication channel between private shareholders and the Company, so that the latter can meet shareholder needs for information.
The different communication channels Cintra makes available to its shareholders include a Shareholders Free Help Line (900 10 11 38), e-mail address (accionistascintra@cintra.es) and fax line (91 555 69 98). During 2007, 147 e-mails were received requesting different kinds of company information, 41% more than in the previous year, all of which were individually answered.
Shareholders have access to all Cintra documentation, procedures for obtaining attendance cards for Shareholders Meetings and instructions for telematically attending meetings, voting or delegating votes by proxy, among other services, through the website. Shareholders have been able to participate virtually in Shareholders Meetings and vote by e-mail since 2005.

Employees and employee representation

Cintra considers communication one of the keys to its success and therefore pays special attention to maintaining a permanent climate of communication with its employees that reaches everyone. This communication is based on respect for privacy and confidentiality of information, in accordance with the applicable legislation in force at all times.



The number and variety of existing jobs requires Cintra to maintain several different communication channels to provide all employees with access to information and maintain open dialogue channels with the Company.
Cintra has the following channels to ascertain its employees' opinions:

- **Employee Satisfaction Survey:** Cintra conducts an Employee Satisfaction Survey once every two years in a number of areas: work, organisation and resources, hierarchical relationships, teamwork and coordination, results, customer and quality orientation, information, communication and participation, leadership and progress in organisation, training and development, remuneration, health and safety in the workplace and overall satisfaction. A new Employee Satisfaction Survey is planned for April 2008.
- **Annual executives meeting**, in which Cintra's senior executives share the group's vision of its annual objectives and results.

Cintra has a number of different formal channels for informing its employees of organisational changes and other communications of interest, prominent among which are:

- **Intranet.** The main internal communication channel with employees is the intranet (Cinnet). In 2007, the intranet was used assiduously by 366 users and the number of registered accesses was 53,122. The intranet posted 150 notices, 28 new contracts and 66 circulars.

As part of the Ferrovial Group, Cintra employees also have access to Ferrovial's Intranet (Ferronet), Mymedia (a multimedia channel that reports on the group's activities every week) and Inforvial (an internal magazine for Cintra employees).

Furthermore, Cintra maintains a permanent climate of dialogue with representatives at Cintra work centres in which employees are represented. This situation allows the existence of a two-way flow of information that facilitates the performance of work, making it more efficient and effective.

Customers

Cintra's business code regarding its customers aims to meet their best expectations and devote efforts to anticipating their needs (Code of Business Ethics).
Customer service departments are Cintra's main channel for responding to customers' opinions, doubts and complaints:

- The 407 ETR toll road (Canada) has a Customer Service Centre to deal with users' suggestions and complaints, which can be sent by post, e-mail or fax and are directly attended by the Customer Care Team.
- Chicago Skyway, Autema, Ausol, Radial 4, Madrid-Levante, Cintra Chile and Eurolink have customer call centres and information posted on their own respective websites.
- Cintra has a Customer Service Department to attend to queries by off-street car park users and controlled parking users.
- Its Sales Department also responds to queries and complaints related to parking construction and private parking use.

Madrid-Sur.

Institutional Investor and Analysts

The main purpose of Cintra's Department for Investor and Shareholder Relations is to provide information and explain the Company's main organisational, operational, operative and business strategies, facilitating the formation of expectations of its future performance, thus contributing to adequate price-setting on the market.
Activities with investors and analysts are conducted primarily through roadshows, seminars and ongoing informative meetings on the Company's strategy and events. Meetings with analysts are held every quarter to present the Company results. Specific presentations are also held on events relevant to corporate activities.
Cintra held 265 meetings with investors in 18 cities in 11 countries in Europe and the US in 2007, of which 198 were at roadshows and 67 at Cintra's offices in Madrid. The company has also promoted 5 presentations: 4 on results and one on Company strategy, which took place at Cintra's first Investor Day. 7 seminars were attended: 5 sector seminars (4 for transport and 1 for infrastructures), 1 for European businesses and another for Iberian companies.
Of the 265 meetings attended, 255 were with investors and 10 were with analysts. 15 roadshows were sponsored: 4 in Spain (2 in Madrid, 1 in Bilbao and 1 in Barcelona) where 55 meetings were held and 11 trips abroad (4 to London, 3 to the US, 1 to Belgium and Holland, 1 in France, 1 in Switzerland and Germany, and 1 in Denmark, Sweden and Norway) for a total of 143 meetings.
A total of 21 banks or brokers (9 Spanish and 12 abroad) covered Cintra's shares in 2007. These entities published 48 reports and notes about Cintra.
Cintra maintains a database of 546 analysts and investors who requested to join its mailing lists and receive all company communications. Registered analysts and investors received 54 communiqués in 2007.
Furthermore, the Triodos investment bank has recommended Cintra for its corporate responsibility policy.

Suppliers

Cintra's relationships with its suppliers and subcontractors are essential to its business activities. The Company's quality policy considers suppliers and subcontractors collaborators and "focuses on mutual benefits, combining endeavours and creativity so that customers receive consistently improved quality and services, establishing long-term relationships, if possible".
Cintra worked with more than 6,000 suppliers in 2007.

Trade unions

The elevated number of Cintra employees requires cordial relationships with trade unions in the different business areas represented at its workplaces. Cintra maintains an open dialogue with trade unions that is not restricted to the field of collective bargaining, but also extends to any other question of interest that may arise.

Administration

Cintra maintains a permanent dialogue with the local, regional and national governments and public authorities in all the countries where it operates. This dialogue is always based on the principle of integrity enshrined in the Business Code of Ethics.

Cintra prohibits bribes to public authorities and civil servants and it forbids its employees to give or receive from third parties undue payments of any type as well as presents, gifts or favours outside the scope of market practices or which, as a consequence of their value, characteristics or circumstances, may reasonably alter the commercial, administrative or professional relations to which its companies are a party.

Cintra has a number of different internal control mechanisms and procedures to prevent bribery and corruption, prominent among which are:

- An investment procedure. This procedure establishes the monitoring and approval systems required to conduct investments.
- A procedure to protect Cintra's net worth through preventing internal fraud.
- Regulations on expenses. Cintra has rules that make it mandatory to submit all applications to the centralised travel agency each company maintains to prevent possible bribes or corruption related to travel expenses.
- The use of Corporate Credit Cards is exclusively limited to settling business travelling expenses.
- Regulations on applications for cash advances through a computerised system that has been implemented to manage expenses to control the availability of cash.

Any employee that becomes aware of any conduct related to bribery or corruption has the right and obligation to inform a superior about it or report it anonymously through the Suggestion Box.

Communication media

Cintra consider the communication media stakeholders, given their influence on shaping public opinion and other stakeholders' perceptions. In many cases, the media are one of the main communication channels between the Company and its stakeholders.
Cintra's relations with the media are based on a commitment to transparent, on-going information and a proactive attitude to suitably disseminating the Company's strategy and future activities and objectives, as well as the real time communication of events that affect the organisation and the analysis and trends of the sectors in which it operates.
Cintra maintains ongoing direct contact with approximately 70 national and international communication media, based on transparency and close collaboration with information professionals. Media relations are coordinated all over the world through Cintra's Corporate Communication Department.
Cintra's presence abroad is an important challenge in our relations with the communication media, in which the international media have an increasingly greater weight. Some of the most outstanding actions developed for the media in 2007 include corporate presentations for journalists in the U.S. and Canada and quarterly meetings with the media for the presentation of results and Shareholders' Meetings. The information of greatest interest to the media in 2007 was related to the Company's economic results, its evolution on the stock exchange, progress in assets management in the U.S and the penetration and potential growth of the Greek concessions market.

Materiality

Cintra considers the following areas to be relevant and strategic in its dialogue with stakeholders:

- Employment quality
- Equal opportunities and diversity
- Occupational health and safetyInnovation
- Quality of products and services
- Responsibility for the environment
- Social investment in the community

Our commitment to people

Our team

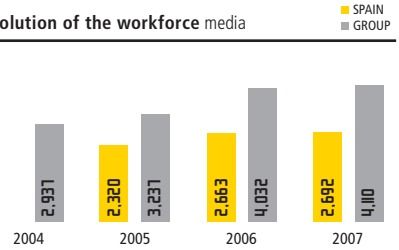
One of Cintra's competitive advantages is its human capital. Therefore, its human resources policy is important for the Company's value-creation strategy. This policy is aimed at maintaining a well-structured workforce that ensures future growth and enables all employees to develop their careers.
In 2007, the total workforce rose to 4,110 employees, a growth of 2.3% compared to the previous year. There were 4,093 employees at year's end, of which 1,967 (48.06%) worked in toll roads and 2,126 (51.94%) in car parks. The workforce is differentiated into structural personnel (14.8%), central and peripheral personnel and operations personnel (85.2%). The number of manual workers and line personnel came to 67.37%, clerical workers accounted for 19.66%, graduates accounted for 10.46% and the remaining 2.50% were managers. The average age of work force is 38.7 years.

All Cintra employees enjoy equal opportunities to develop their professional careers. Women accounted for 45% of Cintra's workforce in 2007. Furthermore, Cintra aims to integrate disadvantaged social groups, the long-term unemployed, people over 45 years of age and people with disabilities into the labour force. Thus, in 2007, Cintra continued with its policy to integrate people with disabilities at its Spanish companies and at year's end, there were 93 employees with disabilities, i.e., 3.4% of the total workforce, thus exceeding the minimum established by the applicable legislation.
For Cintra, having solidly formed professionals capable of facing the challenges of business growth and rapid internationalisation are our main challenges. The importance of Cintra's activities outside Spain is reflected in the data for its workforce, 34.7% of which was employed abroad, while the remaining 65.3% was employed in Spain.

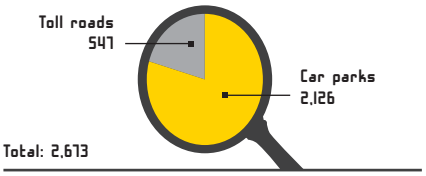
Cintra's expansion abroad increases the possibility of expatriation for its employees. In 2007, 13 more employees were expatriated than in 2006, a growth of 68.4% and proof that Cintra's workforce responds to international expansion by having integrated it naturally into its professional careers. Positions were covered for the SH 130 (US) toll road / M3 (Ireland) / the Azores (Portugal) and the Central Greece Motorway (Greece) and the bidding structure for the US was also reinforced.
The most relevant issues facing Cintra and its stakeholders in relation to employees are structured into three major challenges:

- Promoting quality employment
- Fostering equal opportunities and diversity
- Creating a safe and healthy work environment

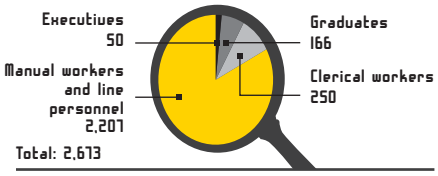
Evolution of the workforce media



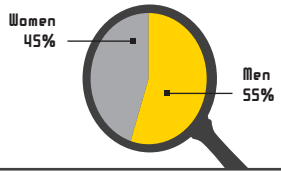
% Distribution of the workforce by activity (SPAIN)
as of 31-12-2007



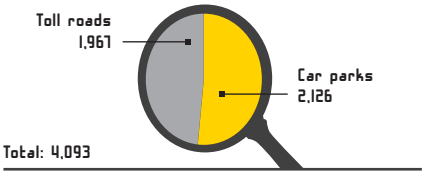
% Distribution of the workforce by category (ESPAÑA)



Distribution of the workforce men/women



% Distribution of the workforce by activity (GROUP)
as of 31-12-2007



% Distribution of the workforce by category (GROUP)

Equal opportunity and diversity

The following progress was achieved in 2007:

- The percentage of women executives rose from 15.3% to 20.3%.
- The percentage of people with disabilities in the Spanish workforce reached 3.4%, easily exceeding the legislation in force.
- 230 employees were promoted internally, a total of 5.6% of the workforce.
- Cintra's workforce includes employees from 35 countries.

Equal opportunities

All Cintra employees enjoy equal opportunities to develop their professional careers. The Company is committed to an effective equal opportunities policy so that all employees can perform their activities on the basis of merit.
Women accounted for 45% of Cintra's workforce in 2007. Furthermore, the number of women executives rose from 15.3% to 20.3% for a total of 103 (2.5% of the workforce) by the end of 2007 and their average age was 47.21.
Cintra also aims to integrate disadvantaged social groups, such as the long-term unemployed, people over 45 years of age and people with disabilities into the labour force.
To that end, Cintra continued to implement its policy of integrating people with disabilities into its Spanish workforce in 2007. There were 93 employees with disabilities at the close of the year, i.e., 3.4% of the total, thus exceeding the minimum established in the applicable legislation.
Within this context, Cintra participates in Proyecto Stela, an initiative promoted by the Fundación Síndrome de Downs in Madrid, which aims to incorporate people with Down's syndrome and intellectual disabilities into a normalised work environment. In 2007, Cintra also collaborated with Jardiser to maintain Cintra's headquarters as well as Autema. Revenues of 85,310 euros was taken in last year for these services. Autema signed a collaboration agreement with the Ampans toll road in which 76 people with mental disabilities from towns in the toll road area are employed in gardening work and general maintenance of the toll road area facilities. Revenues from these services came to 85,310 euros last year.

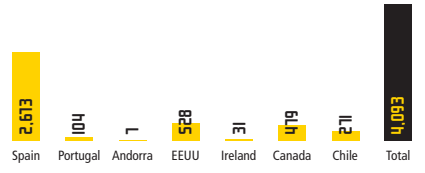
Promotions

Fostering equal opportunities also makes encouraging internal promotion a priority. Therefore, all vacancies are posted through the intranet Job Centre and all employees interested in new posts may apply, with the process' confidentiality and transparency guaranteed at all times. In Spain, there were 230 internal promotions in 2007, of which 77 were women, 33% of the total.

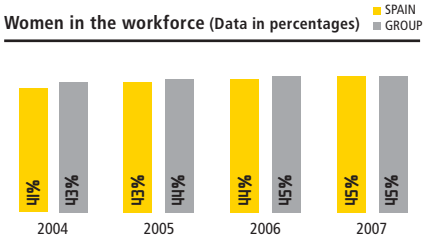
Diversity

The human team's diversity is a key factor that enriches Cintra's human resource policy. Therefore, we guarantee the absence of any type of discrimination for cultural, age, gender, disability, religion, ethnic, political reasons or other.
As a result of the company's growing foreign activity, a third of Cintra's employees are no longer located at work centres in Spain. Furthermore, Cintra employs personnel from 35 different countries. Thus, the company's new profile is not only more global, but increasingly diverse as well.
The foreign activity process has the support of 31 Spanish professionals abroad in these countries: 11 executives, 2 of whom belong to Cintra's Management Committee.

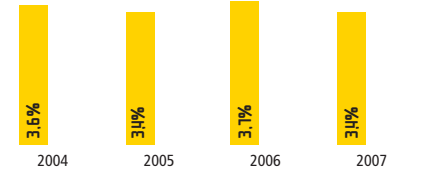
Workforce by regional profile at the close



Women in the workforce (Data in percentages)



People with disabilities (Data in percentages)



Health and safety

The following significant progress was achieved in 2007:

- The number of accidents in Spanish companies fell by 29.75%

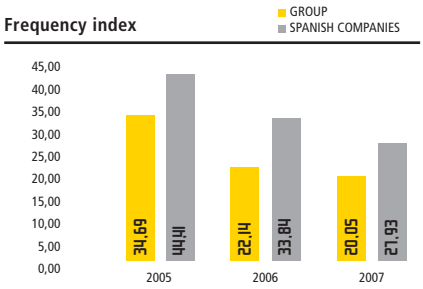
Occupational safety

Cintra considers occupational safety a vital priority in the development and execution of its different activities and actively strives to enable workplaces to improve health and safety levels. Caring for occupational health and safety beyond legal requirements is one of the main commitments of Cintra's Management Committee, as established in the company's Statement of Values. The number of workplace accidents fell by 29.75% at Spanish companies. This result is the outcome of efforts made in occupational safety. All accidents in 2007 were investigated and more stringent measures were adopted to prevent recurrences or minimise their consequences. All accident indexes fell dramatically, despite the increase in foreign activity and the workforce. The number of incidences for every thousand workers dropped from 40 to 35. The frequency of occupational accidents also fell from 22 to 20 for every million hours worked. The number of days lost for each 1,000 hours worked fell from 0.56 to 0.54, which means that the severity of accidents also dropped.

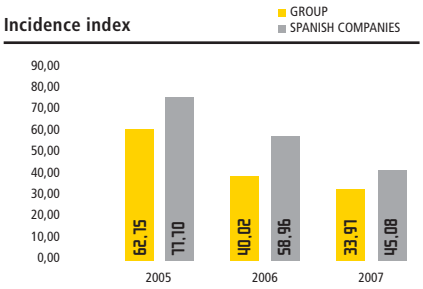
Training, information, participation and consultation with our employees on safety issues are basic pillars of our business.

In 2007, 8,223.5 training hours were given to 1,426 people in different risk groups in Spanish companies to improve our employees' quality of life, which included:

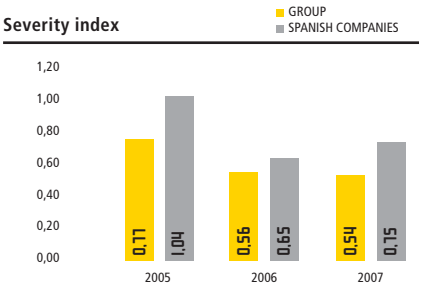
- Back care workshop: healthy postural habits and exercises to prevent MSDs for office personnel. A total of 214 participants.
- First aid training: basic techniques related to different kinds of injuries, in which a total of 108 employees participated.
- Fire prevention training: theoretical and practical training in handling fire fighting equipment and the correct application of fire extinction techniques and procedures, in which a total of 102 employees participated.
- Specific safety training for employees at toll roads (60 participants), underground car parks (109 participants) and regulated on-street parking (477 participants), as well as tow truck drivers (20).
- Emergency training and evacuation drills for office and car park personnel, in which a total of 111 people participated.



Represents the number of accidents which occurred during the working day for every million hours worked and is based on the formula: FI = total number of accidents involving days away from work which occurred during the working day x 106 / (nº of hours worked).



Represents the number of accidents which occurred during the working day for every thousand worker exposed and is based on the formula: II = total number of accidents involving days away from work which occurred during the working day x 103 / (average number of workers).



Represents the number of working days lost as a result of accidents for every 1000 hours work. It based on the formula: SI = number of working days lost per year x 103 / (number of hours worked).

Cintra has implemented an Occupational Safety System at its Spanish concessions, which is integrated into each of its companies' hierarchical structural line and ensures that employees participate and are consulted. CONSIGGNA, Cintra's exclusive communication channel, which was created to enable employees to work jointly in a virtual environment and allows the Safety Service to analyse overall management and ensure monitoring of the Safety Plan, is used to integrate the system into each business line. This year, Cintra has been working to integrate this tool into its foreign concessions, translating it into other languages for its implementation in 2008.

Occupational health

We consider protecting our employees' health and physical well-being a vital priority and strive for activities to take place in a safe environment. Among other actions, 55 safety visits, 20 evacuation drills, 111 risk and environmental assessments were conducted.
The company's supervision of employee health with respect to inherent workplace risks takes the shape of medical examinations prior to joining the staff and regular subsequent check-ups conducted at each workplace in line with specific protocols. In 2007, 522 medical examinations were conducted.

"A commitment to health and safety"

Cintra's Statement of Values establishes "the commitment to individual and collective health and safety policies". To achieve this, the Management Committee has defined the following objectives:

- Foster a culture of occupational safety and the continuous improvement of health and safety conditions at the workplace.
- Integrate prevention in the series of activities and decisions, both in technical processes in the organisation of work and the conditions in which it is performed, as well as all the hierarchical levels, in accordance with the uses and regulations of each country in which it operates.
- Implement Cintra's policy in all the companies that develop their activities in any of its subsidiaries or perform activities outside these centres on its behalf.
- Develop organisational structures and a culture that ensures participation, information and training for organisation members.
- Ensure that all employees and companies collaborate in responsible, correct and safe work that complies with legal regulations in force and established procedures.
- Continuously improve the effectiveness of the Occupational Safety Management System.

Quality employment

The following is the most significant progress achieved in 2007:

- An increase in the number of employees with permanent contracts, which rose from 90.6% of the workforce in 2006 to 92.2% in 2007.
- 87.82% of all employees in Spain are covered by wage agreements.
- 17.9% of all employees have a fixed and variable remuneration plan.
- The renewal of the Family Friendly Company certificate based on the EFR 1000-1 standard.
- Training investments increased by 52.2%.

Stable employment

Cintra's dynamism and growth did not prevent it from successfully pursuing its firm commitment to stable, high-quality employment. In 2007, 92.16% of its employees had permanent contracts. The attrition rate remained at a natural rate for the sector, less than 10% (9.68%) and in Spain, fell to 7.65%. Furthermore, the average length of service of the Company's workforce rose to 3.2 years, from 2.6 in 2006. This indicator reached 6.1 years in Spain's workforce.

Trade union freedom and collective bargaining

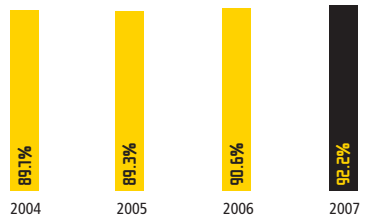
(1) Data only on Spain
Percentage of employees with wage agreements: 87.82% (1).
Lawsuits for limitation of the normal exercise of trade union functions: 0 (1)
Lawsuits for breaches of the right to collective bargaining: 0 (1)

Cintra respects its employees' trade union freedom and the effective recognition of their right to collective bargaining in accordance with the legal requirements in each country, as well as the right to collective bargaining by legally legitimated interlocutors, be they staff representatives and/or trade unions. Almost all Cintra's work centres have unitary representation and its employees are members of a trade union. All of this is structured within a communication policy that respects the right to confidentiality of information.
Spain is the country with Cintra's largest collective to which homogenous socio-labour legislation applies. The employment conditions of 87.82% of the workforce are negotiated under 48 wage agreements that cover the different business areas (off-street car parks, on-street car parks and toll roads). Two of these agreements were nationwide (car park and on-street sectors), seventeen provincial and/or regional (car park and on-street car parks sector agreements) and twenty-nine were company-specific (three for toll roads and twenty-six for car parks). Most agreements in the business areas are negotiated directly by Cintra and at higher levels through the corresponding business association of which it is a member. Cintra is also concerned with regulating its employees' employment conditions at workplaces that lack employee representation; in fact, Cintra has signed wage agreements with its employees at three work centres.
Outside of Spain, a wage agreement is in place at the 407 ETR toll road in Canada that regulates the employment conditions of 36.1% of its employees. In Chile, a wage agreement has also been signed with Talca Chillan Sociedad Concesionaria, S.A. that regulates the employment conditions of 41% of its employees.
Cintra's compliance with these rights is palpable in the inexistence of lawsuits by employees or trade unions founded on the breach of the right to collective bargaining or limitation of the exercise of trade union freedom.

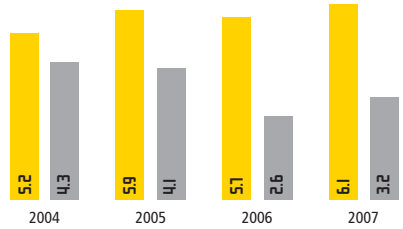
Remuneration policy

Structural personnel (14.87% of the total) is divided into central (32.8%) and peripheral (67.2%) employees and includes the Company's Executive and Graduate levels, who receive remuneration comprising a fixed part and a variable part. The weight between the two is balanced so that employees have

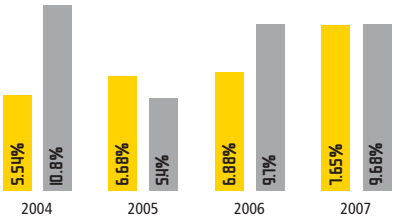
Permanent workforce
(Percentage of employees with permanent contracts)

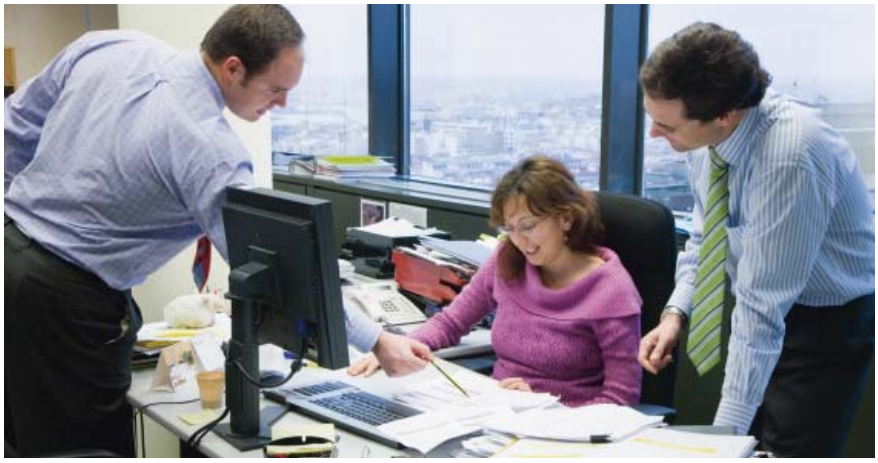


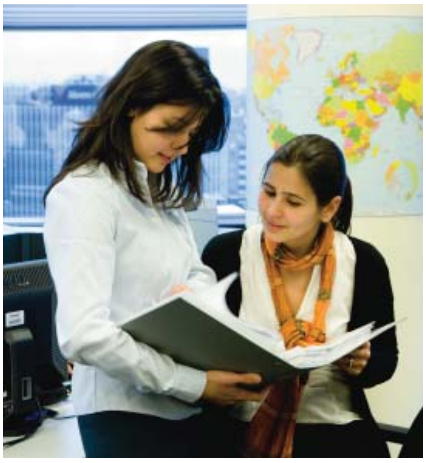
Length of service
(Years in the company)



Attrition rate
(Data from Spain/Group)







satisfactory, equitable remuneration. Fixed remuneration is not reviewed linearly or automatically, but rather is reviewed annually through a system of proposals and approvals. The variable component is pegged to the achievement of annual objectives set for each employee. Management by objectives allows employee commitments to remain aligned with Company strategy (only 25% of the weight of the variable remuneration is subjective).
All structural personnel (a collective of 609 employees), as well as those belonging to operations in posts with special responsibilities (127 people), such as Managers, Service Managers, Toll Road Managers and Maintenance and Administrative Managers, are signed up for this remuneration plan (the total percentage of employees with fixed and variable remuneration is 17.9%)
Cintra's remuneration policy is complemented by other plans, among them a share option plan and personalised remuneration programmes (flexible remuneration) that enables part of employee remuneration to be allocated to products and services in advantageous conditions: childcare vouchers, health, life and accident insurant and car hire.
In 2007, 60 employees, 4 more than in the previous year, signed up for "Plan 12000", which aims to increase the percentage of shares held by Company executives and employees who reside in Spain, making it possible for them to allocate part of their variable remuneration to the purchase of company shares (up to €12,000) and link part of their remuneration to the evolution in value of Cintra shares.
The professional categories and functions of operations personnel are defined by wage agreements and their remuneration policy is assigned therein.

Fostering a work-life balance

Cintra focuses on implementing labour policies at its companies that make it easier for employees to balance their professional and personal lives. The Company has had a Work-Life Balance Plan since 2006 that includes:

- Extension of paid maternity leave to the two weeks before birth.
- Reduced flexitime workday with a reduced salary for the legal guardianship of any child six years old or younger or a person with a disability.
- Maternity or adoption leave and requests for part-time contracts.
- Extension of the breastfeeding period.
- Sabbatical period of a month after more than 5 years in the company.
- Preference given to work centres close to home for employees with disabilities.
- Employment preference given to employee family members with disabilities.

In addition, Cintra offered a range of measures to achieve a balanced work and family life primarily based on the different wage agreements in place, in the form of time off work for attending to family needs of a broad nature: accompanying family members to the doctor, days for major family events, moving days, an increase in the days legally established for illness and the hospitalisation of family members, among others.
Finally, positive measures related to leaves and suspensions exist that exceed the existing legal minimums. The new plan not only increased minimum and maximum time limits through different collective bargaining agreements, but also allowed employees on voluntary leaves of absence to retain their posts for a certain time in some cases.
The measures to achieve this contribute to equal opportunities, as women continue to shoulder the majority of family responsibilities. Specifically, there were a significant number of requests for the reduced workday known as "guardianship" leave in 2007, a total of 100 women (5.46% of all women in the workforce), 78 of whom were in the Spanish workforce. Leaves of absence were also requested by 11 employees. Of those who were mothers, 8 requested the extended maternity leave before birth and 1 requested part-time maternity leave, while a reduced flexitime workday was requested by 12 mothers. Furthermore, 80% of all mothers who took advantage of the extra hour for breastfeeding permitted until a child is 9 months old chose the option of accumulating breastfeeding hours to extend maternity leave.

Cintra was awarded the Family Friendly Company certificate based on the EFR 1000-1 Standard for its constant improvements in managing work-life balance policies.

Training

Convinced that the Company can only expand through its employees' growth, efforts and dedication, Cintra has carefully designed training and career development plans.
Our main concerns are to attract the best talent and create an attractive and stimulating workplace where all employees are responsible for their own development and aware of the possibilities open to them.
As every year, although the percentage of coverage was 99% in 2007, the performances of almost all structural personnel were evaluated and processed through a tool accessed on the intranet, which was complemented by an interview between collaborators and their hierarchical superiors.

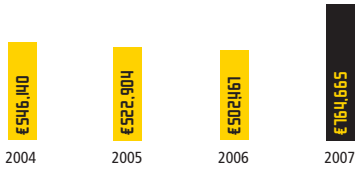
Aware of the challenge of retaining talent today, an innovative Mentoring programme was launched in 2007 in which all employees were assigned mentors, in addition to their superior, who were in charge of helping them and guiding their careers in the company. The Human Resources Department also discusses an analysis of each employee's work with them and conducts an appropriate Career Plan follow-up at different times of the year. All this information from different sources allows us to design individual career plans and identify possibilities for personal growth. There are specific action guides that allow collaborators to develop skills that need strengthening. Plans are established by mutual agreement between evaluator and collaborator. All information on career planning is transparent and can be accessed on the Company intranet. Thus, specific training related to their professional responsibilities is available to all employees.
Cintra employees' professional development is one of the pillars of its strategic management. In 2007, 6,541 employees (2,846 participants in Spain) received a total of 83,952 training hours (38,010 hours in Spain), 30.2% more hours than in 2006. Investment in training programmes rose to €764,665 euros (523.641 euros in Spain), 52.2% more than in 2006:

- Each employee received an average of 20 training hours.
- Average training investment per employee rose to €186 euros.
- All training took place during the working day.

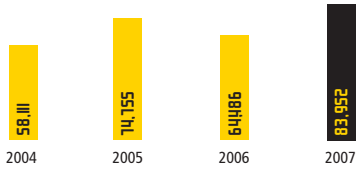
"Summa", the Corporate University

Cintra participated in training programmes at Ferrovial's Corporate University (Summa), which was inaugurated in 2007. This University, with its headquarters in El Escorial (Madrid), is the main tool for training and transmitting values and serves as a centre for exchange among Ferrovial group companies.

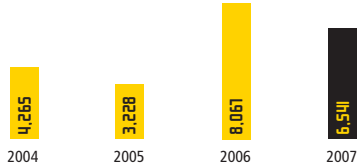
Evolution of investments in training



Evolution of training hours



Evolution of participants in training



Our products and services

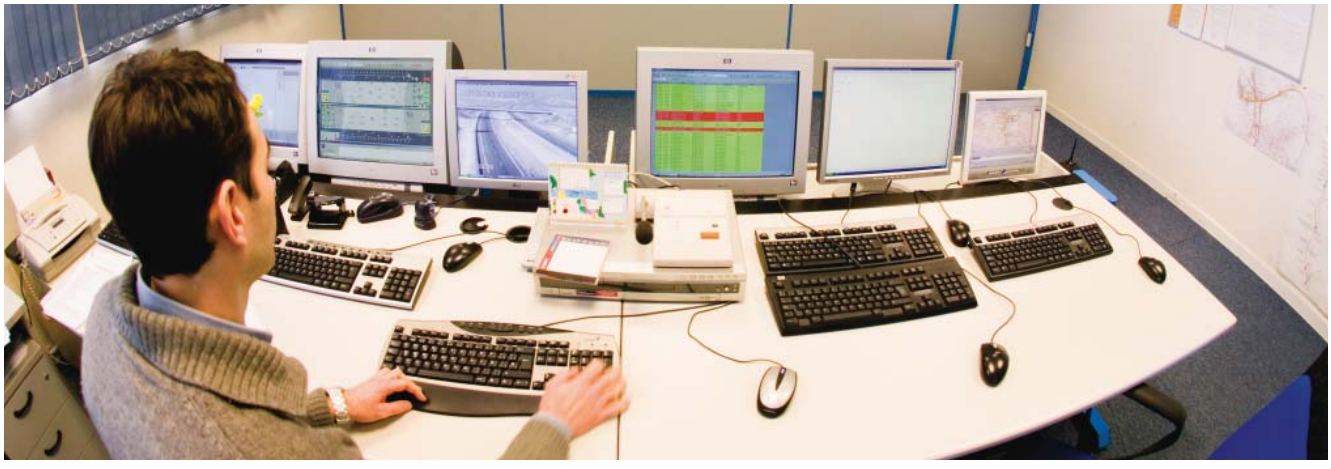
Infrastructure quality and innovation, meeting customer needs and expectations, complying with legal and regulatory requirements and improving our service on a daily basis are basic elements of Cintra's culture and the pillar of our quality system.
Cintra aims to integrate innovation and the use of advanced technologies into our infrastructures; thus, Cintra adheres to its commitment to innovative actions and opportunities in the different areas in which it operates by developing and applying new technologies and methodologies that improve technical capacity and enhance the quality of service provided and by promoting training to foster innovative initiatives and strengthen the company's technological expertise by disseminating new solutions and knowledge.
Cintra's customer-based focus involves efforts to ascertain the perception of its activities and services to detect points for improvement, better concentrate its efforts and ensure that infrastructure users' expectations are satisfied. To that end, it periodically evaluates the degree of satisfaction of its users as well as institutional customers.
Furthermore, Cintra considers its suppliers and subcontractors essential to the quality of its activities and services, which is why it seeks to establish mutually beneficial relations. As a part of its open dialogue with suppliers, Cintra continued to hold meetings with its major suppliers to analyse business relations and find mutual improvements that allow final purchase costs to be reduced without affecting final quality.

Innovation in information technologies and technological activities

"A technological frontrunner in the toll road and car park sectors"

Introduction

Cintra considers innovative information systems a key aspect of maintaining its leadership in the toll road and car park sectors in changing times when new technological initiatives are emerging that will alter the panorama of operations in today's business in the medium term while being a factor in successful new bids in which the technological component will be increasingly important.
This section describes the progress in innovative information technology projects achieved at Cintra and its concession companies during 2007.



Control center Madrid-Sur toll road.

Progress in innovative toll road projects

Congestion detection and management system

The congestion prevention and toll road management system Tollflow® is a powerful tool for optimising toll road operations, since it enables computerised alerts to be issued when congestion is detected and provides an extremely useful data bank for planning toll area service. The system has been effective at AUSOL, where a pilot test was conducted during the times of year with peak traffic: Easter and summer. In view of the excellent results, Cintra has decided to implement the Tollflow® system in the Indiana Toll Road, which is slated to in operation before summer 2008.

High occupancy vehicle management

Field tests for the DAVAO (Automatic Detection of High Occupancy Vehicles) system were conducted on the Madrid-Levante toll road in 2007. The project aims to develop a system capable of automatically identifying the number of occupants in a vehicle as it passes by a tower.
High occupancy detection is beneficial for users, since it reduces or eliminates tolls and allows transport authorities to manage infrastructures more rationally. Toll road concession companies with this type of system will have a competitive edge in bids in which occupancy-differentiated tolls must be applied.
The DAVAO tests were conducted in channelled toll settings; tests in free flow conditions on US toll roads are scheduled to begin in 2008, since the main HOV (High Occupancy Vehicles) lane projects in that country are being proposed for unchannelled traffic environments.

Cintra's participation in international projects

Cintra actively participates in national and international workgroups on interoperable toll collection methods, especially electronic toll collection. In 2007, Cintra was a member of a committee of experts promoted by the European Commission to define the technical and operational aspects of the European Interoperable Electronic Tolling System (EETC). The initiative takes the form of the two-year CESARE IV project, which began in December 2007 and aims to achieve implementation of a pilot EETC regulatory body and the application of a contractual service model.
Projects of a similar nature are being conducted in the US, where progress is being made in standardising electronic toll collection systems, which will remedy the current scenario of manufacturer-owned systems. Cintra was invited to take part in several of these initiatives.

Autema.

Renovating toll road operating systems

The largest renovation project in 2007 was the replacement of the Indiana Toll Road toll collection system in use, with the termination of the system in the open toll section and its execution in the closed toll section. The new Back Office system was also developed to manage collection transactions and monitor collection mechanisms as a complement.
The Chicago Skyway concession company refurbished its electronic toll lanes. This project completes the refurbishment of toll area equipment to optimise operations in varying traffic. The changeover to the Back Office System will be implemented in 2008.
AUSOL is also working on renovation and progress is being made in the development of a new manual lanes system together with the associated Back Office system, which will be implemented during the first semester of 2008.
In Portugal, the granting ministry encouraged SCUTs (shadow toll road concession companies) to make changes in the concession model that involve implementing free flow electronic toll collection systems. The Norte Litoral SCUT is conducting a pilot electronic toll collection test in a section to the north of the city of Oporto.
The granting authorities at AUTEMA modified the specific conditions for collecting tolls from residents and applied subsidies as of the first section, which makes it obligatory to implement control towers where aerials and cameras similar to free flow toll collection systems are mounted to obtain data that is sent to the operations centre via fibre optic cables.

Innovative projects in car park businesses

Cintra devotes specific efforts to technology in its car park businesses. In recent years, significant progress has been made on new applications that allow data from different businesses to be integrated into a common application that generates management reports and scorecards for decision making.

Innovation in off-street car parks

More functions have been added to the SENA (Car Park Business Operations System) system in off-street car parks to optimise maintenance activities, manage incidents and monitor occupancy data that is centralised on a scorecard and sent to municipal authorities, which use it to help regulate traffic. The award of the 2008 Expo car parks in Zaragoza, in which the systems' functional definition was a particularly important element in the granting entity's decision, deserves a special mention. Some of the most outstanding products offered iare the system for locating parked cars that will enable Expo visitors to find their vehicles at all times, the system for managing bus parking docks by prior reservation and long-distance monitoring that will optimise occupancy as well as loading and unloading operations. These developments will be implemented in 2008. Lastly, Cintra implemented license plate lector systems at all its car park entrances and modified its metering software to comply from the start with a new law that makes it obligatory for off-street car parks to establish parking rates per minute without rounding off unconsumed time units and identify vehicles by their license plates or other marker.

Parking T-4, Barajas.

Innovation in on-street parking

In Alcobendas (Madrid), a system that automatically identifies residents based on the use of a small radio frequency device installed on stickers that are already applied to windshields that immediately and accurately identifies vehicles when the windshield approaches a radio tower. This system will be applied in other municipalities in 2008 to curtail fraud and ascertain occupancy trends.
The implementation of a wireless communications system to facilitate the use of controller PDAs, pinpoint vehicles' exact location and link parking metres with the control centre was proposed for Vigo's controlled car park service. This WiFi system will be the first of its kind in Spain and its use will be extended to other cities in the coming years.
A project to implement cameras that support violation detection, incidence management and occupancy times through an artificial vision system called "Object Video" was also developed as part of this contract.

In the area of vehicle withdrawal from public thoroughfares

Cintra continued to implement the Mobility tow truck system, which integrates all service management functionalities from vehicle removal to moving signage. This is a radical change in implementing on-line ratification that eliminates the need for a police presence during hook up.

Projects for the technological standardisation of management applications

Regarding management applications, the Thors (Toll Highway Operation Reporting System) system was extended to all the concession companies Cintra operates in 2007 and the analytics management module for operating costs was consolidated.
The system provides Cintra with reliable, automatic reports on the operating variables and parameters of concession company business: traffic, revenue, operating expenses, relevant news and scorecards, etc.. The application is available to users in the form of a portal on the dropdown menu in one of the options on the Company intranet.
Two new applications were developed in 2007 in the Company's systems environment: the adaptation of new software for the documentary control of the Quality and Environment System and the first phase of the purchasing application, which will enable Cintra to monitor the process of contracting goods and services from requests for estimates to billing and links it with the Company's financial application.

Parking de las Cortes.

Quality products and services

Quality Management Systems

Cintra's Quality and Environment Policy establishes its commitment to the constant improvement of its processes, as well as a customer-focussed orientation in providing services.
Cintra's different business areas have been implementing ISO 9001:2000-compliant Quality Management Systems since 2000. Chile's Ruta del Bosque concession company, which obtained certification in 2007, joins the other ten toll road concession companies that already have quality certification (four in Spain, two in Portugal and four in Chile), bringing the total percentage of concession companies in operation with quality certification to 71%, which accounted for 55% of all Cintra sales.
A new Integrated Quality and Environmental Management System compliant with ISO 9001:2000 and ISO 14001:2004 standards was implemented in 2007. The scope of this new system includes Company headquarters, Spanish and Portuguese toll roads and the car park area in all its business divisions (controlled parking, ORA and tow trucks).
This Integrated System was recently audited externally by AENOR and the results of the audit enabled the companies where quality systems had already been in operation to maintain certification and the companies that operate in Spain and Portugal to obtain new environmental certificates for their activities.
As a certifying body that is a part of the international network of certification bodies, IQnet, AENOR Certificates are recognised worldwide.

External and internal audits

Cintra conducts internal and external audits that assess the quality standards of its infrastructures in order to monitor the efficacy of the quality systems in all its business lines.
In 2007, 23 internal quality audits were conducted along with environmental system audits in the toll road area, to which a total of 70 working days were devoted. The Quality Management System was internally audited at 100% of all toll road centres.
50 working days were dedicated to internal quality audits at 62 car parks.
By the close of 2007, 159 centres were certified, of which 65 corresponded to controlled car parks, 89 to ORA and tow truck centres and 5 to Eguisa, a subsidiary.
The Spanish Standardisation and

Certified management plans

Business Area	Company	Certificates	
		Quality	Environment
Infrastructure development	CINTRA, S.A.	ER-1480/2002	GA-0096/2008
Toll road concessions	CINTRA, S.A.	ER-2136/2003	GA-0097/2008
	• R4 toll road	ER-2136/2003	GA-0097/2008
	• Madrid-Levante toll road	ER-2136/2003	GA-0097/2008
	• Ausol toll road	ER-2136/2003	GA-0097/2008
	• AUTEMA	ER-2136/2003	GA-0097/2008
	• Euroscut Algarve	ER-2136/2003	GA-0097/2008
	• Euroscut Norte Litoral	ER-2136/2003	GA-0097/2008
	CINTRA CHILE Ltda.	ER-2027/2004	
	• Santiago Talca toll road	ER-2031/2004	
	• Route 5: The Talca-Chillán section	ER-2030/2004	
	• Ruta del Bosque	ER-1671/2007	
	• Collipulli-Temuco toll road	ER-2029/2004	
	• Temuco Río Bueno toll road	ER-2028/2004	
Car parks	Cintra Aparcamientos, S.A.	ER-1721/2000	GA-0098/2008
	Estacionamientos Guipuzcoanos, S.A.	ER-0372/2006	GA-0095/2008
	Dornier, S.A.	ER-1719/2000	GA-0094/2008
	Femet, S.A.	ER-1720/2000	GA-0099/2008

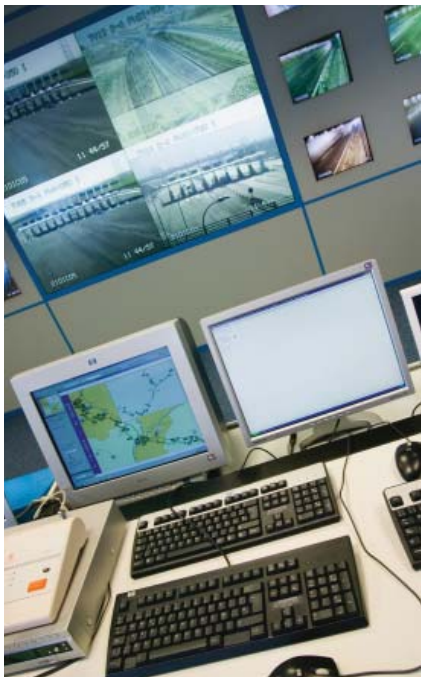
Certification Association (AENOR) also devoted a total of 24 working days on conducting an external audit of 20 workplaces to certify the Integrated Quality and Environmental Management System for the car park business line as a whole and concession companies in Spain and Portugal, with favourable results in the end.

Customer Satisfaction Surveys

Cintra's quality policy is committed to ascertaining our customers' needs and expectations to design services that satisfy them completely.
This commitment includes establishing different measures to ascertain Cintra customer satisfaction through customer satisfaction surveys in the different business lines.

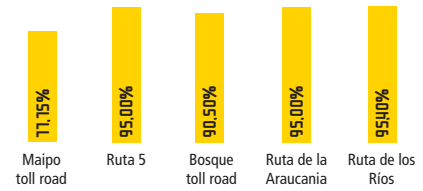
- **Toll Roads**

A total of 7,429 surveys were conducted in the toll road business divisions as a whole.
Customers generally rated their perceptions of Spanish toll road services as "Good". The survey results for the Radial 4 and Ocaña-La Roda toll roads revealed very high levels of satisfaction: 44.7% and 36.35% respectively.
Perception of satisfaction varies according to type of toll road user.
62.5% of the most frequent customers of the Radial 4 toll road expressed a "High" level of satisfaction, however when survey sources were customers who had phoned in queries to the concession company, the percentages changed to 26.95% and 47.9% for "High" and "Average" respectively.
Data from the Ocaña-La Roda toll road obtained from the website revealed a 61% satisfaction rate, whereas 11% and 72.2% of all users who called with queries expressed "High" and "Average" satisfaction levels, respectively.
The aspects that concession customers valued most were speed, toll area treatment, perception of safety, accesses and signposting.
Chile's concession companies base their customer satisfaction information on users' perceptions of roadside attention, given its importance in this company's management.
The overall results for all Chile's concession companies reflected satisfaction levels of over 80% out of 100 on average.
100% of all respondents to customer satisfaction surveys conducted by the M4-M6 concession company in Ireland's Customer Service Department indicated that their perception of service was "Satisfactory" or "Excellent", the latter of which was chosen by 64% of all survey participants.

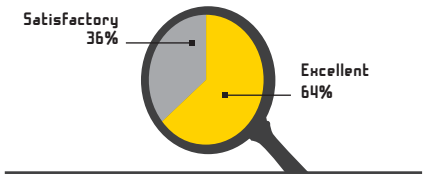


Control centre Madrid-Sur toll road.

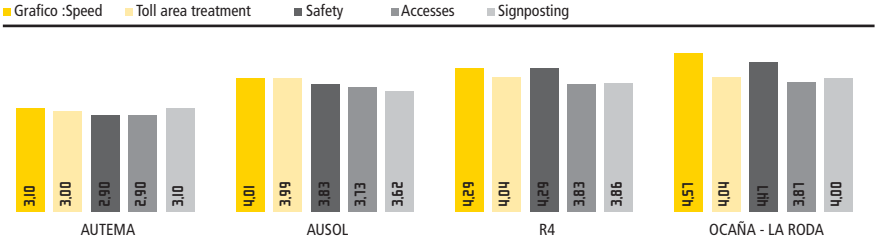
User satisfaction (% satisfied users)



M4/M6 Customer Satisfaction



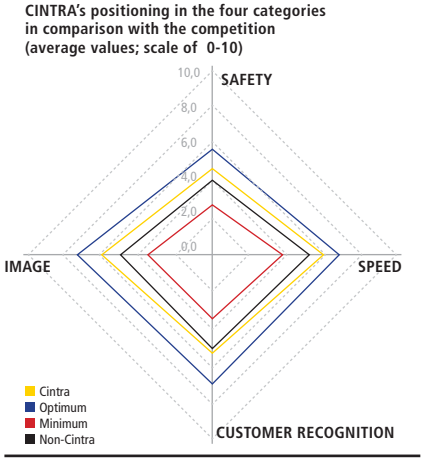
Ratings (0-5) by aspect



- **Car parks**

Customer service is primarily provided by managers and employees at underground car parks and controllers and inspectors at public thoroughfare centres. Tow truck centres mainly serve customers at pounds.
A second level of customer service exists at ORA offices as well as delegations and management offices and a third level at headquarters through the Customer Service Department.
Direct telephone lines to all underground car parks are posted on the Cintra Aparcamientos website, as are the telephone numbers of the delegations and management offices, as well as the telephone numbers of public thoroughfare centres in the latter two cases.
The launch of Cintra's car park website was especially significant, since it incorporates new applications, such as information on new car park offers for resident users, in addition to information on our services.
Two new customer satisfaction surveys were conducted during the first quarter of 2007.
Cintra Aparcamientos conducted a qualitative analysis to define aspects that influence underground car park user satisfaction. A comparative analysis of the data was later conducted at Cintra Aparcamientos and the most important companies in the sector in Spain.
Dornier also conducted a satisfaction survey for public thoroughfare customers in 2007, customers being defined as any person living (i.e., registered on the municipal roll) in a municipality where Dornier services are offered. A total of 1,123 telephone surveys were conducted in 16 municipalities, with a 58% satisfaction rate.
Customer satisfaction is analysed every two years in face-to-face interviews as well. The years in which studies are not conducted are used to detect needs or satisfaction parameters through other research and marketing methods.
Lastly, customers may request the official complaints book at any of our businesses' customer service offices in ORA zones as well as off-street car parks and vehicle withdrawals from public thoroughfares or tow truck services.
Complaints are processed integrally by delegations and management offices, which compile the data needed in collaboration with the manager of the centre where the complaint arose in order to diligently respond and endeavour to satisfy customers' demands and even exceed their expectations.
The total number of complaints processed in 2007 was 1,195; all complaints were attended and responded to in 20 working days or fewer.

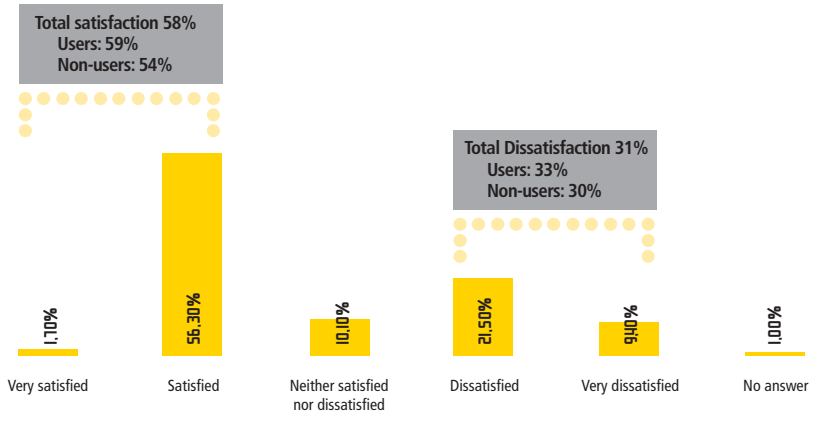
CINTRA APARCAMIENTOS global positioning



Compared to the other companies that participated in the study on the whole, CINTRA obtained higher scores in three categories: Safety, Speed and Image. There was practically no distinction between CINTRA and other companies in Customer Recognition.
Of the four categories, CINTRA most closely approaches the optimum value in the Speed category.

Satisfaction level with present Dornier service

Basis: Total weighted sample. %Vertical.



Our Commitment to the community

Cintra's commitment to the community revolves around two central areas: our environmental policy and social responsibility.
The Company's environmental policy establishes the following requirements and commitments, among others:

- Progressive reduction in the environmental impact of our production activities by studying best practices based on technical and economic criteria applicable to our sectors
- Optimisation of the use of natural resources and implementation of maximum energy efficiency criteria
- Compliance with the environmental legislation applicable to our operations
- Implementation of environmental management plans certified by accredited entities in the business areas involving major environmental risks
- Active communication with the public authorities, NGOs and social partners, providing solutions for protecting the environment and controlling pollution

Cintra's social responsibility programme aims to foster respect for cultural diversity as well as the customs and principles of the people and communities affected by its operations. In accordance with the company's international growth, Cintra is committed to strengthening its promotion of human development within the framework of the UN's eight Millennium Development Goals.
As a "Corporate Citizen", Cintra also plays an active part in cultural initiatives with a special impact on the cities and countries in which it operates.

1. Responsibility for the environment

Environmental management plan

Cintra has defined a series of strategies and objectives that encompass our activity's main aspects to try to mitigate their environmental impact. These strategies and objectives are part of the environmental management plan Cintra has implemented and certified.
Certification was achieved for all of Cintra's toll roads and car parks business in Spain and Portugal this year. A total of 266,805 parking spaces and 672.5 kilometres of toll road that accounted for 38% of all Cintra revenue are included in the environmental management plan, which was certified according to the international ISO 14001 Standard. In addition, Cintra car parks and Dornier are the first companies in Spain to certify the environmental management of car park operations and on-street parking on public thoroughfares.
Certification notwithstanding, all Cintra centres implement environmentally responsible management by applying the best practices possible and constantly improving their environmental performance. Environmental management plans will progressively be implemented and certified at these business centres.
In 2007, Cintra invested approximately one million euros on the environment, 36,129.76 euros of which went to R+D projects in collaboration with universities and other research organizations, such as the CSIC (Spain's Higher Council for Scientific Research).

Status of environmental management plans

Headquarters	Certified
ETR 407	In development
Chicago Skyway	In development
Indiana Toll Road	In development
M4-M-6	In the process of implementation
Santiago-Talca	In the process of implementation
Talca-Chillán	In the process of implementation
Ruta del bosque	In the process of implementation
Collipulli-Temuco	In the process of implementation
Temuco- Río Bueno	In the process of implementation
Autema	Certified
Ausol	Certified
R4	Certified
Ocaña-La Roda	Certified
Scut Algarve	Certified
Scut Norte	Certified
Cintra Car Parks	Certified
Eguisa	Certified
Dornier	Certified
Femet	Certified

- Certified
- In development
- In the process of implementation

Environmental performance evaluation

During 2007, Cintra implemented a system of indicators compliant with the UNE-EN-ISO 140031standard that was very useful in drafting environmental performance indicators. A series of measures to reduce consumption, improve eco-efficiency and encourage recycling were put into practice, the results of which can be seen in their indicators.

M-3

Consumption

Cintra's commitment to the environment is demonstrated by the company's efforts to minimise impacts on natural resources, such as water and soil, and reduce energy consumption, which contributes to sustainable development. In 2006, Cintra implemented a data system on the company's environmental footprint called CONSIGGNA (Standardised Global Management Monitoring Plan) that accurately monitors water, electricity, paper and fuel consumption. The tool allows any centre anywhere in the world to report data, since it is accessed through the Internet.
The application was previously part of the Occupational Management Safety System and in 2007, became the Environment Department's main information channel for collecting the most significant environmental data, such as workplace consumption and data on residual waste, for analysis.

Electricity

Electricity consumption by the main toll roads in operation, together with car parks and headquarter, reached 329,254.98 GJ, 11.4% more than the previous year. Nevertheless, this increase was primarily due to the consolidation of the Indiana Toll Road (consolidated since July 1, 2006), Ruta del Bosque (acquired in October 2006) and the Ocaña-La Roda toll road (opened to traffic in July 2006) that took place throughout the year. When the increased use of electricity by these toll roads is not taken into account, electricity consumption fell 2.8% to 287,044.72 GJ.

% Electricity consumption by area

	2006	2007
HEADQUARTERS	2,299.5	1,818.63
CAR PARKS	55,523.23	51,812.42
TOLL ROADS	237,625.00	275,623.93

Electricity consumption (gj)	2007
HEADQUARTERS	1,818.63
CAR PARKS	51,812.42
AUSOL	34,320.23
AUTEMA	6,427.94
OCAÑA-LA RODA	10,549.87
RADIAL 4	25,313.90
EUROSCUT NORTE	12,578.34
EUROSCUT ALGARVE	4,593.20
EUROLINK	4,989.63
407 ETR	59,080.51
INDIANA TOLL ROAD	41,662.94
CHICAGO SKYWAY	7,558.96
SANTIAGO-TALCA	11,566.65
RUTA DEL BOSQUE	22,475.25
COLLIPULLI-TEMUCO	11,126.32
TEMUCO-RIO BUENO	12,686.31
TALCA-CHILLAN	10,693.79
TOTAL	**329,254.98**

• Liquid fuel

Liquid fuel consumption fell 10.7% in the car park area, while increased consumption in toll roads was primarily due to the consolidation of the Indiana, Ruta del Bosque and Ocaña-La Roda toll roads during the entire year.

Liquid fuel consumption (Thousands of litres)

	2006	2007
CAR PARKS	354.72	316.65
TOLL ROADS	2,864.12	3,290.80

Liquid fuel consumption was broken down by the main toll roads for the first time this year:

LIQUID FUEL CONSUMPTION (Thousands of litres)	2007
CAR PARKS	316.65
AUSOL	121.54
AUTEMA	49.81
OCAÑA-LA RODA	205.07
RADIAL 4	139.02
EUROSCUT NORTE	34.05
EUROSCUT ALGARVE	110.61
EUROLINK	46.73
407 ETR	360.31
INDIANA TOLL ROAD	1,304.00
CHICAGO SKYWAY	55.48
SANTIAGO-TALCA	107.05
RUTA DEL BOSQUE	201.17
COLLIPULLI-TEMUCO	196.61
TEMUCO-RIO BUENO	188.50
TALCA-CHILLAN	123.68
TOTAL	**3,560.28**

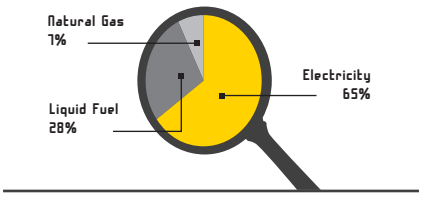
• Natural Gas

Natural gas consumption by toll roads rose 67%, primarily because of the incorporation of the Indiana, Ocaña-La Roda and Ruta del Bosque toll roads throughout the year. In 2007, Cintra monitored the car park area's natural gas consumption, which reached 3,024 cubic metres, for the first time.
As shown in the graph, electricity accounted for most energy consumption, because of the high demand required by toll road and car park lighting. Compared to the results for 2006, the percentages in 2007 rose for both electricity as well as natural gas (cleaner energies), to the detriment of liquid fuel.

Natural gas consumption (M3)

	2006	2007
Car parks	2,834	3,024
m^3 gas/ spaces	0.01	0.01
Toll roads	499,712	837,784.27
m^3 gas/ km	519.18	1,513.61

Energy consumption broken down by main sources:



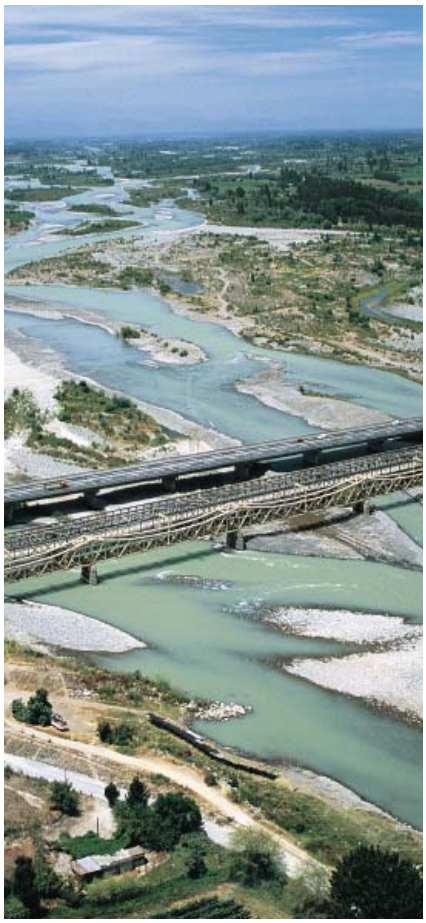
Indiana Toll Road.

• Water

Water consumption dropped to 200,351.07 cubic metres in 2007, 12.2% less than in the previous year. The most significant decrease took place in the car park business, where consumption fell 43.1% to 27,370.89 cubic metres. Toll road water consumption declined 4.58%.

Water consumption (m3)

	2006	2007
CAR PARKS	48,135.58	27,370.89
TOLL ROADS	195,626.65	186,980.18
TOTAL	**243,762.23**	**214,038.07**



Talca-Chillán.

• Paper consumption at headquarters

Paper consumption at headquarters fell significantly last year as a result of the different initiatives that were put into practice, e.g., the insertion of environmental awareness messages in e-mails and acquisition of two-sided printers and photocopiers. A total of 6,690 kilos of paper were consumed, 26.8% less than in 2006. This drop is even greater compared to the number of kilos consumed per employee, which plummeted 31.2%. Paper consumption fell 19.4%, while employee consumption dropped 36.3% in the past three years.

Paper consumption*

	2004	2005	2006	2007
TOTAL PAPER (Kilos)	8,300	8,785	9,150	6,690
INDICATOR (kg/ employee)	63.64	53.9	58.97	40.55

*Headquarters

Waste

As can be seen in the table, most waste corresponds to metallic waste and construction and demolition waste, since both are generated during infrastructure maintenance activities. Another type of waste generated in large amounts are the remains of tyres collected during cleaning work, which are later recycled and reused. On average, 77.9% of all residual waste generated in Spain and Portugal was recovered, a particularly impressive figure.

Waste 2007

	TOTAL CINTRA (Tn) (*)
CONTAMINATED ABSORBENT	1.41
USED OIL	12.89
ANIMALS	142.26
INDUSTRIAL BATTERIES	4.73
PACKAGING	3.82
HAZARDOUS PACKAGING	2.76
OIL FILTERS	1.35
FLUORESCENT LIGHTS	16.28
WASTE WATER SLURRY	508.8
SLURRY HC	14.66
METALS	399.59
TYRES	321.48
SHARP OBJECTS	0.02
PALLETS	68.81
PAPER AND CARD	88.27
BATTERIES	6.18
C&D WASTE	5.23
CDW	6,816.77
SOLID URBAN WASTE	614.42
TONER AND INK CARTRIDGES	1.45
VOLUMINOUS WASTE	21.85
VEGETATION	256
TOTAL	**9,309.12**

(*) Estimated figures

Emissions

Cintra is directly responsible for the environmental emissions from its fleet of vehicles and facilities, however these emissions are insignificant in comparison with those caused indirectly by toll road users.

Tonnes of CO2 Spain and Portugal

Indirect CO2 emissions associated with electricity purchases (equivalent tonnes CO2)	**15,683.27**
Direct emissions from mobile source fuel consumption (equivalent tonnes CO2)	**2.497**
Direct emissions from stationary source fuel consumption (equivalent tonnes CO2)	**152**
TOTAL (equivalent tonnes CO2)	**18,333.64**

Cintra's significant environmental aspects

Cintra is committed to the ISO 14001 standard of annual reports on significant environmental aspects. The Company works with special zeal to monitor and decrease its possible environmental impact.

SIGNIFICANT ENVIRONMENTAL ASPECTS	POTENTIAL ASPECTS
Waste water spills	Refrigerant gas escapes
Noise	Accidental spills
Atmospheric emissions	
Water consumption	

Concern for climate change

Although the effect of Cintra's activities on climate change is not especially controversial, a number of different initiatives were implemented in 2007 as part of the Company's strategy to combat climate change.
For example, 3.7% of all tow trucks in the car park business now use biodiesel fuel as a result of the objectives established in 2007.
Furthermore, total electricity consumption fell more than 7% compared to 2006, thanks, among other reasons, to the growing use of LEDs, car park occupancy-based lighting levels adjustments and the centralisation of the system. This centralised system closes both pedestrian and vehicular car park entrances to keep car parks safe and only allows access to vehicles that enter to park or people who enter to withdraw their parked vehicles.
The system detects users when they enter car parks and automatically raises lighting levels, going from a rest position to a brighter one. The system also detects vehicles when they enter car parks.
Compared to 2006, the number of parking meters with solar panels in on-street parking on public thoroughfares rose 12% to a total 1,160 photovoltaic energy-powered ticket meters in operation in 2007.
Lastly, a programme to replace refrigerant gas equipment containing HCFCs was implemented that involved the withdrawal of 28% of all the equipment that operated with these gases.
Presence detection sensors installed at Cintra headquarters in 2007 led to 18% less electricity consumption compared to 2006.
Furthermore, work is still underway to encourage the use of automatic toll collection systems to reduce slow-downs at toll areas, which is when the most emissions are produced, in order to mitigate the impact of indirect emissions from infrastructure users.

Euroscut Norte-Litoral.

% Electronic toll sistem

	2006	2007
AUTEMA	42,41 %	47,1%
AUSOL I	18,50 %	21,33 %
AUSOL II	17,95 %	20,58%
AUTOPISTA RADIAL 4	13,65 %	20 %
AUTOPISTA OCAÑA-LA RODA	9,54 %	15,3 %
EUROLINK M4-M6	1,44%	15%
CHICAGO	36,5%	41,4%
407 ETR	79,2%	80,5%
INDIANA TOLL ROAD	n/a	40,0%

Waste management

As part of Spanish concession companies' environmental objectives, separation and paper recycling rates reached 50% and 70% respectively at AUTEMA. At Radial 4, the percentage of recycled paper reached 79% at AUTEMA and 50% at Ausol.
As for topsoil and inert waste from resurfacing, Autema lent municipal councils space to recondition local roads and a sifting and grinding plant was installed in Ausol to allow excavated material from toll road conditioning works to be processed for landfills.
Furthermore, an agreement was reached between Radial 4 and GREFA (Group for the Recovery of Endangered Fauna) whereby dead animals collected on roads are used to feed the birds GREFA breeds and helps reintroduce into the population at its centre in Majadahonda.

Stakeholder awareness

In 2007, a good environmental practices contest in which all Cintra employees in Spain were eligible to participate was held to foster employee awareness. A total of 372 proposals were received (an 18% participation rate), 13 of which were shortlisted. An independent jury constituted specifically for the competition chose the three winning ideas. The first prize went to an ingenious item that encourages paper recycling at each workplace, which has been put into practice and distributed to all Cintra centres in Spain.
Two initiatives were implemented to foster our customers' environmental awareness.
The environmental awareness campaign in the car park business to promote energy savings (electricity, light, paper, water) was extended to all car parks and offices in Spain.
The Euroscut Algarve toll road promoted an initiative to install containers for selective waste collection made from the concession company's reused materials at all its rest areas. User acceptance and collaboration was very high after several months of implementation.

Euroscut Algarve.

Biodiversity

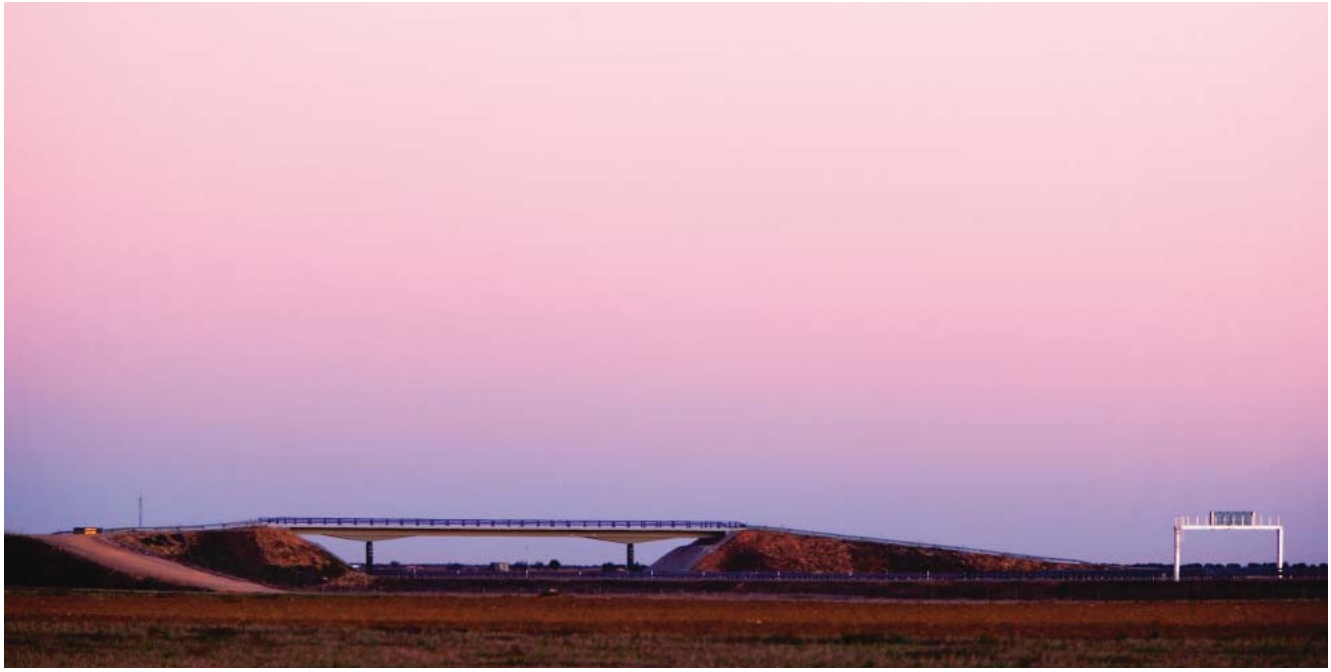
In 2007, voluntary participation in the environmental programme to monitor steppe fauna continued at the AP-36 toll road, providing continuity to the Environmental Monitoring Plan in place. Steppe fauna was monitored and studied within a radius of 30 kilometres to analyse the distribution of the great bustard and other birdlife, analyse their movements around bird-sighting sites, detect courting and reproduction zones and determine the great bustard's yearly broods through a census of surviving chicks at the end of summer. The possible impact from the start up of the AP-36 toll road on these populations of steppe birdlife was also evaluated with highly satisfactory results, since the impact on these populations is practically inexistent.

In collaboration with the Group for the Recovery of Endangered Fauna (GREFA), work continued in 2007 on the common kestral project currently underway, which aims to create a stable colony of common kestrals (a vulnerable, endangered species on the special interest catalogues of a number of different standards) that return to the site in the municipality of Perales del Río (Madrid) year after year once winter migration is over and are capable of surviving and reproducing on their own.

A total of 20 breeding pairs were found after this colony was closely monitored last summer, enough to guarantee reproduction in the colony, which is why it was decided not to introduce chicks bred in captivity and reduce the time the decoy pair remains to minimise breeding problems. Cintra also obtained the results on the colony's long-term viability without intervention. During the monitoring period, a total of 26 returning kestrals from other years were observed as well as very successful natural breeding in which no chicks died. As a result, the colony has a bright future, with an annual growth in the number of birds, as well as breeding pairs. The project, which was launched in 2005, is a complete success that demonstrates the effectiveness of the practices applied.

Work commenced on the Radial 4 and Madrid-Levante toll roads as part of the EXPERTAL Project, which is carried out in collaboration with the Environment Biodiversity Foundation, the Higher Council for Scientific Research and King Juan Carlos I University in Madrid and mentioned in Cintra's 2006 annual report.

A total of 6 sampling points were selected to conduct two experiments, the first of which consisted in analysing the composition, structure and operations of embankment eco-systems in response to different fertilisation, hydroseeding and water provisioning treatments. The second consisted in verifying whether habitual hydroseeding effectively facilitates secondary colonisation. The results obtained from the study will be very useful in proposing solutions for slopes in future infrastructure construction and operation projects.



Madrid-Sur

Madrid-Sur.

Casa Montero, flint mine.

2. Commitment to the community

Social responsibility and respect for local cultures and customs

Cintra's main goal in its community actions area is to coordinate our social investments with our corporate responsibilities. In 2007, Cintra devoted 3.7 million euros to developing 42 social projects to improve the cultural, economic and social well-being of the communities in which it operates. Cintra undertakes to act in a socially responsible manner and, in particular, to respect the cultural diversity, customs and principles of the persons and communities affected by its activities.

Projects to preserve culture and art in spain

CINTRA's investments to benefit the Community in 2007 had a two-fold focus that included contributions that stem from concession company contracts or legal obligations and the Company's voluntary efforts in five countries, including Spain, on two continents.

- **Contributions stemming from legal obligations**

A total of 1.2 million euros were invested in 5 projects in Spain related to art and culture that corresponded to obligatory contributions, as can be seen below:

The Ausol Toll Road

A project to conserve and restore the Iglesia Mayor of Casares in Malaga is currently underway (108,687 euros). AUSOL also played an active role in building the Corominas Megalithic Necropolis Interpretation Centre (Estepona, Malaga), which joined the Historic Andalusian Heritage Network last March (456,129 euros). Corominas is one of Andalusia's most important necropolises and is very well preserved. It was discovered during construction work on the A-7 toll road in 2001. Lastly, the Ausol toll road took part in the Volumetric Recovery Project for the Frons Pulpiti and Platform in the Roman Theatre of Malaga (10.787 euros).

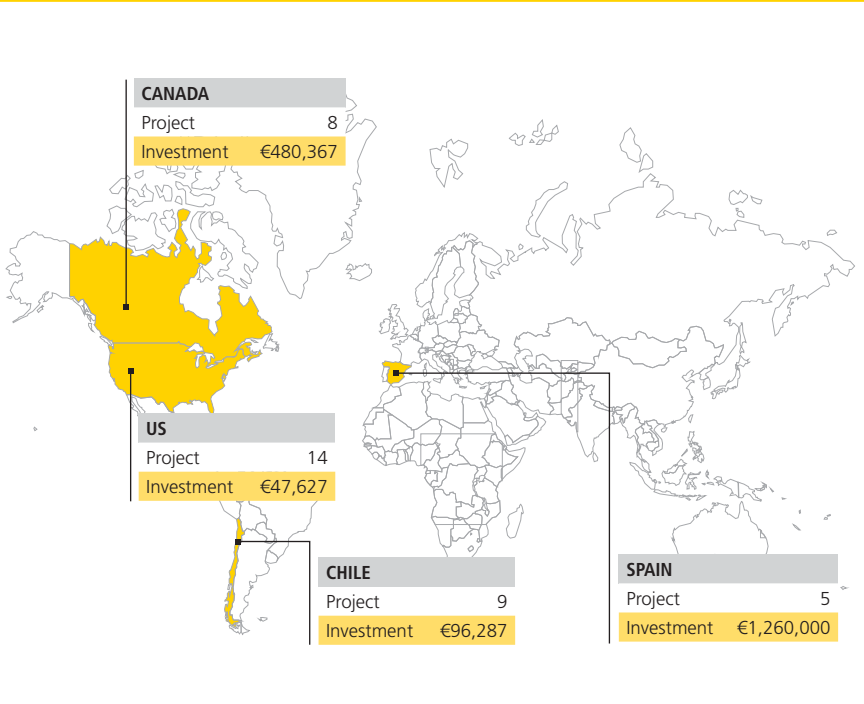
The Madrid Sur Toll Road

Cintra participated in the archaeological research project currently underway at Casa Montero (715,982 euros), a major prehistoric flint mine, to determine a number of different aspects of the mining culture 7,400 years ago. The Company also took part in constructing the Reina Sofía Higher School of Music (450,000 euros) through an agreement with the Albéniz Foundation.

- **Voluntary Contributions**

Cintra invested more than 1.9 million euros on 37 social projects in 2007.

Worldwide impact of voluntary contributions



Impact by action area

This investment was mainly devoted to cultural and educational projects, which include the following:

Projects	Project	Investment
Art and Culture	4	€1,280,000
Education	11	€273,747
Health	8	€208,158
Economic development	5	€26,368
Humanitarian aid	3	€1,849
Others	6	€112,223

• Art and Culture in Spain

The Alcalá-O´Donnell toll road is strongly committed to archeological digs at the Casas de Bahezuela II and III sites in the San Fernando de Henares district in Madrid, which date from the Palaeolithic and Neolithic Ages.

• Road safety in Chile

Cintra made investments in the area of road safety that benefited more than 1,000 public school students between the ages of 6 and 13 in the municipalities of Talca and Chillán in Chile. The Company helped raise the children's awareness of road safety and showed them how to recognise dangerous situations.

• Commitment to the community in Canada in the area of health

The 407 ETR toll road and its employees are committed to the community they serve and one of their most outstanding projects is the creation of the York University Scholarship, a $125,000 scholastic grant to study at York University that will be distributed each year through the $15,000 407 ETR Graduate Student Award. York University, which is located near the 407 ETR toll road, is an interdisciplinary research and education centre in Canada that has prepared hundreds of students, many of whom are toll road employees.
In the area of health, the 407 ETR toll road donated funds to the Sickkids Foundation, which provides quality service to ill children in the Greater Toronto Area. The toll road donated $125,000 to treating children with cancer and brain tumour research in 2007.

- **Economic development in the United States**

One of the most important initiatives in this area was the Chicago Skyway's contribution to the Metropolitan Planning Council, a not-for-profit group of individuals committed to public service through developing, promoting and implementing noise pollution policies to help residents in toll road areas enjoy the best possible quality of life.

Impact according to beneficiary profile

Children and the local population were the main recipients of Cintra's economic donations in 2007.
64% of the projects' strategic orientation went to donations, although long-term strategies accounted for 78% of all investments in community action.

Chicago Skyway.

Volunteerism

Lastly, Cintra promoted volunteering initiatives at its headquarters in Spain and the 407 ETR toll road. In Spain, it organised the Solidary Workshop along with Plan España, which brought together 25 volunteers to translate the correspondence between this NGO's donors and recipients into Spanish. This eased communications between the parties and allowed Plan España to devote its time to its main objective. The employees of the 407 ETR toll road in Canada collaborated with the York Region United Way to raise funds for a number of activities that benefitted the community.
Cintra also promotes its employees' direct participation in community initiatives, a good example of which is the Stronger Together campaign in which the Company doubles employee payroll donations. An average of 55 people participated this year and over 5,000 euros were earmarked for constructing wells to provide drinking water for 14 villages in the Gadjibian region in Chad, where the lack of water is one of the main causes of the unsafe food supply and has caused a number of humanitarian crises.

Beneficiary profile	Number of projects	Investment
Local population	4	€1,200,000
Children	10	€264,987
The ill	5	€190,700
Others	10	€130,009
The disabled	1	€7,336
Person at risk of exclusion	1	€4,736
Seniors	1	€2,786

Professional associations

Cintra is a member of the following professional associations:

In Spain:
- The Association for Progress
- ADEPI (The Spanish Personnel Management and Development Association)
- ASETA (The Spanish Toll Road Concession Company Association)
- SEOPAN (The Spanish Roads Association)
- AERI (The Spanish Investor Relations Association)
- ASEPARC (The Spanish Car Park Association)
- AEGA (The Garage, Car Park, Car Wash and Lube Stations Association of Madrid)
- ANERE (The National On-Street Parking Business Association)
- AMEGA (The Garage Company Association of Madrid)
- FEDETO (The Toledo Business Federation)
- FEDESA (The Spanish Confederation of Car Park Sector Associations)
- The Cantabrian Association of Garages, Car Parks and Car Wash and Lube Stations
- The Spanish Association of On-Street Parking Companies

In Ireland:
- I.B.E.C (The Irish Business and Employers Confederation).
- The Irish Toll Industry Association.

In Portugal:
- A.S.E.C.A.P (The Luso-Spanish Chamber of Commerce and Industry Portuguese Road Traffic Centre).

PRICEWATERHOUSECOOPERS

PricewaterhouseCoopers
Asesores de Negocios, S.L.
Paseo de la Castellana, 43
28046 Madrid
España
Tel.: +34 915 684 400
+34 902 021 111
Fax: +34 913 083 566
www.pwc.com/es

A free translation from the original in Spanish. In the event of a discrepancy, the Spanish language version prevails.

FREE TRANSLATION FROM THE ORIGINAL IN SPANISH

INDEPENDENT ASSURANCE REPORT ON CORPORATE SOCIAL RESPONSIBILITY INDICATORS

To the Board of Directors of Cintra, Concesiones de Infraestructuras de Transporte, S.A. (hereinafter Cintra)

Scope of our work

We have been engaged by Cintra to perform a review of the Corporate Responsibility indicators included on pages 194 and 195 of the 2007 Annual Report, related to Corporate Responsibility for the year ended December 31st 2007. These are the indicators that Cintra's Management deemed most relevant to it's stakeholders.

Cintra's Management is responsible for the preparation of the Corporate Responsibility information for 2007 included in the relevant chapter of Cintra's 2007 Annual Report, as well as for the design, implementation and maintenance of the management and internal control systems from which the information is obtained, and for the processes, bases and criteria for its preparation, which are set out on pages 196 and 197 of the Annual Report. Our responsibility is to issue an independent report based on the procedures applied in our review.

We have undertaken our work in accordance with the standards and procedures laid down in the International Standards on Assurance Engagements (ISAE) 3000 "Assurance Engagements Other than Audits or Reviews of Historical Financial Information" ("Limited Assurance Engagements"), issued by the International Auditing and Assurance Standards Board (IAASB).

Our review has consisted of posing questions to Cintra's Management and the business units that have taken part in the preparation of the Corporate Social Responsibility Report, as well as the application of certain analytical procedures and sample-based testing, which, in general, are described below:

- Interviews with Cintra's personnel responsible for the compilation of information and preparation of the indicators referred to herein.
- Review of the documentary evidence used and of the proper functioning of the systems and procedures in place for compiling, calculating and aggregating the information by Cintra.
- Review, through sample-based testing, of the quantitative and qualitative information concerning the core indicators included in the 2007 Corporate Social Responsibility Chapter, and whether they have been properly compiled on the basis of the data provided by Cintra's information sources.

PRICEWATERHOUSECOOPERS

The scope of a "limited assurance engagement" is more restricted than a "Reasonable Assurance Engagements" and therefore the degree of assurance provided is also lower.

Independence

We have performed our work in accordance with the independence rules required by the Code of Ethics of the International Federation of Accountants (IFAC).

Conclusions

As a result of our review, nothing has come to our attention that causes us to believe that the Corporate Responsibility indicators included on pages 194 and 195 of Cintra's 2007 Annual Report, which include the Corporate Responsibility chapter, have not been prepared, in all material aspects, in accordance with the preparation bases and criteria included on pages 196 and 197 of the Report, or contain any significant errors.

Recommendations

Additionally to the review process, there are a number of observations and recommendations for improvement that have risen. Our most significant recommendations refer to:

a) In FY 2007 we have observed an improvement in the systems and processes used to compile information and indicators related to the environment. Cintra should continue to consolidate the current systems and processes for compiling information and indicators related to environmental issues, with a view to progressively including all the Group companies.
b) In relation to remaining indicators, progress should continue on these systems and processes, with a view to progressively including all the Group companies.
c) Progress should continue with respect to involving stakeholders in the process of identifying relevant issues and indicators, the arrangements for discussions and consultation with stakeholders, and the selection criteria for the relevant indicators.

PricewaterhouseCoopers Asesores de Negocio, S.L.

Ignacio Fernández
Partner
10th March 2008

Corporate Responsibility
table of indicators

	2007	Perimeter Information [1]	% Volume of business cover [2]
Economic performance			
Net sales (million €)	1.025	Complete	100%
Other operating income (million €)	1		100%
Financial income (million €)	51		100%
Operating expenses (million €)	517		100%
Personnel expenses (million €)	119		100%
Salaries and wages (million €)	100		100%
Social Security (million €)	17		100%
Payments made for share options (million €)	0		100%
Other social spending (million c	2		100%
Yearly result attributed to the flagship company (million €)	-26		100%
Indirect economic impacts			
Sponsorship and patronage			
Conservation and restoration of the Iglesia Mayor in Casares (€)	108,687	Spain	<50%
Corominas Megalithic Necroplis Interpretation Centre (€)	456,129		<50%
Recovery of the frons pulpiti and platform in the Roman Theatre of Malaga (€)	10,787		<50%
Research at the Casa Montero site (€)	715,982		<50%
Reina Sofía Higher School of Music (€)	450,000		<50%
Montserrat Abbey (€)	6,000		<50%
Collaboration with the Ampans Entity (€)	85,310		<50%
Investment in R+D and the environment (euros)	**36,129.76**	**Spain y Portugal**	**<50%**
Environmental Performance			
Resource Consumption			
Energy		Spain y Portugal	
Electricity (in GJ)	147,415		<50%
Liquid fuel (thousand litres)	977		<50%
Water consumption (m3)	80,424		<50%
Paper consumption (Kg)	6,690		<50%
Paper consumption (Kg/ employee)	40,55		<50%
CO2 Emissions (tn)	**18,334**		
Indirect emissions (tn)	15,683	Spain y Portugal	<50%
Mobile direct emissions (tn)	2,498		<50%
Fixed direct emissions (tn)	152		<50%
Percentage of business with ISO 9001, ISO 14001 standard-compliant management plans (%)			
ISO 9 001	55%	Complete	100%
ISO 14 001	38%		100%
Biodiversity (ha)	**489.74**	**Spain y Portugal**	**<50%**

	2007	Perimeter Information [1]	% Volume of business cover [2]
Social Performance			
Employment			
Average workforce (nº of people)	2,692		<50%
Average age of workforce (years)	38.7		<50%
Average length of service (years)	6.1		<50%
Percentage of men and women (%)	55%/ 45%	Spain	<50%
Attrition rate (%)	7.65%		<50%
Average number of employees with disabilities	93		<50%
Percentage of employees with disabilities (%)	3.4		<50%
Company/employee relations			
Percentage of employees covered by collective bargaining (%)	87.82%	Spain	<50%
Occupational health and safety			
Number occupational safety training hours	8,223.5		<50%
Incidence Index	45.08	Spain	<50%
Severity Index	0.75		<50%
Frequency Index	27.93		<50%
Training and education			
Total number of training hours	38,010		<50%
Total investment in training (€)	523,641	Spain	<50%
Total number of training participants	2,846		<50%
Institutional customer satisfaction in car parks			
Level of customer satisfaction with public thoroughfares			<50%
Total satisfaction	58%		<50%
Total dissatisfaction	31%	Spain	<50%
Neither satisfied nor dissatisfied	10%		<50%
Existence of a qualitative study on customer satisfaction and positioning	Graph		<50%
Relations with the financial community			
Number of meetings with investors	255		100%
Number of meetings with analysts	10	Complete	100%
Number of roadshows	15		100%

[1] Spain: This refers to Concesiones de Infraestructuras de Transporte S.A's subsidiary and associated companies in Spain.
Portugal: This refers to Concesiones de Infraestructuras de Transporte S.A.'s subsidiary and associated companies in Portugal.
Complete: This refers to Concesiones de Infraestructuras de Transporte S.A. and its subsidiaries and associated companies in all the countries in which they operate. (Consolidated Group).

[2] This information has been supplied by Concesiones de Infraestructuras de Transporte for clarifying the cover perimeter of the indicators verified, according to its turnover applicable for each indicator, and does not form part of the scope of the review carried out by PricewaterhouseCoopers. 100% corresponds to a cover of the indicator equivalent to 100% of the turnover of Concesiones de Infraestructuras de Transporte S.A. and its subsidiary and associate companies. The <50% symbol means indicator cover of less than 50% of the total turnover of Concesiones de Infraestructuras de Transporte S.A. and its subsidiary and associate companies.

Basis and criteria

For devising Corporate Responsibility Indicators

Economic performance	
Net Sales	Net sales in 2007, according to the contents of Concesiones Infraestructuras y Transportes, S.A.(Cintra)'s Annual Accounts.
Other operating expenses	Other operating expenses in 2007, according to the contents of Cintra's Consolidated Annual Accounts.
Financial income	Financial income in 2007, according to the contents of Cintra's Annual Accounts.
Operating expenses	Operating expenses in 2007, according to the contents of Cintra's Annual Accounts.
Personnel expenses	Personnel expenses in 2007, according to the contents of Cintra's Annual Accounts.
Salaries and wages	Salaries and wages in 2007, according to the contents of Cintra's Annual Accounts.
Social Security	Social security in 2007, according to the contents of Cintra's Annual Accounts.
Other social spending	Other social spending in 2007, according to the contents of Cintra's Annual Accounts.
Results of the year attributed to the flagship company	Results of the year attributed to the flagship company in 2007, according to the contents of Cintra's Annual Accounts.
Indirect economic impacts	
Sponsorship and patronage	Amounts spent by Concesiones Infraestructuras y Transportes, S.A. on initiatives stemming from the legal codes of the market where it operates. This encompasses obligations related to work on conserving Spanish Historic Heritage with 1% of the total budget for public works (budget for material execution, without VAT) linked to infrastructure concessions in accordance with Act 16/1985 of June 25 on the Regulation of National Historic Patronage.
Investment in R+D and environmental projects (euros)	Investment in R+D and environmental projects in Spain and Portugal in 2007.
Environmental Index	
Resource consumption	
Electricity	Electricity consumption (in GJ) at headquarters, car parks and toll roads in Spain and Portugal in 2007.
Liquid fuel	Liquid fuel consumption in thousands of litres (petrol/gasoil) by vehicles in car parks and toll roads in Spain and Portugal in 2007.
Water	Water consumption in cubic metres at Cintra car parks and toll roads in Spain and Portugal in 2007.
Paper	Consumption of paper purchased, supplied by suppliers, at headquarters in 2007, expressed in kg and kg/employed (average workforce at headquarters in 2007).
CO2 Emissions	
Indirect emissions (tn)	Tonnes of CO2 equivalents indirectly emitted by electricity consumption at headquarters, car parks and toll roads in Spain and Portugal in 2007.
Mobile direct emissions (tn)	Tonnes of CO2 equivalents directly emitted by liquid fuel consumption by mobile sources in car parks and toll roads in Spain and Portugal in 2007.
Fixed direct emissions (tn)	Tonnes of CO2 equivalents directly emitted by liquid fuel consumption by fixed sources in car parks and toll roads in Spain and Portugal in 2007.
Percentage of certified activity	
Percentage of business with ISO 9001, ISO 14001 management system certificates	Percentage of business with ISO 9001 and ISO 14001 management system in 2007 with respect to consolidated revenue in accordance with Cintra's Consolidated Annual Accounts.
Biodiversity	
Biodiversity conservation (ha)	Number of hectares managed in relation to conserving biodiversity in Spain and Portugal in 2007.

* This refers to Concesiones de Infraestructuras de Transporte S.A and its affiliate and associate companies in accordance with the 2007 consolidated financial statements of Concesiones de Infraestructuras de Transporte S.A. and its group of companies.

Social performance	
Employment	
Average age of workforce	Average number of employees hired in Spain in 2007.
(years)	Average age of the workforce in Spain as of December 31, 2007.
Average length of service (years)	Average length of service in Spain as of December 31, 2007.
Percentage of men and women (%)	Percentage of men and women out of the total workforce in Spain as of December 31, 2007.
Attrition rate (%)	Total number of voluntary severances out of the average workforce in Spain during 2007.
Average number of disabled employees in the workforce	Average number of disabled employees in the workforce in Spain during 2007.
Percentage of disabled employees in the workforce (%)	Number of disabled employees compared to the average number of employees in Spain as of December 31, 2007.
Company/employee relations	
Percentage of employees covered by collective bargaining	Percentage of employees with operator contracts (non structural) and employees with guaranteed salaries (other personnel) negotiated by collective bargaining as of December 31, 2007.
Occupational health and safety	
Number of occupational safety training hours	Hours of occupational safety training given to each Cintra company in Spain in 2007.
Incidence Index	Number of accidents which occurred during the working day or on the way to and from work for every thousand workers exposed in Spain in 2007. It is based on the formula: II = total number of accidents involving days away from work which occurred during the working day x 1000 /average number of workers. This system is based on Recommendation 16 of the OIT's International Conference on Labour Statistics. The method for registering and reporting workplace accidents and work-related illnesses has been adapted to OIT and EUROSTAT criteria.
Severity Index	Number of working days lost as a result of accidents which occurred during the working day or on the way to and from work for every 1000 hours work at Cintra in Spain in 2007. It is based on the formula: SI = number of working days lost per year x 1000 / number of hours worked. The total number of hours worked is calculated by multiplying the hours established by collective bargaining corresponding to the average FTE (Full Time Equivalent) of each company. FTE = Nº employees registered during the month *Nº of days registered during the month*coefficient of the reduction of workdays/Nº of natural days. This system is based on Recommendation 16 of the OIT's International Conference on Labour Statistics. The method for registering and reporting workplace accidents and work-related illnesses has been adapted to OIT and EUROSTAT criteria.
Frequency Index	Number of accidents which occurred during the working day or on the way to and from work for every million hours worked at Cintra in Spain in 2007. It is based on the formula: FI = total number of accidents involving days away from work which occurred during the working day* x 1,000,000 / nº of hours worked. The total number of hours worked is calculated by multiplying the hours established by collective bargaining corresponding to the average FTE (Full Time Equivalent) of each company. FTE = Nº employees registered during the month *Nº of days registered during the month*coefficient of the reduction of workdays/Nº of natural days. This system is based on Recommendation 16 of the OIT's International Conference on Labour Statistics. The method for registering and reporting workplace accidents and work-related illnesses has been adapted to OIT and EUROSTAT criteria.
Training and education	
Total number of training hours	Number of training hours given to Cintra employees in Spain in 2007.
Number of training participants	Number of participants in training courses offered at Cintra in Spain in 2007.
Total investment in training (€)	Expenses incurred in training courses offered at Cintra in Spain in 2007.
Institutional car park customer satisfaction	
Public thoroughfare customer satisfaction level	Percentage of public thoroughfare customer satisfaction level with on-street parking service, based on a telephone survey given to 1,123 people in 16 municipalities in Spain.
Qualitative study on customer satisfaction and positioning	3 focus groups (30 people in all)held to identify key aspects for car park users. Determination of Cintra's positioning in relation to the key aspects identified (safety, speed, customer response and image) and in comparison with the competition.
Relations with the financial community	
Number of meetings with investors	Number of meetings with investors held by companies quoted on the stock exchange in 2007.
Number of meetings with analysts	Number of meetings with analysts held by companies quoted on the stock exchange in 2007.
Number of road shows	Number of road shows held by companies quoted on the stock exchange in 2007.

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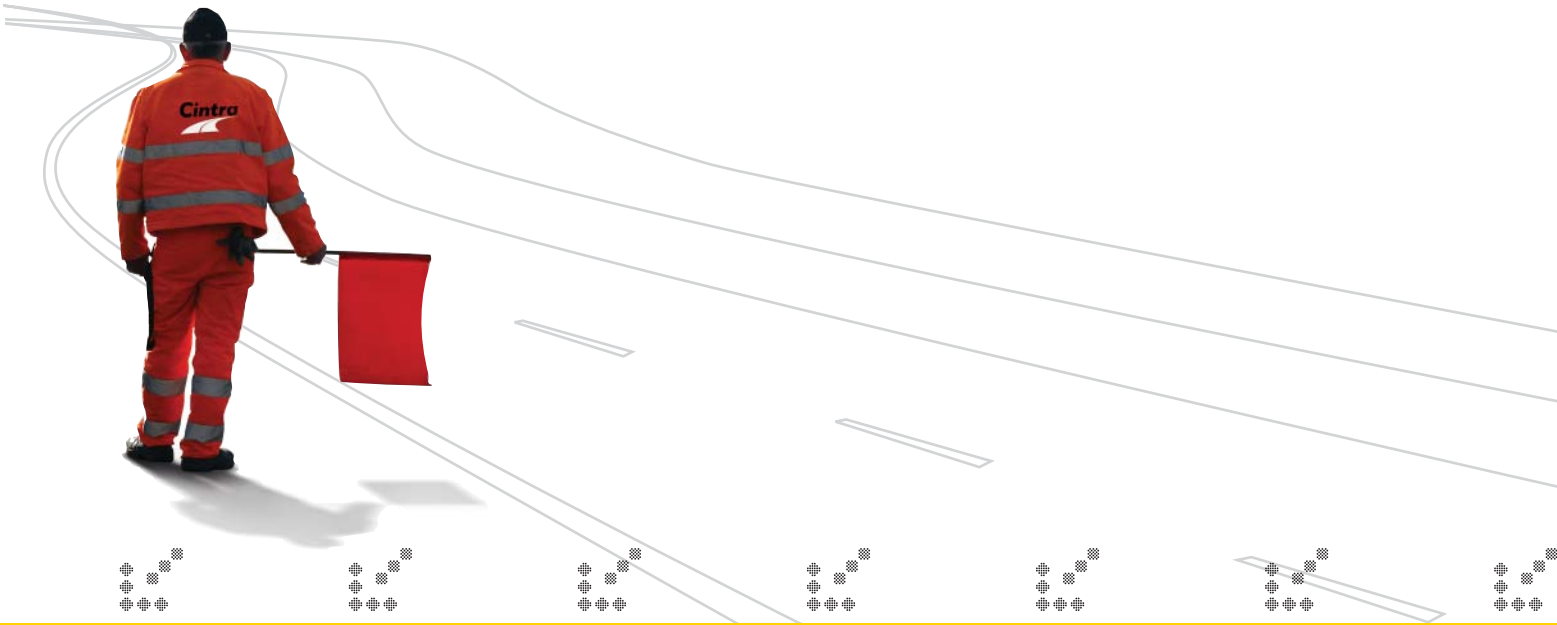
Cintra



Feb

The 407 ETR toll road began to apply new tolls, which led to an increase of 8.3% at peak times and 8.4% at trough times. At the same time, the loyalty-building programme for passenger vehicles was introduced, through which frequent users will obtain free kilometres to use the toll road at weekends and discounts on fuel prices.

Cintra was selected as Provisional Contractor to design, build, finance and operate the Central Greece Toll Road in Greece. Stake in the Consortium: 33.34% (Cintra will propose the appointment of the concession company's General Manager). Length: 231 km. Concession period: 30 years. Estimated investment: 1.5 billion euro.

Cintra was selected as the Apparent Best Value Proposer for the construction and operation of the SH 121 toll road in Texas, USA .

MAR

The consortium headed by Cintra (65%) and the State of Texas (USA) signed the Concession Agreement for designing, building and operating sections 5 and 6 of the SH-130 toll road.

The Eurolink consortium, headed by Cintra (95%) signed the concession agreement for building and operating the M3 toll road in Ireland.

Ausol refinanced 100% of its debt with a new loan of 486 million euro and a reduction in the spread of approximately 30 base points with respect to the previous one.

APR

The Indiana Toll Road began to apply the new tolls for heavy goods vehicles. According to the Concession Agreement, the rates for five-axle vehicles, which are the most common, increased by 25%.

MAY

Cintra signed the concession agreement for building and operating the Central Greece toll road in Greece.

JUN

The Indiana Toll Road started up the electronic toll system on the section of the concession operated under a flat toll scheme, which is 23 miles (37 kilometres) long, from the Chicago Skyway toll road.

The R-4 toll road made an additional increase of 5% to the percentage increase of its tolls after completion of the works on the last 7 kilometre section of the M-50 toll road.

JUL

Cancellation of the provisional concession contract for designing, building and operating the Cremona-Mantua toll road in Italy.

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additional lanes to
between the 410
7 toll roads in the
ion.

SEP

The 407 ETR toll road opened to traffic the last 27 kilometres of new lanes between the 401 and 410 toll roads, thus completing the project for construction of 100 kilometres of new lanes between the 401 and 404 toll roads scheduled for the last two years.

OCT

Ferrovial Infraestructuras, S.A transferred ownership of the shares in the Portuguese Euroscut Azores - Sociedade Concessionaria da Scut dos Azores, S.A. company in favour of Cintra Concesiones de Infraestructuras de Transporte, S.A.

The 407-ETR toll road registered a new historic daily traffic record with a total of 445,822 journeys.

The 407-ETR toll road announced the refinancing of the debt that matured at the end of 2007 with a new senior debt issue (S&P and DBRS A rating) for 625 million Canadian dollars with maturity in October 2010 and a fixed coupon of 4.90%.

NOV

The free allocation period of the Bonus Issue took place between 6 and 20 November and the new shares were listed on 3 December.

DEC

Start of the concession period for the Ionian Roads toll road in Greece.

JAN 08

The Greek government transferred the section of the Ionian Roads toll road that is already in operation. From that time, the concession company began to collect tolls on this section.

The Chicago Skyway toll road increased passenger vehicle tolls by 20%, raising them from 2.5 dollars to 3 dollars.

The 407-ETR toll road announced the refinancing of the debt with maturity in 2008 through two separate bond issues: the first one, which took place on 22 January 2008, was through a senior bond issue (S&P and DBRS A rating) for 250 million Canadian dollars, with maturity in January 2011 and a fixed coupon of 4.50%. The second one, which took place on 24 January 2008, through a subordinated bond issue (S&P and DBRS BBB rating) was for 300 million Canadian dollars, with maturity in January 2011 and a fixed coupon of 5%.

FEB 08

Entry into force of the new tolls for 2008 for the 407 ETR toll road, which is an increase of 9.4% at peak times for the Regular Zone, 8.0% in the Light Zone and 7.1% at trough times.

Cintra

ADDRESS LIST

CINTRA CONCESIONES
DE INFRASTRUCTURAS
DE TRANSPORTE, S.A.
Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou.
28020 Madrid
Tel. +34 91 418 56 00
Fax +34 91 556 03 38
www.cintra.es

INVESTOR AND SHAREHOLDER
RELATIONS DEPARTMENT
Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou.
28020 Madrid
Tel.: +34 900 10 11 38
Fax: +34 91 555 69 98
ir@cintra.es
accionistas@cintra.es

CINTRA CONCESIONES DE
INFRASTRUCTURAS DE TRANSPORTE
DE CHILE LIMITAD
Avda. Andrés Bello 2711 - 18º.
Las Condes. SANTIAGO CHILE
Tel.: +562 560 6250
Fax: +562 335 7806

CINTRA CONCESIONES
DE INFRAESTRUCTURAS DE
TRANSPORTE, S.A. (PORTUGAL OFFICE)
Avda. Duque D' Avila 46, 8º.
1050-083 LISBON
Tel.: +35 121 351 2150
Fax: +35 121 315 1462

TOLL ROAD WEB SITES:
www407etr.com
www.autopistadelsol.com
www.autema.com
www.m45.es
www.radial4.com
www.eurolink-m4.com
www.chicagoskyway.com

CAR PARKS

CINTRA APARCAMIENTOS, S.A.
Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou.
28020 MADRID
Tel.: +34 91 418 56 00
Fax: +34 91 556 91 27
www.cintraaparcamientos.es

REGIONAL OFFICES:

North east
Escocia, 50/58, esc. Dcha.
08016 BARCELONA
Tel. +34 93 243 44 10
Fax +34 93 243 44 11
Andalusia
Isla de la Cartuja, s/n.
Edificio Expo. 850.
41092 SEVILLE
Tel.: +34 95 448 83 99
Fax: +34 95 448 82 83
Balearic islands and Canary islands
Pascual Ribot, 3 - 1º.
07011 PALMA DE MALLORCA
Tel.: +34 97 145 32 60
Fax: +34 97 145 17 51
Central Spain
Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou.
28020 MADRID
Tel.: +34 91 418 57 03
Fax: +34 91 556 91 27
Castilla la Mancha and Extremadura
Salto del Caballo, 5 - 1º,
Oficina 9
45003 TOLEDO
Tel.: +34 92 522 52 17
Fax: +34 92 521 19 64
East coast
Avda. de Aragón, 25 entlo.
46010 VALENCIA
Tel.: +34 96 393 15 46
Fax: +34 96 362 11 43
North
Jerónimo Sainz de la Maza, 2.
39008 SANTANDER
Tel.: +34 94 236 25 86
Fax: +34 94 236 15 08
Galicia
Torreiro, 13/15 - 6º F.
15003 LA CORUÑA
Tel.: +34 98 121 69 23
Fax: +34 98 121 68 92

DORNIER, S.A.
Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou.
28020 MADRID
Tel.: +34 91 418 56 00
Fax: +34 91 556 91 27

FEMET, S.A.
Rio Tormes, nave 73.
Poligono Industrial El Nogal.
28110 ALGETE. MADRID
Tel.: +34 91 628 22 20
Fax: +34 91 628 12 32

Cintra annual report 2008

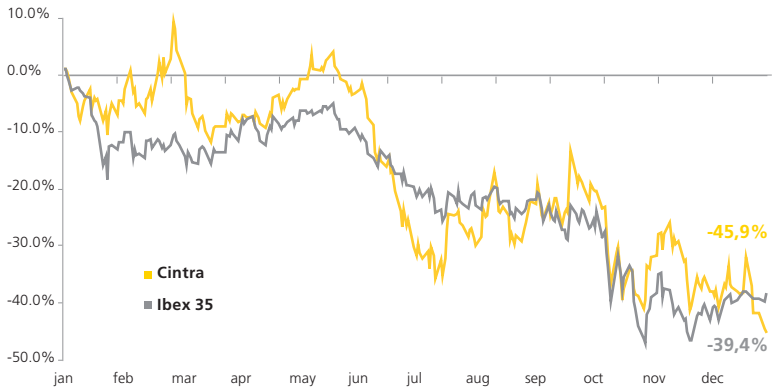
2008 in figures

(Millions of euros)

	2008*	2007*	2006	2005	2004	2003	2002	2001
Financial highlights[1]								
Total sales	735.871	713.543	884.704	696.223	483.901	391.058	341.425	344.181
EBITDA	522.268	529.889	592.967	463.951	338.618	270.198	238.185	222.333
EBITDA Margin	71.0%	74.3%	67.0%	66.6%	70.0%	69.1%	69.8%	64.6%
Total assets	13,417.391	12,295.770	11,884.759	10,234.831	7,460.066	7,197.692	6,334.423	6,859.183
Gross financial investments in toll roads	62.2	151.198	449.989	393.142	130.718	45.79	150.309	238.495
Operating figures								
Number of concessions	23	23	20	18	17	16	15	14
Kilometers under management	2,841	2,841	2,481	1,689	1,671	1,658	1,588	1,552
407 ETR (Mill. km traveled)	2,253	2,253	2,124	2,064	1,960	1,824	1,806	1,595
Ausol I (ADT)	19,586	21,482	20,772	19,973	19,340	18,199	15,397	13,173
Ausol II (ADT)	19,294	21,170	19,782	18,286	16,565	14,915	12,524	
Autema (ADT)	23,497	23,875	21,528	19,586	18,326	16,952	15,007	13,773
Chicago Skyway (ADT)	44,721	49,535	50,514	48,422				
R-4 (Madrid-Ocaña) (ADT)	10,613	11,580	9,333	6,791				
Indiana Toll Road (ADT)	28,904	31,431						
M4-M6 (ADT)	25,481	24,506	20,939					
No. parking spaces	296,146	266,805	253,023	238,200	207,447	181,150	173,759	161,096
Percentage occupation (off-street)	15.52%	17.30%	18.66%	18.10%	18.61%	18.25%	18.94%	17.87%
Market and share data[2]								
Capitalization (€Mn)	3,025	5,593	6,549	4.798	3.968			
Year-end close (€/share)	5.32	10.33	12.70	9.77	8.08			
Adjusted year-end stock price (€/ share) [3]	5.32	9.84	11.52	8.44	6.98			
Average daily trading volume (value in €Mn)	24.30	30.21	22.20	19.20	60.11			
Annual market performance	-45.9%	-14.6%	36.5%	20.9%	-1.9%			
Outstanding shares at year-end	568,528	541,456	515,672	491,116	491,116			

* The parking activities and toll roads in Chile are consolidated as discontinued operations and therefore only the net results prior to minority interests are included in the consolidation and no longer form part of operating figures.

2008 Market Performance Cintra and the Ibex-35



[1] The financial data for 2007, 2006, 2005 and 2004 has been prepared under International Financial Reporting Standards (IFRS). The data for 2003, 2002 and 2001 was prepared according to the Spanish GAAP in force at the time.

[2] Source: Bolsas y Mercados Españoles (Spain's Self-Regulatory Authority for the securities exchanges)

[3] Year-end closing price adjusted for the scrip issues of 1 new share for every 20 old ones in November 2006 and 2007. Source: Bloomberg

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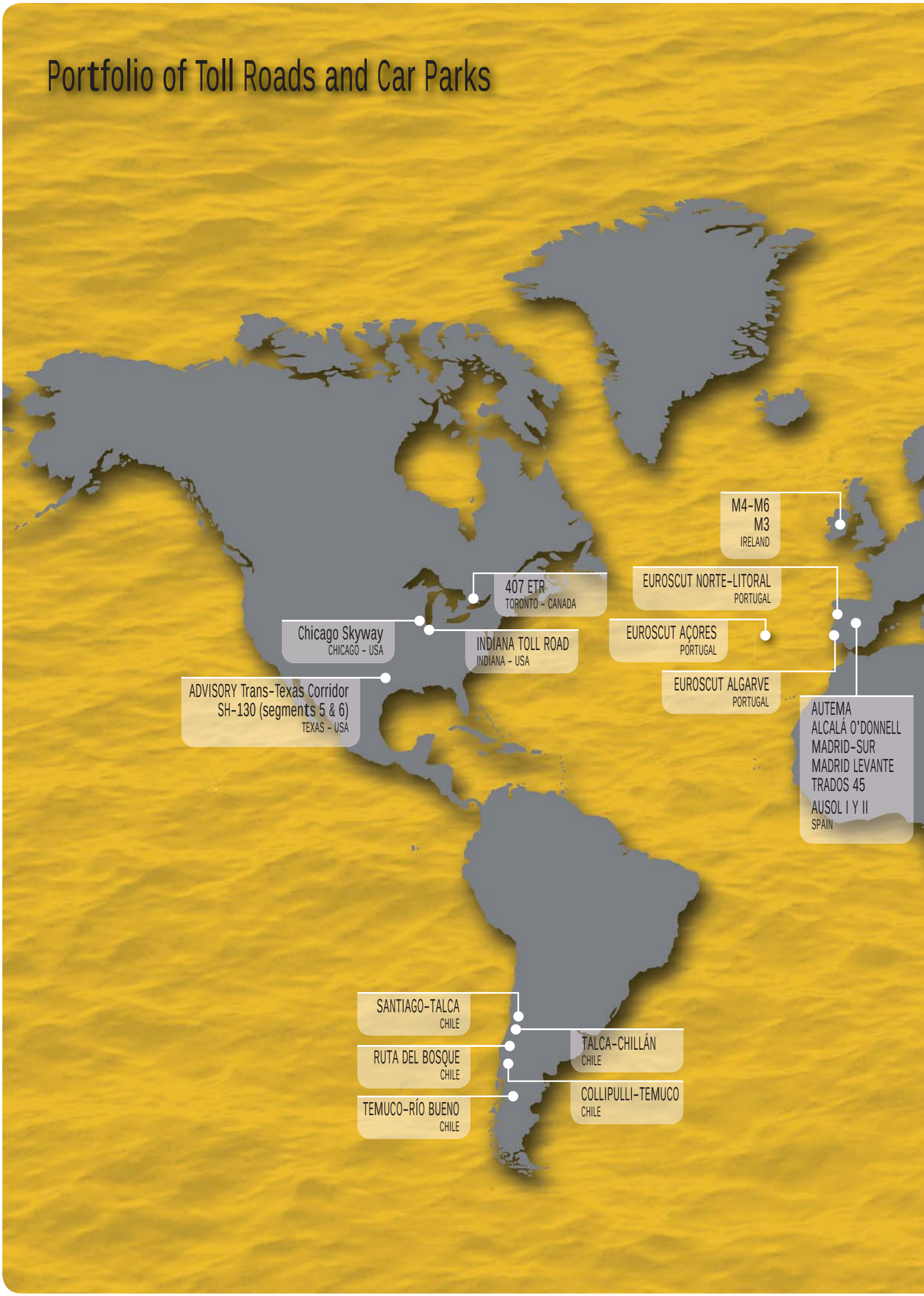
3.55
Metric tons of paper

Cintra has eliminated the printing of 2,500 annual reports which provides a savings of 3.55 metric tons of paper and avoids the felling of 53 trees. You can now view the full contents of our annual reports on our corporate website: www.cintra.es

Portfolio of Toll Roads and Car Parks



Cintra

IONIAN ROADS
CENTRAL GREECE
GREECE

Car Parks

ANDORRA

SPAIN

ENGLAND

ANDORRA
Escaldes - Engordany

SPAIN
Andalucia
Almèria
Cádiz
Granada
Huelva
Jerez
Málaga
Marbella
Punta Umbría
Sevilla

Aragón
Huesca
Teruel
Zaragoza

Asturias
Gijón

Baleares
Mallorca

Cantabria
Santander
Noja

Castilla y León
Ávila
Benavente
Burgos
León
Palencia
Salamanca
Valladolid
Zamora

Castilla la Mancha
Albacete

Ciudad Real
Cuenca
Toledo

Cataluña
Barcelona
Figueres
Gerona
Hospitalet
Lérida
Mataró
Palafrugell
Sabadell
Salou
San Cugat
San Feliu de Guixols
Sant Just Desvern
Tarragona
Valls

Extremadura
Badajoz
Mérida

Galicia
Orense
Pontevedra
Santiago
Vigo

Islas Canarias
Lanzarote
Las Palmas
Tenerife

La Rioja
Logroño

Madrid
Madrid

Murcia
Murcia

Navarra
Estella
Pamplona

País Vasco
Álava
Bilbao
Guipúzcoa
Irún
San Sebastián
Vitoria
Vizcaya

Valencia
Alicante
Castellón
Onteniente
Valencia

ENGLAND
London

Message to shareholders

Dear shareholders:

I am writing to you once again to review Cintra's performance during 2008. This year was significantly marked by the crisis in international financial markets and its impact on shrinking economic activity and the slowdown in private consumption all over the world.

Cintra is exercising the utmost caution in its cash management and commitments to new investments in this adverse economic climate.

Although traffic declined in many of our concessions – because of the slump in private travel and falling freight traffic – consolidated turnover rose 3.1% during the year, principally thanks to increased toll rates on a number of different highways.

The company's financial management becomes especially relevant within the context of a global financial crisis and in a capital-intense business such as ours. Cintra has performed successfully in the financial markets in 2008 and first months of 2009, even within this environment, refinancing a total 3.5 billion Euros of debt on the 407-ETR, Radial 4, Autema, SH-130 and Ionian Roads. Thanks to these operations, the company faces no financing risks until 2010.

As for new projects and with the utmost prudence counseled by current circumstances, three new contracts have already been signed during the first months of 2009: the A1 highway in Poland and the North Tarrant Express and the IH-635 highways in Texas.

The contract for the A1 highway, our first project in Poland, establishes an initial period of twelve months to assess the impact that the economic

and financial crisis has on the contract. If the terms are acceptable for both parties, the execution of the contract will go ahead.

In Texas, the bids presented by the consortiums led by Cintra were chosen Most Favorable Bids for the construction, maintenance and operation of the above-mentioned two highways. These are new projects that consist of the renovation on an existing urban highway as well as the addition of new payment lanes that use a dynamic toll system. This will allow us, yet again, to be at the cutting edge of innovative project developments that help to solve the congestion problems of many large cities.

The development of these projects requires access to funds in order to take advantage of new investment opportunities. Cintra invests the majority of the financial resources generated by its project portfolio in new assets. It also studies on an on-going basis the advisability of generating additional resources through the sale of more mature assets, where risk is already reduced and which have a limited growth potential, because their operation has been maximized. The parking activities and Chilean assets within this category have become consolidated as discontinued activities and therefore no longer form part of the consolidated operating results.

We face 2009 with prudence in the most uncertain market situation in recent decades, yet with the security of being a specialized firm that is a leader in its field and part of a solid and dynamic group, which will enable us to successfully execute our activity in the coming financial years.

Rafael del PIno y Calvo-Sotelo
CHAIRMAN OF CINTRA
April, 2009

Board of directors

Chairman

Rafael del Pino y Calvo-Sotelo 1

CHAIRMAN OF THE BOARD
OF DIRECTORS SINCE 1998

Civil Engineer, Polytechnic University of Madrid and MBA, MIT Sloan School of Management.

Chief Executive Officer of Grupo Ferrovial since 1992 and Chairman since 2000.

Member of the Board of Directors of Banesto, the International Advisory Board of the Harvard Business School, the Sloan Dean's Advisory Council (MIT) and the Blackstone International Advisory Board.

Deputy chairman

Joaquín Ayuso García 2

MEMBER OF THE BOARD
OF DIRECTORS SINCE 2002

Civil Engineer, Polytechnic University of Madrid.

From 1992 to January 1999: General Manager of the Construction Area.

From 1999 to 2002: Chief Executive Officer of Ferrovial Agromán.

Since 2002: Chief Executive Officer of Grupo Ferrovial.

Chief executive officer

Enrique Díaz-Rato Revuelta 3

MEMBER OF THE BOARD
OF DIRECTORS SINCE 2006

Civil Engineer, Polytechnic University of Madrid, Degree in Economics and Masters Degree by the EOI.

Joined Grupo Ferrovial in 2000, and was Chief Executive Officer for the 407-ETR toll road in Canada from 2004 to 2006.

Chief Executive Officer of Cintra since 2006.

Directors

José Mª Pérez Tremps (ACC) 4

MEMBER OF THE BOARD
OF DIRECTORS SINCE 1998

Degree in Law, Complutense University of Madrid.

Legal Advisor to the Spanish Council of State.

General Secretary of Grupo Ferrovial since 1990 and member of the Board of Directors since 1992.

Nicolás Villén Jiménez (ACC) 5

MEMBER OF THE BOARD
OF DIRECTORS SINCE 1998

Industrial Engineer, School of Technical Industrial Engineering, Madrid,

MBA, University of Columbia.

Master of Science, University of Florida.

General Finance Manager of Grupo Ferrovial since 1993.

José Fernando Sánchez-Junco Mans (ACC, RPT) 6

MEMBER OF THE BOARD
OF DIRECTORS SINCE 2004

Industrial Engineer, Polytechnic University of Barcelona.

ISMP graduate at Harvard Business School.

Member State Corps of Industrial Engineers.

Member of the Board and General Manager of the MAXAM Group, headed up by MAXAMCorp Holding, S.L., since November 1990.

Deputy Chairman of Dinamia Capital Privado, S.R.C., S.A. and of DEFEX, S.A.

Jaime Bergel Sainz de Baranda (RPT) 7

MEMBER OF THE BOARD
OF DIRECTORS SINCE 2004

Civil Engineer, University of Texas.

MBA from Northwestern University (J.L. Kellogg Graduate School of Management).

Chairman of Gala Capital, Director of Bacardi Limited and Chairman of Bacardi España, S.A., Director of Jimmy Choo and member of the Towerbrook Advisory Board.

Fernando Abril-Martorell Hernández (ACC, RPT) 8

MEMBER OF THE BOARD
OF DIRECTORS SINCE 2004

Graduate in Law and Business Administration, Comillas Pontificia University (ICADE E-3, Madrid).

General Manager of Grupo Credit Suisse, Spain.

Director of ENCE and Director of Telecommunications of Sao Paulo (Telesp).

Emilio Saracho Rodríguez de Torres (RPT) 9

MEMBER OF THE BOARD
OF DIRECTORS SINCE 2008

Graduated in Economics, Complutense University, Madrid and MBA by the University of California.

Until February 2008 he had been responsible for Private Banking for Europe, Middle East and Africa, and Chairman of JP Morgan for Spain and Portugal.

Before joining JP Morgan, he worked in Banco Santander, Goldman Sachs and The Chase Manhattan Bank.

Secretary

Javier Romero Sullá 10

Degree in Law, Autónoma University of Madrid.

Joined Grupo Ferrovial in 1991.

Previously Head of Corporate Legal Services for Grupo Ferrovial and Head of the Legal Advisory Service of Ferrovial Servicios.

Head of the Legal Advisory and Secretary of the Board since 2008.

ACC: Member of the Audit and Control Committee

RPT: Member of the Related-Party Transactions Committee

Management committee

Enrique Díaz-Rato Revuelta

CHIEF EXECUTIVE OFFICER

Civil Engineer, Polytechnic University of Madrid, Degree in Economics and Masters Degree by the EOI,

Joined Grupo Ferrovial in 2000, and was Chief Executive Officer for the 407-ETR toll road in Canada from 2004 to 2006.

Chief Executive Officer of Cintra since 2006.

Francisco Clemente Sánchez

FINANCE MANAGER

Graduated in Economics and MBA from Instituto de Empresa.

Joined Grupo Ferrovial in 1987 and since 2002 has held the position of Finance Manager for Cintra.

Jorge Gil Villén

MANAGER OF CORPORATE DEVELOPMENT AND INVESTOR RELATIONS

Graduate in Law and Business Administration (ICADE E-3).

Joined Cintra in 2001 and held the position of Head of Project Financing from October 2002. He was named to the current position in July 2007.

Javier Romero Sullá

HEAD OF THE LEGAL ADVISORY

Degree in Law.

Joined Grupo Ferrovial in 1991.

Previously Head of Corporate Legal Services for Grupo Ferrovial and Head of the Legal Advisory Service of Ferrovial Servicios.

Head of the Legal Advisory and Secretary of the Board since 2008.

Nicolás Rubio de Cárdenas

TECHNICAL DIRECTOR
AND HEAD OF TENDERS

Civil Engineer.

Joined Grupo Ferrovial in 1987 and appointed to current position in 2000.

Iván González García

HUMAN RESOURCE MANAGER

Degree in Political Science and Sociology.

Master's in Human Resource Management and Organization from ESIC and PDD (Management Development Program) from IESE Business School.

Joined Grupo Ferrovial in 1998 and appointed to the current position in July 2008.

Rafael Fando Mestre

IT MANAGER

Civil Engineer.

Joined the concessionaire Autema of the Ferrovial Group in 1988 and appoint Business Development Manager in 1997. Joined Cintra in 1998 and appointed to the current position in 1999.

José María López de Fuentes

CEO UNITED STATES

Civil Engineer, Master of Science in Civil Engineering from UWM and MBA from the IESE Business School.

Joined Grupo Ferrovial in 1997 and appointed to current position in 2004.

Javier Pérez Fortea

CEO EUROPE AND CHILE

Civil Engineer.

Joined Grupo Ferrovial in 1999 and from 2003 to 2006 headed up the Spanish toll road business. Since 2006 has been responsible for toll roads in Europe (Ireland, Greece and Portugal) and Chile.

Leopoldo del Pino y Calvo-Sotelo

CEO SPAIN

Civil Engineer, MBA from INSEAD.

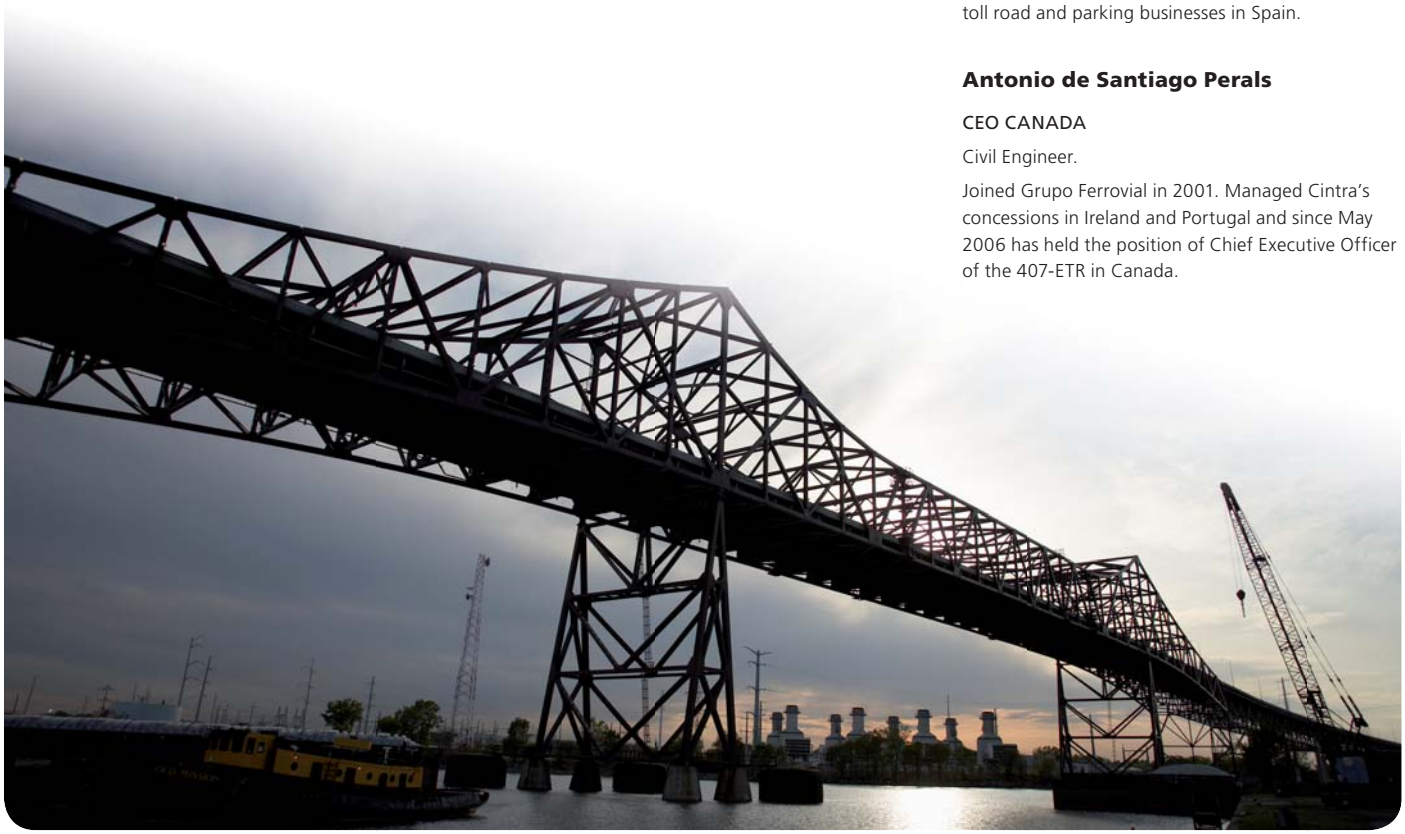
Joined Grupo Ferrovial in 1998 and named head of the parking business in 1999. Named to the current position in November 2006 and oversees both the toll road and parking businesses in Spain.

Antonio de Santiago Perals

CEO CANADA

Civil Engineer.

Joined Grupo Ferrovial in 2001. Managed Cintra's concessions in Ireland and Portugal and since May 2006 has held the position of Chief Executive Officer of the 407-ETR in Canada.



Company description

Cintra is one of the world's largest developers of transportation infrastructure in both the number of projects and the volume of investments.

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Zaragoza

Company description > Cintra

Cintra was created in February 1998 from the spin-off of the infrastructure and car park businesses of the Ferrovial Group, thus maintaining the long history and wide experience that first began in 1968 with the awarding of the concession for the A-8 Bilbao-Behobia toll road, the first one to be awarded in Spain with private funding and management, and those for the Plaza Mayor and Plaza de Las Cortes parking in Madrid.

Since its creation, Cintra has undertaken a clear growth strategy based on the search for the best investment opportunities and the efficient management of its holdings, which has helped it to become a world leader in the private development of transportation infrastructure.

Cintra has consistently achieved a low risk profile and high growth potential given it only invests in projects that are backed by the provision of public services provided within a system of limited competition, with steady, predictable revenues and expenses and with long concession periods that compensate for any uncertainties produced by economic cycles. In addition, the company only bids in countries that are economically and politically stable with independent legal and judicial systems. Also, Cintra follows a strategy of eliminating financial and construction risks by using a nonrecourse project financing structure and contracts denominated in the local currency with fixed pricing and durations.

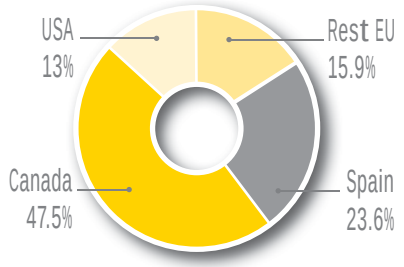
Cintra actively manages its projects throughout their lifecycle, thereby increasing their value by progressively reducing the risks and introducing operating improvements to optimize efficiency and provide a quality service to users.

The development of this growth strategy requires access to resources in order to take advantage of investment opportunities. One way to achieve this is by rotating assets. Cintra analyses on an ongoing basis the possibility of generating additional resources through the sale of assets in which risk is already limited and which have a reduced improvement potential. The parking activities and Chilean assets fall within this category and therefore, have become consolidated as discontinued activities, no longer forming part of the operating results.

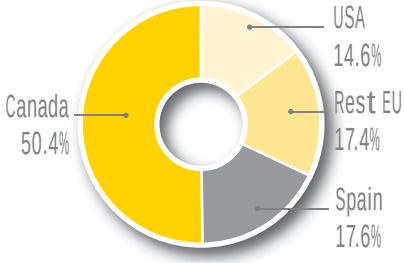
The result of this strategy has been the continuous incorporation of new concessions since the company was created. At the close of 2008, Cintra managed 23 Toll Rd. concessions across Spain, Canada, United States, Portugal, Ireland, Greece and Chile for a total of 2,841 km and toll roads and a total investment of €16.294 billion. In United States Cintra is also the strategic partner of the state of Texas in the development of a major project known as the High Priority Trans Texas Corridor (TTC-35).

The incorporation of new assets continued in the first few months of 2009.

Total sales* by country 2008



EBITDA* by country 2008

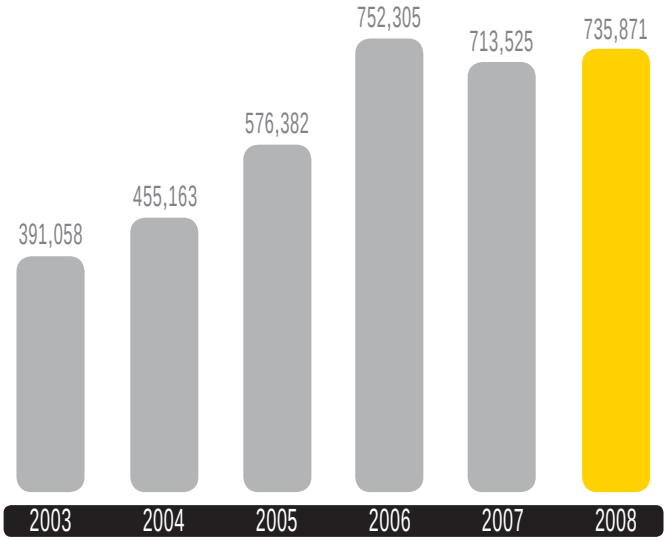


During the period Cintra established a foothold in the Polish market with the award of the concession on the A1 toll highway between the cities of Stryków and Pyrzowice. Moreover, the consortiums led by Cintra have been selected as the "Best-Value Proposals" for the construction, maintenance and operation

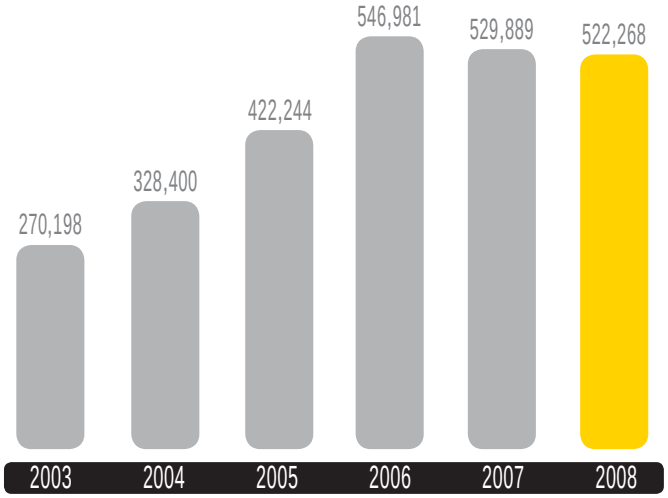
Growth in the number of concessions (1997-2009)

(1) In 2003 the concession contract for the A8 toll road, controlled by Europistas, was completed.
(2) In 2004 Cintra transferred the 30% stake it held in the Artxanda Tunnels to Europista.
(3) In 2006 the Cintra stake in Europistas was sold.

Total sales toll roads* 2008
(thousands of euros)



EBITDA Toll roads* 2008
(thousands of euros)



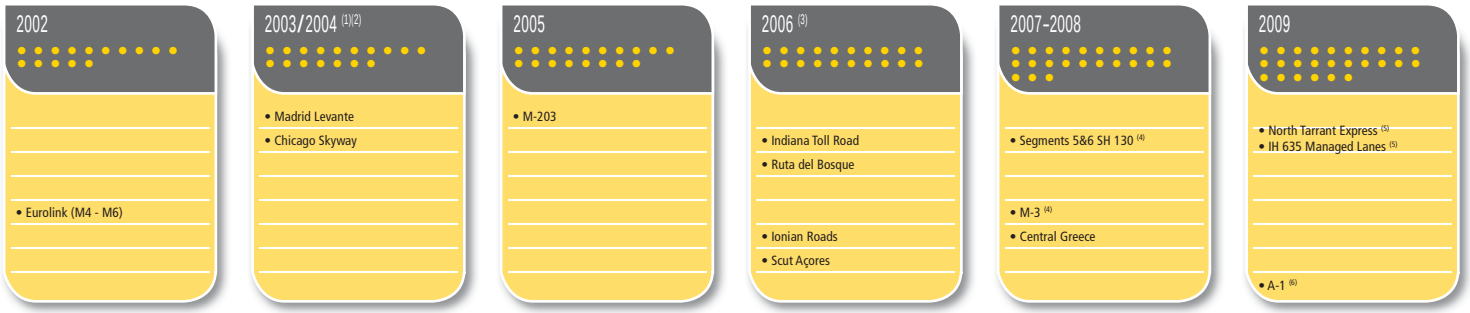
* In 2007 and 2008 the Parking activities and toll roads in Chile have been consolidated as discontinuous operations and therefore only the net results are included in the consolidation and no longer form part of operating figures.

of 21.4 km of the North Tarrant Express and 27.2 km of IH-635 Managed Lanes. Both projects are located in the Dallas/ Fort Worth Metroplex Texas (USA).

In the parking business area, Cintra manages 296,146 parking spaces in 140 cities in Spain, United Kingdom and Andorra and maintains a leading position as a global provider of integrated solutions for its customers, which are mainly municipalities. Cintra is the only company in the industry to operate in the 17 Spanish Autonomous Regions and in all business lines.

The search for more attractive investment projects, irrespective of their geographical location, has led Cintra to develop a strong presence outside Spain, making the company into a multinational. Specifically, at year-end 2008, 76.4% of sales and 82.4% of the gross operating income (EBITDA) came from projects outside Spain.

Nonetheless, Cintra is much more than its portfolio of assets. With more than 4,400 employees, Cintra's Human Resource Policy is designed to continuously train teams that can take charge of the management of the new concessions that the company wins each year. There can be no doubt that Cintra's success truly stems from the experience acquired and knowledge provided by the people that comprise our truly best asset.



(4) In 2007 the concession contracts were signed for the M-3 toll road and the SH-130 toll road Segments 5 and 6 which had been awarded in 2005 and 2006.
(5) Subject to the signing of the Concession Agreement and the attainment of the agreed public funding.
(6) Start of a 12 month period for the evaluation of the impact of the financial crisis on the project variables.

Development of the project portfolio

> Toll roads

Cintra's strategies focused on growth through both the award of new concessions and the efficient management of the existing project portfolio.

New projects

2007 was a year of transition in which the number of projects put out to tender was limited while in 2008 there was a major reactivation of this activity.

- **USA and Canada:**

These are two of Cintra's most important markets, particularly the US, and the year began with major project awards including greenfield construction projects in Texas, Florida, Virginia and British Columbia as well as the privatization of toll road operations ("brownfield") in Pennsylvania and Florida. However, the extreme tightening of credit on the financial markets has led to difficulties in closing some of these projects which caused the cancellation of, for example, the mega-privatization of the Pennsylvania Turnpike.

Cintra focused its efforts in this region on those projects with greater credibility and where our competitive advantages can play a key role in the success of our proposals. In line with the strategy, Cintra presented 4 proposals for greenfield projects in Texas, one of which was in January 2009, one for a greenfield project in Vancouver and 2 proposals for brownfield projects in Pennsylvania and Chicago. Of the seven proposals, three are still pending or been canceled and of the remaining four, Cintra was awarded both the North Tarrant Express and the IH-635 Managed Lanes, both in Texas.

Both highways are managed under a new system known as Managed Lanes, which attempts to provide a solution to the frequent problems seen in urban environments, such as traffic congestion and the lack of space for new highways. The project consists of refurbishing existing highways and adding new toll lanes that are operated under a dynamic toll system that applies different rates depending on the time of day and the level of traffic on the toll-free lanes.

These are two particularly important projects for Cintra given the innovative technological component, which allows us to once again occupy a leading position at the forefront of the industry with all of the competitive advantages that this implies.

- **Europe:**

On this side of Atlantic, during 2008 Cintra began two projects in Italy, four in Portugal and two in Poland. The first two allowed us to confirm the political and commercial difficulties in the Italian market, one in which Cintra currently has not good potential. The bidding processes in the Portuguese projects tend to be long and complex with a very subjective component. In addition, given that they are shadow tolls, the potential for generating value is more limited.

Accordingly, Cintra focuses efforts on the two tenders for toll roads in Poland. These are major highways in the Polish and European systems with high traffic levels located in areas of sustained growth and limited competition. This situation provides a much higher potential for value creation than the rest of the current projects in Europe. The negotiation of the contract has been long and complex and concluded with the company signing the contract for the larger of the two projects in January 2009. The contract establishes an initial 12 month period to evaluate the modifications needed to absorb the impact of the economic and financial crises on the project terms. If the terms are acceptable for both parties, we will move to the financial close. If no agreement is reached, the concession holder will recover the cost incurred for the design and build activities and the rest of the contract will be voided.

- **Other markets:**

In 2008 Cintra decided to perform a more in-depth analysis of business opportunities in new markets in India, Brazil and Mexico. This led to the company participating in one tender in Brazil and five in India without lowering its expectations for all of its investments while remaining open to new ideas and opportunities. As a result of this analysis, it was decided that the projects do not at this time present an acceptable level of confidence, so no tenders were offered. However, Cintra continues to look for investment opportunities in these new markets that offer not only an acceptable level of growth but also full compliance with the core investment principles of the company.

Outlook for 2009

2009 has begun with a reasonable number of opportunities in the North American market, fewer contracts in Europe and new opportunities in other markets that we will continue to study in depth.

The current financial and economic crisis is making it difficult to achieve financing for major projects, but it is also reinforcing the fundamental reasons that create business opportunities: high public debt, the need to promote new infrastructure and increasing traffic congestion on the highway networks in our target markets.

Additionally, the restrictions on the availability of private financing of infrastructure have increased the level of competition among government and projects looking for funding. This is requiring them to become more flexible, thereby improving contract terms and increasing the expected yields on new tenders.

Management of the project portfolio

Throughout 2008, Cintra has continued to actively manage the projects in its portfolio with an eye towards optimizing operating efficiency while improving the quality of the service provided to users.

Among the actions carried out this year, we would highlight the transfer at the beginning of the year, more than three months ahead of schedule, of the operation of a section of the Ionian Roads by the Greek government, allowing the

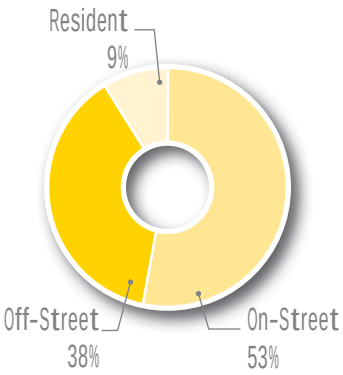
> Parking

Throughout 2008, Cintra Aparcamientos analyzed 114 projects, presented 53 proposals and was awarded 25 of the 45 completed competitive bidding processes, for a success rate of 55.6%.

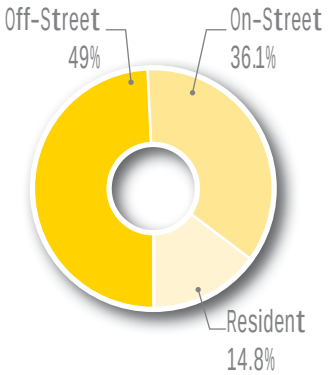
Cintra continued to expand its presence in airport parking in 2008 with the award of new contracts at the airports in La Palma, Zaragoza, Palma de Mallorca, Barcelona and London Stansted, this last representing the company's first contact in the UK. In addition, the contracts for the La Concha and Plaza de Cataluña parking were renewed during the year. Cintra Aparcamientos has been operating these parking in San Sebastián since 1973. The company also undertook the management for the parking at Expo Zaragoza 2008.

In on-street parking, through Dornier, new contracts were awarded for regulated parking services (ORA) in a total of 10 cities, among which the most important were Pozuelo de Alarcón, Punta Umbría and Ayamonte, and the company renewed the contact with the city of Pamplona.

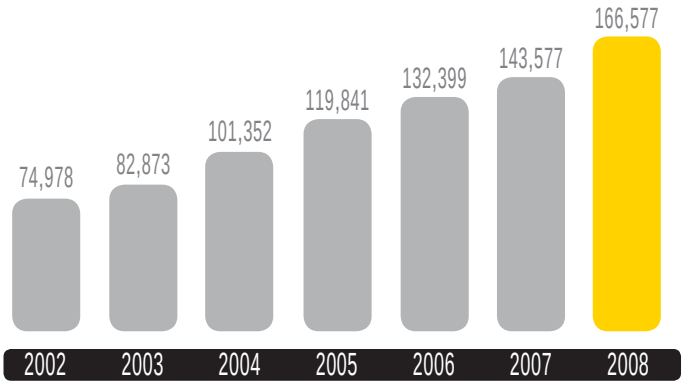
Number of parking spaces by type



Distribution of parking income by type in 2008



2008 Parking sales
(Thousands of euros)



concession company to begin to collect the tolls earlier than expected.

In the US, the Indiana Toll Road launched its electronic toll system on a section of the concession operated under a closed toll system between mile marker 23 and mile marker 153 at the Chicago Skyway. This completes the implementation of electronic tolls along the entire highway. This also marks the beginning of the subsidized period during which the Indiana Finance Authority (IFA) will subsidize the increase in toll rates for class II vehicles (dual axle light vehicles) using a transponder. The subsidies will run until 20 June 2016.

Lastly, we would mention that Vila do Mouros connection was inaugurated in April. This section runs 5 km between Viana do Castelo and Vila Nova de Cerveira and marks the conclusion of the refurbishment of the Note Litoral toll roads on the Portuguese coast.

Financing

2008 was a tremendously complicated year on the financial markets. The mortgage crisis, the declines in the asset values and the feared and actual bankruptcies of well-known financial entities have put a stop to lending activities. Despite this scenario, Cintra has been able to obtain approximately 2.4 billion euros in project financing, highlighting the continued market interest in quality assets despite the turbulence in the financial markets.

Among the financial operations carried out in 2008, we would highlight that for the 407-ETR in Canada, where we refinanced all of the debt maturing within the year through two separate issues for a total C$550 million. The first issue, for C$250 million and a three-year maturity, was issued at a 4.5% coupon, while the second issue, for C$300 million in subordinated debt and the same maturity, had a coupon of 5%.

In February we closed a syndicated loan for €400.9 million of senior debt for Ionian Roads, in which Cintra holds a 33.34% stake. The syndication was 1.64 times oversubscribed.

Additionally, in March we closed deals for US$1.358 billion in financing for the construction and operation of segments 5 and 6 of Texas SH 130 through a US$430 million loan (with $45.5 million in capitalized interest during the construction phase) granted by the US Department of Transportation, a $685.8 million bank loan and a $197 million capital contribution from the consortium partners based on the equity stake held.

Lastly, Cintra closed the refinancing of the existing short-term debt in Autema, substituting it for a long-term loan for €292 million. Additionally, Cintra financially structured its interest in Autema, allowing for an extraordinary distribution of €316 million.

Assets managed by Cintra

Concessions under Development

SH-130 segments 5 & 6

Km
64
Investment
983.1
% Cintra
65.0
Location
United States
Concession period
2012-2062

M-3 Toll road

Km
50
Investment
484.1
% Cintra
95.0
Location
Ireland
Concession period
2007-2052

Ionian Roads Toll road

Km
378.7
Investment
1,100.0
% Cintra
33.34
Location
Greece
Concession period
2007-2037

Alcalá-O'Donnell Toll road

Km
12.3
Investment
69.5
% Cintra
100
Location
Spain
Concession period
2005-2035

Central Greece Toll road

Km
231
Investment
1,450.0
% Cintra
33.34
Location
Greece
Concession period
2008-2038

Euroscut Açores Toll road

Km
93.7
Investment
405.3
% Cintra
89.0
Location
Portugal
Concession period
2006-2036

Concessions in Operation

407 ETR Toll road

Km
108
Investment
2,539.3
% Cintra
53.2
Location
Canada
Concession period
1999-2098

Chicago Skyway Toll road

Km
12.5
Investment
1,379.4
% Cintra
55
Location
United States
Concession period
2005-2104

Indiana Toll Road Toll road

Km
252.6
Investment
2,892.0
% Cintra
50
Location
United States
Concession period
2006-2081

Total toll road length
2,841

Total investment (millions of euro)
16,294

Total parking spaces
296,146

Autema
Toll road

Km
48.3
Investment
228.7
% Cintra
76.3
Location
Spain
Concession period
1986-2036

Madrid Sur (R4)
Toll road

Km
97.2
Investment
1,052.4
% Cintra
55
Location
Spain
Concession period
2000-2065

Eurolink (M4-M6)
Toll road

Km
36
Investment
336.6
% Cintra
66
Location
Ireland
Concession period
2003-2033

Temuco-Río Bueno
Toll road

Km
171.7
Investment
131.3
% Cintra
75
Location
Chile
Concession period
1998-2023

Ruta del Bosque
Toll road

Km
160
Investment
221.1
% Cintra
100
Location
Chile
Concession period
2006-2021

Ausol I
Toll road

Km
82.7
Investment
499.2
% Cintra
80
Location
Spain
Concession period
1996-2046

Madrid Levante
Toll road

Km
182.8
Investment
522.9
% Cintra
52.19
Location
Spain
Concession period
2004-2040

Euroscut Algarve
Toll road

Km
130
Investment
283.1
% Cintra
77
Location
Portugal
Concession period
2000-2030

Santiago-Talca
Toll road

Km
237
Investment
598.1
% Cintra
100
Location
Chile
Concession period
1999-2024

Collipulli-Temuco
Toll road

Km
144
Investment
165.1
% Cintra
100
Location
Chile
Concession period
1999-2024

Ausol II
Toll road

Km
22.5
Investment
205.8
% Cintra
80
Location
Spain
Concession period
1999-2054

Trados 45 (M45)
Toll road

Km
14.5
Investment
200.6
% Cintra
50
Location
Spain
Concession period
1998-2029

Euroscut Norte Litoral
Toll road

Km
119
Investment
386.5
% Cintra
75.5
Location
Portugal
Concession period
2001-2031

Talca-Chillán
Toll road

Km
193
Investment
159.4
% Cintra
67.6
Location
Chile
Concession period
1996-2015

Car Parks

Parking spaces
296,146
Location
Spain
England
Andorra

Concessions under

Development

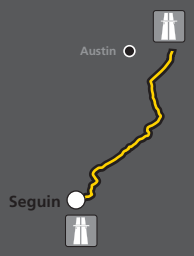
Toll Roads

- SH 130 Segments 5&6
- Ionian Roads
- Central Geece
- M-3
- Alcalá-O'Donnell
- Euroscut Açores

Toll road

SH 130 Segments 5&6

- The SH-130 tollway is an alternative to the congested I-35 between San Antonio and Austin.
- Segments 5 (18.7 km) and 6 (45.3 km) run from southeast Austin (at the intersection with the SH45) to the city of Seguin at the intersection with the IH10, which connects Houston and San Antonio.
- Segments 1 through 4 are run by the TxDOT. The first three segments entered into operation at the close of 2007 and the fourth segment was opened in late April 2008.
- Toll collection is electronic with no toll plazas. Traffic is 100% free flowing.
- Tolls are updated annually in accordance with the Nominal Gross State Product for the State of Texas (NGSP).
- Mechanism for the sharing of revenues with the State according to traffic levels.
- Compensation for competing infrastructure along a 10 mile corridor.
- Compensation in the event of an increase in the speed limit on the I35.
- Financial close in March 2008.

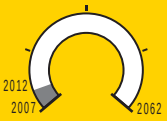


64 Km of new construction that forms part of the Central Austin bypass in Texas.

50 year concession agreement from completion of the road, estimated to be in 5 years.

983.1 million euros investment.

Period — Concession **50 years** — Remaining **50**

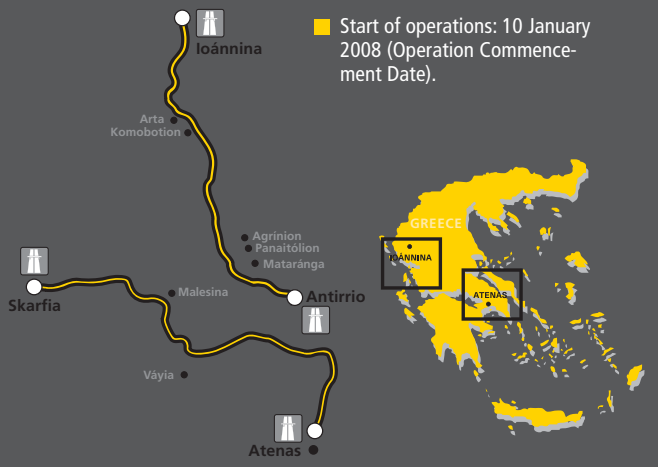


Shareholders — Others **35%** — Cintra **65%**

Toll road

Ionian Roads

- Two separate sections of toll road:
  - Pathe Section: 171.3 Km already in operation + 11.0 Km to be built by the State. The section starts in Athens and runs north to Lamía.
  - Ionian Road section: 159 Km of new construction by the Consortium + 10.5 Km already transferred + 26.9 Km to be built by the State. The tollway runs along the coast of the Ionian Sea from Patras to Ioannina in the north.
- Toll rates are inflation indexed.
- Government subsidy (European funds): 360 million euros.
- The Pathe section is a corridor with heavy traffic, especially on the existing section closest to Athens (ADT 80,000 vehicles).
- Operation of the existing section will provide substantial revenues during the construction period, reducing the need for finance.
- Revenue sharing with the Government if certain traffic or IRR thresholds are exceeded.
- Cintra appointed the CEO of the Concession Company.
- Start of operations: 10 January 2008 (Operation Commencement Date).



378.7 Km divided into two separate sections on the East and West coastlines of Greece.

159 Km of new construction.

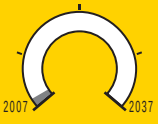
181.8 Km already built and in operation.

37.9 Km to be built by the State.

30 year concession period, from 19 December 2007 to 19 December 2037.

1.1 billion euro investment.

Period — Concession **30 years** — Remaining **29**



Shareholders — Others **66.66%** — Cintra **33.34%**

Toll road

Central Greece

- The toll road is divided into two sections:
  - The first, known as Central Greece, measures 174 km and will be built entirely by the Consortium.
  - The second, running 57 km adjacent to the foregoing, have or will be built by the Greek government and subsequently transferred to the concession company.
- Toll rates are inflation indexed.
- Government subsidy (European funds): 518 million euros, 26 million of which is an operating subsidy.
- Cintra appointed the CEO of the Concession Company.
- Concession commencement date: 31 March 2008. The start of operations is estimated to begin towards the end of 2009 when those parts of the tollway that were built by the Greek government are transferred to the concessionaire.

231 Km running south-northeast through the center of the country.

174 Km of new construction by the concession company.

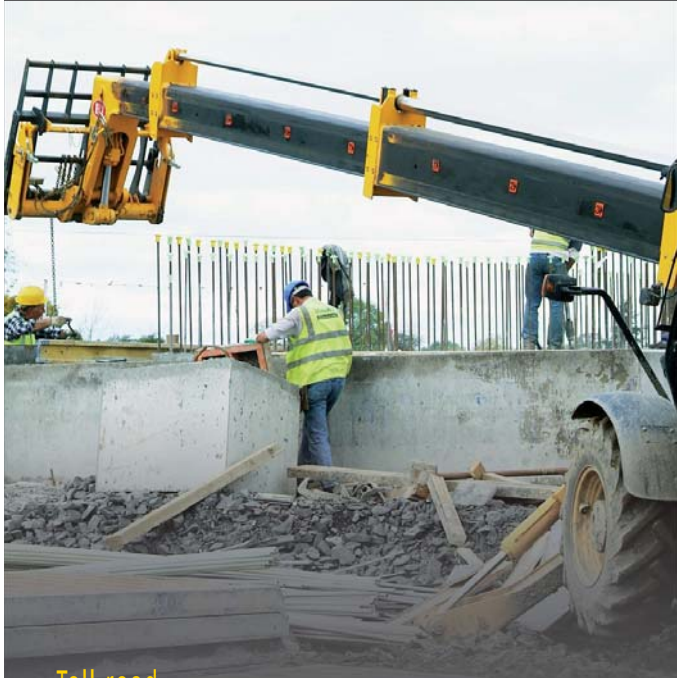
57 Km to be built by the State and delivered upon completion.

30 year concession period, from 31 March 2008 to 31 March 2038.

1.45 billion euro investment.

Period — Concession 30 years — Remaining 30 — 2008 / 2038

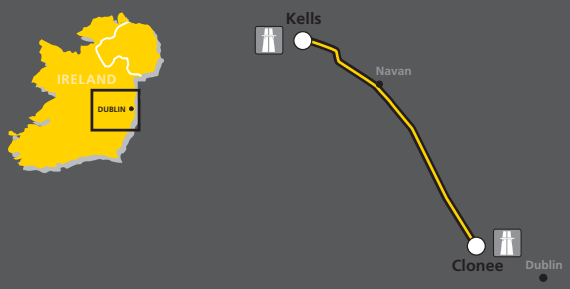
Shareholders — Others 66.66% — Cintra 33.34%



Toll road

M-3

- The toll road runs 50 km between Clonee and North Kells, to the northeast of Dublin.
- Toll rates are inflation indexed.
- Revenue sharing with the Government if certain traffic thresholds are exceeded.
- The concession agreement establishes guaranteed minimum traffic levels and the Irish government has to pay the Concession Company compensation if traffic falls below the established minimums.
- SIAC holds a 5% interest in the concession and has the right to increase its stake to 25%.
- At December 2008 construction was 75.02% completed.
- Contractual commencement date: July 2010.



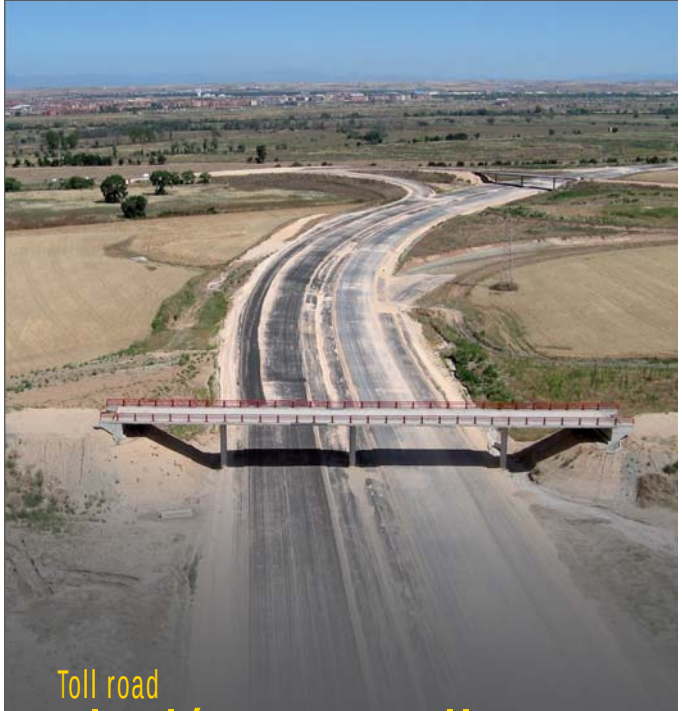
50 Km of new construction.

45 year concession period from 2007 to 2052.

484.1 million euro investment.

Period — Concession 45 years — Remaining 44 — 2007 / 2052

Shareholders — Others 5% — Cintra 95%



Toll road

Alcalá-O'Donnell (M-203)

- Located in an area with a high population density, particularly around Alcalá de Henares.
- The tollway will significantly improve access from the Henares corridor to the center and south of Madrid, creating a new alternative to the A-2.
- Toll rates are inflation indexed.
- At December 2008 construction was 80.7% completed.

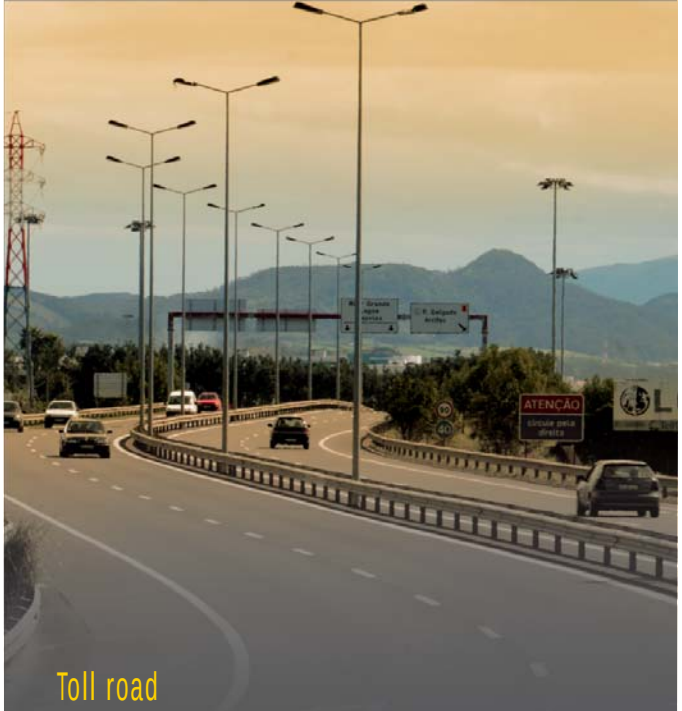
12.3 Km of new construction in the Madrid region between the R-3 in Mejorada del Campo and the A-2 in Alcalá de Henares.

30/31 year concession period from 2005 to 2035 or 2036 depending on accident rates.

69.5 million euro investment.

Period — Concession **30 years** — Remaining **27** — 2005 — 2035 2036

Shareholders — Cintra **100%**



Toll road

Euroscut Açores

- Shadow toll road (in Portuguese known as SCUT: Sem Cobrança ao Utilizador) under which the users do not pay for the use of the infrastructure, with payment assumed by the granting Authority.
- High capacity road system which will significantly improve the road network in the Central and Eastern areas of San Miguel.
- The concession is divided into three roads:
  - The 35.4 km South Road connecting the airport and the largest city with the south of the island.
  - The 33.7 km North-South road, which improves the connection between the two main towns on the island.
  - The 24.6 km North-East road, which will improve the connections between the less developed towns on the island.
- The payment is calculated using a system of shadow toll rates and traffic levels: The toll rates per vehicle apply a system of three bands. The first is the most extensive and applies an intermediate toll rate (neither the highest nor the lowest). The second band, the least extensive, applies the lowest toll rate and the third band applies the highest toll rate. Most of the revenues are provided by the first band and traffic above a certain threshold does not pay tolls.
- Toll rates are indexed to the official inflation rate for the Azores.
- Commencement of toll fee collection: upon completion of construction and not before four years after the signing of the Concession Agreement.

93.7 Km shadow toll road on the San Miguel Island in the Azores.

45.9 Km of new construction.

27.5 Km rehabilitated and in operation.

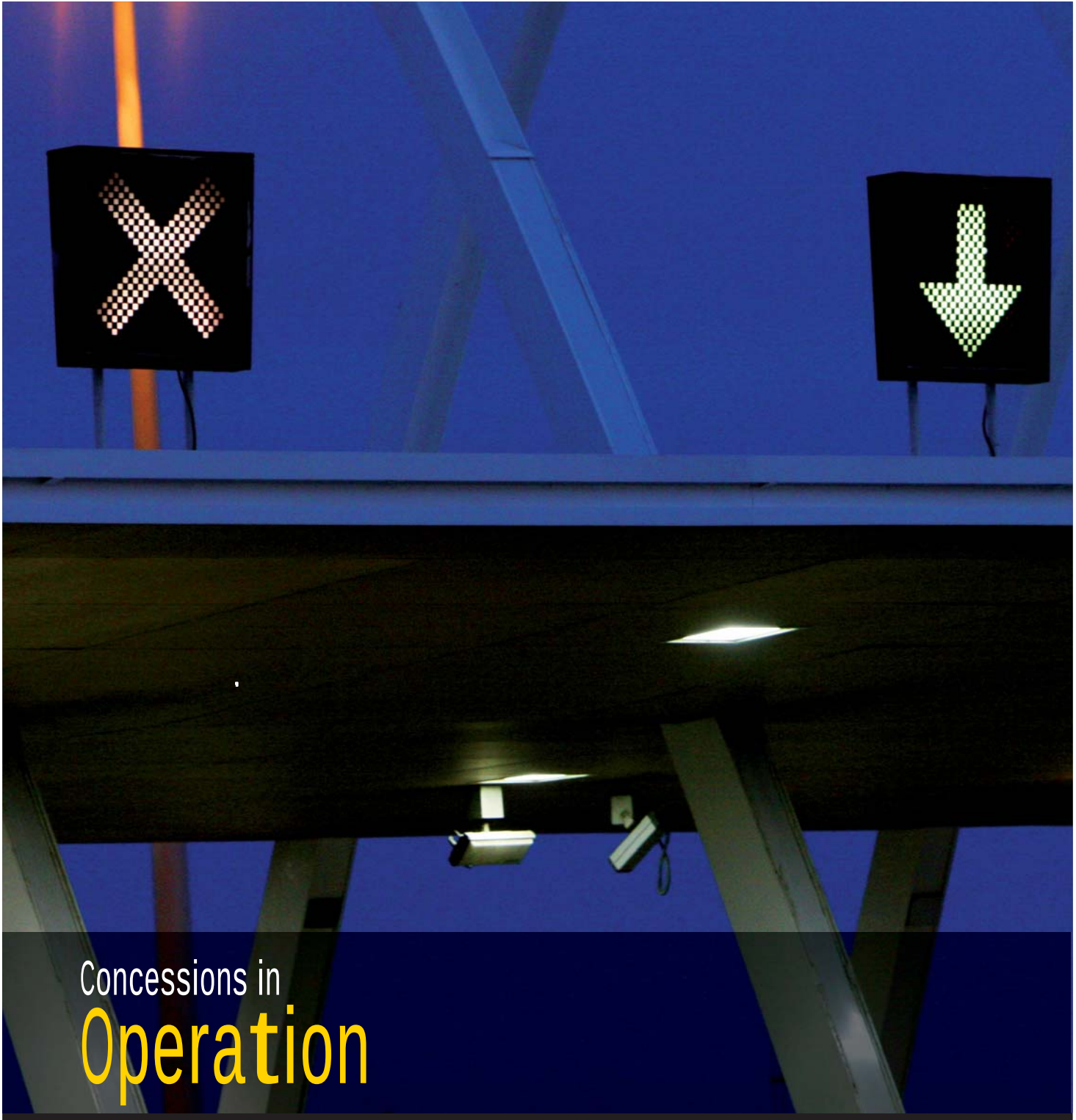
20.3 Km in operation.

30 year concession period from 2006 to 2036.

405.3 million euro investment.

Period — Concession **30 years** — Remaining **28** — 2006 — 2036

Shareholders — Others **11%** — Cintra **89%**



Concessions in Operation

Toll Roads

- 407 ETR
- Chicago Skyway
- Indiana Toll Road
- Autema
- Ausol I
- Ausol II
- Madrid Sur (R4)
- Madrid Levante
- Trados 45 (M45)
- Eurolink (M4-M6)
- Euroscut Algarve
- Euroscut Norte Litoral
- Temuco-Río Bueno
- Santiago Talca
- Talca Chillán
- Ruta del Bosque
- Collipulli-Temuco

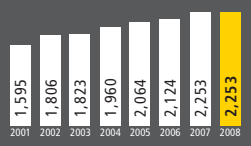
Car Parks

Toll road

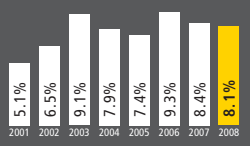
407 ETR

- Alternative route for one of the busiest corridors in all of North America.
- All-electronic, barrier-free toll highway (free flow). Allows for a very high volume of traffic without stopping or slowing.
- Toll rate freedom: Possibility of freely increasing toll rates if traffic levels remain above a minimum threshold. The system allows for optimizing concession income, adjusting toll rates to the time savings provided by the highway.

Historic traffic levels
Vehicles x Km. (millions)



Annual rate increases



108 Km urban tollway forming the second Toronto ring road.

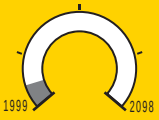
99 year concession period from 1999 to 2098.

2.539 billion euro investment.

349.4 million euros in revenues.

263.1 million euros in operating earnings (EBITDA).

Period — Concession **99 years** — Remaining **90**

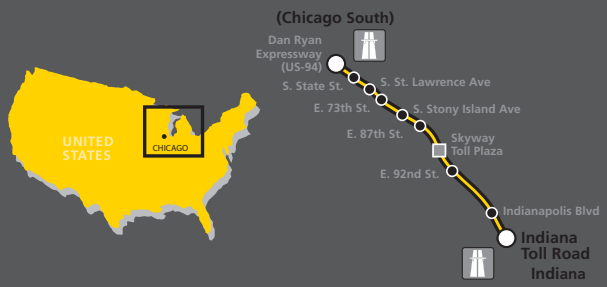


Shareholders — Others **46.77%** — Cintra **53.23%**

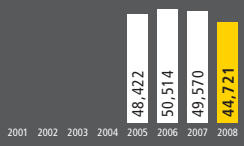
Toll road

Chicago Skyway

- Provides an alternative to a highly congested corridor connecting Chicago with a major residential and leisure area.
- Toll structure that allows for rate increases above inflation, from the current US$3 for light vehicles up to US$5.00 in 2017, with subsequent annual increases equal to the highest of the following: 2%, inflation for the period or increase in nominal per capita GNP.



Historic traffic levels
ATD Equivalent



Annual rate increases

12.5 Km of existing urban tollway connecting South Chicago to the Indiana border.

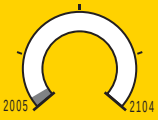
99 year concession period from January 2005 to January 2104.

1.379 billion euro investment.

43.0 million euros in revenues.

35.6 million euros in operating earnings (EBITDA).

Period — Concession **99 years** — Remaining **95**



Shareholders — Others **45%** — Cintra **55%**

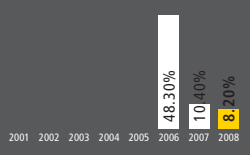
Toll road

Indiana Toll Road

- Two different sections:
  - Western Section, 37 Km long with flat toll system which connects with the Chicago Skyway. It provides an alternative to a highly congested corridor.
  - Eastern section, 216 Km of ticket system toll road out to the Ohio state line. It is part of the main route connecting Chicago and the Mid-West with New York and carries a lot of freight traffic.
- Very attractive toll plan with increases above inflation.
  - Gradual increase for heavy vehicles until 2010.
  - In 2010, an increase equaling the higher of 2%, inflation or nominal per capita GNP over the previous four years.
  - From 2011; annual review based on a maximum of 2%, CPI or nominal per capita GNP.

Historic traffic levels
ATD Equivalent

Annual rate increases



252.6 Km of existing toll road connecting Chicago with major cities on the East Coast of the United States.

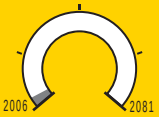
75 year concession period from 2006 to 2081.

2.892 billion euro investment.

106.0 million euros in net revenues.

79.8 million euros in operating earnings (EBITDA).

Period
Concession
75 years
Remaining
72

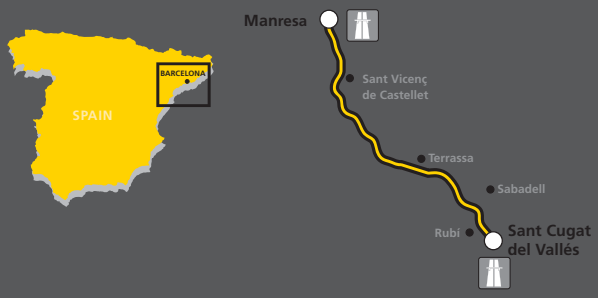


Shareholders
Others
50%
Cintra
50%

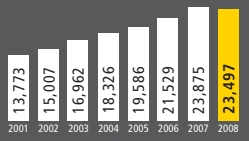
Toll road

Autema

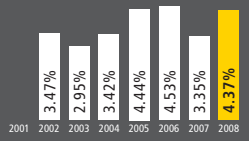
- In 1999, the concession company reached an agreement with the regional government through which, in exchange for a substantial price reduction, the government each year would pay the difference between the actual revenues and those forecast in the Finance Plan in force at the time, plus an adjustment for higher operating expenses due to the increase in traffic caused by the price reduction.
- Toll rates are inflation indexed.



Historic traffic levels
ATD Equivalent



Annual rate increases



48.3 Km of toll road between San Cugat and Manresa.

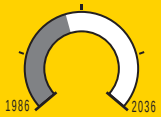
50 year concession period from 1986 through 2036.

228.7 million euro investment.

47.5 million euros in net revenues.

37.6 million euros in operating earnings (EBITDA).

Period
Concession
50 years
Remaining
27

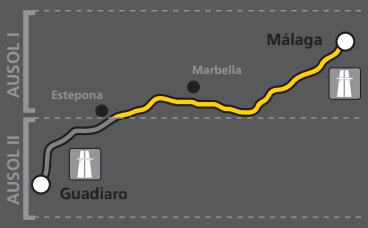


Shareholders
Others
23.7%
Cintra
76.3%

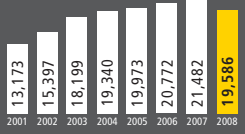
Toll road

Ausol I

- Toll road located in one of the corridors with the highest population growth in Spain and a high dependence on the real estate and housing industries.
- Prices vary depending on the time of year, with high season being during the summer months and at Easter.
- Alternative route in a highly congested semi-urban corridor.
- Toll rates are inflation indexed with an adjustment in the case of traffic exceeding established thresholds.



Historic traffic levels
ATD Equivalent



Annual rate increases

82.7 Km between Malaga and Estepona.

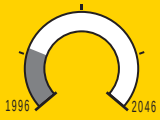
50 year concession from 1996 to 2046.

499.2 million euro investment

49.8 million euros in net revenues.

41.5 million euros in operating earnings (EBITDA).

Period
Concession
50 years
Remaining
38

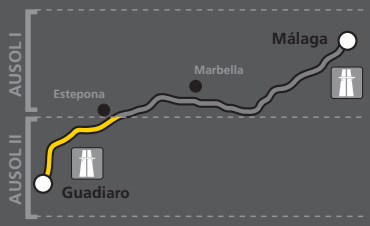


Shareholders
Others 20%
Cintra 80%

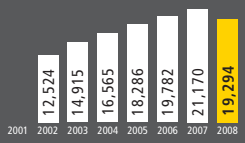
Toll road

Ausol II

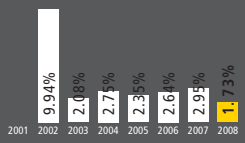
- Toll road located in one of the corridors with the highest population growth in Spain and a high dependence on the real estate and housing industries.
- Prices vary depending on the time of year, with high season being during the summer months and at Easter.
- Alternative route in a highly congested semi-urban corridor.
- Toll rates are inflation indexed with an adjustment in the case of traffic exceeding established thresholds.



Historic traffic levels
ATD Equivalent



Annual rate increases



22.5 Km between Estepona and Guadiaro.

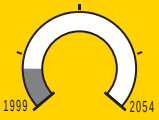
55 year concession period from 1999 to 2054.

205.8 million de euro investment

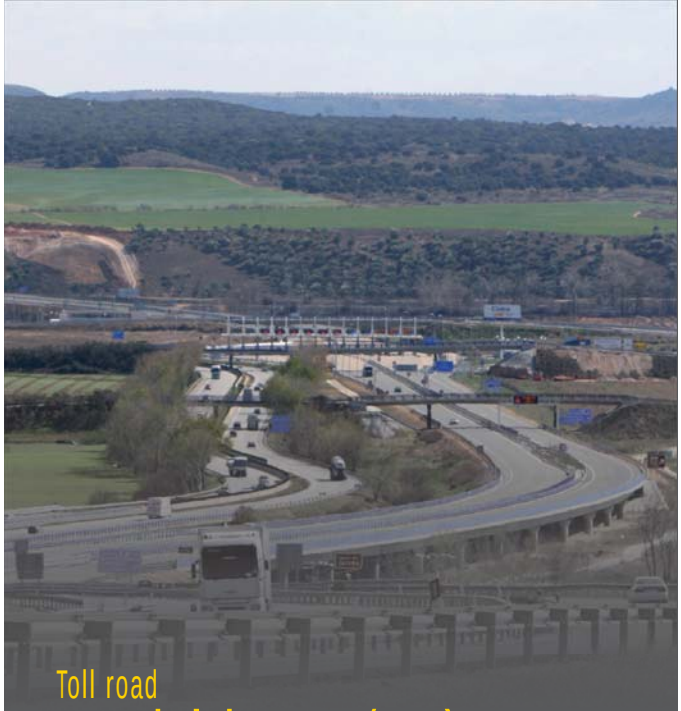
13.3 million euros in net revenues.

9.4 million euros in operating earnings (EBITDA).

Period
Concession
55 years
Remaining
46



Shareholders
Others 20%
Cintra 80%

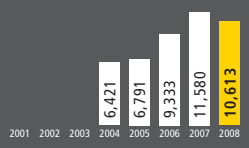


Toll road

Madrid Sur (R4)

- Alternative for accessing Madrid in a highly congested corridor.
- Located in a major urban development area.
- Connects with the Madrid-Levante toll road, completing a 190 km toll connection between Madrid and the East coast of Spain.
- Toll rates are inflation indexed with an adjustment in the case of traffic exceeding established thresholds.

Historic traffic levels
ATD Equivalent



Annual rate increases

97.2 Km under concession between Madrid and the N-IV in Ocaña.

52.5 Km of toll road between the M-50 ring road in Madrid and the city of Ocaña.

44.7 Km toll free on the M-50 ring road in Madrid.

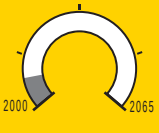
65 year concession period from 2000 to 2065.

1.052 billion euro investment.

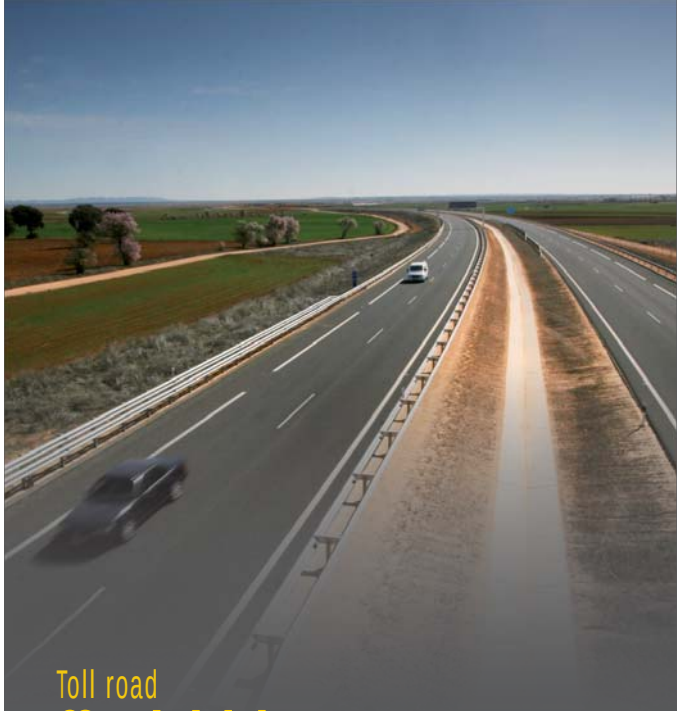
24.2 million euros in net revenues.

12.3 million euros in operating earnings (EBITDA).

Period
Concession
65 years
Remaining
57



Shareholders
Others
45%
Cintra
55%

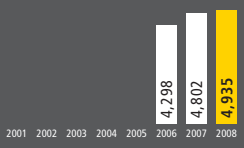


Toll road

Madrid Levante

- Route between Madrid and the east coast that offers an alternative to the Nacional III in a corridor with high traffic levels and congestion problems. The toll road connects directly with the R-4, which is also operated by Cintra, as it enters Madrid.
- The concession period may be extended for a further four years if certain service quality conditions are met.
- Toll rates are inflation indexed with an adjustment in the case of traffic exceeding established thresholds.

Historic traffic levels
ATD Equivalent



Annual rate increases

182.8 Km of new construction between Ocaña and La Roda.

125.5 Km of toll road.

57.3 Km toll free where the A-3 (Valencia) joins the A-31 (Alicante and Murcia).

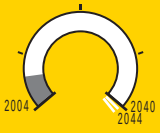
36 or 40 year concession period from 2004 to 2040 or 2044 if certain service quality conditions are met.

522.9 million euro investment.

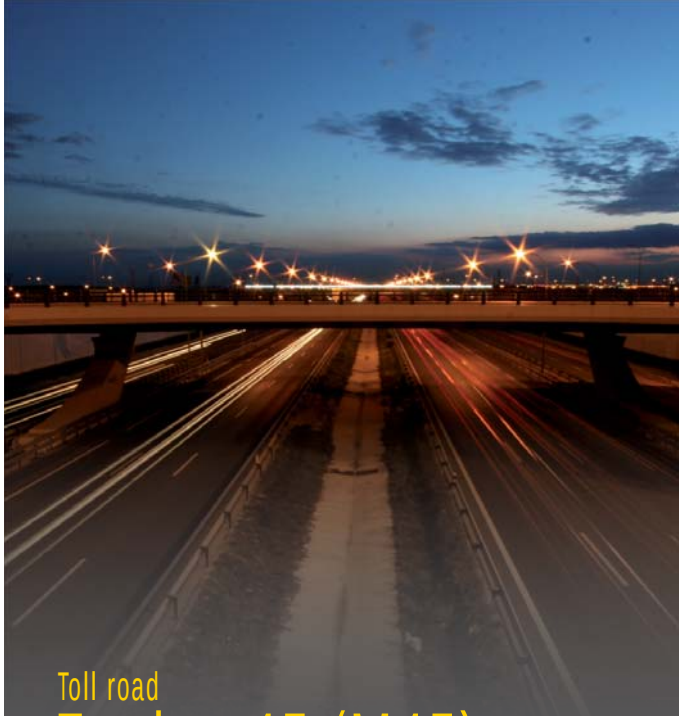
19.0 million euros in net revenues.

9.3 million euros in operating earnings (EBITDA).

Period
Concession
36 years
Remaining
31



Shareholders
Others
47.81%
Cintra
52.19%

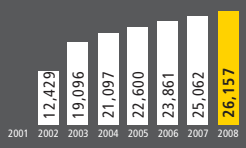


Toll road

Trados 45 (M45)

- The traffic risk is limited due to the system of bands used in shadow tolls. At present, the toll road has traffic levels that are nearing the threshold at which the concession company obtains maximum revenues every year.
- Toll rates and the maximum payment are indexed to inflation.

Historic income levels
Thousands of euros



14.5 Km of shadow toll road between O'Donnell road and the A-IV, forming part of the M-45, a Madrid ring road.

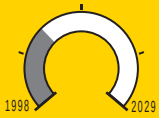
31 year concession period from 1998 through 2029.

200.6 million euro investment.

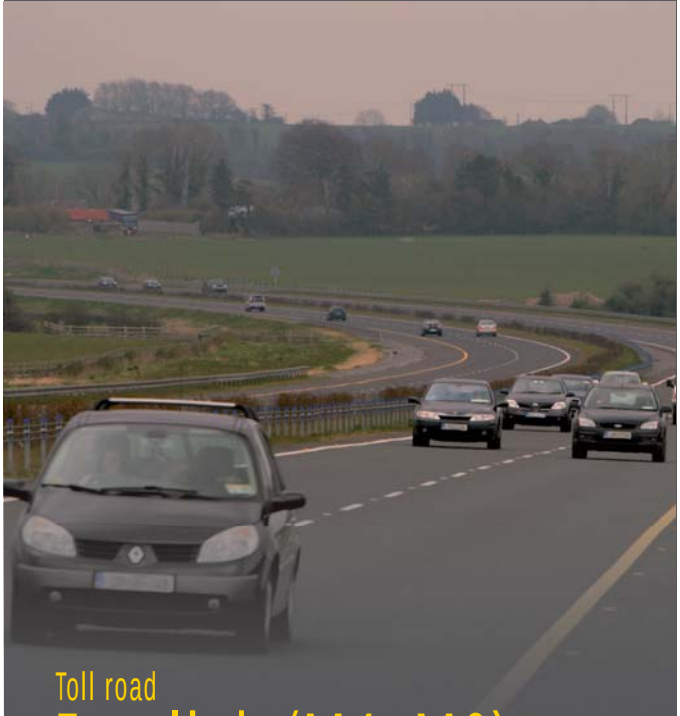
26.2 million euros in net revenues.

24.4 million euros in operating earnings (EBITDA).

Period
Concession **31 years**
Remaining **21**



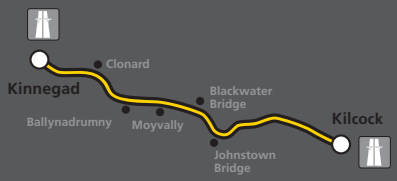
Shareholders
Others **50%**
Cintra **50%**



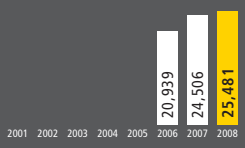
Toll road

Eurolink (M4-M6)

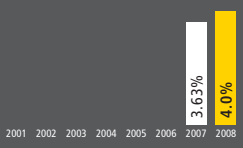
- Located in a country with a fast-moving economy but with a highway network that has few toll roads.
- It is the first section of toll road built in the East-West corridor (Dublin -Galway), one of the busiest roads in Ireland.
- Toll rates are inflation indexed.
- Revenue sharing with the Government if certain traffic thresholds are exceeded.
- Electronic toll system that is interoperable with the rest of the toll roads in Ireland.



Historic traffic levels
ATD Equivalent



Annual rate increases



36 Km of newly built toll road between Kinnegad and Kilcock in Ireland.

30 year concession period from 2003 to 2033.

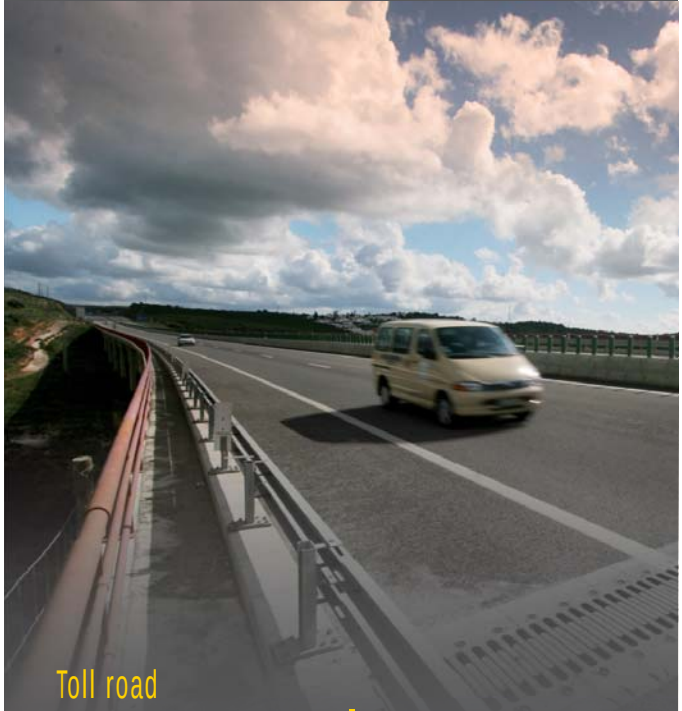
336.6 million euro investment.

24.8 million euros in net revenues.

17.6 million euros in operating earnings (EBITDA).

Period
Concession **30 years**
Remaining **25**

Shareholders
Others **34%**
Cintra **66%**

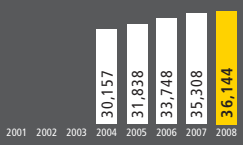


Toll road

Euroscut Algarve

- Shadow toll road (in Portuguese known as SCUT: Sem Cobrança ao Utilizador) under which the users do not pay for the use of the infrastructure, with payment assumed by the granting Authority.
- Traffic risk mitigated by the shadow toll price system and traffic bands in which a toll per vehicle is applied in three increasing ranges (traffic bands) as traffic increases until reaching a maximum, above which the toll rate is zero. The system results in a slight risk for the concession company since, as the highest toll is the one applied in the first traffic band, this brings in the most revenues even though traffic levels are low.
- Toll rates are indexed to inflation using the CPI for Continental Portugal.

Historic income levels
Thousands of euros



130 Km of shadow toll road in the south of Portugal.

95 Km in refurbished roadway.

35 Km of new construction.

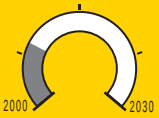
30 year concession period from 2000 to 2030.

283.1 million euro investment.

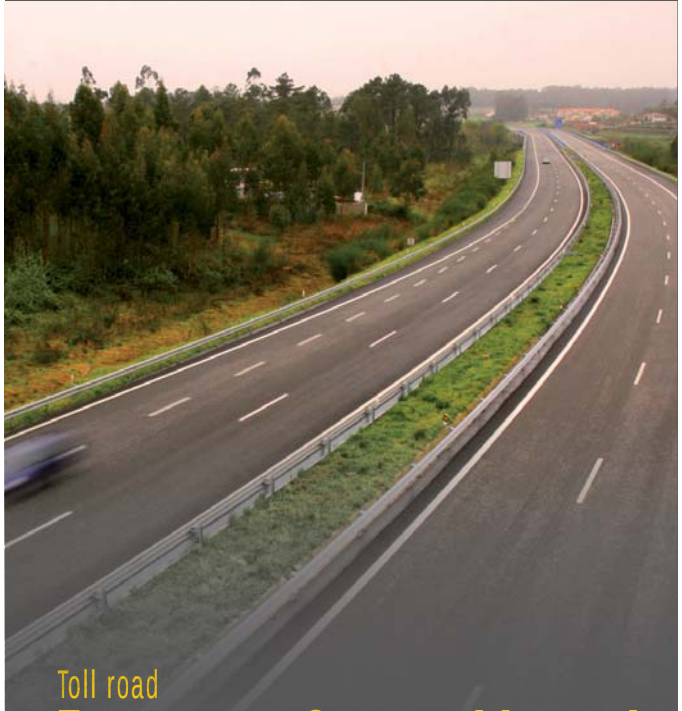
36.1 million euros in net revenues.

31.4 million euros in operating earnings (EBITDA).

Period
Concession
30 years
Remaining
22



Shareholders
Others
23%
Cintra
77%

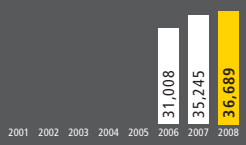


Toll road

Euroscut Norte-Litoral

- Shadow toll road (in Portuguese known as SCUT: Sem Cobrança ao Utilizador) under which the users do not pay for the use of the infrastructure, with payment assumed by the granting Authority.
- The payments are calculated using a system of toll rates and traffic bands for the shadow tolls that applies an increasing rate per vehicle in three tranches (traffic bands) depending on the increases in traffic levels up to a specified threshold over which nothing is collected.
- Toll rates are indexed to inflation using the CPI for Continental Portugal.
- Negotiations are underway for the possible change of the concession model to a real toll.

Historic income levels
Thousands of euros



119 Km of shadow toll road between Oporto and the Northern border with Spain.

72 Km of refurbishment of existing roads.

47 Km of new construction.

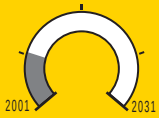
30 year concession period from 2001 to 2031.

386.5 million euro investment.

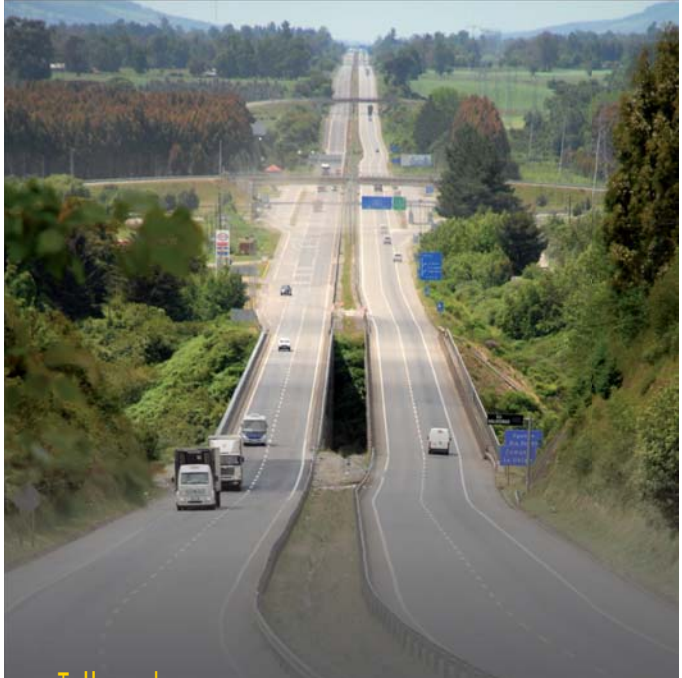
36.7 million euros in net revenues.

30.1 million euros in operating earnings (EBITDA).

Period
Concession
30 years
Remaining
23



Shareholders
Others
24.5%
Cintra
75.5%

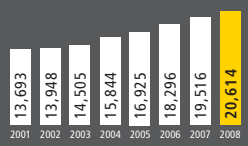


Toll road

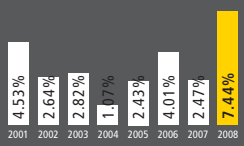
Temuco-Río Bueno

- Toll road located on the main arterial road in Chile with no viable alternative routes.
- Toll rates are inflation indexed, plus a road safety bonus of up to 5%.

Historic traffic levels
ATD Equivalent



Annual rate increases



171.7 Km of toll road from Temuco to Rio Bueno, on Ruta 5, the main North-South arterial roadway in Chile.

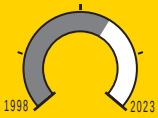
25 year concession period from 1998 through 2023.

131.3 million euro investment.

25.7 million euros in net revenues.

22.1 million euros in operating earnings (EBITDA).

Period — Concession **25 years** — Remaining **15**



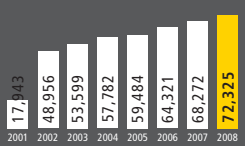
Shareholders — Others **25%** — Cintra **75%**

Toll road

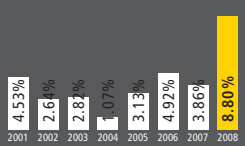
Santiago-Talca

- Toll road subject to the Revenue Distribution System through which the concession company is guaranteed the NPV of the future cash flows from the concession contract through an extension of the concession period until the guaranteed level is reached in exchange for carrying out additional construction work.
- The risk associated with the toll road is reduced because of the guarantee set up in the Revenue Distribution System, which allows the concession company more financial leverage.
- Toll road located on the main arterial road in Chile with no viable alternative routes.
- Toll rates are inflation indexed, plus a road safety bonus of up to 5%. The bonus paid in 2008 was 3.595%.

Historic traffic levels
ATD Equivalent



Annual rate increases



237 Km of toll road from Santiago de Chile to Talca along Ruta 5.

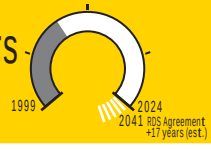
42 year expected concession period from 1999 to 2041 given that under the agreement for the new revenue sharing system the concession period is now variable.

598.1 million euro investment.

61.1 million euros in net revenues.

41.4 million euros in operating earnings (EBITDA).

Period — Concession **25 years** — Remaining **16**



Shareholders — Cintra **100%**

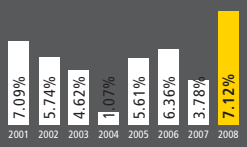
Toll road

Talca-Chillán

- Toll road subject to the Revenue Distribution System through which the concession company is guaranteed the NPV of the future cash flows from the concession contract through an extension of the concession period until the guaranteed level is reached in exchange for carrying out additional construction work.
- The risk associated with the toll road is reduced because of the guarantee set up in the Revenue Distribution System, which allows the concession company more financial leverage.
- Toll road located on the main arterial road in Chile with no viable alternative routes.
- Toll rates are inflation indexed, plus a road safety bonus of up to 5% The bonus paid in 2008 was 3.35%.

Historic traffic levels
ATD Equivalent

Annual rate increases



193 Km of toll road from Temuco to Chillán, on Ruta 5, the main North-South arterial roadway in Chile.

28 year expected concession period from 1996 to 2024 given that under the agreement for the new revenue sharing system the concession period is now variable.

159.4 million euro investment.

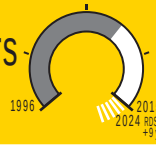
38.3 million euros in net revenues.

16.3 million euros in operating earnings (EBITDA).

Period

Concession **19 years**

Remaining **7**



Shareholders

Others **32.4%**

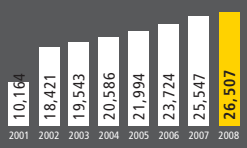
Cintra **67.6%**

Toll road

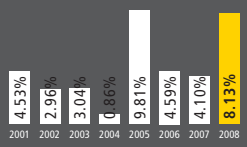
Ruta del Bosque

- Toll road subject to the Revenue Distribution System through which the concession company is guaranteed the NPV of the future cash flows from the concession contract through an extension of the concession period until the guaranteed level is reached in exchange for carrying out additional construction work.
- The risk associated with the toll road is reduced because of the guarantee set up in the Revenue Distribution System, which allows the concession company more financial leverage.
- Toll road located on the main arterial road in Chile with no viable alternative routes.
- Toll rates are inflation indexed, plus a road safety bonus of up to 5%. The bonus paid in 2008 was 3.28%.
- Acquired through a leveraged buyout by the Concession Company without any capital contributions from Cintra.

Historic traffic levels
ATD Equivalent



Annual rate increases



160 Km of toll road from Chillán to Collipulli, on Ruta 5, the main North-South arterial roadway in Chile.

14 year expected concession period from 2006 to 2020 given that under the agreement for the new revenue sharing system the concession period is now variable.

221.1 million euro investment.

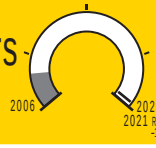
28.6 million euros in net revenues.

22.7 million euros in operating earnings (EBITDA.

Period

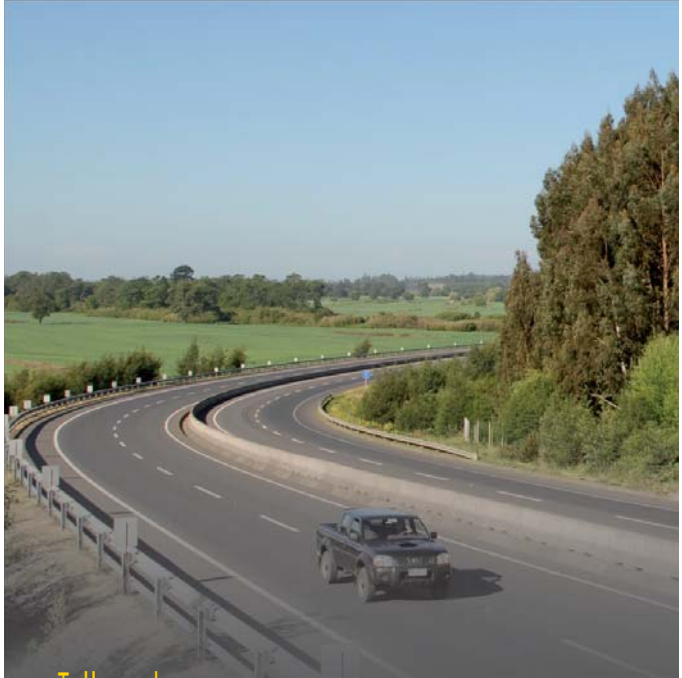
Concession **14 years**

Remaining **12**



Shareholders

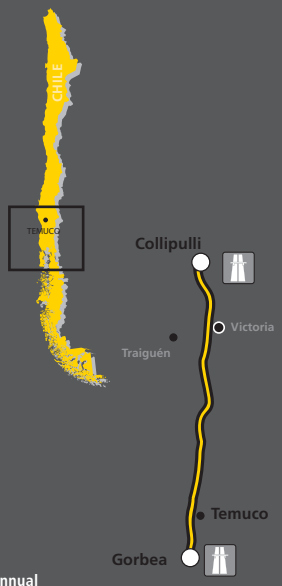
Cintra **100%**



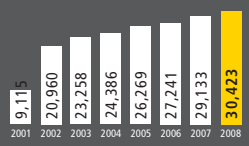
Toll road

Collipulli-Temuco

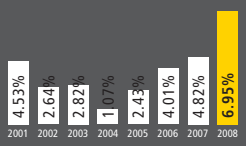
- Toll road subject to the Revenue Distribution System through which the concession company is guaranteed the NPV of the future cash flows from the concession contract through an extension of the concession period until the guaranteed level is reached in exchange for carrying out additional construction work.
- The risk associated with the toll road is reduced because of the guarantee set up in the Revenue Distribution System, which allows the concession company more financial leverage.
- Toll road located on the main arterial road in Chile with no viable alternative routes.
- Toll rates are inflation indexed, plus a road safety bonus of up to 5%. The bonus paid in 2008 was 1.88%.



Historic traffic levels
ATD Equivalent



Annual rate increases



144 Km of toll road on Ruta 5 South and the Temuco bypass.

30 year expected concession period from 1999 to 2029 given that under the agreement for the new Revenue Distribution System the concession period is now variable.

165.1 million euro investment.

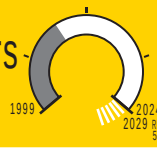
24.9 million euros in net revenues.

17.0 million euros in operating earnings (EBITDA).

Period

Concession
25 years

Remaining
16



Shareholders

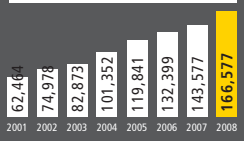
Cintra
100%

Parking

- Business Activity (All business lines): Development and operation of public off street parking, regulation and management of on-street parking, and development and assignment of resident parking and also vehicle towing service.
- Presence throughout national territory.
- Integral solutions for the problems of parking and mobility, allowing for the maximization of cross sales.

Annual growth in parking spaces
AGR = 9.09%

Annual income
AGR = 15.04%



296,146 parking spaces across all business lines: off street and on street parking, resident parking and vehicle towing. During 2008 there were a total of 311,197 parking spaces under management (including Expo Zaragoza).

140 cities in Spain and Andorra, the clear leader in the development of private parking.

58% success rate in the award of new contracts.

11% growth in the number of spaces.

166.6 million euros in revenues.

16.0% growth in revenues.

322 contracts.

1.3% growth in EBITDA.

- **ON-STREET** 156,796 spaces
- **OFF-STREET** 123 Garages - 112,342 space
- **RESIDENT** 81 Garages - 27,008 spaces
- **TOWING**

Shareholders

Cintra
99.98%

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CERRADO

1. Highlights

The main events in Cintra's operations in 2008 and events subsequent to 31 December 2008 are described below.

Financing:

- **Refinancing of the debt maturing in 2008 of the 407-ETR toll road in Canada (22 and 24 January)**

  The 407-ETR toll road refinanced its debt maturing in 2008 through two bond issues:
  - The first, which took place on 22 January, was a three year senior bond issue (rated A by S&P and DBRS), for an amount of 250 million Canadian dollars and with a fixed coupon of 4.5%.
  - The second, which took place on 24 January, was a three year subordinated bond issue (rated BBB by S&P and DBRS), for an amount of 300 million Canadian dollars and with a fixed coupon of 5%.

- **Syndication of the debt of the Ionian Roads toll road, in Greece (13 February)**

  A group of ten banks joined the four MLAs in arranging the syndication of the senior debt of 400.9 million euro of the Ionian Roads toll road, in which Cintra has a 33.34% stake. The syndication was 1.64 times oversubscribed, reflecting the interest of the banking market in quality assets.

- **Arrangement of the financing of segments 5&6 of the SH 130 toll road in Texas (10 March)**

  The company SH-130 Concession Company, in which Cintra has a 65% interest, arranged the financing for the construction and exploitation of segments 5 and 6 of the SH 130 toll road, with a length of 64 kilometres between Austin and Seguin.

  The total forecast investment during the construction stage will amount to 1,358.3 million dollars, which will be financed through:
  - A loan granted by the US Department of Transport, through its TIFIA program, for the promotion of private participation in infrastructure development. The loan amounts to 430 million dollars plus 45.5 million dollars in capitalised interest during the construction stage. The loan will be for 35 years at a fixed cost of 4.46%;
  - A 30 year bank loan amounting to 685.8 million dollars. The cost of this debt stands at Libor + 130-170 base points;
  - Equity amounting to 197 million dollars contributed by members in proportion to their interest in the consortium. Additionally, there is contingent capital for expropriations and as a liquidity line for a maximum amount of 65 million dollars.

  The interest rate is 100% hedged during the construction stage and 98% hedged during the operation of the toll road.

- **Refinancing and re-leveraging of Autema (6 June)**

  Cintra arranged the refinancing of the existing debt in Autema, with a short-term maturity, and replaced it with a long-term loan amounting to 292 million euro. Additionally, Cintra has structured its interest in Autema financially, enabling an extraordinary distribution of 316 million euro.

  The loan of 618 million euro is for 27 years, thereby eliminating the concessionaire's future refinancing risk since the debt is to maturity. The margin on the new debt fluctuates between 140 and 160 base points and interest rate and inflation hedges have been arranged (variable inflation is paid and a fixed rate is received) for 90%. Additionally, the company has been granted a liquidity line for an amount of 92 million euro. The operation has enabled Cintra to improve the IRR on its investment by 2.36%.

Management of the project portfolio

- **New rates for the Chicago Skyway toll road in USA (1 January)**

  The concessionaire Chicago Skyway started applying the new toll road rates. The light vehicle rate rose from 2.5 dollars to 3 dollars each way, representing a 20% increase, while the increase for heavy vehicles was 50%.

- **Transfer of the operational section of the Ionian Roads toll road, in Greece (10 January)**

  On 10 January the Greek Central Government transferred the operational section of the Ionian Roads toll road and from that date the Concessionaire started collecting the toll on that section.

- **Entry into effect of the new rates for the 407-ETR toll road in Canada (1 February)**

  The 407 ETR toll road in Canada started applying the new toll road rates on 1 February. For the first time the rate varies not only on the basis of the time of day (peak time/ other times of day) but also on the basis of the different road sections used. The new rates represent an increase of 9.4% at peak times in the "Regular Zone" (between the 401 and 404 motorways), and of 8% at peak times in the "Light Zone" (rest of the toll road). The increase in non-peak time rates for the entire toll road is 7.1%.

- **Increase in rates for heavy vehicles on the Indiana Toll Road (1 April)**

  The new rates on the Indiana Toll Road were first applied on 1 April, representing an average increase for heavy vehicles of 20%.

- **Introduction of the electronic toll system on the closed section of the Indiana Toll Road in USA (April)**

  The Indiana Toll Road started up the electronic toll system on the section of the concession operated under a closed toll arrangement, between miles 23 and 153, from the Chicago Skyway toll road. This completed the implementation of the

electronic toll system throughout the toll road.

The grant period starts from this time during which the Indiana Finance Authority (IFA) will subsidise the increase in rates for class 2 vehicles (light two axle vehicles) that use a transponder. The grant period will run until 20 June 2016.

- **Opening of the last section of the Norte Litoral toll road in Portugal (30 April)**

  The 5 Km long Vila do Mouros intersection between Viana do Castelo and Vila Nova de Cerveira was opened, bringing the restoration work on the Note Litoral toll roads in Portugal to an end.

New car park contracts:

- **29,341 new spaces in the car parks activity (+11%)**

  In 2008 Cintra Aparcamientos increased, directly or through its subsidiary Dornier, its number of parking spaces by 11% to 296,146 spaces. The number of off-street parking spaces registered the largest increase of 35% to 112,342 places.

  With respect to public roads, through Dornier, it was awarded contracts for the regulated parking services in a total of 10 towns, including most notably Pozuelo de Alarcón (3,354 spaces), Punta Umbría (1,076 spaces) and Ayamonte (728 spaces), and the renewal of the regulated parking services contract in Pamplona (4,265 spaces).

  Cintra Aparcamientos continues its expansion in Spanish airports, reaching a total of 33,120 spaces, following the award of the contract for the management of car parks at La Palma (1,276 spaces) and Zaragoza (1,251 spaces) airports, the Long-stay, Express, VIP and General Subscriber car parks at the Palma de Mallorca airport (2,017 spaces) and the new Long-stay car park at the Barcelona airport (1,015 spaces). It also entered the UK market following the award of the contract for the management of the 28,363 car park spaces at Stansted airport.

  Additionally, the contracts for the La Concha and Plaza de Cataluña car parks, operated by Cintra Aparcamientos in San Sebastián since 1973, were renewed together with the contract for the management of the Expo 2008 car parks in Zaragoza.

Other

- **Annual General Meeting (27 March)**

  The Annual General Meeting approved, among other points on the Agenda, results for the year 2008 and the payment of a gross dividend of 9.3 euro cents per share which was carried into effect on 8 April. Approval was also given to a paid-up capital increase of one new share for every twenty shares in circulation. The period for the free allocation of this increase ran from 6 to 20 November and the new shares began trading on 8 December.

- **Treasury shares (31 December)**

  At 31 December 2008 Cintra holds a total of 9,738,172 treasury shares, equal to 1.71% of its capital. The shares were purchased at an average price of 7.03 euros per share, representing an investment of 68.5 million euro.

Events subsequent to the year end:

- **Refinancing of the entire debt maturing in 2009 corresponding to the 407-ETR toll road in Canada (15 January 2009)**

  The 407-ETR toll road announced the refinancing of the debt maturing in 2009 through two different bond issues:
  - The first amounting to 300 million Canadian dollars, maturing in January 2012 and with a fixed coupon of 4.65%.
  - The second amounting to 200 million Canadian dollars, maturing in January 2014 and with a fixed coupon of 5.10%.

  These issues reflect the capacity of the toll road to refinance its debt despite the uncertainties in the financial markets.

- **Extension of the financing of the Radial-4 toll road (16 January 2009)**

  The consortium led by Cintra has reached an agreement with 29 financial institutions, including the European Investment Bank (EIB), that finance the Radial 4 toll road, in order to extend the terms and conditions of the current financial package for two years.

  The total debt of the toll road amounts to 556.6 million euro, divided into three tranches:
  - Tranches A and B: 196.6 million euro in commercial debt, maturing on 27 January 2011.
  - Tranche C: 360 million euro in a loan from the EIB, maturing in 2032. This tranche is secured through bank guarantees until 27 July 2011.

  The rate on the debt is Euribor at 3/6 months plus a differential of 130 base points.

  The financing involved is without recourse to the shareholder. There is, however, a contingent guarantee provided by the shareholders in order to address potential gaps, estimated at approximately 20 million euro, in the payment of interest on the debt during this two year period and another guarantee, for a maximum amount of 23 million euro, delivered by the shareholders to facilitate refinancing upon maturity of the loan.

  Following this agreement and after having closed the refinancing of the debt of the 407-ETR, Cintra has refinanced the entire debt maturing in 2009, evidencing Cintra's financial capacity despite the turbulence in the markets.

- **Agreement with the Polish Ministry of Infrastructures for the construction and operation of the A1 toll road (22 January 2009)**

  The consortium led by Cintra (90%), in which Ferrovial Agromán also participates (4.95%) and its subsidiary Budimex (5.05%), has won the tender arranged by the Polish Ministry of Infrastructures for the design, construction, financing and operation of the A1 toll road between the cities of Stryków and Pyrzowice.

  The 180 km long project forms part of the North-South Transeuropean Toll Road. The concession is for 35 years from the signature of the contract and the forecast investment amounts to 2,100 million euro, with a construction cost of

approximately 1,800 million euro. The construction work will begin following the signature of the contract.

The contract establishes an initial 12 month period prior to the arrangement of financing during which adjustments to the economic parameters of the concession will be assessed and proposed owing to the impact that the current economic and financial crisis has on the conditions and costs of financing, on the conditions of capital and traffic forecasts as compared with the time the offer was submitted. If the terms and conditions are acceptable for both the concessionaire and Administration, the financing will be arranged.

As a result of the foregoing, the contract is contingent on the freely taken decision of the concessionaire and Polish Administration. In the absence of an agreement, the concessionaire will recover the costs incurred in the design and construction activities and the contract will be left null and void.

- **The offer led by Cintra has been selected as the "Best Value Proposal" for the North Tarrant Express project in Texas (29 January 2009)**

The proposal submitted by the consortium led by Cintra, has been selected by the Transport Committee of Texas as the "Best Value Proposal" for the construction, maintenance and exploitation of 21.4 km (13.3 miles) of the North Tarrant Express, located in the Dallas/Fort Worth region of Texas, USA.

The contract, which is pending its final negotiation with TxDOT, also includes the reconstruction and maintenance of the existing two lanes (non-toll) of the IH820 and SH183 toll roads in Tarrant Country, to the north - east of the metropolitan area of Fort Worth.

The project is divided into two segments of 10.3 km (6.4 miles) and 11.1 km (6.9 miles), respectively, that significantly increase capacity in a highly congested corridor in the access to North Tarrant and Dallas Fort Worth international airport.

The toll system will be totally electronic, without barriers. This will enable a smoother flow of traffic and access by a larger volume of vehicles. The rate system will be dynamic, based on demand and the rate will therefore vary throughout the day in order to provide users with a safe and reliable service. Toll road traffic will be monitored in real time in order to maintain minimum speed at 50 miles an hour in all segments.

Forecast investment in the project amounts to approximately 2,000 million dollars and the concession period will be for 52 years from the date on which the contract is signed. Construction is set to start in late 2010 and to be completed in 2015.

The winning consortium is formed by Cintra (75%) and Meridiam Infrastructure (25%). Additionally, negotiations are underway with Dallas Police & Fire Pension System for the acquisition of approximately 10% of Cintra's interest.

The successful bidder will act as the advisor of TxDOT on the development of the rest of the corridor with an approximate length of an additional 37 km.

The final award is subject to the signature of the Concession Agreement, obtainment of the pertinent environmental permits and the obtainment of the public funds committed.

- **Study of a possible merger with the Ferrovial Group (28 January 2009)**

The Board of Directors has agreed to start the study of the Company's possible merger with Grupo Ferrovial, S.A., its majority shareholder that has expressed an interest in making progress on the analysis of this strategic option, without reference for the time being to any possible exchange ratio.

Monitoring of the study and decision concerning the merger has been entrusted to the Related-Party Transactions Committee that has been formed for such purposes as a "Merger Committee". This Committee is made up exclusively of external non-owner, mostly independent Directors.

Additionally, the Board of Directors has agreed to designate a financial institution as the Company's financial advisor in relation to the process, that will carry out the appropriate valuation work for the issue in due course and if appropriate, of a "fairness opinion" on the exchange ratio. In designating this financial institution, consideration has been given particularly to the absence of conflicts of interest and specifically, the absence of significant recent financing or business relations between that entity and the Ferrovial group.

- **Entry into force of the new toll rates for the 407-ETR toll road (1 February 2009)**

The 407 ETR toll road began on 1 February to apply the new toll rates. The peak rates for light vehicles will amount to 19.85 dollar cents in the Regular Zone (to the west of the 400 toll road) and 19.25 dollar cents in the Light Zone (east of the 400 toll road). The non-peak and weekend rate for the entire toll road will be 18 dollar cents for light vehicles.

The rate change also includes the reduction in the video-toll for light vehicles from 3.60 dollars to 3.25 dollars, a cut in the monthly rental of the transponder from 2.55 dollars to 2.50 dollars and the reduction in the maintenance of the video-toll account from 2.55 dollars to 2.50 dollars. Additionally, a rate will be charged per trip on the toll road, on the basis of the size of the vehicle,that for light vehicles will be 25 cents per trip.

2. Key financials

Car park and toll road operations in Chile have been consolidated as discontinued operations and therefore only the net result before minority interests is reflected and they no longer form part of operating results.

Net income has grown by 3.1% compared with the previous year to **735.9 million euro. Not** taking into **account exchange rate fluctuations, net income would have grown by 7.3%.**

EBITDA amounted to 522.3 million euro, compared with 529.9 million euro in the previous year. The fall in EBITDA was largely driven by the **11.1 million euro increase in provisions in the 407-ETR toll road and the reversal in 2007 of the provisions for property tax in Ausol amounting to 6 million euro.** Additionally,

exchange rate fluctuations have led to a decrease of 21.6 million euro in the gross operating profit. **Not taking these effects into account, the EBITDA would have increased by 6.3%.**

The performance of the principal financial and operational variables is as follows:

Financials:

(million euro)	Dec-08	Dec-07	Var.
Net income	735.9	713.5	3.1%
EBITDA	522.3	529.9	-1.4%
Gross operating profit / Net income	71.0%	74.3%	-3.3%
Net operating profit	400.8	404.7	-1.0%
Net result	-56.3	-26.2	115.1%
Operating cash flow parent companies	406.4	269.2	51.0%
Gross investment toll road parent companies	62.2	151.2	-58.9%

Operating:

Toll road traffic evolution	Dec-08	Dec-07	ene-00
407 ETR (Milion VKT)	2,252.718	2,253.334	0.0%
Chicago Skyway	44,721	49,535	-9.7%
Indiana Toll Road	28,904	31,431	-8.0%
Ausol I	19,586	21,482	-8.8%
Ausol II	19,294	21,170	-8.9%
Autema	23,497	23,875	-1.6%
Radial 4	10,613	11,580	-8.4%
Ocaña-La Roda	4,935	4,802	2.8%
M-45	63,551	77,690	-18.2%
M4-M6	25,481	24,506	4.0%
Euroscut Algarve	20,067	20,146	-0.4%
Euroscut Norte Litoral	30,135	30,419	-0.9%

3. Income statement

Car park and toll road operations in Chile have been consolidated as discontinued operations and therefore only the net result before minority interests is reflected and they no longer form part of operating results.

	dec-08	dec-07	Var.
NET INCOME	**735.9**	**713.5**	**3.1%**
Other income	0.1	0.2	-61.3%
Total operating income	**735.9**	**713.7**	**3.1%**
External and operating expenses	116.7	103.4	12.8%
Staff expenses	70.7	64.8	9.2%
Change in current assets	26.3	15.6	68.2%
EBITDA	**522.3**	**529.9**	**-1.4%**
EBITDA margin	**71.0%**	**74.3%**	**-3.3%**
Fixed asset depreciation	121.5	125.2	-2.9%
Total operating expenses	**335.2**	**309.1**	**8.5%**
NET OPERATING PROFIT	**400.8**	**404.7**	**-1.0%**
Financial results	**-453.4**	**-484.1**	**-6.4%**
Financial results, Infrastructure Projects	-446.5	-490.5	-9.0%
Financial results other companies	-6.9	6.4	
Results companies accounted for by equity method and other	0.0	0.0	
Oher profit and loss	-6.4	-2.5	
INCOME BEFORE TAX	**-59.0**	**-81.9**	**-28.0%**
Corpraote income tax	79.7	125.7	-36.6%
CONSOLIDATED INCOME FROM CONTINUING OPERATIONS	**20.7**	**43.8**	**-52.7%**
Net income from discontinued operations	-45.2	-41.3	9.6%
Income attributed to minority interests	-31.7	-28.7	10.7%
NET ATTRIBUTABLE INCOME	**-56.3**	**-26.2**	**115.1%**

4. Overview of results

4.1 Net income - sales

Net income grew by 3.1% compared with the previous year to **735.9 million euros. If the effect of the exchange rate had not been taken into account, growth would have amounted to 7.3%.**

Net income by activity in each of the main companies performed as follows:

(million euro)	Dec-08	Dec-07	Var
Toll roads	**728.9**	**707.3**	**3.1%**
407 ETR	349.4	353.7	-1.2%
Chicago Skyway	43.0	39.2	9.7%
Indiana Toll Road	53.0	54.9	-3.6%
Ausol	63.0	66.0	-4.6%
Autema	47.5	43.9	8.1%
Radial 4	24.2	25.0	-3.3%
Ocaña-La Roda	19.0	18.0	5.3%
M-45	13.1	12.5	4.4%
M4-M6	24.8	23.5	5.6%
Euroscut Algarve	36.1	35.3	2.4%
Euroscut Norte Litoral	36.7	35.2	4.1%
Ionian Roads	19.1		
Other toll roads	0.1		
Parent companies toll roads	**6.9**	**6.2**	**11.6%**
Total	**735.9**	**713.5**	**3.1%**

This performance is primarily attributable to the following:

- **Increase in toll rates**, particularly in:
  - **407-ETR:** The new toll rates came into effect on 1 February. For the first time, the rate varied not only on the basis of the time of day (peak/ other) but also on the basis of the different sections. The new rates represent an **increase of 9.4% at peak times in the "Regular Zone"** (between the 401 and 404 motorways), and **8% at peak times in the "Light Zone"** (rest of the toll road). The increase **in non-peak rates for the entire toll road has been 7.1%.**
  - **Chicago Skyway:** In accordance with the Concession Contract, the new toll rates started to be applied on 1 January. The rate for **light vehicles** rose from 2.5 dollars to 3 dollars per trip, representing an increase of **20%**, while the rate for heavy vehicles increased by 50%.
  - **Indiana Toll Road:** The toll road started to apply a **new rate increase for heavy vehicles as from 1 April, with an average increase of 20**%. Additionally, following the implementation of the electronic toll for the entire toll road, the rates for light vehicles not using a transponder have risen by 72%.

    For electronic toll users, the rate will remain unchanged until 2016. The Indiana Finance Authority will compensate the concessionaire for this difference.
  - **Radial-4:** Following the opening to traffic of a 7 km section of the M-50 toll road in June 2007, the percentage rate increase rose by 5%, enabling collection of 100% of the rate.
  - **Inclusion of the Ionian Roads toll road (Greece).** On 10 January, more than three months ahead of schedule, the Greek government transferred the operating section of the toll road and the Concessionaire therefore started collecting the toll on this section.

    Cintra, that has a 33.34% stake in the concessionaire, has consolidated the results of the toll road using the proportionate consolidation method. The toll road has contributed 19.1 million euro to consolidated income during this period.

- **Traffic performance on the different toll roads.** Traffic on the toll roads reflects the effect of the economic slowdown in the different countries. Additionally, there are specific factors that have affected the performance of each concession:

  - **407-ETR:** Despite the economic slowdown, **traffic remained consistent in terms of kilometres travelled and grew by 0.9% in terms of the number of daily trips**. It should be borne in mind that the effect of the decline in activity is more marked on **private weekend traffic** that normally involves greater mileage. Additionally, the **poorer weather conditions**, particularly, in July and August, when rainfall was almost nine times higher than in the previous year, and December, when snowfall was 45% higher than in December 2007, had a negative impact on toll road traffic.
  - **Chicago Skyway:** Traffic performance reflects the effect of the **expansion of capacity on the alternative route**, mainly in the Dan Ryan Expressway and Borman Kingery Expressway. At the same time, traffic **reflects the temporary closing** (until December 2008) **of the I-65 intersection to the south of the Gary East toll road** that has been diverting traffic towards the Borman Expressway in Indiana and the Bishop Ford/Dan Ryan en Illinois. Finally, **the adverse weather conditions** influenced traffic performance during the year.
  - **Indiana Toll Road:** Traffic on the barrier section closest to Chicago reflects the effect of the **temporary closure (until December 2008) of the I-65 intersection** to the south of the Gary East toll road that is diverting traffic towards the Borman Expressway. At the same time, the poorer weather conditions have affected traffic along the entire toll road.
  - **Ausol:** The performance of traffic, which fell by 8.8% in Ausol I and 8.9% in Ausol II, reflects the **decline in construction activity in the corridor** that has largely accounted for the decline in heavy traffic. In Ausol II the fall in heavy traffic was intensified by **the completion in September 2007, of the work at the Port of Algeciras** that had a positive effect on toll road traffic in the first few months of 2007.

- **Autema:** Toll road traffic records the effect of the decline in economic activity. However, **the concession contract guarantees the concessionaire a level of income**, making it possible to post sales of 8.1%. Net income reflects this guarantee and includes 12.8 million euro in respect of a payment by the Generalitat.
- **Radial - 4:** This has been affected by the **opening of the last section of the Ruta de la Plata** (Merida-Seville) that **offers an alternative route** to users travelling to the north of Spain as they cross Madrid.
- **M-45:** Traffic performance has been affected by both the opening late June 2007 of the section of the M-50 between the A-3 and A-2 toll roads and the completion in May last year of the work on the M-30 tunnels.

  In any event, the M-45 is a shadow toll road where income is linked to contractually-established traffic levels. **Traffic levels are close to the set ceiling, with the concessionaire obtaining maximum income each year.**

- **The calendar effect** triggered by the fact that **2008 was a leap year** and therefore had one more day.

- **Exchange rate fluctuation:** The sharp **fall of the US dollar (6.6%) and Canadian dollar (6.6%)** has reduced income in euro from assets in those countries.

The following tables set out the performance in euro and local currency of the main international assets:

407-ETR	dec-08	dec-07	Var.
Sales in million Canadian dollars	546.5	518.9	5.3%
Sales in million euro	349.4	353.7	-1.2%
CAD/ EUR exchange rate	1.5641	1.4672	6.6%

Chicago Skyway	Dec-08	Dec-07	Var.
Sales in million dollars	63.2	54.0	17.0%
Sales in million euro	43.0	39.2	9.7%
USD/ EUR exchange rate	1.4697	1.3785	6.6%

Indiana Toll Road	Dec-08	Dec-07	Var.
Sales in million dollars	77.8	75.7	2.8%
Sales in million euro	53.0	54.9	-3.6%
USD/ EUR exchange rate	1.4697	1.3785	6.6%

The geographical distribution of net income is as follows:

(million euro)	Dec-08	%	Dec-07	%
Spain	173.6	23.6%	171.6	24.0%
Rest of Europe	116.9	15.9%	94.1	13.2%
Canada	349.4	47.5%	353.7	49.6%
USA	96.0	13.0%	94.2	13.2%
Total	**735.9**	**100.0%**	**713.5**	**100.0%**

- The increase in the relative significance of European assets is attributable to the **start-up of operations on the Greek Ionian Roads toll road** and the g**ood performance of the M4-M6 toll road in Ireland.**
- The **6.6% decline in value of the US dollar and Canadian Dollar** with respect to the euro has reduced the contribution of North American assets to the Group's consolidated net income.

4.2 Staff expenses

Staff expenses increased by 9.2% to 70.7 million euro. The **average workforce**, not including car parks and the Chilean concessions, at December 2008 increased to **1,950 employees** compared with 1,714 in the previous year, up 13.8%.

4.3 EBITDA

EBITDA fell by 1.4% to 522.3 million euro. Not taking into account exchange rate fluctuations, **EBITDA would have increased by 2.7%.**

EBITDA performance by activity is as follows:

(million euro)	Dec-08	Dec-07	Var
Toll road	**552.4**	**552.4**	**0.0%**
407 ETR	263.1	276.4	-4.8%
Chicago Skyway	35.6	30.7	16.0%
Indiana Toll Road	39.9	40.5	-1.4%
Ausol	50.9	59.1	-14.0%
Autema	37.6	34.5	9.2%
Radial 4	12.3	14.2	-13.6%
Ocaña-La Roda	9.3	8.7	6.6%
M-45	12.2	11.7	4.5%
M4-M6	17.6	16.8	4.8%
Euroscut Algarve	31.4	31.3	0.4%
Euroscut Norte Litoral	30.1	28.5	5.5%
Ionian Roads	12.4		
Other toll roads	0.1		
Toll road parent companies	**-30.2**	**-22.5**	**34.0%**
Total	**522.3**	**529.9**	**-1.4%**

The main reasons for this performance during the year are as follows:

- Increase in the transfer to **provisions** for the current trade receivable balance in the **407 ETR** toll road amounting to **11.1 million euro. Not taking this amount into account, EBITDA in the 407-ETR toll road would have fallen by 0.8%.**
- **In Ausol,** the reversal **of part of the provisions** recorded in the years 2002 to 2004 **for property tax amounting to 6 million euro was reflected in 2007. Not taking this effect into account,**

EBITDA in Ausol would have decreased by 4.5%.

- **Not taking into account the variations in provisions in the 407-ETR and Ausol toll roads, consolidated gross income would have increased by 1.8%.**
- The good **operational performance of the US assets Chicago Skyway and Indiana Toll Road.**
- The fluctuation of the exchange rates of different currencies with respect to the euro has reduced consolidated gross income by 21.6 million euro.
- **Not taking into account the change in provisions in the 407-ETR and Ausol toll roads and the exchange rate effect, consolidated gross income would have increased by 6.3%.**
- The inclusion of the **Ionian Roads toll road**, that has contributed 12.4 million euro to consolidated EBITDA.
- **The year 2008 was a leap year and therefore had one more day.**
- **Increase in tender expenses** recorded in the toll road parent companies deriving from the analysis of investment opportunities in new markets.

The geographical distribution of EBITDA is as follows:

(million euro)	Dec-08	%	Dec-07	%
Spain	91.9	17.6%	107.3	20.3%
Rest of Europe	91.1	17.4%	74.8	14.1%
Canada	263.1	50.4%	276.4	52.2%
USA	76.2	14.6%	71.3	13.5%
Total	**522.3**	**100.0%**	**529.9**	**100.0%**

The **gross margin as a percentage of net income fell by 3.3%** to 71.0% compared with 74.3% in the previous year. **Not taking into account the changes in provisions in the 407-ETR and Ausol toll roads, the gross margin would have been 72.5% compared with 73.4% in the previous year.**

Additionally, it should be borne in mind that the margin has been affected by the start-up of operations on the Greek Ionian Roads toll road, with a margin as a percentage of sales of 64.7%, which is lower than the margin on the main toll roads.

The EBITDA margin as a percentage of net income for the principal concessions is as follows:

(million euro)	Dec-08	Dec-07	Var
Toll roads	**75.8%**	**78.1%**	**-2.3%**
407 ETR	75.3%	78.2%	-2.9%
Chicago Skyway	82.9%	78.4%	4.5%
Indiana Toll Road	75.3%	73.6%	1.7%
Ausol	80.8%	89.7%	-8.9%
Autema	79.3%	78.5%	0.8%
Radial 4	50.7%	56.8%	-6.0%
Ocaña-La Roda	48.9%	48.3%	0.6%
M-45	93.3%	93.1%	0.2%
M4-M6	70.9%	71.5%	-0.6%
Euroscut Algarve	87.0%	88.7%	-1.7%
Euroscut Norte Litoral	82.0%	80.9%	1.1%
Ionian Roads	64.7%		
Other toll roads	90.7%		
Toll road parent companies			
Total	**71.0%**	**74.3%**	**-3.3%**

The margin of the **407 ETR** toll road has been affected by the recording of the aforementioned **provision**. Had this effect not been taken into account, the **EBITDA** margin would have increased to **78.5%**.

With respect to the performance of **Ausol**, had the reversal of the provision for property tax been excluded, the EBITDA margin would have increased by 0.1%, from **80.7%** to **80.8%**.

4.4 Amortization and depreciation

Fixed asset amortisation/depreciation amounts to 1**21.5 million euro, down 2.9%** on the 125.2 million in the same period in the previous year.

4.5 EBIT

EBIT amounted to 400.8 million euro, down 1% on the previous year.

The breakdown by operation is as follows:

(million euro)	Dec-08	Dec-07	Var.
Toll roads	**431.3**	**427.5**	**0.9%**
407 ETR	217.0	229.7	-5.5%
Chicago Skyway	27.1	22.8	18.7%
Indiana Toll Road	23.7	23.4	1.0%
Ausol	41.9	50.3	-16.8%
Autema	40.7	30.7	32.6%
Radial 4	7.5	10.1	-26.3%
Ocaña-La Roda	1.5	2.1	-32.0%
M-45	9.1	8.8	4.0%
M4-M6	13.8	13.0	5.7%
Euroscut Algarve	20.9	21.3	-1.6%
Euroscut Norte Litoral	16.2	15.4	5.5%
Ionian Roads	12.3		
Other toll roads	-0.4	-0.2	
Toll road parent companies	**-30.5**	**-22.8**	**33.8%**
Total	**400.8**	**404.7**	**-1.0%**

4.6 Financial result

(milllon euro)	Dec-08	Dec-07	Var.
Toll road concessionaires	-446.5	-490.5	44.0
Toll road parent companies	-6.9	6.4	-13.3
Total	**-453.4**	**-484.1**	**30.7**
Financial result paid (cash)	-386.8	-331.7	-55.2
Book financial result (derivatives and inflation)	-66.6	-152.5	85.9
Total	**-453.4**	**-484.1**	**30.7**

The consolidated financial result has fallen by 30.7 million euro to 453.4 million euro. **The financial result paid (income and expense) in cash amounts to 386.8 million euro** and has increased by 55.2 million euro compared with the previous year. The increase is due to interest paid and capitalised for an amount of 46.3 million euro, generated during the construction stage of the SH-130 (USA), Central Greece (Greece), Scut Açores (Portugal) and M-3 (Ireland) toll roads. Additionally, the financial expense has increased by 11.3 million euro owing to the re-leveraging operation and refinancing of the debt in Autema, offset by the increase in financial collections owing to the increase in cash in Cintra.

The fall in the deferred financial expense amounts to 85.9 million euro largely due to the decrease in the inflation component and the decrease in value of derivatives in North American toll roads.

The variation in financial expense is largely due to:

- **Adjustments to the fair value of the amortised cost of the debt and financial derivatives in** 407-ETR, Chicago Skyway and Indiana Toll Road, which have reduced the financial result by approximately **50.3 million euro.**
- A provision is included in the Financial Result of **24.3 million euro**, related to the ***equity swaps*** arranged to hedge the stock option plans for shares in Cintra and Ferrovial. This involves a financial expense that does not entail a cash outflow.
- **The fluctuation in the exchange rate of the euro with respect to the main currencies**, which affects the amount in euro of financing denominated in such currencies and therefore the corresponding financial expense. The effect is a decrease of **21.5 million euro in the financial expense for the period.**
- **The increase in the provision**, owing to the decrease in value of ABCP investments in the **407-ETR** toll road for an amount of **11.4 million euro**. This involves a financial expense that does not entail a cash outflow.
- **Ausol has improved the costs of the debt refinancing which it carried out in 2007 by 8.5 million euro.**

4.7 Other income and expenses

The translation difference on the returns of capital relating to the Indiana, Chicago Skyway and 407 ETR toll roads, has generated a loss of **6.4 million euro**.

4.8 Taxes

Corporate Income Tax represents revenue of 79.7 million euro, primarily due to the capitalisation of tax loss carryfowards in the 407-ETR (52.6 million euro), Radial-4 (15.2 million euro) and Ocaña-La Roda (6.1 million euro) toll roads.

4.9 Net result on discontinued operations

The net result on discontinued operations reflects **the contribution of Chilean operations and the Car park business**. The net loss before minority interests contributed by these two operations amounted to **45.2 million euro**, 9.6% up on the same period in the previous year.

The development of the principal operational variables of Cintra Chile in 2008 was as follows:

(million euro)	Dec-08	Dec-07	Var.
Net income	178.6	167.6	6.6%
EBITDA	121.4	116.5	4.2%
Gross operating margin	68.0%	69.5%	-1.6%
EBIT	83.8	72.4	15.7%
Net operating margin	46.9%	43.2%	3.7%
CHP/ EUR exchange rate	771.327	717.816	7.5%

The development of Net income is basically due to:

- The **increase in traffic** in the concessionaires **of between 2.9% and 5.9%**.
- The **increase in rates**, since, besides the increase owing to inflation, it is necessary to take into account the **safety premium obtained on four of the five toll roads** managed by Cintra: Autopista del Maipo **(+3.59%)**, Talca-Chillán **(+3.35%)**, Ruta del Bosque **(+3.28%)** and Ruta de la Araucanía **(+1.88%)**.
- **The fall in the value of the Chilean peso** compared with the euro of 7.5%.

Chilean toll roads	Dec-08	Dec-07	Var.
Sales million pesos	137,782.7	120,275.0	14.6%
Sales million euro	178.6	167.6	6.6%
CHP/ EUR exchange rate	771.3267	717.8158	7.5%

The development of the principal operational variables of Cintra Aparcamientos during 2008 was as follows:

(million euro)	Dec-08	Dec-07	Var.
Net income	166.6	143.6	16.0%
EBITDA	48.2	47.6	1.3%
Gross operating margin	28.9%	33.1%	-4.2%
EBIT	33.9	31.1	9.1%
Net operating margin	20.4%	21.7%	-1.3%
Parking spaces	296,146	266,805	11.0%

With respect to the **car park business, the number of spaces managed has grown by 11% (+29,341)**. Most of this increase is attributable to the inclusion of the contract for the management of Stansted airport, that contributes 28,363 new spaces and consolidation of which started in October.

Net income grew by 16% to 166.6 million euro, mainly as a result of the increase in the spaces managed and the consolidation of the contribution to the business of existing spaces.

The performance of sales includes the effect of the reduction in the occupancy rate of off-street parking spaces and the sale last year of the Jado car park, which increased net income by 1.3 million euro.

EBITDA on car park operations has increased to **48.2 million euro.** The development of EBITDA has been affected by one-off factors:

- The expenses incurred amounting to 3.2 million euro, **in the start-up of** the new contracts in Vigo, Pozuelo de Alarcón, Alcobendas and Expo de Zaragoza, and the payment of the levy on the La Concha and Cataluña car parks.
- The regularisation of arrears under the new collective agreements for regulated parking operations, which has increased expenses by 1.0 million euro. This is a non-recurring expense.

The gross operating margin as a percentage of Net income on car parks amounts to 28.9%, due to the one-off increase in operating expenses mentioned and the fall in the occupancy rate of off-street parking spaces.

4.10 Result attributed to minority interests

The result attributable to minority interests in CINTRA represents an expense amounting to 31.7 primarily due to the result generated on the 407-ETR toll roads.

4.11 Net result

The Net result for the period amounted to -56.3 million euro, representing an increase of 30.1 million euro with respect to the -26.2 million euro generated in 2007.

5. Consolidated balance sheet

The consolidated balance sheet at the 2008 year end, prepared under IFRS, is set out below.

(million euro)	Dec-08	Dec-07
NON-CURRENT ASSETS	**9,275.8**	**10,341.5**
Intangible assets	0.0	83.9
Assets in infrastructure projects	8,851.1	9,728.1
Property, plant and equipment	1.9	171.8
Equity-accounted investments	0.0	7.2
Financial assets	83.2	15.5
Restricted cash	214.3	302.0
Financial derivatives at fair value	125.4	33.0
ASSETS CLASSIFIED AS HELD FOR SALE AND DISCONTINUED OPERATIONS	**1,701.5**	
CONSOLIDATION GOODWILL	**97.3**	**164.1**
DEFERRED TAX	**1,144.2**	**626.2**
CURRENT ASSETS	**1,198.6**	**1,164.0**
Inventories	4.3	24.2
Trade and other receivables	402.1	421.7
Cash and cash equivalents	788.6	704.1
Infrastructure project companies	393.8	496.1
Other companies	394.8	208.0
Other assets	3.6	13.9
TOTAL ASSETS	**13,417.4**	**12,295.8**
EQUITY	**470.1**	**1,280.2**
EQUITY ATTRIBUTABLE SHAREHOLDERS	338.9	1,034.7
MINORITY INTEREST	131.3	245.5
DEFERRED INCOME	**252.8**	**241.4**
PROVISIONS FOR LIABILITIES AND CHARGES	**371.3**	**7.2**
NON-CURRENT LIABILITIES	**10,093.8**	**9,904.7**
Borrowings	8,107.0	9,189.6
Infrastructure project companies	8,107.0	9,152.2
Other companies	0.0	37.5
Other liabilities	118.3	136.4
Financial derivatives at fair value	1,868.6	578.6
LIABILITIES CLASSIFIED AS HELD FOR SALE AND DISCONTINUED OPERATIONS	**1,373.5**	
DEFERRED TAX	**236.7**	**161.4**
CURRENT LIABILITIES	**619.1**	**696.8**
Borrowings	420.3	385.8
Infrastructure project companies	417.8	380.0
Other companies	2.6	5.9
Trade payables	191.3	297.1
Other liabilities	7.4	13.8
TRADE PROVISIONS	**0.0**	**4.0**
TOTAL LIABILITIES AND EQUITY	**13,417.4**	**12,295.8**

Noteworthy is the fact that the most important variations in 2008 are due to the reclassification to the lines of assets and liabilities held for sale of all items in the balance sheet of the Chilean companies and car parks, excepting equity.

5.1 Intangible assets / Property, plant and equipment/ Equity consolidated companies / Inventories

As mentioned above, the variation in these lines is due to the reclassification as assets held for sale of the car park companies.

5.2 Infrastructure project assets

Decrease of 9%. The main variations relate to the capitalisation of costs associated with the expropriations relating to the R-4 toll road, Madrid-Levante toll road and Ausol (+368.0 million euro), increase in the investment in construction projects (+254.0 million euro), offset by the negative effect of the exchange rate in 407ETR (-392.9 million euro) and the reclassification of the Chilean companies as held for sale (-1,241.7 million euro).

5.3 Financial derivatives at fair value - assets

Increase of 92.4 million largely due to the closing of a new inflation derivative within the refinancing process of Autema.

5.4 Deferred tax assets

Increase of 82.7% mainly owing to:

- American companies (+494.1 million euro) primarily due to the capitalisation of tax losses and deferred taxes generated on the valuation of derivatives.
- 407 ETR (+44.8 million euro) due to the recognition of tax losses.
- Chilean toll roads (-97.7 million euro) due to the reclassification of these assets as held for sale.

5.5 Equity attributable to shareholders

Decrease of 67.3% primarily due to the negative adjustment of derivatives (-549.2 million euro), the purchase of treasury shares (-68.5 million euro), the distribution of dividends (-50.5 million euro) and the result for the period (-56.3 million euro), all of which has been offset by the favourable movement in translation differences (+47.4 million euro).

5.6 Debt at toll road concessionaires (long and short term)

Decrease of 10.6% from 9,532.2 to 8,524.8 million euro. The main variations are:

- reclassification as available for sale of the Chilean companies' debt (-1,244.5 million euro);
- decrease of the debt balance in 407ETR (-483.9 million euro) owing to the exchange rate effect (-268.7 million euro) and favourable performance of SIPS and RRBs;
- increase in the debt balance in ITR (+82.2 million euro) and Chicago (+34.9 million euro) owing to the positive effect of the exchange rate (+98.4 million euro) and an increase in borrowings amounting to +18.7 million euro;
- increase in debt at companies under construction, SH130 (+112.8 million euro), Eurolink M3 (+47.5 million euro), Central Greece (+42.5 million euro) and Azores (+25.1 million euro);
- increase in borrowings due to the refinancing operation at Autema amounting to +315.0 million euro;

5.7 Financial derivatives at fair value – liabilities

Increase of 1,290 million euro owing to the valuation of interest rate derivatives due to the marked fall in the interest rate curve implicit in December 2008, mainly in the USA, Indiana (+623.7 million euro), Chicago Skyway (+387.5 million euro), and SH130 (+188.2 million euro) in addition to the new derivatives signed as part of the refinancing process at Autema (+108.2 million euro). All the foregoing is partly offset by the reclassification of the balance relating to Autopista del Maipo as held for sale (-158.4 million euro).

5.8 Deferred tax liabilities

Increase of 46.6% largely due to Indiana owing to derivatives (+39.9 million euro), Autema owing to derivatives (+37.1 million euro) and Cintra, S.A. owing to the application of previously capitalised tax losses in Canada (+31.0 million euro), offset in part by the reclassification as held for sale of the Chilean toll roads (-32.6 million euro).

6. Net cash position (31 december 2008)

(million euro)	Toll road concessionaires	Toll road parent companies	Total
Debt	**-8,524.8**	**-2.6**	**-8,527.3**
Long term	-8,107.0		-8,107.0
Short term	-417.8	-2.6	-420.3
Restricted cash	**214.3**		**214.3**
Long-term investments	**61.2**		**61.2**
Cash + Current investments	**393.8**	**394.8**	**788.6**
Net position	**-7,855.4**	**392.2**	**-7,463.2**

6.1 Cash balance

(million euro)	Car parks	Toll road parent companies	Total
Opening net cash balance 2008	**-90.6**	**263.8**	**173.2**
Operating flow		406.4	406.4
Investment flow		-62.2	-62.2
Investments		-62.2	-62.2
Divestments			
Debt new companies			
Dividend payment		-50.4	-50.4
Purchase treasury shares		-68.5	-68.5
Other	90.6	-96.9	-6.3
Closing net cash balance 2008	**0.0**	**392.3**	**460.7**

6.2 Cash balance of Cintra S.A.

(million euro)	Total
Opening net cash balance 2008	**195.9**
Operating flow	412.4
Collections- payments from operations	-13.6
Dividends, capital refunds and tax bases	426.1
Investments flow	-131.8
Investments	-131.8
Divestments	
Dividend payment	-50.4
Capital increases and sales of treasury shares	
Other	-34.2
Closing cash balance 2008	**392.0**

7. Cash flow – Parent companies and car parks

(milllon euro)	Dec-08	Dec-07
Operating flows	**406.4**	**269.2**
Toll road parent companies	406.4	216.9
Car parks		52.3
Net investment flows	**-48.8**	**-227.6**
Toll road parent companies	-48.8	-181.8
Car parks		-45.8
Activity flows	**357.5**	**41.6**
Toll road parent companies	357.5	35.2
Car parks		6.5

Operating flows are net of taxes and record the amounts received in respect of dividends and refunds of capital from concessionaires.

8. Gross capital expenditure in the period

The gross investment of toll road parent companies in 2008 is as follows:

(million euro)	Dec-08
Toll road parent companies	62,2
Total	**62,2**

The main investments in the period are:

- Radial 4: 13.8 million euro
- Central Greece: 11.5 million euro
- Autema: 10.7 million euro
- Azores: 8.9 million euro
- Autostrada Poludnie: 6.4 million euro
- M3: 5.4 million euro
- SH-130: 2.8 million euro
- Ocaña- La Roda: 1.5 million euro

9. Expected business performance

Cintra's business in both the toll road and car park segments is directly affected by the performance of certain macroeconomic variables and therefore by the general economic situation of each of the markets in which it operates. Consequently, both the performance of traffic on the road network and demand for car park services are directly dependent on economic growth, while the prices charged generally rise at least in line with inflation.

In 2008 economic activity worldwide slowed markedly, particularly and more intensely in the second half of the year. As a result, most developed economies went into recession, following two consecutive quarters of negative growth.

Pressures on financial markets, that first appeared in the summer of 2007, turned into a large-scale financial crisis worldwide in the Autumn 2008, that filtered through into the real economy. This turnaround was brought about by the end of the property cycle, driven by the sharp increase in prices and the rise in interest rates, which led to the flight of potential buyers. Investors' liking for risk suddenly vanished, markets became non-liquid and global assets started deflating. The wealth underpinning borrowing became unsustainable. Credit markets froze, securities markets collapsed and a process of bank bankruptcies began that endangered the entire international financial system.

Within this scenario, central banks and governments of

different countries have adopted a series of measures aimed at addressing the growing problems brought about by the financial crisis, injecting liquidity, partly nationalising financial institutions and ploughing billons of dollars into rescue plans implemented by the US and European governments. Unilateral meetings have recently been held in order to address the weaknesses of the financial architecture worldwide.

In USA, economic activity in 2008 declined significantly, particularly in the second half of the year, primarily due to the adjustment of the housing market and stock exchanges, which had a negative impact on individual wealth and confidence, triggering a fall in the main US growth driver, consumption. Most forecasts for 2009 point to negative economic growth rates in the USA by the end of the year. The jump in unemployment, which in 2008 rose by more than two and a half million people, and restrictions on credit, should continue to place pressure on household consumption. In any event, we will have to wait and see the effect of the multimillion dollar plans approved to stimulate employment and household expenditure and whether the adjustment of the property market has come to an end, which could set the stage for economic recovery in the last part of the year.

The impact of the international crisis on the Canadian economy has been less marked, particularly due to high raw material prices in the first half of the year. For 2009, the fall in raw material prices and oil, the slowdown in the USA and the difficulties in the financial markets will in all likelihood affect economic activity. Therefore the possibility that Canada will end the year posting negative growth, although presumably, not as bad as other developed countries, cannot be discarded.

In the Eurozone growth slowed gradually throughout the year as the financial crisis deepened. This pushed the Eurozone into technical recession for the first time since its creation. The main European economies such as Germany and Italy are already in recession and most other countries are sliding into recession. According to the outlook for 2009, the principal macroeconomic variables will decline, except for inflation. However, we will have to wait and see what the impact is of the European Central Bank rate cuts on economic performance and what effect the different plans to rescue the financial sector and kick-start the economy have. The outlook is therefore pretty uncertain.

Economic growth in Spain, as in other neighbouring countries, slowed markedly in the last few months. However, there is a difference between the situation in Spain and that in other European economies, namely, the speed of adjustment. In the past few years Spain had been posting higher growth than neighbouring countries, fuelled by the property sector and domestic consumption. However, the end of the growth cycle in the property sector, owing to the restrictions on credit and adjustment of asset prices, together with the slowdown in consumption brought about by the rise in unemployment and fall in consumer confidence, has had a negative impact on the country's economic growth. The outlook for 2009, just made public by the Government, envisages a decline in activity, that could fall by 1.6%, driving unemployment to close to 16%.

The main emerging economies, particularly, Latin America, seem to have better averted the effects of the financial crisis. However, the fall in raw material prices and slump in consumption in developed economies have reduced growth rates in these countries in the past few months. Although there are still various uncertainties concerning the final impact of the crisis in developing countries, it seems that 2009 will see the continuation of positive although somewhat more moderate growth rates with respect to those experienced in the last few years.

With respect to the performance of prices during the year, this fell into two clearly differentiated parts. During the first half of the year, the sharp rise in the price of raw materials and in particular, oil, which jumped to 150 dollars a barrel, triggered inflationary pressures in the main developed economies. However, as the financial crisis intensified and the prospect of a significant decline in world growth became more apparent, raw material prices fell gradually. As a result, the year ended with the smallest increase in prices seen in the last ten years with the increase in prices in most developed countries standing at under 2%.

For advanced economies as a whole, inflation is forecast to continue at low levels owing to the decline in activity. The effect of this will be particularly significant in the first half of the year since the basis of comparison in the previous year was exceptionally high. In Spain, where inflation stood at 1.4% at the 2008 year end, prices are forecast to remain steady and deflation is not expected to arise for the time being.

Within this context of a lack of liquidity, economic stagnation and uncertainty, Cintra is well positioned to circumvent the complex economic environment and continue developing its strategy of profitable growth, leveraging the opportunities that may arise, and in this new year, will be in a position to maintaining its leadership.

In this way and despite the turmoil on financial markets, in January 2009 Cintra was able to refinance the debt of the 407-ETR toll road that fell due in that year, through two bond issues amounting to 500 million Canadian dollars, in addition to extending financing of the Radial-4 toll road by 556 million euro for a two year period. Cintra has eliminated the entire refinancing risk during 2009. This, together with the parent company's cash position, with approximately 400 million euro in cash, bears out Cintra's financial strength and the quality of its assets, capable of obtaining financing in a complicated financial environment.

Concerning the operating performance of the concessions, traffic will be affected by the decline in economic activity in countries and regions, particularly in the first half of the year. Performance as from the second half of the year should be favoured by a more favourable competitive base. Additionally, some of the assets on Cintra's portfolio are highly congested corridors where alternative routes are already saturated and therefore the decline in activity should have a smaller impact.

Cintra's assets have price arrangements which allow for increases in prices in line with or above inflation, which will help to offset the effects of the negative performance of traffic. The

most significant example is the 407 ETR toll road that announced new toll rates applicable from 1 February. The peak-time rate for light vehicles stands at 19.85 dollar cents in the Regular Zone (west of the 400 toll road) and 19.25 dollar cents in the Light Zone (east of the 400 toll road). The rate at non-peak times and at weekends for the entire toll road will be 18 dollar cents for light vehicles. The change in rates also includes the reduction in the video-toll for light vehicles, the decrease in the monthly transponder rental and the reduction in the rate for maintaining the video-toll account. Additionally, a rate will be collected for each toll road trip, on the basis of the vehicle size and which for light vehicles will be 25 cents per trip.

With respect to possible new projects, most countries have announced public investment plans, in both new projects and the renovation of existing assets, as a measure to halt the decline in activity. In view of this, during 2009 the Public Administrations will continue tendering in the main markets targeted by Cintra.

As a result of this tendering, Cintra was the successful bidder for two new projects in the first few weeks of 2009. First of all, Cintra signed a contract for the A-1 toll road, its first project in Poland. The contract signed establishes an initial 12 month period to assess the impact that the economic and financial crisis. If the terms are acceptable to both parties, the financing will be arranged. In the absence of an agreement, the concessionaire would recover the costs incurred in design and construction activities and the contract would be null and void. Additionally, Cintra has consolidated its leadership position in the US market, after having been selected as the "Best value proposal" for the development of various sections of the North Tarrant Express toll road. This is an innovative project that consists of renovating an existing urban toll road and adding new pay lanes that work using a dynamic toll system where the price for use varies throughout the day on the basis of congestion levels on toll free lanes. This will once again enable Cintra to be a leading player in the development of innovative projects that help to solve the problems of congestion affecting many large cities.

In the car park business, occupancy rates should reflect the impact of the decline in economic activity although the increase in rates should help to mitigate this effect. Additionally, tendering by the public administrations should increase as a measure to counteract the decline in activity.

10. Technological activities

Cintra regards innovation in information systems as crucial to maintaining its leadership position in the toll roads and car parks sectors, at a time of change in which the emergence of new technological initiatives may, in the medium term, change the operational scenario of current business activities. Such innovation is also key to success in new tender procedures in which the technological component is acquiring ever greater importance.

The Corporate Responsibility Report includes an exhaustive description of the main technological initiatives developed by Cintra in 2008.

11. Stock market information, treasury shares and principal shareholders

The financial market crisis and the decline in economic activity affected the performance of the main international stock markets that ended 2008 with substantial losses, turning the year into one of the worst in stock market history. The principal stock markets were down by almost 40% while London and New York posted a relatively better performance, with falls of close to 30%; the Milan stock exchange registered the worst performance as it lost almost half of its value during the year.

In Spain, the selective Ibex-35 ended the year at 9,195.8 points, down 39.4%, making 2008 one of the worst years in its history and bringing five consecutive years of gains to an end. Only one of the thirty-five securities listed on the Ibex-35 did not end the year in the red while other companies saw prices plummet. Falls were mainly led by the building and financial sectors, reflecting investors' fears of the effects on the property sector of the economic crisis and the uncertainties generated concerning the solvency of financial institutions.

The performance of the stock exchange during the year was marked by two clearly differentiated periods. In the first half of the year, stock exchanges saw minor adjustments in light of the prospects of a soft landing by developed economies following a prolonged period of growth. However, the uncertainty generated concerning the solvency of financial institutions triggered by the effect of the mortgage crisis in the USA and the fear of the negative impact of the crisis filtering through into the real economic resulted in a poorer performance in the second half of the year. The lowest point in the year was registered late October following the bankruptcy of one of the leading investment banks worldwide. The speedy intervention of central banks together with government rescue plans, however, made a slight improvement possible in the last part of the year. As a result, the year did not end on the minimum levels seen in late October and November.

Within this context of volatility and financial uncertainty, Cintra was adversely affected by the flight of investors from companies with high borrowing levels, characteristic of infrastructure companies, and the fall in traffic on some toll roads. It therefore ended 2008 at 5.32 euro per share, with a fall, including the paid-up capital increase of one new share for each 20 old shares, of 45.9%. The maximum annual price amounted to 11.4 euro (equivalent to 10.86 euro/ share following the issue of shares), while the minimum amounted to 5.24 euro. During the year a total of 746.6 million shares were traded, representing a daily average volume of 24.3 million euro. Year-end market capitalisation stood at 3,025 million euro.

Since flotation on 27 October 2004, the share price has fallen by 25.3%.

Annual performance since the public offering:

	2008	2007	2006	2005	2004 (*)	2004(*) - 2008
Cintra	-45.9%(**)	-14.6%(**)	36.5%(**)	20.9%(**)	-1.9%(**)	-25.3%
Ibex 35	-39.4%	7.3%	31.8%	18.2%	8.9%	10.3%

(*) Since initial listing of Cintra on 27 October 2004.

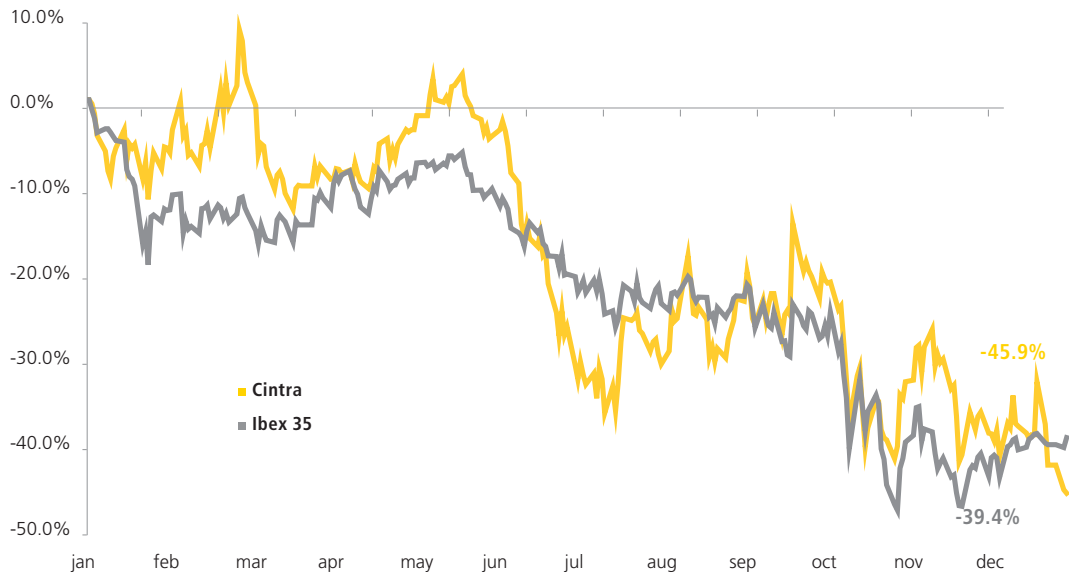
(**) Including paid up capital increases

Monthly performance January 2008 – December 2008*

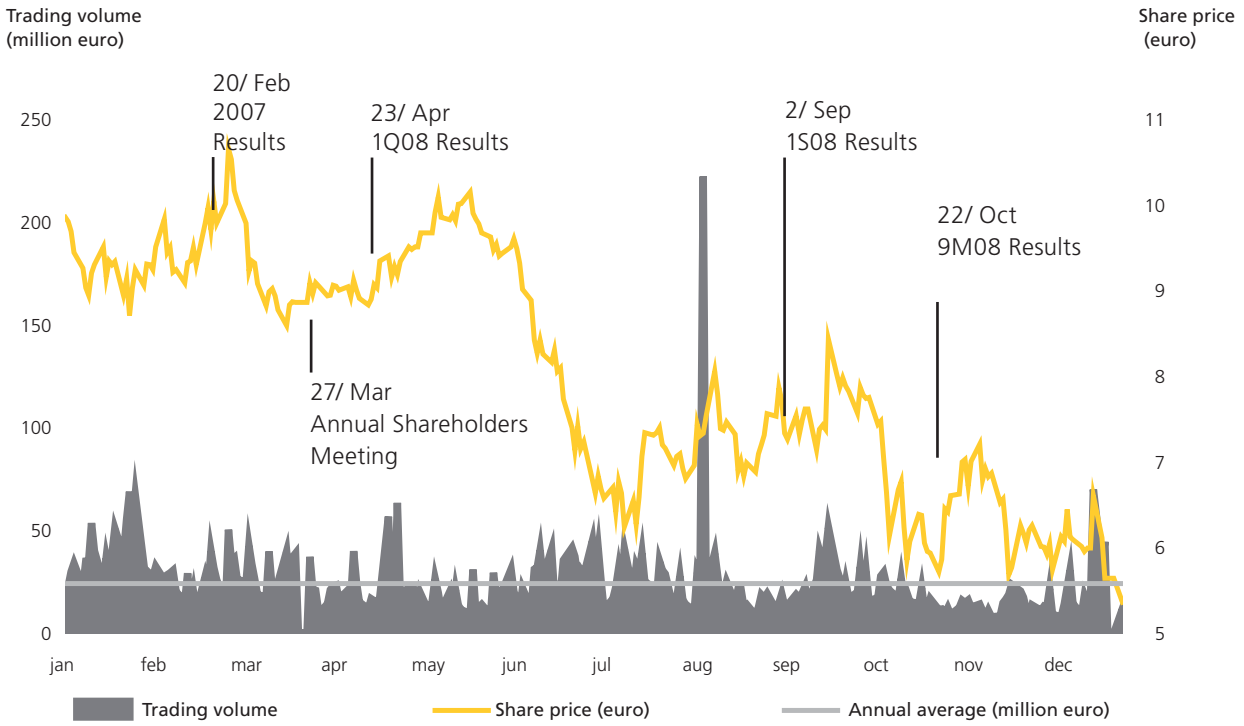
	Price				Volume			
		Intraday		Average	Monthly		Daily	
Date	Closing	Maximum	Minimum		No. shares	Trading (*)	No. Shares	Trading (*)
January	9.69	10.65	8.92	9.64	87,515,010	844.5	3,977,955	38.4
February	10.54	11.40	9.53	10.22	55,122,571	563.6	2,624,884	26.8
March	9.37	10.52	8.90	9.48	53,821,995	510.3	2,832,737	26.9
April	9.97	10.05	9.21	9.60	53,156,020	510.5	2,416,183	23.2
May	9.89	10.67	9.69	10.23	34,233,419	350.9	1,630,163	16.7
June	7.12	10.20	7.06	8.39	69,916,022	587.6	3,329,334	28.0
July	7.26	8.11	6.38	7.13	83,248,071	593.8	3,619,481	25.8
August	7.93	8.47	7.10	7.68	79,803,060	616.9	3,800,146	29.4
September	8.25	8.99	7.40	8.05	64,940,098	522.8	2,951,823	23.8
October	6.93	8.36	5.73	7.01	58,064,556	407.0	2,524,546	17.7
November	6.25	7.55	5.63	6.46	42,649,264	275.8	2,132,463	13.8
December	5.32	6.62	5.24	6.05	64,179,289	389.5	3,377,857	20.5
2008	**5.32**	**11.40**	**5.24**	**8.25**	**746,649,357**	**6,173.2**	**2,939,564**	**24.3**

(*) Source: Madrid stock exchange. The paid-up capital increase of November 2008 is not taken into account.

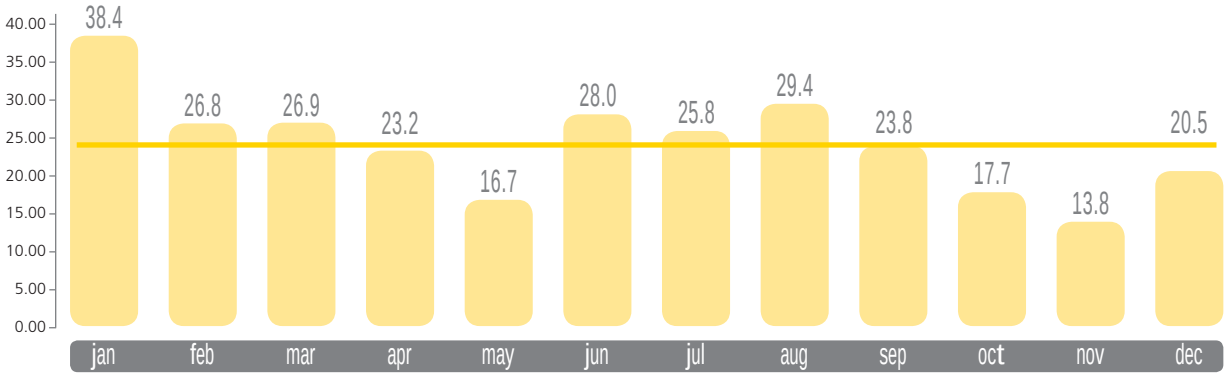
Performance of Cintra and Ibex-35 in 2008



Performance of trading volume and share price in 2008



Cash (million euro) – daily average



Stock market data (euro)

	2008	2007	2006	2005	2004
Close (*)	5.32	10.33	12.70	9.77	8.08
Adjusted close (**)	5.32	9.84	11.52	8.44	6.98
Maximum (*)	11.40	14.30	13.44	11.72	8.24
Adjusted maximum (**)	10.64	12.96	12.07	10.06	7.12
Minimum (*)	5.24	10.05	9.26	8.04	7.41
Adjusted minimum (**)	5.32	9.25	8.08	6.98	6.44
Weighted average (*)	8.27	12.06	11.53	9.40	7.98
Adjusted weighted average (**)	7.79	11.57	10.56	8.53	7.06
Trading volume (million euro)	6,173	7,644	5,639	4,915	2,585
Number of shares traded ('000/year)	746,649	633,643	489,070	522,697	324,031
Daily average trading volume (mill.euro)	24.30	30.21	22.20	19.20	60.11
Capital turnover	131.3%	117.0%	94.8%	106.4%	66.0%
Capitalization (million euros)	3,025	5,593	6,549	4,798	3,968
Shares outstanding (thousand)	568,528	541,456	515,672	491,116	491,116
Par value per share (euro)	0.20	0.20	0.20	0.20	0.20
Gross dividend per share (euro)	0.093	0.097	0.076	0.060	
Stock market return	-45.9%(**)	-14.6%(**)	36.5% (**)	20.9%(**)	-1.9%(**)

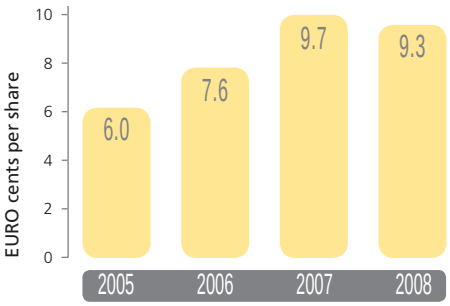
(*) Source: Spanish stocks exchanges and markets (intradaily data)
(**) Price adjusted with paid-up capital increases. Source: Bloomberg (close of Trading data)

Dividends

The dividend policy seeks to reconcile the Company's needs, which are growing steadily in view of the investment opportunities arising, with an adequate shareholder remuneration policy.

On 8 April 2008, a gross dividend per share was paid out in the amount of 9.3 euro cents charged to 2008 results.

Additionally, during 2008 a paid-up capital increase was carried out, consisting of one new share for every 20 old shares. The allocation rights were listed in the market as from 6 November, and the allocation period ended on 20 November. The new shares began trading on 8 December.



Treasury shares

At 31 December 2008 CINTRA holds 9,738,172 treasury shares, representing 1.71% of capital, at an average price of 7.03 euro per share.

Shareholders

Shareholders	Country	% Capital
Grupo Ferrovial, S.A.	Spain	66.88%
Lazard Asset Management LLC	USA	3.19%
State of New Yersey Common Pension Fund	USA	3.06%
HSBC Investment Fund Luxembourg	Luxembourg	0.32%
Barclays Global Fund Advisor	USA	0.21%
Goldman Sachs Asset Management	South Korea	0.17%
American Century Investment	USA	0.26%
Robeco Investor Services	Luxembourg	0.15%
HSBC Asset MGMT Europe SA	Germany	0.13%
Vanguard Group Incorporated	USA	0.13%
Macquarie Alternative Investments Ltd.	Australia	0.13%
Lord Abbett & Company MGMT LT	USA	0.11%
Martin Currie Investment	Luxembourg	0.10%
BBVA Gestion SA SGII	Spain	0.08%
Morgan Stanley Dean Witt ADV ING	USA	0.07%

(*) Source Bloomberg y CNMV January 2009

Stock market codes

Bloomberg: CIN SM
Reuters: CCIT.MC

Cintra is included in the following indices:

IBEX 35 Index
Bloomberg Europe
BE 500 Comm Servi
BBG Eur Comm ser
BBG Europe Consu
BBG World Commer
DJES Indus Gd €
DJES Small € Pr
DJS Small 200 €
S&P Dev ex US SC
Spain MA Cosume
WT Intl Midcap D

12. Additional content of the directors' report pursuant to article 116 bis of the securities market law

A) The capital structure, including securities which are not traded on a regulated Community market, indicating, where appropriate, the different classes of shares, and, for each share class, the rights and obligations that they carry and the percentage of capital which they represent.

The share capital of CINTRA CONCESIONES DE INFRAESTRUCTURAS DE TRANSPORTE, S.A. amounts to 113,705,661 euro, divided into 568,528,305 shares, each with a par value of 0.20 euro, pertaining to a single class and to the same series. All the shares are fully subscribed and paid up. Each share affords the right to cast one vote.

B) Any restriction on the transferability of securities.

The Company's Articles of Association impose no restrictions on the transferability of shares, except when share capital increases have not been entered in the Companies' Register.

C) Significant direct or indirect interests in capital.

At 31 December 2008, the information posted on the webpage of the National Securities Market Commission is as follows:

- Grupo Ferrovial, S.A. declares that it has an indirect interest of 66.88% of the share capital of CINTRA.
- Grupo Ferrovial, S.A., controls directly or indirectly 100% of the share capital of Ferrovial Infraestructuras, S.A. (it is the direct owner of 352,659,211 shares of CINTRA, representing 62.03% of its share capital) and Marjeshvan, S.L. (it is the direct owner of 27,570,143 shares of CINTRA, representing 4.85% of its share capital).
- Chase Nominees Ltd. declares that it has a direct interest of 9,.992%.
- Lazard Asset Management declares that it has an indirect interest of 3.019%.
- State of New Jersey Common Pension Fund D declares that it has a direct interest of 3.059%.

Nonetheless, at the date of this report, there is no record of the declaration of Chase Nominee Ltd. and the Company has been informed that State of New Jersey Common Pension Fund D has reduced its interest to less than 3%.

D) Any restrictions on voting rights.

There exist no legal restrictions or restrictions established in the Articles of Association on the exercising of voting rights except as stipulated by Article 44.1 of the Spanish Companies Law and Article 10.2 of the Articles of Association, which states that any shareholder who is in default of calls on share capital shall be unable to exercise its voting rights.

E) Agreements between shareholders.

The Company knows of no agreements between shareholders by which it is directly affected.

F) The rules applicable to the appointment and replacement of members of the administrative body and the amendment of the company's Articles of Association.

F.1.-Appointment and replacement of members of the administrative body.

The appointment and replacement of the members of the Board of Directors are governed by the Articles of Association and the Board Regulations, in accordance with the Spanish Companies Law.

Composition in quantitative terms: The members of the Board of Directors are appointed by the General Meeting or Board of Directors by cooption. The General Meeting determines the number of members of the Board of Directors, the minimum number being 5 and the maximum being 15.

Proposals: Appointment proposals submitted by the Board to the General Meeting and appointments made by cooption are required to be preceded by the corresponding proposal from the Related-Party Transactions Committee in the case of the Independent Directors. If the Board acts other than/ in accordance with the recommendations of the Committee, it is required to indicate the reasons for such actions, which should be recorded in the minutes.

Every effort is required to ensure that the External Directors are persons of known solvency, competence and experience, particular care being taken in relation to the selection of Independent Directors.

Composition in qualitative terms: A majority of External Directors is to be sought. The proportion of Independent Directors must be significant, making up at least one third of all the directors.

Selection procedure: Care is to be taken to ensure that procedures for the selection of candidates are not implicitly based in such as way as to hinder the selection of Directors on the basis of personal circumstances.

Those Directors who are the subject of proposals for appointment, re-election or dismissal shall be required to refrain from taking part in the deliberations and voting. Voting by the Board on the appointment, re-election or dismissal of Directors is to be secret.

Term of office: The Directors are to hold their positions as such for three years, with the possibility of re-election on one or more occasions for periods of the same duration. Once this term has elapsed, the appointment shall expire when the next General Meeting is held or when the period allowed by law for the holding of the Meeting which is to resolve upon the approval of the accounts for the pervious year has elapsed.

Dismissal: The Directors shall be dismissed when the term of their appointment has elapsed or when a decision to this effect is reached by the General Meeting. Similarly, they shall be required to place their office at the disposal of the Board or tender their resignation, if this is what the Board requires, in the following situations:

a) For Executive Directors, when the Board considers such action advisable;
b) For Owner Directors, upon transfer, in its entirety, of the holding which resulted in their appointment or when such holding is reduced to a level which requires the reduction of their number.
c) For Independent Directors, when they have served as such continuously for 12 years, although they may remain under a different capacity.

The Board shall not propose the dismissal of Independent Directors prior to completion of the periods for which they were appointed, unless the Board believes there to be due cause for such action. The dismissal of Independent Directors may nevertheless be proposed in the event of a change in the Company's capital structure owing to a public takeover bid, merger or similar operation, which makes it advisable to review the criteria with respect to proportionality established in the good governance recommendations.

d) As a general rule, when:
- The Directors are affected by rules on incompatibility or banning from office;
- A request to this effect is made by the Board owing to a breach by the Director of his/her obligations;
- The Director's continued Board membership could jeopardise the interests of Cintra;
- The Director's continued Board membership is seriously damaging to the Company's assets or corporate reputation: this shall be deemed to be the case, in particular, in the event of a procedure or commencement of an oral proceeding against the Director in any of the situations referred to in Article 124 of the Spanish Companies Law;
- Upon reaching 70 years of age. The Chairman and vice-chairman (when Executive), the CEO and the Secretary to the Board shall be dismissed at the age of 65 although they shall be able to continue as Directors and hold office as non-executive Chairman and Vice-chairman;
- In the event of significant changes in the Director's professional situation or in the conditions which led to his appointment to the Board.

F.2.- Amendment of the Company's Articles of Association

Amendments of the Articles of Association are required to comply with the stipulations of 144 and 103 of the Spanish Companies Law.

G) Powers of members of the Board of Directors and, in particular, powers relating to the possibility of issuing or repurchasing shares.

The Board of Directors is empowered to represent the Company as a body and by majority decision. It is attributed the broadest of powers to enter into contracts in general, to perform all types of acts or transactions, involving obligations or disposal, ordinary or extraordinary administration and strict ownership, in respect of all kids of assets, chattels, real property, monies, investment securities and commercial papers, the only exceptions being those matters for which competence corresponds to the General Meeting or which are not included in the corporate purpose.

The above notwithstanding, the Company's CEO, Mr Enrique Diaz-Rato Revuelta, who was appointed on 26 July 2006, is vested with all powers except for those which cannot, by law, be delegated.

In addition, the Company's Chairman, Mr Rafael del Pino Calvo-Sotelo, is vested with specific several powers. Directors Mr José María Pérez Tremps and Mr Nicolás Villén Jiménez are also vested with certain specific joint powers. In either case, the powers vested include the purchase-sale of investment securities.

The Board of Directors, on the occasion of the share capital increases charged to the share premium account resolved upon by the General Meeting of Shareholders of 28 March 2006, 27 March 2007 and 27 March 2008 empowered the CEO to execute the share capital increase resolutions in the agreed terms.

H) Significant agreements entered into by the company and which come into force, are amended or concluded in the event of a change in the control of the company resulting from a public takeover bid and the effects of the above, except when disclosure would be seriously damaging to the company. This exception, however, does not apply when the company is under a legal obligation to make public this information.

The Company has subscribed no agreements which come into force, are amended or concluded as a result of a public takeover bid.

It should be mentioned, however, that in view of the essentially regulated nature of the business in which the Company and its group engage, there are certain contracts with concession grantors which envisage prior authorisation for the specific projects in question in the event of corporate operations in the concessionaire or its shareholders implying a merger, a split or change of control. There are similar clauses in respect of some financing operations linked to specific projects.

In particular, the Indiana Toll Road concession contract establishes the need for an administrative authorisation in the event of that the shareholders of the concessionaire cease to be traded on the stock market since this is likened to a change in the

control of the concessionaire. The financing contracts envisage this same situation of change in control without an administrative authorisation as possible grounds for the acceleration of payment.

I) Agreements between the company and its administrative and management personnel or employees which envisage indemnities in the event that such persons resign or are unfairly dismissed or if the employment relationship comes to an end, owing to a public takeover bid.

The Company has no agreements differing from the stipulations of the Workers' Statute entered into with its administrative and management personnel or employees which envisage indemnities in the event that such persons resign or are unfairly dismissed or if the employment relationship comes to an end owing to a public takeover bid.

The CEO with a view to fostering loyalty on his part and his permanent allegiance to the company is recognised as being entitled to defer extraordinary remuneration payable only in the event of any of the following situations:

a) termination of the relationship by mutual agreement when the CEO reaches a certain age;
b) unfair dismissal or abandonment of the company at the company's initiative without their being grounds for dismissal, prior to the date on which the senior manager reaches the agreed age, in the event that the sum in question is higher than that resulting from the application of the Workers' Statute;
c) death or invalidity.

This is the report that the Board of Directors of Cintra Infraestructuras de Transporte, S.A. prepares in accordance with Article 116 bis of the Securities Market Law, on 24 February 2009.

13. Annual report of the audit and control committee

Composition of the committee

The current composition of the Audit and Control Committee is as follows:

Name	Status
D. José Fernando Sánchez-Junco Mans (Chairman)	Independent external
D. Fernando Abril-Martorell Hernández	Independent external
D. José María Pérez Tremps	External owner
D. Nicolás Villén Jiménez	External owner

Concerning the report for 2008, the only novelty relating to the composition of the Committee relates to the Chairman. During its first meeting of 2008 the Committee resolved to appoint the Independent Director Mr José Fernando Sánchez-Junco Mans as the new Chairman.

The Secretary of the Board acted as the Secretary of the Committee in 2008.

Principal functions of the committee

The Committee's main activities include the following:

- Establishing appropriate measures to monitor the independence of external auditors and assess their services and liaise between the Board of Directors and the external auditors;
- Supervising compliance with legal requirements and the correct application of generally accepted accounting principles;
- Assisting the Board in its mission of ensuring the correctness and reliability of periodic financial information;
- Analysing and evaluating the main business risks and the systems established to manage and control them;
- Examining effective compliance with the obligations laid down in internal regulations relating to corporate governance, making such proposals as is considered advisable.

The Committee met seven times during 2008.

Main activities during 2008

The main activities during 2008 were as follows:

- **Corporate Governance Report and Financial Statements.**
  In February 2008, the Committee reviewed and provided a favourable opinion on the Annual Corporate Governance Report and Financial Statements for 2007. The Annual Report was later approved by the Board of Directors and the Financial Statements, once prepared by the Board, were submitted to the Annual General Meeting of 27 March 2007 and duly approved.
  Likewise, in the meeting held on this date, the Committee reviewed and issued a favourable opinion on the Annual Corporate Governance Report and Financial Statements for 2008, which will also be submitted for approval to the Board of Directors.
- **Financial information.**
  The Committee has reviewed periodically the Company's financial information, particularly, the Annual Financial Report, the Six-monthly Financial Report and information that is disclosed quarterly.
  It has also analysed in detail the more relevant financial issues arising during the year and changes to accounting standards and criteria applied by the Company.
- **External auditors.**
  The auditors PriceWaterhouseCoopers Auditores, S.L., were initially appointed by the Annual General Meeting of 22 May 2003 for a three-year term (2003, 2004 and 2005), such appointment being renewed for one year in 2006, 2007 and 2008.
  In the meeting of February 2008, the Committee agreed to propose to the Board the renewal of the appointment of PriceWaterhouseCoopers Auditores, S.L. as external auditor of the Company for the year 2008. The Committee subsequently submitted the renewal of this appointment to the Annual General Meeting and it was formalised on 27 March 2008.

- **Analysis of risks and control systems.**

  During 2008, as in previous years the Committee has maintained its policy for the review of the Company's risks and contingencies.

  With respect to contingencies, a periodic analysis is made of the most relevant issues affecting each of the different projects. In particular, the Committee has examined (i) the situation of variances in the cost of expropriations in Spain for projects already awarded and in which the Company is already participating, (ii) the impact of derivatives and hedging and (iii) the obligations and commitments assumed under the financial contracts for each project. It is believed, in general, that the principal risks have been duly identified and that the procedure in place for their analysis and valuation is correct.

  During 2008 the Committee has also analysed the Company's risk management system and the related coverage mechanisms and control measures.
- **Corporate Governance.**

  During the Annual General Meeting of 27 March 2008 the amendments made to the Board regulations in 2007 were reported.

  In 2008 the implementation of the recommendations introduced into the Company's rules as a result of the publication of the Unified Code of Corporate Governance was reviewed

  With respect to the installation of a suggestion box in Cintra in late 2007, during the Committee meeting of July 2008, the comments received so far and the appropriateness of strengthening and driving this procedure internally were reviewed in order to ensure that the objectives set as a result of its installation can be attained.

  During 2008 the Audit and Control Commission analysed a potential conflict of interest of a member of Senior Management, interested in investing in a company not related to Cintra, engaged in operations coinciding with his area of responsibility, and adopted certain measures aimed at avoiding such a conflict.
- **Internal audit.**

  In this respect, CINTRA decided to rely on the Internal Audit Management of the Ferrovial Group.

  For such purposes, during the meeting held in July 2008, the Internal Audit Director presented the main objectives of his Department together with a proposed action plan and the organisation available. In addition, he reported on the on-going review process of CIntra and agreed to report the findings in subsequent Committee meetings.

  The Committee believes that during 2008 it has adequately informed on matters of its competence and that it has performed its duties satisfactorily.

  This report will be delivered to the Board of Directors for its subsequent disclosure together with other public information for the year.

14. Report of the related -party transactions committee

Composition of the related-party transactions committee

The composition of the Related-Party Transactions Committee is currently as follows:

Name	Status
D. Fernando Abril-Martorell Hernández (Chairman)	Independent External
D. José Fernando Sánchez-Junco Mans	Independent External
D. Jaime Bergel Sainz de Baranda	External non-independent non-owner
D. Emilio Saracho Rodríguez de Torres	Independent External

The following changes have taken place in the composition of the Committee as reflected in the report for 2007:

- During its meeting of 28 January 2008, the Committee resolved to appoint the Independent Director, Mr Fernando Abril-Martorell Hernández as the new Chairman. Since 2004 the office had been held by the director Mr Sánchez-Junco Mans. However, three years had elapsed and in accordance with Article 22.2 of the Board Regulations, it was appropriate to agree his replacement.
- During the meeting of 12 November 2008, the Board of Directors resolved to appoint Mr Emilio Saracho Rodríguez de Torres to this Committee, replacing Mr Enrique Díaz-Rato Revuelta. As a result of this resolution, the Committee is fully made up of external directors (three independent and another external director).

The Chairman is an Independent Director, in accordance with Board Rules, while the Secretary of the Board has acted as the Secretary of the Committee.

Main functions

The Committee's main functions are:

a) Supervise, in general terms, related-party transactions between CINTRA and Grupo Ferrovial and their respective group companies. In particular:

- Review compliance with the Framework contract signed by CINTRA, Grupo Ferrovial and Ferrovial Agroman (hereinafter the Framework Agreement) in relation to the undertaking of intergroup projects and provision of intergroup services; and
- Provide the Board with recommendations on compliance with the Framework Agreement and advise the Board of any changes to it.

b) Advise to the Board on proposals for the appointment of Independent Directors for the Board to appoint them (cooption) or adopt them to submit them to the Annual General Meeting.

c) Advise on proposals to amend the Board Regulations that affect the Related-Party Transactions Committee's powers;

d) Advise the Board on the exemptions of duties and other authorisations of the Independent Directors.

Main activities during 2008

The Committee met six times during 2008.

The main activities performed by the Committee in 2008 were as follows:

Review of the framework agreement

- **Related-party transactions between CINTRA and Grupo Ferrovial, and their respective groups of companies have been supervised.**

  The transactions formalised with Ferrovial have been analysed in order to describe the principal relationships and identify any incidents that may arise in the completion of the contracts between both parties. This Committee complies with its main function of ensuring the transparency of relations between the Company and its main shareholder.

  As part of this work, an analysis has been made of the progress of common projects, costs, control and the main incidents arising in each case. These transactions were also reviewed to ensure that they comply with the basic principles laid down in the Framework Agreement.

  On the other hand, the Committee has reported favourably on the joint collaboration of CINTRA and companies of Grupo Ferrovial in certain bidding procedures, taking the view that such joint participation will be beneficial in the corresponding award procedures.
- **Services supplied between CINTRA and Grupo Ferrovial companies.**

  Compared with 2008, there is a reduction in the services that CINTRA will provide to companies of Grupo Ferrovial in line with the tendencies in previous years whereas there is an increase in services provided by Grupo Ferrovial to CINTRA. The view of the Committee, however, is that such services are proportionate and duly justified.
- **The 2008 procedures in which CIntra participated with Ferrovial Agroman have been reviewed "ex-post" in order to evaluate the competitiveness of the offers.**

  In this analysis, the results obtained, the offers of competing groups and the circumstances of each project were all taken into account. The Committee concluded that the Ferrovial Agroman offers were suitably competitive.

Corporate governance actions

- **Proposal for the appointment of a director.**

  The Committee advised favourably on proposing to the Board of Directors the appointment of Mr Emilio Saracho Rodríguez de Torres as the new director of the company, as an independent director, in accordance with the amendment of the Board Rules during 2007, the aim of which was to bring them into line with new corporate governance rules.
- **Authorisations with respect to independent directors.**

  Similarly, the Committee assessed certain professional relations between the directors and CINTRA and issued a favourable report to the Committee on (i) the signature of certain confidentiality and exclusivity agreements by the Company with a company related to an independent director and (ii) the participation of a fund managed by a financial group related to an independent director of the Company, together with Cintra, in an international tender process.
- **Other measures adopted.**

  The Committee has established criteria with respect to certain corporate governance issues falling within the scope of its powers, such as the presence of members of senior management at Committee meetings or the annual evaluation of its operation.
- **Delegation by the Board.**

  Finally, the Committee, through delegation by the Board of Directors, has been entrusted to oversee and supervise the divestment of the car park business insofar as a senior manager of the Company had expressed his interest in participating. Following confirmation that this person has waived his participation in the divestment mentioned, the functions delegated to the Committee were rendered ineffective.

Lastly, the Committee considers that it has been regularly informed on matters of which it needs to be aware and in particular, on relevant related-party transactions between the companies of CINTRA and Grupo Ferrovial. The Committee believes that the rules contained in the Framework Agreement are being respected and that it has been able to perform its functions satisfactorily in the terms foreseen in that Agreement.

Similarly, and following the issue of the Unified Code of Corporate Governance, this Committee modified its powers and was attributed under the Board Rules functions concerning Independent Directors that have been performed in 2008.

This report will be delivered to the Board of Directors for subsequent disclosure together with the remaining public information published annually.

15. Risk control systems

An overview of the criteria that result from the Cintra's risk control and management policy is as follows:

- Overall risk management from a sustainable profit perspective.
- Consideration of strategic and operational factors to identify risks, including economic, regulatory, legal, social and political, labour and environmental factors.
- Use of standardised measurement methods, in terms of probability and impact, and their economic consideration (contingencies) to facilitate the taking of decisions.
- Integration with crisis management and business continuity systems and the corporate assurance policy.
- Corporate assurance policy aimed at leveraging synergies in the group and optimising hedging and costs, through the protection of assets and the income statement.
- Normalisation of the standard reports for reporting to the Audit and Control Committee, periodically updated.

  Cintra has installed since 2003 a Global Risk Management

(GRM) system that covers all business activities throughout the world, including investee companies in which it has management powers.

In 2008, a new Corporate Risk Management department was set up that reports to the CEO of Grupo Ferrovial and that has developed a new version of the GRM, named Ferrovial Risk Management (FRM) aimed at enhancing the connection between the risks analysed and the objectives threatened by such risks.

The FRM (Ferrovial Risk Management) is the new risk management system that will be implemented in 2009 as a tool providing support and contributing value to the members of the management team of Cintra. The FRM will be arranged through:

- The risk universe: System of analysis based on a common catalogue to be used by businesses, that classifies risks into four basic areas: strategic risks, operational risks, compliance risks and financial risks.
- Identification and valuation of risks: Through two new instruments, the Materiality Matrix and Valuation Scale, direct managers will identify, prioritize and value the most significant risks facing the business through a common and organised work arrangement.
- Reports: Business managers will describe the management systems used and propose, where appropriate, new controls or upgrades.
- Crisis communication and management: The FRM is closely related to crisis management and business continuity procedures. At corporate level, the risk profile is the basis for identifying sudden situations that may trigger a crisis with far-reaching consequences for the company. As part of these procedures, there is an internal and external communication protocol the aim of which is to ensure that, in a crisis, the persons in the organisation who are to take decisions have reliable and appropriate information as quickly as possible.

Main risks of the Company:

In general, Cintra believes that significant risks are those that may compromise the profitability of its activities, the financial solvency of the company involved or the Group, the corporate reputation and the personal safety of its employees In particular, the most significant risks covered by the system are as follows:

- Service quality risks.
- Risks of physical damage to infrastructures, basically due to natural disasters.
- Environmental risks.
- Socio-political and regulatory risks.
- financial risks: Exposure to exchange rate fluctuations in foreign operations and interest rate fluctuations in infrastructure financing.

16. Annual Report on Corporate Governance following CNMV guidelines

To view a copy of the corporate governance report just follow this link

http://memoria2008.cintra.es/AGCR.pdf

Consolidated balance sheet for 2008 and 2007

		Million euro	
Asset	**Note**	**2008**	**2007**
Non-current assets		**10,517**	**11,132**
Goodwill	5	97	164
Intangible assets	6	-	84
Investments in infrastructure projects	7	8,851	9,728
Property, plant and equipment	8	2	171
Equity-consolidated companies		-	7
Non-current financial assets	9	298	319
Restricted cash		214	302
Other financial assets		84	17
Deferred tax assets	20	1,144	626
Derivative financial instruments at fair value	10	125	33
Assets classified as held for sale and discontinued operations	**11**	**1,701**	**-**
Current assets		**1,199**	**1,164**
Inventories	12	4	24
Trade and other receivables	13	406	436
Trade receivables for sales and services		189	223
Other receivables		269	248
Current deferred tax assets		23	28
Provisions		-75	-63
Cash and cash equivalents	17	789	704
Infrastructure project companies		394	488
Restricted cash		113	206
Other cash and cash equivalents		281	282
Other companies		395	216
Total assets		**13,417**	**12,296**

Liabilities and equity	**Note**	**2008**	**2007**
Equity	**14**	**470**	**1,280**
Capital and reserves attributable to the company's equity holders		339	1,035
Minority interest		131	245
Deferred income	**15**	**253**	**241**
Non-current liabilities		**10,701**	**10,073**
Other non-current provisions	16	371	7
Borrowings	17	8,107	9,189
Bonds and borrowings of infrastructure projects		8,107	9,152
Bank borrowings, other companies		-	37
Other liabilities	18	118	137
Deferred tax liabilities	20	236	161
Derivative financial instruments at fair value	10	1,869	579
Liabilities classified as held for sale and discontinued operations	**11**	**1,374**	**-**
Current liabilities		**619**	**702**
Borrowings	17	421	385
Bonds and borrowings of infrastructure projects		418	380
Bank borrowings, other companies		3	5
Trade and other payables	19	198	313
Trade payables		58	92
Current deferred tax liabilities		5	33
Other non-trade payables		135	188
Trade provisions	18	-	4
Total liabilities and equity		**13,417**	**12,296**

Notes 1 through 34 form part of the Consolidated Financial Statements at 31 December 2008..

Consolidated income statement for 2008 and 2007

	Million euro		
	Note	**2008**	**2007**
Sales		736	714
Other operating revenue		-	-
Total operating revenue	**22**	**736**	**714**
Materials consumed and other external expenses		-6	-3
Staff expenses	23	71	65
Non-current asset depreciation and amortisation		122	125
Change in trade provisions		26	16
Other operating expenses		122	106
Total operating expenses		**335**	**309**
Operating results		**401**	**405**
Financial income of infrastructure projects		40	41
Financial expenses of infrastructure projects		487	532
Financial results of infrastructure projects		**-447**	**-491**
Financial income of other companies		18	11
Financial expenses of other companies		25	4
Financial results of other companies		**-7**	**7**
Financial results	**25**	**-454**	**-484**
Other profit and loss	25	-6	-3
Consolidated result before income tax		**-59**	**-82**
Income tax	20	80	126
Consolidated income from continuing operations		**21**	**44**
Net loss from discontinued operations	**11**	**-46**	**-42**
Consolidated income for the year:	**14**	**-25**	**2**
- Result attributed to minority interest		**31**	**28**
- Result for the year attributed to the parent company		**-56**	**-26**
Earnings/loss per share			
From continuing operations attributed to the parent company	**26**		
Basic		-0.02	0.03
Diluted		-0.02	0.03
From discontinued operations attributed to the parent company	**26**		
Basic		-0.08	-0.08
Diluted		-0.08	-0.08
For the year attributed to the parent company	**26**		
Basic		-0.10	-0.05
Diluted		-0.10	-0.05

Notes 1 through 34 form part of the Consolidated Financial Statements at 31 December 2008.

Consolidated statement of income and expense recognised in equity for 2008 and 2007

	Million euro		
	Note	**2008**	**2007**
Gains/(losses) on hedging instruments before tax		-1,201	-266
Gains/(losses) on hedging instruments (tax)		461	110
Gains/(losses) on instruments hedging assets and liabilities held for sale before tax		81	-
Gains/(losses) on instruments hedging assets and liabilities held for sale (tax)		-14	-
Gains/(losses) on currency translation before tax		23	-57
Gains/(losses) on currency translation (tax)		-9	25
Gains/(losses) on currency translation from assets and liabilities held for sale before tax		21	-
Gains/(losses) on currency translation from assets and liabilities held for sale (tax)		4	-
Other items (charged)/credited directly to equity before tax		2	4
Other items (charged)/credited directly to equity (tax)		-	-
Net result taken directly to equity	**14**	**-632**	**-184**
Consolidated gain/(loss) for the year		-25	2
Total income and expense recognised for the year:	**14**	**-657**	**-182**
- Attributed to the parent company		**-578**	**-176**
- Attributed to minority interest		**-79**	**-6**

Notes 1 through 34 form part of the Consolidated Financial Statements at 31 December 2008.

Consolidated cash flow statement for 2008 and 2007

	Million euro		
	Note	2008	2007
Net result attributed to the parent company		**-56**	**-26**
Adjustments to results [2]	27	749	720
Income tax payment	20	-36	-16
Change in receivables, payables and other		21	105
Dividends from equity-consolidated companies		1	-
Cash flows from operating activities		**679**	**783**
Investments in property, plant and equipment and intangible assets		-82	-47
Investments in infrastructure projects		-436	-571
Non-current financial assets		7	-42
Divestment		-	-
Cash flows from investing activities		**-511**	**-660**
Cash flows before financing activities		**168**	**123**
Proceeds from capital and minority interest		18	32
Payment of dividends to parent company		-50	-50
Payment of minority interest dividends to associates		-37	-54
Treasury shares acquired by Cintra		-68	-
Cash flows from shareholders and minority interest		**-137**	**-72**
Interest paid		-489	-442
Increase in bank borrowings		1,308	1,619
Decrease in bank borrowings		-632	-1,323
Cash flows from financing activities		**50**	**-218**
Change in cash and cash equivalents		**218**	**-95**
Opening cash and cash equivalents		704	809
Closing cash and cash equivalents [1]		879	704
Impact of exchange rates on cash and cash equivalents		43	10

Notes 1 through 34 form part of the Consolidated Financial Statements at 31 December 2008.
Cash and cash equivalents include restricted cash balances (see Note 17).

(1) Set out below is the reconciliation of closing cash and cash equivalents with the balance sheet:

	2008	2007
Cash and cash equivalents	789	704
Cash and cash equivalents, activities held for sale	90	-
Closing cash and cash equivalents	879	704

(2) Adjustments to results are analysed below:

Items	Million euro	
	2008	2007
Minority interest	31	28
Depreciation and amortisation	173	185
Results of equity-consolidated companies	-	-1
Result from financing	619	650
Income tax	-80	-145
Other profit and loss	6	3
Adjustments to results	**749**	**720**

Note 27 analyses adjustments to results excluding activities held for sale and discontinued operations.

1. Company's activities and consolidation scope

1.1 Companies comprising the Group and their business operations

Grupo Cintra (hereinafter the Cintra Group or Cintra) is formed by the parent company CINTRA, Concesiones de Infraestructuras de Transporte, S.A. and its subsidiaries, joint ventures and associates, as listed in Exhibit I. Cintra's registered office is at Plaza Manuel Gómez Moreno 2, floor 14, Edificio Alfredo Mahou, Madrid.

Through these companies, the Group engages in the following lines of business, which are its primary reporting segments under IAS 14.

a. **Toll roads.** This business involves: design, construction, execution, operation, management, administration and maintenance of all types of public (generally reverting to the granting authority) and private infrastructures and projects. This includes the operation and provision of all kinds of services related to city and intercity transport infrastructure, whether by land, sea or air.

b. **Car parks.** Cintra's core activity is the construction and operation of car parks under administrative concessions. Those concessions establish that, upon expiration, the car parks must revert to the grantor in perfect condition, without any payment to the concession company.

In order to facilitate a better understanding of these financial statements, it should be noted that the term infrastructure projects refers to the toll road projects. These projects are generally executed under long-term contracts in which the project company, which usually performs the project with partners, finances and construction or refurbishment of a public infrastructure, or acquires the right to operate a pre-existing infrastructure and subsequently operates and maintains the infrastructure, recovering the investment by collecting a toll or tariff regulated by a public entity.

In order to facilitate a better understanding of the Group's financial evolution, the impact of infrastructure projects on non-current assets, borrowings and cash flows is presented separately in these financial statements.

1.2 Scope changes

- The main consolidation scope changes during 2008 are described below:

As a consequence of the refinancing of Autema and the new corporate structure created, two new companies were formed and included in the consolidation scope:

- Cintra Inversora Autopistas de Cataluña, S.A., wholly owned by Cintra, S.A.;
- Inversora Autopistas de Cataluña, S.L., wholly owned by Cintra Inversora Autopistas de Cataluña, S.A.;

An additional 40% interest in the company Autostrada Poludnie was purchased from Ferrovial Agroman (4.6%) and Budimex (32.4%). Cintra, S.A. already controlled this company through a 50% shareholding. No goodwill was generated.

In the car park business, the following should be noted:

The company Cintra Car Parks was formed, as a result of the award of a five-year contract to manage car park and bus services at London Stansted Airport, and was included in the consolidation scope in July 2008. Cintra S.A. owns 99.92% of this company through Cintra Aparcamientos, S.A.

The following companies were also included in the consolidation scope during the financial year: UTE Expo Zaragoza, owned 99.92% by Cintra, S.A. through Dornier, S.A. and Cintra Aparcamientos, S.A.; Concha Parking, S.A., owned 59.95% by Cintra, S.A. through Eguisa, S.L.; and Serrano Park, S.A., owned 49.96% by Cintra S.A. through Cintra Aparcamientos S.A. Cintra S.A.'s indirect interest in Infoser Estacionamientos A.I.E. was reduced from 30.31% to 16.65% due to a capital increase in that company in which Cintra Aparcamientos did not participate.

The only exclusion from the consolidation scope took place in February 2008 when the company Río Piedras was sold. Cintra, S.A. held an indirect 74.94% interest in that company. The impact of the sale on the income statement was immaterial.

- The main consolidation scope changes during 2007 are described below:

In March 2007, a concession contract was formalised to design, build and operate Segments 5 and 6 of the SH-130 toll road in Texas, USA. The following companies were formed and included in the consolidation scope: Cintra Texas 56, LLC, wholly owned by Cintra, and SH-130 Concession Company, LLC, 65% owned by Cintra, S.A. through Cintra Texas 56, LLC.

In March 2007, a concession contract was concluded to build and operate the M3 toll motorway in Ireland. As a result, the following companies were formed and included in the consolidation scope: Cinsac, Ltd, wholly owned by Cintra, S.A., and Eurolink Motorway Operations M3 Ltd, 95% owned by Cintra, S.A. through Cinsac.

In June 2007, a 30-year concession contract was signed to build and operate the Central Greece Motorway (E65); Cintra, S.A. has a 33.34% shareholding in the project company, which has yet to commence business.

In December 2006 a concession contract was signed to build and operate the Nea Odos, S.A. toll road in Greece; Cintra, S.A. has a 33.34% interest in the project company. This company was included in the consolidation scope in August 2007, when business commenced, and is consolidated using the proportionate method.

In October 2007 the company Euroscut Azores, 89% owned by Cintra, was included in the consolidation scope. The shareholding was acquired from Ferrovial Infraestructuras as indicated in Cintra's listing prospectus. This is a transaction between entities under common control. In this type of transactions, Cintra applies the purchase method, whereby goodwill is recognised in the event of differences between the carrying amounts and the transaction value.

In view of the short period of time that has elapsed since the start of Euroscut Azores' operations and the transfer to the Cintra Group, the value of the transaction is equal to the carrying amount recognised by the target company. No goodwill is therefore recognised.

As regards the car park companies, the merger of Eguisa, S.A. and Aparva, S.L. caused the exclusion of the latter company from the consolidation scope. Additionally, the UTE Aeropuerto Tenerife Norte y Lanzarote, 99.92% owned by Cintra Aparcamientos through Dornier, S.A. and Cintra Aparcamientos, S.A., was included in the consolidation scope.

The 2008 consolidated financial statements were prepared on 24 February 2009 and are pending approval by the General Shareholders' Meeting. Nevertheless, the parent company's directors expect the consolidated financial statements to be approved without changes.

2. Summary of the main accounting policies

2.1 Basis of presentation

The consolidated financial information presented in these financial statements has been prepared under the International Financial Reporting Standards prepared by the European Union (IFRS EU) at the year end. Having regard to the methods used when applying IFRS EU, where different alternatives are provided the Group has opted to carry property, plant and equipment and intangible assets at historical cost, capitalising financial expense over the construction period, while joint ventures and temporary consortia have been consolidated using the proportionate method. The financial statements have been prepared on a historical cost basis adjusted for restatements of derivative financial instruments. These are the same methods applied in 2007.

In 2008, as a result of the decision by the Company's Board of Directors to undertake the disposal of the Chilean toll roads and the car park business, both segments have been classed as assets and liabilities held for sale and discontinued operations, as explained in Note 11.

Certain 2007 figures have been reclassified in these consolidated financial statements to ensure comparability with current year figures.

New accounting standards (IFRS/IAS) and interpretations (IFRIC) have been approved and published and are expected to enter into force in the financial years commencing 1 January 2009 or after that date. Group management is evaluating the potential impact of these standards and interpretations, which is not expected to be relevant.

Standards, amendments and interpretations that came into effect in 2008.

- IAS 39 (Amendment) "Financial instruments: Recognition and measurement".
- IFRS 7 (Amendment) "Financial instruments: Disclosures – Reclassification of financial assets".

Standards and amendments and interpretations of existing standards that are not yet in force and have not been adopted early by the Group.

At the preparation date of these financial statements, the IASB had published the interpretations referred to below. These interpretations are mandatory for all financial years commencing as from 1 January 2009, although they have not been adopted early by the Group and Company management is assessing their impact:

IAS 14 is replaced by IFRS 8, which brings segment reporting requirements into line with the US standard SFAS 131 "Disclosures about segments of an enterprise and related information". The new standard requires a management approach whereby segment information is presented on the same basis used for internal purposes.

- IFRIC 11, "IFRS 2 – Group and treasury share transactions", which provides the principles for determining whether a share-based transaction involving treasury shares or group companies must be recognised as a share-based payment transaction settled in equity instruments or in cash in the individual accounts of the parent company and the group companies.

- IFRIC 14, "IAS 19 – The limit on a defined benefit asset, minimum funding requirements and their interaction", which provides guidelines to assess the limit stipulated in IAS 19 with respect to the surplus that may be recognised as an asset.

- IFRIC 12 "Service concession arrangements"", which is mandatory in financial years commencing as from 1 January 2008.

At the preparation date of these financial statements, the European Union had not yet adopted this interpretation. The Group is in the process of assessing its impact.

- IAS 23 (amendment) "Borrowing costs". This standard requires entities to capitalise borrowing costs that are directly attributable to the acquisition, construction or production of a qualifying asset (as part of the asset's cost).

- IAS 1 (revised) "Presentation of financial statements". This revised standard prohibits the presentation of income and expense items in the statement of changes in equity and requires changes in equity resulting from transactions with non-shareholder third parties to be presented separately from changes in equity arising from transactions with shareholders.

- IFRS 2 (amendment) "Share-based payments". This amendment addresses the conditions for the irrevocability of rights granted and cancellations. It clarifies that only debt service and return conditions may be treated as grant conditions.

- IAS 32 (amendment) "Financial instruments: Presentation" and IAS 1 (amendment) "Presentation of financial statements" – "Puttable financial instruments and obligations arising on liquidation". These amendments require entities to reclassify redeemable financial instruments and instruments (or components of instruments) that carry the obligation for the entity to hand over to a third party a fraction of its net assets in the event of liquidation as equity, provided the instrument has certain characteristics and fulfils certain conditions.

- IFRS 1 (amendment) "First-time adoption of IFRS" and IAS 27 "Consolidated and separate financial statements". The amended standard allows first-time adopters to use the fair value or carrying amount obtained by applying the previous accounting principles as the attributed cost of investments in subsidiaries, joint ventures and associates in the separate financial statements of Group companies.

- IFRS 5 (amendment) "Non-current assets held for sale and discontinued operations" (and related amendment to IFRS 1 "First-time adoption of IFRS").

- IAS 23 (amendment) "Borrowing costs". This amendment forms part of the IASB's annual improvement project published in May 2008. The definition of borrowing costs has been altered so that interest may be calculated using the effective interest rate defined in IAS 39 "Financial instruments: Recognition and measurement". The terminological inconsistency between IAS 39 and IAS 23 is therefore eliminated.

- IAS 28 (amendment) "Investments in associates" (and related changes to IAS 32 "Financial instruments: Presentation" and IFRS 7: "Financial instruments: Disclosures").

- IAS 36 (amendment) "Impairment of assets". This amendment forms part of the IASB's annual improvement project published in May 2008.

- IAS 38 (amendment) "Intangible assets". This amendment forms part of the IASB's annual improvement project published in May 2008.

- IAS 19 (amendment) "Employee benefits". This amendment forms part of the IASB's annual improvement project published in May 2008.

- IAS 39 (amendment) "Financial instruments: Recognition and measurement". This amendment forms part of the IASB's annual improvement project published in May 2008.

- IAS 1 (amendment) "Presentation of financial statements". This amendment forms part of the IASB's annual improvement project published in May 2008.

- In addition to the above-mentioned amendments, a number of minor changes have been published in relation to IFRS 7 "Financial instruments: Disclosures", IAS 8 "Accounting policies, changes in accounting estimates and errors", IAS 10 "Events after the balance sheet date", IAS 18 "Revenue" and IAS 34 "Interim financial reporting", as part of the IASB's annual improvement project published in May 2008.

At the preparation date of these financial statements the IASB had published the interpretations presented below, which are mandatory for all financial years commencing as from 1 January 2009 and are being assessed by the Company.

- IFRIC 13, "Customer loyalty programmes" (in force as from 1 July 2008).

- IAS 16 (amendment) "Property, plant and equipment" (and related amendment to IAS 7 "Cash flow statements") (in force as from 1 January 2009). This amendment forms part of the IASB's annual improvement project published in May 2008.

- IAS 27 (amendment) "Consolidated and separate financial statements" (in force as from 1 January 2009). This amendment forms part of the IASB's annual improvement project published in May 2008.

- IAS 28 (amendment) "Investments in associates" (and related changes to IAS 32 "Financial instruments: Presentation" and IFRS 7: "Financial instruments: Disclosures") (in force as from 1 January 2009).

- IAS 29 (amendment) "Financial reporting in hyperinflationary economies" (in force as from 1 January 2009). This amendment forms part of the IASB's annual improvement project published in May 2008.

- IAS 31 (amendment) "Interests in joint ventures" (and related amendments to IAS 32 and IFRS 7) (in force as from 1 January 2009). This amendment forms part of the IASB's annual improvement project published in May 2008.

- IAS 38 (amendment), "Intangible assets". This amendment forms part of the IASB's annual improvement project published in May 2008.

- IAS 40 (amendment) "Investment property" (and related amendments to IAS 16) (in force as from 1 January 2009). This amendment forms part of the IASB's annual improvement project published in May 2008.

- IAS 41 (amendment) "Agriculture" (in force as from 1 January 2009). This amendment forms part of the IASB's annual improvement project published in May 2008.

- IAS 20 (amendment) "Accounting for government grants and disclosure of government assistance".This amendment forms part of the IASB's annual improvement project published in May 2008.

Standards, amendments to standards and interpretations issued by the IASB and yet to be adopted by the European Union, which are not in force and have not been adopted early by the Group.

- IAS 27 (revised) "Consolidated and separate financial statements". The revised standard states that the effects of all transactions with minority interests must be recognised in equity provided there are no changes in control such that the transaction no longer affects goodwill and does not generate any loss or profit.

- IFRS 3 (revised) "Business combinations". The revised standard maintains the acquisition method for business combinations.

- IFRIC 15 "Agreements for the construction of real estate". This interpretation clarifies whether, for certain transactions, IAS 18 "Revenue" or IAS 11 "Construction contracts" must be applied. IAS 18 is likely to be applicable to a larger number of transactions.

- IFRIC 16 "Hedges of a net investment in a foreign operation" (in force as from 1 October 2008).

- IFRIC 17 "Distributions of non-cash assets to owners". This interpretation clarifies the measurement of asset distributions, other than cash, when an entity pays out dividends to its shareholders. The interpretation states that interim dividends must be recognised once appropriately authorised, that dividends must be carried at the fair value of the net distributable assets and that the difference between the fair value of the dividend paid and the carrying amount of the net assets distributed must be recognised in the income statement. This interpretation is applicable prospectively in all financial years commencing as from 1 July 2009 and is pending adoption by the European Union.

- IFRIC 18 – Following the latest publications of standards, amendments to standards and interpretations by the IASB and IFRIC, and adoptions of standards by the European Union, the IFRIC (International Financial Reporting Interpretations Committee) has recently published IFRIC 18 "Transfers of assets from customers". This interpretation clarifies the IFRS requirements applicable to agreements whereby an entity receives a non-current asset from a customer in order to use the asset to connect the customer to a distribution network or, alternatively, to provide the customer with access to certain goods or services (e.g. gas, electricity or water supply). In some cases, the entity receives cash to purchase or build a non-current asset that will be used to connect the customer to a network and/or provide access to certain goods or services.

  This interpretation will be applied prospectively as from 1 July 2009 to all asset transfers received as from that date. The early adoption of the interpretation is permitted, provided the entity has the value and the information necessary to apply it at the date on which the asset was transferred by the customer.

2.2 Consolidation policies

During 2008 and 2007, the individual financial statements of all the companies included in the consolidation scope were closed on the same date. Moreover, in order to present consistently the items included in these consolidated financial statements, adjustments have been made on the basis of the parent company's accounting policies. The consolidated financial statements have been prepared in accordance with the following methods (Exhibit I contains a breakdown of the identification details of the consolidated companies):

a. Full consolidation method: All the subsidiaries are fully consolidated. Subsidiaries are companies in which the Cintra Group has effective management control because it holds more than 50% of voting rights, directly or indirectly under agreements with other shareholders. When assessing whether the Group controls a company, the existence and effects of potential voting rights which may be currently exercised or converted are taken into account. A subsidiary is included in the scope of consolidation when the Group effectively and formally gains control. The value of minority interests in the equity and income for the year of the fully-consolidated subsidiaries is presented in the "Minority interest" caption in the consolidated balance sheet and the "Result attributed to minority interest" caption in the consolidated income statement, respectively. Losses attributable to minority interests in a consolidated subsidiary that exceed the amount of the minority interests in the subsidiary's equity are recognised as a reduction in the majority shareholder's items,

unless the minority interests have a binding obligation to cover all or part of the losses, and provided they have the capacity to make the additional investment required. Where the subsidiary subsequently records income, the income is allocated to the majority shareholder until its share in the losses of the minority interests previously absorbed by the majority shareholders has been recovered.

b. Equity consolidation method: All associates are equity consolidated. Associates are companies in which the Group has significant influence over management but does not exercise control or joint management with third parties. In accordance with the equity method, the Group's percentage share in the associate's equity is recognised in terms of both reserves and results for the year.

c. Proportionate consolidation method: This method is applied to joint ventures, which are operations in which the investee company is managed jointly, under a contract, by the parent company and by unrelated third parties. The assets and liabilities allocated to joint ventures or jointly controlled entities are recognised in the consolidated balance sheet and are classified based on their specific nature and percentage share of the business. Revenues and expenses arising from joint ventures are recognised in the consolidated income statements based on their nature and on the percentage share. Joint ventures contributed to the consolidated Group assets, results and sales totalling 2,101 million euro, -26 million euro and 91 million euro, respectively (1,149 million euro, -71 million euro and 96 million euro in 2007), the most representative proportionately-consolidated businesses being Indiana Toll Road, Autopistas Trados 45, Nea Odos and Central Greece. Also included are the activities performed by the Group's temporary joint ventures (temporary consortia: entities subject to specific regulations in Spain, which basically constitute a joint business and contractual arrangement between the members).

d. Balances and transactions with Group companies: Balances and transactions with Group companies are eliminated during consolidation.

e. Translation of the financial statements into currencies other than the euro: The financial statements of subsidiaries and joint ventures whose accounting records are denominated in a currency other than the euro are translated to euros by applying the year-end exchange rates to the assets and liabilities, except for the equity of, and investments in, Group companies and associates, which are measured at the exchange rate prevailing when they joined the Group. During the consolidation process, shareholdings in Group companies are eliminated against the investee's equity, except for shareholdings in associates, which are carried on the basis of the year-end exchange rate. Profits and losses are translated to euros at the average exchange rate for the year. Differences arising during the translation process described above are recognised in the equity item "Currency translation differences".

Exhibit I contains a list of subsidiaries, associates and joint ventures.

2.3 Accounting policies applied to each item in the consolidated balance sheet and income statement

2.3.1 Intangible assets

"Intangible assets" on the accompanying consolidated balance sheet are initially carried at acquisition price or production cost, including capitalisable financial expenses, and are subsequently measured at cost less accumulated amortisation and any impairment losses. At present the Group records no intangible assets with indefinite useful lives. The majority of the assets included in this caption are administrative concessions for car parks and are amortised over the concession period using the straight-line method. This period varies between 5 and 50 years, although the most significant royalties are amortised over a period of between 20 and 50 years. The remaining items are amortised over their useful lives.

2.3.2 Investments in infrastructure projects

This caption includes investments made by the concession companies in relation to infrastructures operated, including construction and related costs (technical studies, expropriations and financial expenses accrued during the construction period) net of depreciation and impairment losses. It includes intangible assets and investment property used in infrastructure projects.

Assets used in toll road projects are depreciated as follows: The entire initial investment in infrastructure that subsequently reverts to the administration, including expropriation costs and financial expenses capitalised during construction, is depreciated based on forecast traffic throughout the concession term.

Where a payment is made to the administration to acquire the right to operate the concession, this amount is also depreciated based on forecast traffic during the concession term.

Assets acquired by the concession company to provide the concession services but which do not form part of the infrastructure that reverts at the end of the concession term are depreciated over their useful lives using a method that reflects the economic use of the asset.

Replacement investments in infrastructure are depreciated based on forecast traffic during their useful lives. Investments that increase the infrastructure's capacity are depreciated based on forecast traffic from the investment date to the end of the concession term. Finally, investments to be made at the end of the concession period in order to revert the infrastructure to the competent body are carried at present value when the concession becomes operational, capitalised as investments in infrastructure projects, and are depreciated over the remainder of the concession term.

Set out below is a breakdown of the main toll road concession contracts and their duration:

Concession company	Country	Concession term	Year one
Autopista Collipulli Temuco	Chile	25(*)	1999
Autopista Temuco Río Bueno	Chile	25	1998
Autopista Santiago Talca	Chile	30(*)	1994
Autopista Talca Chillán	Chile	19(*)	1996
Autopista Chillán Collipulli	Chile	23(*)	1998
407 Internacional Inc.	Canada	99	1999
ITR Concession Company	USA	75	2006
Skyway Concession Co.	USA	99	2005
SH 130 Concession Co.	USA	50(**)	2007
Autopista del Sol	Spain	55	1996
Autopista Terrasa-Manresa	Spain	51	1986
Autopista Trados M-45	Spain	31	1998
Autopista Madrid-Sur	Spain	65	2000
Autopista Madrid-Levante	Spain	36 (***)	2004
M-203 Alcalá O'Donnell	Spain	30	2005
Euroscut Norte Litoral	Portugal	30	2001
Euroscut Algarve	Portugal	30	2000
Euroscut Azores	Portugal	30	2006
Eurolink Motorway (M4-M6)	Ireland	30	2003
Eurolink Motorway (M3)	Ireland	45	2007
Nea Odos Concession	Greece	30	2006
Central Greece	Greece	30	2007

(*) Toll road subject to the Income Distribution Mechanism (MDI), whereby the concession holder is guaranteed the NPV of future concession revenues by extending the period until the guaranteed level is reached, in exchange for the execution of additional construction work.
(**) Concession period of 50 years as from completion of the construction work, estimated at five years.
(***) Term of the concession may be extended for four years if certain service quality parameters are fulfilled.

2.3.3 Property, plant and equipment (PPE)

"Property, plant and equipment" are carried in the accompanying consolidated balance sheet at acquisition price or production cost, less any provisions and depreciation charged.

Own work capitalised is measured, for each investment, by adding to the price of the materials used the direct or indirect costs attributable to the investment.

Financial expenses incurred during the construction or production period, before the assets are put into use, are capitalised, whether they derive from financing obtained specifically to acquire the PPE or from general financing, subject to the guidelines for qualifying assets provided by IAS 23.

When calculating the depreciation of property, plant and equipment, the Group companies use the method that best approximates the actual technical depreciation of each asset and its estimated useful life. The useful lives and residual values of these assets are reviewed annually. The consolidated companies depreciate their property, plant and equipment basically over the following years of useful life:

Estimated useful life	
Buildings and other structures	10-50
Machinery, equipment and tools	2-25
Fixtures and fittings	2-15
Vehicles	3-20
Other PPE	2-20

2.3.4 Impairment losses

The Group tests goodwill for impairment annually. In the case of assets that are being depreciated, at each account close the Group tests for impairment losses that give rise to the write-down of assets. Should evidence of impairment be detected, the asset's recoverable value is calculated in order to identify the scope of the impairment loss in the event that the recoverable value is lower than the asset's carrying amount, recording the effect in the income statement. Impairment losses must be assessed for each individual asset. If this is not possible, the impairment loss is determined for the smallest identifiable group of assets that generates cash flows independent of flows from other assets (cash-generating units).

The recoverable amount is the higher of the market value (arm's length value less associated costs) and the value in use. Value in use is calculated on the basis of estimated future cash flows discounted at a rate that reflects the present market value, taking into account the value of money and specific risks associated with the asset.

Where an impairment loss is subsequently reversed, the carrying amount of the asset is increased subject to the maximum limit of the original amount at which the asset was carried before the impairment was recognised. Goodwill impairment losses are irreversible.

2.3.5 Leases

Leases are classified as finance leases provided their conditions substantially transfer the risks and rewards of ownership to the Group, which generally has the option of acquiring the asset at the end of the lease in accordance with the terms agreed when the contract is concluded. All other leases are classified as operating leases.

The Group recognises finance leases as assets and liabilities in the balance sheet, at lease inception, at the lower of the market value of the leased asset and the present value of the minimum lease instalments. The implicit interest rate reflected in the lease agreement is applied to calculate the present value of lease instalments. The cost of the assets acquired under finance leases is presented in the accompanying balance sheet in accordance with the nature of the leased asset.

As regards operating leases, when the Group is the lessee, leases costs are taken on a straight-line basis to the income statement over the term of the lease, irrespective of the method of payment stipulated in the lease. If the lessor provides incentives consisting of payments to be made by the lessor that should be made by the lessee, the related revenues are recognised as a reduction in the cost of that lease on the same straight-line basis.

2.3.6 Financial assets

The Group's policy of regularly buying and selling financial assets stipulates that, once the preliminary analysis of investment variables (rate curve, fund dates and volumes, and each country's macroeconomic situation) is completed, the selected instruments must at least fulfil the following requirements: short-term liquidity without penalties, no market risk, minimal counterparty risk and an investment period not exceeding 12 months. Investments are usually made in the local currency and the reference date is the trading date.

a. **Financial assets at fair value through profit or loss:** These are assets acquired mainly to generate a profit as a result of fluctuations in their value. They are stated at their fair value at inception and at subsequent measurement dates, and any changes are recognised directly in the consolidated income statement. The assets in this category are classified as current assets if expected to be realised within 12 months after the balance sheet date. There are no assets at fair value through profit or loss other than the derivatives described in Note 2.3.7.

b. **Investments held to maturity, loans granted and receivables:** Both held-to-maturity investments, including long-term restricted cash, and loans granted and receivables are initially carried at fair value plus transaction costs and subsequently at amortised cost; interest income is recognised at the effective interest rate and any impairment is provisioned in the income statement. The effective interest rate is the discount rate that brings the initial price of the financial instrument exactly into line with all its estimated cash flows to maturity. The amount of the provision is the difference between the carrying amount of the asset and the present value of estimated future cash flows, discounted to the effective interest rate. The provisioning of receivables depends on the specific characteristics of each project, the most significant being the provision for 407 ETR, as explained in Note 3.3 on credit risk.

   Financial assets are written off the balance sheet when the risks and rewards of ownership of the assets are substantially transferred. In the specific case of receivables, this is deemed to occur when the insolvency and default risks have been transferred.

For financial assets listed on an active official market, the fair value is calculated based on the closing price. Where there is no official market, the fair value is obtained using valuation methods (discounted cash flows, comparable transactions, etc.).

2.3.7 Derivative financial instruments at fair value

Derivative financial instruments are initially measured at market value on the contract date. Subsequent changes to market value are also recognised at each balance sheet close. The method used to recognise gains or losses on derivatives will depend on whether or not the instrument is designated as a hedge and, if so, on the type of hedge. The Group designates the following types of hedge:

i. Cash flow hedge: A cash flow hedge covers exposure to highly probable future transactions and changes in cash flows. The ineffective portion of the loss or gain on the hedging instrument is taken to the income statement and the effective portion is recognised directly in equity in the consolidated balance sheet. The amount deferred in equity is not recognised in the income statement until the gains or losses on the transactions hedged are taken to the income statement or until the maturity date of the transactions. The amount in question is recognised in the same results caption as the hedged item.

   Finally, should the hedge become ineffective, the amount recognised in equity to date is taken to the income statement on a proportionate basis over the remaining term of the underlying item.

ii. Fair value hedge: A fair value hedge covers exposure to changes in the value of a recognised asset or liability, or a firm commitment relating to a future transaction. The gain or loss on the hedging instrument and on the hedged asset or liability is recognised in the consolidated income statement.

iii. Hedge of net investments in foreign operations: This hedge covers changes in the value of net investments in foreign operations attributable to foreign exchange fluctuations. The ineffective portion of the loss or gain is taken to the consolidated income statement and the effective portion is recognised directly in equity in the consolidated balance sheet. The amount deferred in equity is recognised in the income statement when the investment is sold or matures.

Gains or losses on derivatives not qualifying for hedge accounting are recognised in the consolidated income statement.

The methods used to calculate the fair value of derivative financial instruments is explained in Note 10.

2.3.8 Business combinations and goodwill

Business combinations are recognised using the acquisition cost method, whereby the identifiable assets and liabilities of the acquired business are measured at fair value. Goodwill is the positive difference between the cost of the investment and the value of the above-mentioned assets and liabilities. In acquisitions of associates, goodwill generated is treated as an increase

in the value of the shareholding. Goodwill on consolidation is not amortised and is tested for impairment (see Note 2.3.4). In successive acquisitions of companies in which the Group exercises prior control, the difference between the excess price paid in the currencies of the target's country of origin and the carrying amount of the shareholding acquired is recognised in goodwill.

Transactions with minority interests are treated by the Group as transactions with third parties. Gains or losses from sale transactions with minority interests are recognised in the income statement, while acquisitions generate goodwill in the amount of the difference between the price paid and the value of the net assets acquired.

In transactions giving rise to the dilution of the financial investment in any of the Group companies, the reduction in the shareholding is measured at market value and is recognised in the income statement.

2.3.9 Inventories

Raw and other materials acquired from third parties are valued at the lower of average acquisition cost and net realisable value. In the case of assets whose acquisition price or production cost cannot be identified on an individual basis the average weighted price method is applied in general.

The net realisable value is an estimate of the selling price less all estimated sale and distribution costs. The Group determines the net realisable value of inventories and records all necessary provisions where their cost exceeds the net realisable value.

The largest investment in inventories is in the car park business and relates basically to the capitalisation of the costs incurred until completion of construction of the car parks that are to be sold in the short term.

2.3.10 Cash and cash equivalents

Cash and cash equivalents include cash on hand, demand deposits at banks and short-term, highly-liquid investments which initially have a maturity of three months or less and are not subject to a significant risk of changes in value.

This caption includes short-term restricted cash. This caption includes investments having the same nature and maturities relating to the financing of certain infrastructure projects, where the availability of the cash is restricted by the financing contracts as security for certain short-term payment obligations (interest or principal repayments; infrastructure maintenance and operation).

Restricted cash is recognised as a current item when the initial maturity is within the following three months and as a non-current item when the maturity period exceeds three months.

2.3.11 Non-current assets held for sale and discontinued operations

a. **Non-current assets held for sale:** Non-current assets are classified as held for sale when it is considered that their carrying amount will be recovered through a sale instead of through continuous use. This condition is only met when the sale is highly probable, the asset is available for immediate sale in its current condition and the sale is expected to be completed within one year after the classification date. The total figure for these assets is presented on a single line and measured at the lower of their carrying amount and their fair value less necessary selling costs. The assets are no longer depreciated once they have been classified as held for sale. The amount contributed by the assets to the Group's consolidated results is recognised in the income statement based on its nature.

b. **Discontinued operations:** Discontinued operations are those that have been sold, disposed of by other means or classified as held for sale, and represent a complete primary or secondary segment for the consolidated Group, or form part of a one-off plan or constitute a subsidiary acquired solely for resale. Results from discontinued operations are presented on a single specific line in the income statement, net of taxes.

2.3.12 Equity

Ordinary shares are classified as equity. Incremental costs directly attributable to the issue of new shares are presented under equity as a deduction, net of taxes. Acquisitions of the parent company's treasury shares, in the amount paid, including attributable related costs, are deducted in equity. When treasury shares are sold or reissued, any amount received is taken to equity net of costs.

2.3.13 Grants

Grants are recognised at their fair value when there is reasonable assurance that the grant will be received and the Group fulfils all related terms. Government grants awarded to cover costs are deferred and recognised in the income statement as the costs accrue. Grants related to the acquisition of non-current assets are included in deferred income, in non-current liabilities, and released to the consolidated income statement at the same rate as the depreciation charged on the assets financed.

2.3.14 Provisions and contingent liabilities

The Group recognises a provision for a commitment or obligation vis-à-vis a third party that meets the following requirements: It is a present obligation arising from past events or constructive obligations, the settlement of which is expected to result in an outflow of funds and the amount or timing of which are not known for certain but can be reliably estimated.

Contingent liabilities are possible obligations arising as a result of past events, the occurrence of which is conditional on one or more future events beyond the control of the consolidated companies. These liabilities are not recognised but they are explained in the notes to the accounts (see Note 21).

2.3.15 Share-based remuneration

a. **Stock option plans:** Stock option plans are measured when the options are initially granted using the interest method, based on an improved binomial model that accounts for the strike price, volatility, exercise period, expected dividends, risk-free interest rate and the assumptions made to incorporate the effects of expected early exercise. The initial value is not subsequently reassessed. This value is recognised in staff expenses in proportion to the stipulated period of time during which the employed must remain at the company, with a balancing entry in liabilities.

There are no cash-settled, share-based remuneration systems.

2.3.16 Financial liabilities

These liabilities are initially carried at fair value net of transaction costs and subsequently remeasured at amortised cost using the effective interest method. The effective interest rate is the discount rate that brings the expected flow of future payments to the liability's maturity exactly into line with the initial amount received. In the event that the effective interest rate is initially considered to be different from the market interest rate, the liability is measured based on the present value of future flows at the market rate, in the case of interest-bearing loans. Where no effective interest rate is specified, the flows are also measured at the market interest rate.

In the event of the renegotiation of existing debts, the financial liability is not deemed to change significantly when the lender of the new loan is the same as the initial lender and the present value of cash flows, including origination and arrangement costs, applying the effective interest method, is not more than 10% higher or lower than the present value of future cash flows pending payment on the original liability calculated using the same method.

Note 17 describes the methods employed to calculate the fair value of these liabilities.

2.3.17 Income tax and deferred taxes

The Cintra Group has filed consolidated tax returns since 2002.

The term "consolidated income tax" covers all domestic and foreign taxes applicable to taxable income. Income tax also includes other taxes, such as taxes on repatriated profits, and any other levy calculated on the basis of reported results.

Income tax expense recognised in the consolidated financial statements is calculated by aggregating the expense recognised by each of the consolidated companies, increased or decreased, as applicable, by the tax effect of consolidated accounting adjustments and by temporary differences between the tax bases of the assets and liabilities and their carrying amounts in the consolidated financial statements (liability method).

Deferred taxes are not recognised when the transaction has no effect on reported and/or taxable amount of the relevant assets or liabilities. In the case of business combinations, deferred tax is recognised as a result of the allocation of the price and the fiscal amortisation of any goodwill generated.

Deferred tax assets and liabilities are calculated using the tax rates in force at the balance sheet date that are expected to be applicable during the period in which the asset is realised or the liability settled. They are charged or credited to the income statement, except for items that are recognised directly in equity, which are charged or credited to equity accounts. No tax liability is recognised for retained earnings of subsidiaries when the Group is able to control the reversal of the timing differences and it is not likely that they will reverse in the foreseeable future. Deferred tax assets and tax credits for tax-loss carryforwards are recognised when it is likely that the Group may recover them in the future, regardless of when they will be recovered, provided this is within the maximum period provided by law. Deferred tax assets and liabilities are not discounted and are classified as a non-current asset/(liability) in the balance sheet. Deferred taxes recognised are reviewed at each account close.

The difference between the income tax expense recognised at the previous year end and the income tax expense stated in the final tax returns filed constitutes a change in accounting estimates and is recognised as current-year income or expense.

2.3.18 Transactions denominated in foreign currency

Transactions effected by Group companies in currencies other than the functional currency are converted at the exchange rate in force at the year end for balance sheet items and at the transaction date for income statement items.

2.3.19 Recognition of income

Income is measured at the fair value of the consideration to be received and represents the amounts receivable for the goods delivered and services provided in the ordinary course of business, less discounts, refunds, value added tax and other sales taxes. Income accrues when the risks and rewards are deemed to have been transferred. Set out below are details of the methods applied to recognise income and expenses in each of the segments in which the Cintra Group operates.

a. Toll roads

Specific characteristics of this industry:

- This is a highly regulated industry. Prices are established by the Government in accordance with an Economic and Financial Plan which includes a forecast of all material financial variables of the project over the total life of the concession (investments to be made, financing, projected revenues from toll road traffic, operating expenses, financial expenses, etc.), as well as the assumptions and hypotheses applied in the calculation.

- In most cases the principle of risk and business venture on the part of the concession company coexists with the principle of assurance of the concession's economic and financial equilibrium on the part of the Government.

- Infrastructure projects generally require high volumes of investment (both initially and, to a lesser extent, for replacement purposes) and always give rise to negative cash flows in the construction years and in the first years of operation; consequently, a net contribution of funds by shareholders and lenders is required in this period, which gives rise to initial high financial leverage of the project and to a significant temporary mismatch between financial expenses (which decrease during the concession term as leverage decreases) and operating revenues (which increase during the concession term).

The following aspects of the accounting treatment afforded should be noted:

1) Assets are depreciated based on the pattern of consumption of future profits, determined on the basis of estimated traffic during the concession period.

2) Financial expenses are capitalised during the construction period.

3) Toll revenues and operating expenditure are recognised on an accruals basis.

b. Car parks

Car parks for local residents: Sales and related costs are not recognised until the parking space has been handed over, which usually coincides with the execution of the public deed of sale or of the private agreement assigning use of the space. Commitments formalised in car park sale contracts pending handover of the product are recorded as customer prepayments in the amounts received on account of the parking space.

Capitalised costs are recognised in inventories. If the asset is sold for less than its cost, similar inventories remaining at the year end are written down to that amount, and unsold inventories are written down to their net realisable value. The Group regularly values inventories and records provisions accordingly.

On-street car parks: Revenues are generally the hourly parking fees paid or the price paid for the public service by the municipal government and are recognised when due. In the case of concessions, the amount paid to obtain the concession is recognised in income over the concession period.

Capitalised costs are classified as property, plant & equipment. Depreciation is on a straight-line basis during the concession term and begins when the asset is available for use.

Off-street car parks: Off-street car park revenues are recognised when the hourly parking fee is paid and are apportioned in the case of season ticket holders.

As regards mixed car parks, revenues are recognised as follows: in the case of off-street spaces, as described in the preceding paragraph; in the case of resident spaces, the amount received for spaces handed over is recorded as a liability and recognised in income on a straight-line basis over the concession period.

Capitalised costs related to assets for sale are classified as inventories and those related to assets for rent as property, plant and equipment.

Amounts paid to obtain the necessary administrative concessions to build and operate car parks are recognised and measured as intangible assets.

2.4 Accounting estimates and judgements

The information contained in the financial statements is the responsibility of the Group's directors.

In the consolidated financial statements for 2008, estimates made by the Group's directors have been used to measure certain registered assets, liabilities, income, expenses and commitments. The following estimates have been used:

- Evaluation of potential losses due to the impairment of certain assets
- Useful lives of property, plant and equipment and intangible assets
- Measurement of stock options
- Estimates related to the fair value of assets acquired in business combinations and goodwill
- Assessment of possible legal and tax contingencies.

These estimates were made using the best information available at 31 December 2008 and 2007 in connection with the events analysed. However, future events could force the Group to modify its estimates. If applicable, estimates will be modified in accordance with IAS 8.

3. Financial risk and equity management

The Group's activities expose it to a variety of financial risks, particularly interest rate risk, foreign exchange risk, credit risk, liquidity risk and market risk.

3.1 Interest rate risk

The Group manages interest-rate risk to minimise the impact of potential rate fluctuations on financial expense related to debts, by contracting both derivative financial instruments and fixed-rate debt.

The financing of infrastructure projects is linked to project flows. In this connection, when the project enters the operation phase the objective is to attempt to establish as far as possible a fixed interest rate or assure such a rate through hedging against possible interest rate fluctuations, thereby avoiding possible subsequent changes to the project's profitability as a result of such fluctuations. These hedging arrangements form part of the obligations frequently imposed by financial institutions. Note 11 on derivative financial instruments at fair value contains a breakdown of these hedges.

Where infrastructure project revenue is inflation linked, the Group seeks to contract debt instruments at inflation-indexed interest rates.

The accompanying two tables contain breakdowns of the Group's net cash position (total volume of borrowings net of cash and cash equivalents, long-term investments, short-term restricted cash and long-term restricted cash linked to the debt), stating the percentage of the debt deemed to be hedged (at fixed rates or by derivatives).

2008	Net debt	% net debt hedged
407 International Inc	-2,428	100%
Skyway Concession Co.	-1,019	100%
ITR Concession Company	-1,205	100%
Spanish toll roads	-2,201	61%
Other toll roads	-1,002	96%
Infrastructure projects	**-7,855**	**95%**
Other companies	**392**	**0%**
TOTAL NET CASH	**-7,463**	**97%**

2007	Net debt	% net debt hedged
407 International Inc	-2,854	66%
Skyway Concession Co.	-989	100%
ITR Concession Company	-1,114	99%
Spanish toll roads	-1,861	55%
Chilean toll roads	-1,110	97%
Other toll roads	-814	100%
Infrastructure projects	**-8,742**	**80%**
Other companies	**173**	**0%**
TOTAL NET CASH	**-8,569**	**82%**

As may be observed in the table for 2008, 97% of the Group's net debt is hedged against interest rate risks. Accordingly, a change of 100 basis points in interest rates or inflation in the current year would have had a negative impact of 6 million euro on financial results.

Note 17 provides a more detailed analysis by type of debt, based on the extent to which the interest rate risks are hedged.

In addition to the impact of interest rate fluctuations on the assets and liabilities forming the net cash position, derivative financial instruments contracted by the Company are also exposed to interest rate risk (see Note 10). Measurement differences in derivative financial instruments are taken to reserves in the effective portion of efficient hedges.

Finally, the non-current financial assets referred to in Note 9 are also subject to interest rate risk, although they are not hedged since such assets are usually highly liquid.

3.2 Foreign exchange risk

Cintra has significant investments in countries whose currency is not the euro, the main foreign currencies being US dollars, Canadian dollars and Chilean pesos. The following table shows the relevant foreign exchange fluctuations:

	2008		2007			
	AVER. EX. RATE	CLOS. EX. RATE	AVER. EX. RATE	CLOS. EX. RATE	% VARIANCE	
Pound sterling	0.8019	0.9570	0.6871	0.7354	-16.71	-30.13
US dollar	1.4697	1.3953	1.3785	1.4583	-6.62	4.32
Canadian dollar	1.5641	1.6993	1.4672	1.4445	-6.60	-17.64
Polish zloty	3.5175	4.1478	3.7698	3.6016	6.69	-15.17
Chilean peso	771.3267	890.8000	717.8158	726.3400	-7.45	-22.64

In general, the Group seeks to finance all its infrastructure projects by means of borrowings denominated in the same currency as the one in which the project revenues are generated. Where the projects cannot be financed in the same currency, derivative financial instruments are contracted to hedge possible changes in the value of the debts due to foreign exchange fluctuations.

As regards capital investment in the projects, where the decision is taken to finance a part of the investment using specific debt contracted by the Group companies that invest in project capital, the debt is usually obtained in the same project currency and acts as a natural hedge of foreign exchange risk.

The value of assets, liabilities, minority interests and equity denominated in foreign currencies and attributable to the parent company is analysed below by type of currency for 2008 and 2007:

2008	Million euro			
Currency	**Assets**	**Liabilities**	**Parent company equity**	**Minority interest**
Euro	5,597	4,755	672	170
Pound sterling	1	1	-	-
US dollar	3,830	4,139	-309	-
Canadian dollar	2,731	2,856	-92	-33
Polish zloty	1	-13	13	1
Chilean peso	1,257	1,209	55	-7
Group total	**13,417**	**12,947**	**339**	**131**

2007	Million euro			
Currency	**Assets**	**Liabilities**	**Parent company equity**	**Minority interest**
Euro	4,509	3,585	819	105
US dollar	3,059	2,659	170	230
Canadian dollar	3,212	3,287	16	-91
Polish zloty	10	-	5	5
Chilean peso	1,506	1,485	25	-4
Group total	**12,296**	**11,016**	**1,035**	**245**

For this type of investments, the Group has a policy of not contracting hedges, except for the hedging of short-term investment pay-back (dividends or capital reimbursements) in specific circumstances, since they are treated as long-term investments that will not generate short-term monetary flows for the shareholder and are denominated in strong currencies that should not fluctuate in the long term.

Set out below is a breakdown of net results attributable to the parent company by type of currency for 2008 and 2007:

2008	Million euro
Currency	**Parent company results**
Euro	5
US dollar	-48
Canadian dollar	52
Chilean peso	-66
Polish zloty	1
Pound sterling	-
Group total	**-56**

2007	Million euro
Currency	**Parent company results**
Euro	66
US dollar	-53
Canadian dollar	22
Chilean peso	-61
Group total	**-26**

Accordingly, in 2008 a 10% appreciation of the euro against the main currencies in which the Group's investments are denominated would have had a positive impact on equity of 30 million euro and a positive impact on the parent company's results of 6 million euro.

3.3 Credit risk

The Group's main financial assets exposed to credit risk are as follows:

a) Investments in financial assets included in cash and cash equivalents (short term) (Note 17).
b) Non-current financial assets (Note 9).
c) Derivative financial instruments (Note 10).
d) Trade and other receivables (Note 13).

The Group's overall maximum exposure to credit risk is equal to the balance of the above-mentioned items, as the Group has not granted any credit lines to third parties.

As regards credit risk affecting investments in financial products (included in sections a, b and c), counterparties are always financial institutions and a strict diversification policy is applied on the basis of international credit ratings, maximum credit limits and regular reviews.

In the case of transactions in countries whose economic and socio-political circumstances preclude high credit quality, the Group mainly selects branches and subsidiaries of foreign

financial institutions, or the largest local institutions, that fulfil or nearly fulfil stipulated credit policy.

In the specific case of restricted cash linked to infrastructure project financing, financing contracts that impose restricted cash amounts usually also stipulate the conditions that must be fulfilled by the relevant financial products. As an example, at 31 December 2008, Autopista 407 International Inc is party to a framework financing agreement which stipulates that the restricted cash of 238 million euro (73% of the total restricted cash reflected in Cintra's balance sheet at that date) must be invested in "qualifying investments" (products having a certain minimum rating).

As regards trade and other receivables, since the overall balance is highly fragmented, there are no significant individual risks. However, as 407 International Inc operates under a free-flow system, its applies a highly detailed monitoring policy for outstanding trade receivables. The company records a provision based on experience and on an in-depth analysis of the recovery of the longest outstanding balances, and balance calculations are reviewed quarterly. Trade receivables net of the provision amount to 132 million CAD, 48 million of which has been outstanding for more than 151 days. The reestablishment of the "Plate Denial" procedure in November 2005 (a procedure whereby the Administration does not renew the registration of vehicles showing past due balances) is expected to lead to the collection of those balances.

3.4 Liquidity risk

Liquidity risk management focuses on the following policies:

In view of the specific nature of financing for projects, which are treated as independent units for liquidity purposes, a detailed individual analysis is required in each case.

In general, debt maturities are monitored carefully.Note 17 contains a breakdown of debt maturities showing that more than 74% of the debt falls due after five years.The fact that these are long-term projects with foreseeable flows allows the arrangement of long-term structured debts linked to the project flows.

During the execution of the projects, the Group seeks to apply an active refinancing policy to maximise cash generation.

As indicated above, certain infrastructure project financing contracts stipulate the need to hold accounts (restricted cash) the availability of which is restricted by the financing contracts as security for certain short-term obligations (interest or principal repayments; infrastructure maintenance and operation). These accounts are an additional guarantee with respect to liquidity risk.

The Group seeks to cover all commitments to make new investments by means of specific financing, before the investment is made. Note 17 contains a breakdown of the balances available to fulfil these requirements.

To conclude on all the preceding sections, the liquidity position of the infrastructure projects in 2008 is explained below:

- Cash and cash equivalents at 31 December 2008 and 2007 totalled 281 million euro and 282 million euro, respectively.

- Additionally, at those dates undrawn credit lines amounted to 1,949 million euro and 1,068 million euro, respectively, having been arranged mainly to cover investment commitments.

- The projects generate significant and recurring cash flows from operating activities. Cash flows obtained in 2008 and 2007 from these projects totalled 534 million euro and 696 million euro, respectively (in 2007, a total of 127 million euro was contributed by the Chilean toll roads, which are classified as held for sale in 2008) (see Note 27 on cash flows).

- The capacity to increase the volume of debt in certain projects, based on growth in operating variables.

Finally, as regards liquidity risk management, at both the Group level and in each business area and project systematic forecasts are prepared on cash generation and needs in order to determine and permanently monitor the Group's liquidity position.

3.5 Market risk

Cintra is also exposed to risk relating to the evolution of share prices of listed companies. These risks are hedged by means of equity swap contracts linked to stock option plans.

As indicated in Note 10 on derivative financial instruments and Note 29 on stock option plans, Cintra has entered into equity swap contracts to hedge possible outlays that may be required under remuneration systems linked to Cintra's share price (one plan is linked to Grupo Ferrovial's share price) granted to executives. The equity swaps cover hypothetical increases in the share price above the strike price stipulated in the remuneration systems. However, if the share price is below the strike price, a loss may be incurred.

Specifically, in 2008 the closing share prices were 5.32 euros for Cintra and 19.58 euros for Ferrovial, entailing the recognition by Cintra of a loss of 28 million euro in financial results (see Note 24), and an impact of 20 million euro on Cintra's net income. The loss recognised would have risen by 2 million euro had the current share prices, in the middle of February, been used (around 4.36 euros per share for Cintra and 21.33 euros per share for Grupo Ferrovial).

3.6. Inflation risk

The Company has contracted inflation-linked derivative financial instruments. The value of these instruments depends on the inflation rate forecast for the periods covered by the contracts (see Note 10 on derivative financial instruments for more details).

3.7. Equity management

The Group's objective in equity management is to safeguard its capacity to continue managing its recurring activities and the capacity to continue to grow through new projects, by optimising the debt-equity ratio to create shareholder value.

Since the Group was listed on the stock exchange in 2004, capitalisation has remained steady and there have been no new equity issues. Growth has been financed as follows:

- Generation of internal cash flows.

- Capacity to grow through investments in new infrastructure projects financed largely by borrowings secured by project flows, thereby feeding the Group's growth capacity in its recurring activities.

- Asset turnover policy focused on the sale of mature projects in order to continue financing investments in new projects.

The Group's optimal leverage level is not determined on the basis of its overall debt-equity ratio but based on different indicators depending on the debt structure, as follows:

- In the case of infrastructure projects, each project is assigned a leverage level linked to its operating variables or forecast future flows. A high leverage level is justified by the existence of long-term projects with recurring and predictable flows.

- Cintra, S.A., as the parent company, avoids direct borrowings and has a policy of financing investments in new projects using funds from existing projects, either through dividends, refinancing or the sale of mature projects. However, the possibility of Cintra, S.A. arranging direct borrowings on a temporary basis to undertake investments in certain circumstances cannot be ruled out.

3.8. Impact of the economic crisis

The global financial crisis that commenced in August 2007, caused initially by sub-prime mortgages in the USA, has significantly undermined the capacity of financial markets.

The collapse or nationalisation of banks and other financial institutions (insurers and monolines) in the USA and Europe have resulted in a lack of capacity on the part of some institutions to provide financial services and a lack of confidence in banks and Administrations with respect to lending. This has triggered a major liquidity crisis affecting companies in general and the highly-leveraged infrastructures sector in particular.

However, banks continue to do business with infrastructure companies, offering both financing and derivative products. Although financial conditions are more strict and debt differentials are more expensive, structures are similar and the final cost of borrowings is virtually the same as before the crisis due to the significant reductions in base interest rates.

Despite certain restrictions, the Company has not encountered serious difficulties in accessing the debt and derivatives markets or in investing cash surpluses.

In the past 15 months, Cintra has successfully accessed financial markets and obtained financing for its projects and assets in the amount of 3,650 million euro. Of that amount, 1,100 million euro relates to the company 407 ETR; 900 million euro to the US company SH130 Segments 5&6; 700 million euro to Autema; 550 million euro to Radial 4; and 400 million euro to the Greek project "Ionian Roads".

4. Segment reporting

At 31 December 2008, the Group is organised worldwide based on two main business segments: Toll roads and Car parks. The Other column in the segment balance sheets and income statements relates to inter-segment adjustments.

The Car parks segment is in the process of being sold and all its assets and liabilities have therefore been reclassified as held for sale. Car parks segment results are presented as results of discontinued operations. The same applies to the Chilean toll roads, which are treated as a geographical segment.

Set out below are the segment balance sheets and income statements for 2008 and 2007:

Segment balance sheet: 2008

ASSETS (Million euro)	Toll roads	Car parks	Other	Total
Non-current assets	**10,517**	**-**	**-**	**10,517**
Goodwill	97	-	-	97
Intangible assets	-	-	-	-
Investments in infrastructure projects	8,851	-	-	8.851
Property, plant and equipment	2	-	-	2
Equity-consolidated companies	-	-	-	-
Non-current financial assets	298	-	-	298
Deferred tax assets	1,144	-	-	1.144
Derivative financial instruments at fair value	125	-	-	125
Assets classified as held for sale and discontinued operations (Note 11)	**1,257**	**444**	**-**	**1,701**
Current assets	**1,200**	**-**	**-1**	**1,199**
Inventories	4	-	-	4
Trade and other receivables	407	-	-1	406
Cash and cash equivalents	789	-	-	789
TOTAL ASSETS	**12,974**	**444**	**-1**	**13,417**

LIABILITIES AND EQUITY (Million euro)	Toll roads	Car parks	Other (*)	Total
Equity	**298**	**172**	**-**	**470**
Capital and reserves attributable to the company's equity holders	169	170	-	339
Minority interest	129	2	-	131
Deferred income	**253**	**-**	**-**	**253**
Non-current liabilities	**10,702**	**-**	**-1**	**10,701**
Other non-current provisions	371	-	-	371
Borrowings of infrastructure projects	8,107	-	-	8.107
Borrowings, other companies	1	-	-1	-
Other liabilities	118	-	-	118
Deferred tax liabilities	236	-	-	236
Derivative financial instruments at fair value	1,869	-	-	1.869
Assets classified as held for sale and discontinued operations (Note 11)	**1,210**	**272**	**-108**	**1,374**
Current liabilities	**511**	**-**	**108**	**619**
Borrowings of infrastructure projects	418	-	-	418
Borrowings, other companies	3	-	-	3
Trade payables	90	-	108	198
Trade provisions	-	-	-	-
TOTAL LIABILITIES AND EQUITY	**12,974**	**444**	**-1**	**13,417**

(*) The amount of 108 million euro relates to the elimination of the loan between Cintra, S.A. and Cintra Aparcamientos, S.A.

Segment balance sheet: 2007

ASSETS (Million euro)	Toll roads	Car parks	Other	Total
Non-current assets	**10,828**	**304**	**-**	**11,132**
Goodwill	122	42	-	164
Intangible assets	-	84	-	84
Investments in infrastructure projects	9,728	-	-	9.728
Property, plant and equipment	1	170	-	171
Equity-consolidated companies	-	7	-	7
Non-current financial assets	318	1	-	319
Deferred tax assets	626	-	-	626
Derivative financial instruments at fair value	33	-	-	33
Current assets	**1,173**	**51**	**-60**	**1,164**
Inventories	4	20	-	24
Trade and other receivables	415	26	-5	436
Cash and cash equivalents	754	5	-55	704
TOTAL ASSETS	**12,001**	**355**	**-60**	**12,296**

LIABILITIES AND EQUITY (Million euro)	Toll roads	Car parks	Other	Total
Equity	**1,115**	**165**	**-**	**1,280**
Capital and reserves attributable to the company's equity holders	872	163	-	1,035
Minority interest	243	2	-	245
Deferred income	**225**	**16**	**-**	**241**
Non-current liabilities	**10,028**	**46**	**-1**	**10,073**
Other non-current provisions	6	1	-	7
Borrowings of infrastructure projects	9,152	-	-	9152
Borrowings, other companies	1	37	-1	37
Other liabilities	133	4	-	137
Deferred tax liabilities	157	4	-	161
Derivative financial instruments at fair value	579	-	-	579
Current liabilities	**633**	**128**	**-59**	**702**
Borrowings of infrastructure projects	380	-	-	380
Borrowings, other companies	2	58	-55	5
Trade payables	247	70	-4	313
Trade provisions	4	-	-	4
TOTAL LIABILITIES AND EQUITY	**12,001**	**355**	**-60**	**12,296**

Set out below is a breakdown by segment of acquisitions, in accordance with IAS 14:

	Million euro			
	Additions to PPE		Additions to intangibles and goodwill	
	2008	2007	2008	2007
Holding companies	-	-	-	-
Car parks	51	34	28	13
Total	**51**	**34**	**28**	**13**

Additions to infrastructure projects are analysed by business segment in Note 7.

Segment income statement:

2008

Income statement (Million euro)	Toll roads	Car parks	Other	Total
Sales	741	-	-5	736
Other revenue	-	-	-	-
Total operating revenue	**741**	**-**	**-5**	**736**
Materials consumed and other external expenses	-1	-	-5	-6
Staff expenses	71	-	-	71
Non-current asset depreciation and amortisation	122	-	-	122
Change in trade provisions	26	-	-	26
Other operating expenses	122	-	-	122
Total operating expenses	**340**	**-**	**-5**	**335**
Operating results	**401**	**-**	**-**	**401**
Financial income of infrastructure projects	40	-	-	40
Financial expenses of infrastructure projects	487	-	-	487
Financial results of infrastructure projects	**-447**	**-**	**-**	**-447**
Financial income of other companies	22	-	-4	18
Financial expenses of other companies	29	-	-4	25
Financial results of other companies	**-7**	**-**	**-**	**-7**
Financial results	**-454**	**-**	**-**	**-454**
Share of profits of equity-consolidated companies	**0**	**-**	**-**	**-**
Other profit and loss	**-6**	**-**	**-**	**-6**
Consolidated result before income tax	**-59**	**-**	**-**	**-59**
Income tax	80	-	-	80
Consolidated result from continuing operations	**21**	**-**	**-**	**21**
Net result from discontinued operations (Note 11)	**-68**	**22**	**-**	**-46**
Consolidated result for the year:	**-47**	**22**	**-**	**-25**
- Result attributed to minority interest	**31**	**-**	**-**	**31**
- Result attributed to the parent company	**-78**	**22**	**-**	**-56**

2007

Income statement (Million euro)	Toll roads	Car parks	Other	Total
Sales	718	-	-4	714
Other revenue	-	-	-	-
Total operating revenue	**718**	**-**	**-4**	**714**
Materials consumed and other external expenses	1	-	-	1
Staff expenses	65	-	-	65
Non-current asset depreciation and amortisation	125	-	-	125
Change in trade provisions	16	-	-	16
Other operating expenses	106	-	-4	102
Total operating expenses	**313**	**-**	**-4**	**309**
Operating results	**405**	**-**	**-**	**405**
Financial income of infrastructure projects	41	-	-	41
Financial expenses of infrastructure projects	532	-	-	532
Financial results of infrastructure projects	**-491**	**-**	**-**	**-491**
Financial income of other companies	13	-	-2	11
Financial expenses of other companies	6	-	-2	4
Financial results of other companies	**7**	**-**	**-**	**7**
Financial results	**-484**	**-**	**-**	**-484**
Share of profits of equity-consolidated companies	**-**	**-**	**-**	**-**
Other profit and loss	**-3**	**-**	**-**	**-3**
Consolidated result before income tax	**-82**	**-**	**-**	**-82**
Income tax	126	-	-	126
Consolidated result from continuing operations	**44**	**-**	**-**	**44**
Net result from discontinued operations (Note 11)	**-63**	**21**	**-**	**-42**
Consolidated result for the year:	**-19**	**21**	**-**	**2**
- Result attributed to minority interest	**28**	**-**	**-**	**28**
- Result attributed to the parent company	**-47**	**21**	**-**	**-26**

Set out below is a breakdown of sales by segment together with prior-year comparative figures:

	Million euro					
	2008			2007		
	External sales	Inter-segment sales	Total	External sales	Inter-segment sales	Total
Toll roads	910	4	914	878	3	881
Car parks	167	-	167	144	-	144
Reclassification to discontinued operations	-344	-1	-345	-311	-	-311
Total	**733**	**3**	**736**	**711**	**3**	**714**

Set out below is the impact on the income statement of impairment provisions by segment and prior-year comparative figures:

	Million euro					
	2008			2007		
	Goodwill and intangibles	Bad debts and inventories	PPE and financial assets	Goodwill and intangibles	Bad debts and inventories	PPE and financial assets
Toll roads	-	-26	-	-	-16	-
Car parks	-	-	-	-	-	-
Total	**-**	**-26**	**-**	**-**	**-16**	**-**

Geographical segments

Set out below is a breakdown of the balance sheet by geographical segment:

	Million euro					
	Total assets		Additions to PPE, intangibles, goodwill and equity-consolidated companies		Sales	
	2008	2007	2008	2007	2008	2007
Spain	3,830	2,973	483	108	338	314
USA	3,830	3,058	143	111	96	94
Canada	2,802	3,213	28	55	349	354
Chile	1,257	1,510	21	62	179	168
Rest of Europe	1,698	1,542	170	285	119	95
Reclassification to discontinued operations	-	-	-82	-	-345	-311
Total	**13,417**	**12,296**	**763**	**621**	**736**	**714**

Revenue recognised in respect of each country relates basically to transactions completed in the local currency. Of total revenue, 42% (39.82% in 2007) relates to amounts billed in euros.

In addition to the segment information included in this note, further information is provided in the following notes:

- Note 7 addresses additions to infrastructure projects for the main project groups by geographical segment.
- Note 18 contains a breakdown of the net cash position by business segment.
- Note 27 provides a breakdown of cash flows, distinguishing between infrastructure projects and other activities.

5. Goodwill

Movements in Goodwill by segment and cash-generating unit during 2008 and 2007 are set out below:

Movements during 2008	Million euro				
	Balances at 01/01/08	Investment/ Disposal	Assets held for sale	Exchange rate	Balances at 31/12/08
Toll roads	**122**	**-**	**-11**	**-14**	**97**
407 ETR	89	-	-	-12	77
A. Santiago-Talca	13	-	-11	-2	-
Ausol	20	-	-	-	20
Car parks	**42**	**-**	**-42**	**-**	**-**
Total	**164**	**-**	**-53**	**-14**	**97**

The main variances during 2008 relate to the effect of exchange rates on goodwill declared in local currencies and to the reclassifications of Cintra Chile and the car parks business as available-for-sale assets.

Movements during 2007	Million euro			
	Balances at 01/01/07	Investment/ Disposal	Exchange rate	Balances at 31/12/07
Toll roads	**117**	**-**	**5**	**122**
407 ETR	84	-	5	89
A. Santiago-Talca	13	-	-	13
Ausol	20	-	-	20
Car parks	**42**	**-**	**-**	**42**
Total	**159**	**-**	**5**	**164**

The main variance during 2007 relates to the effect of exchange rates on goodwill declared in local currencies:

Impairment testing:

Group management performs an annual procedure to identify any impairment of the cost recognised with respect to the recoverable amount of goodwill. This procedure is applied to each group of companies acquired for which goodwill is recognised.

Impairment is calculated by comparing the company's carrying amount (equity plus net goodwill) with its fair value, which is the price at which it could be sold to an independent party, less possible transaction costs, provided the fair value may be reliably estimated, i.e. the company is quoted in an active organised market or a transaction between independent parties may serve as a reference.

Where fair value cannot be reliably estimated or a potential impairment loss has been identified, the company's carrying amount is compared with its value in use obtained by discounting cash flows. In the case of concession companies with a financial structure that is separate from the Group's overall structure and a limited duration, the value is obtained by discounting expected flows after taxes to be received by the shareholder to the end of the concession term, in accordance with the company's economic and financial plan. The economic and financial plan is revised annually to include new estimates of revenue, costs and necessary investments. Cash flows are discounted at an estimated cost of capital based on a risk-free rate referenced to 30-year bonds, a beta coefficient reflecting the company's leverage and asset risk, and an estimated market premium. No residual value is estimated for toll road projects as the models employed account for the entire concession period. However, a residual value is calculated for car park projects to account for the renewal of contracts and for growth.

No evidence of the impairment of goodwill has been identified.

The assumptions used to discount the flows for the main goodwill balances in toll road concession holder companies are presented below:

2008	A. Santiago -Talca	407 ETR	Ausol
Ke (Ke is the discount rate applied to the shareholder's free flows)	11.11%	6.92%	7.94%
Rf (Rf is the risk-free rate for 30-year bonds in each country)	8.44%	4.11%	5.14%
Beta u (Beta u is deleveraged)	0.50	0.60	0.55

2007	A. Santiago -Talca	407 ETR	Ausol
Ke (Ke is the discount rate applied to the shareholder's free flows)	9.84%	6.87%	7.68%
Rf (Rf is the risk-free rate for 30-year bonds in each country)	6.61%	4.10%	4.74%
Beta u (Beta u is deleveraged)	0.50	0.60	0.55

The discount rates used are before taxes.

6. Intangible assets

It should be noted that the caption "Intangible assets" does not include the intangibles assigned to infrastructure projects, which are carried in the caption "Investments in infrastructure projects".

Movements in this consolidated balance sheet caption by nature during 2008 and 2007 are set out below:

Movements during 2008	Million euro		
	Concession rights	Other intangible assets	TOTAL
Investment:			
Balance at 1.01.2008	**98**	**2**	**100**
Additions	28	-	28
Disposals	-2	-	-2
Scope changes and transfers	-	-	-
Reclassification Assets held for sale	-124	-2	-126
Balance at 31.12.2008	**-**	**-**	**-**
Accumulated amortisation:			
Balance at 1.01.2008	**-15**	**-1**	**-16**
Charges	-3	-1	-4
Disposals	-	-	-
Scope changes and transfers	-	-	-
Reclassification Assets held for sale	18	2	20
Balance at 31.12.2008	**-**	**-**	**-**
Carrying amount 31.12.2008	**-**	**-**	**-**

The most significant additions relate to the car park activity, specifically to the Mercado del Carmen (Eguisa) concession, in the amount of 17 million euro, and the capitalisation of the Palma, Avila and Pozuelo (Dornier) royalties in the amount of 4 million euro.

- The Group records no intangible assets with indefinite useful lives.
- At 31 December 2008 no intangible assets are subject to ownership restrictions or pledged to secure liabilities.
- There were no impairment losses or reversals in 2008.

Movements during 2007	Million euro		
	Concession rights	Other intangible assets	TOTAL
Investment:			
Balance at 1.01.2007	**109**	**2**	**111**
Additions	13	-	13
Disposals	-4	-	-4
Scope changes and transfers	-20	-	-20
Balance at 31.12.2007	**98**	**2**	**100**
Accumulated amortisation:			
Balance at 1.01.2007	**-18**	**-1**	**-19**
Charges	-3	-	-3
Disposals	-	-	-
Scope changes and transfers	6	-	6
Balance at 31.12.2007	**-15**	**-1**	**-16**
Carrying amount 31.12.2007	**83**	**1**	**84**

Due to the merger of the companies Aparva and Eguisa, the value of the intangible assets recognised by Aparva on the acquisition of Eguisa has been assigned to the resulting company and recognised in its property, plant and equipment in the amount of 14 million euro.

Additions relate basically to the concession held by Cintra Aparcamientos, S.A. to operate the Pombo car park, in the amount of 10 million euro.

7. Investments in infrastructure projects

The following table shows balances and movements in Investments in infrastructure projects by project during 2008 and 2007:

Movements during 2008	Million euro				
	Balance at 01/01/08	Additions	Assets held for sale	Effect of exchange rate	Balance at 31/12/08
M-203	57	4	-	-	61
Ausol	682	31	-	-	713
Trados 45	98	2	-	-	100
Autema	229	-	-	-	229
A. R-4 Madrid-Sur	756	365	-	-	1,121
A. Madrid Levante	535	11	-	-	546
Euroscut Algarve	283	-	-	-	283
Euroscut Norte	367	20	-	-	387
Euroscut Azores	78	41	-	-	119
Eurolink M4-M6	337	1	-	-	338
Eurolink M3	185	92	-	-	277
407 ETR	2,965	28	-	-448	2,545
Chicago Skyway	1,318	2	-	59	1,379
Indiana Toll Road	1,339	44	-	63	1,446
SH-130	47	89	-	7	143
A. Chillán-Collipulli	268	-	-221	-47	-
A. Collipulli-Temuco	203	-	-164	-39	-
A. Temuco-Rio Bueno	162	-	-131	-31	-
A. Santiago-Talca	574	17	-483	-108	-
A. Talca-Chillán	219	4	-159	-64	-
Cintra Chile	96	-	-78	-18	-
Nea Odos	-	15	-	-	15
Central Greece	-	10	-	-	10
Total investment	**10,798**	**776**	**-1,236**	**-626**	**9,712**
Depreciation of toll roads	-1,070	-137	256	90	-861
Total depreciation	**-1,070**	**-137**	**256**	**90**	**-861**
Total net investment	**9,728**	**639**	**-980**	**-536**	**8,851**

The main additions relate to investments in new projects under construction or in projects to improve or extend operational toll roads, the most significant of which are Euroscut Azores, Eurolink M3, SH-130, Nea Odos and Central Greece. Additions also include the capitalised cost of expropriations for the toll roads Ausol, A. R-4 Madrid Sur and A. Madrid Levante, estimated in accordance with the procedure described in Note 21.

In 2008, fluctuations in the euro exchange rate against the currencies of the countries in respect of which the Group records significant toll road balances in non-current assets (mainly Canada, United States and Chile) caused a decrease in the relevant balance sheet asset accounts, with the exception of the United States.

The investments in the Chilean toll roads (A. Chillán-Collipulli, A. Collipulli-Temuco, A. Temuco-Río Bueno, A. Santiago-Talca, A. Talca-Chillán and Cintra Chile) have been reclassified as available-for-sale assets.

- In general, the concession company debts include a package of guarantees for lenders comprising asset pledges (receivables under insurance policies, current accounts, receivables under the concession contract, etc.). In some cases there is also a pledge on the concession company's shares.
- There were no impairment losses or reversals in 2008.
- Financial expenses capitalised during the construction period totalled 27 million euro (25 million euro in 2007), as analysed in Note 24.

Movements during 2007	Million euro					
	Balance at 01/01/07	Scope changes	Additions	Disposals / transfers	Effect of exchange rate	Balance at 31/12/07
M-203	37	-	20	-	-	57
Ausol	681	-	2	-1	-	682
Trados 45	98	-	-	-	-	98
Autema	222	-	7	-	-	229
A. R-4 Madrid-Sur	738	-	18	-	-	756
A. Madrid Levante	521	-	14	-	-	535
Euroscut Algarve	276	-	7	-	-	283
Euroscut Norte	352	-	15	-	-	367
Euroscut Azores	-	78	-	-	-	78
Eurolink M4-M6	337	-	-	-	-	337
Eurolink M3	-	185	-	-	-	185
A. Lombardia	1	-	-	-1	-	-
407 ETR	2,734	-	55	-	176	2,965
Chicago Skyway	1,427	-	29	-	-138	1,318
Indiana Toll Road	1,448	-	32	-	-141	1,339
SH-130	-	50	-	-	-3	47
A. Chillán-Collipulli	260	-	16	-	-8	268
A. Collipulli-Temuco	210	-	-	-	-7	203
A. Temuco-Rio Bueno	166	-	2	-	-6	162
A. Santiago-Talca	554	-	39	-	-19	574
A. Talca-Chillán	218	-	7	-	-6	219
Cintra Chile	99	-	-	-	-3	96
Total investment	**10,379**	**313**	**263**	**-2**	**-155**	**10,798**
Depreciation of toll roads	-892	-	-177	-	-1	-1,070
Total depreciation	**-892**	**-**	**-177**	**-**	**-1**	**-1,070**
Total net investment	**9,487**	**313**	**86**	**-2**	**-156**	**9,728**

The main scope changes relate to the inclusion of Euroscut Azores, Eurolink M3, Nea Odos and SH-130.

In 2007, fluctuations in the euro exchange rate against the currencies of the countries in respect of which the Group records significant toll road balances in non-current assets (mainly Canada, United States and Chile) caused a decrease in the relevant balance sheet asset accounts, with the exception of Canada.

Impairment risk

As a result of the analyses performed by the Company and after calculating sensitivities of the most significant operational variables for each project, no value adjustment to any of these assets was deemed necessary. It is Company policy to review the value of its investments periodically and whenever there are signs of a change in the estimated risk.

8. Property, plant and equipment

The caption "Property, plant and equipment" does not include PPE assigned to infrastructure projects, which are carried in the caption "Investments in infrastructure projects".

Movements in Property, plant and equipment in the consolidated balance sheet are as follows:

Movements during 2008	Million euro			
	Land and structures	Plant and machinery	Other fixtures, tools and furnishings	Total investment
Investment				
Balance at 1.01.08	**204**	**57**	**27**	**288**
Changes in consolidation scope	-	-	-	-
Additions	9	8	34	51
Disposals	-5	-1	-2	-8
Transfers	10	1	-10	1
Effect of exchange rate	1	-	-	1
Reclassification Assets held for sale	-219	-65	-46	-330
Balance at 31.12.08	**-**	**-**	**3**	**3**
Accumulated depreciation				
Balance at 1.01.08	**-69**	**-30**	**-18**	**-117**
Changes in consolidation scope	3	-	-	3
Additions	-5	-5	-18	-28
Disposals	2	1	19	22
Transfers	-	-	-1	-1
Reclassification Assets held for sale	69	34	17	120
Balance at 31.12.08	**-**	**-**	**-1**	**-1**
Carrying amount 31.12.08	**-**	**-**	**2**	**2**

Additions relate basically to the capitalisation of the construction of the Serrano Park car parks in the amount of 10 million euro, construction of the Okendo car park (Siglo XXI) in the amount of 9 million euro and the Concha car park project (Concha Parking) in the amount of 9 million euro.

Disposals relate basically to the expiration of the Concha car park contract relating to the company Eguisa in the amount of 5 million euro.

Movements during 2007	Million euro			
	Land and structures	Plant and machinery	Other fixtures, tools and furnishings	Total investment
Investment				
Balance at 01/01/07	**173**	**71**	**28**	**272**
Changes in consolidation scope	-	-	-	-
Additions	18	4	12	34
Disposals	-8	-6	-2	-16
Transfers	21	-12	-11	-2
Balance at 31/12/07	**204**	**57**	**27**	**288**
Accumulated depreciation				
Balance at 01/01/07	**-66**	**-30**	**-21**	**-117**
Changes in consolidation scope	-	-	-	-
Additions	-	-4	-2	-6
Disposals	3	4	1	8
Transfers	-6	-	4	-2
Balance at 31/12/07	**-69**	**-30**	**-18**	**-117**
Carrying amount 31.12.2007	**135**	**27**	**9**	**171**

Transfers consist basically of the matter addressed in Note 6 relating to the assignment of the value of the intangible assets recognised by Aparva on the acquisition of Eguisa to the resulting company, the value having been recognised in property, plant and equipment in the amount of 14 million euro. The main additions are due to the capitalisation of the investment in the Pati car park by the company UTE Valls in the amount of 4 million euro and to additions of construction certificates relating to the Maristas and Rambla del Celler car parks by Cintra Aparcamientos in the amount of 3 million euro.

Disposals basically comprise the expiration of the ORA contract relating to the company Dornier, amounting to 3 million euro, and the expiration of the Oquendo contract relating to the company Eguisa, in the amount of 7 million euro.

- Property, plant and equipment not used in operations is insignificant with respect to closing consolidated balances.
- No impairment losses or reversals were recorded in 2007.
- At 31 December 2008, full-depreciated assets total 33 million euro (29 million euro in 2007).
- At 31 December 2008, no property, plant and equipment are subject to ownership restrictions or pledged to secure liabilities.
- The Group has taken out insurance to cover possible risks affecting its property, plant and equipment and possible claims that could be brought in the normal course of business. The Group considers that the insurance policies provide adequate coverage for such risks.

9. Non-current financial assets

Set out below are movements and maturities at 31 December 2008 and 2007:

Movements during 2008	Million euro		
	Restricted cash	Other financial assets	TOTAL
Investment:			
Balance at 1.01.2008	**302**	**17**	**319**
Additions	52	78	130
Disposals	-68	-8	-76
Effect of exchange rate	-33	-3	-36
Reclassification Assets held for sale	-39	-	-39
Balance at 31.12.2008	**214**	**84**	**298**

Restricted cash relates mainly to deposits securing bond issues and bank loans of the companies 407 ETR, Chicago Skyway and Indiana Toll Road. Note 17 on the net cash position contains a breakdown of interest rates on these deposits.

Other financial assets include the deposit furnished by Indiana Toll Road to the local authority in the amount of 21 million euro to secure the concession holder's right to collect the portion of the toll price that has been assumed by the grantor. The balancing item for this asset is recognised in the item "Other liabilities" in non-current liabilities.

This item includes a balance of 91 million CAD (after measurement adjustments) held by the company 407 ETR in asset-backed commercial paper (ABCPs). The vehicles that issue these short-term, AAA-rated instruments invested their funds in long-term assets, which resulted in illiquidity and caused their suspension from trading in August 2007. As a result of the suspension, a committee was formed (the Montreal Proposal) to work on a restructuring proposal that was completed in January 2009, new assets having been issued to replace the previous assets, with maturities of between 3.5 and 7.5 years. At December 2008 the Company valued these assets based on discounted future cash flows, resulting in a decline in value of 62 million CAD (40 million CAD in 2008) and an impact of 9 million euro on the consolidated net result attributed to the parent company.

Movements during 2007	Million euro		
	Restricted cash	Other financial assets	TOTAL
Investment:			
Balance at 1.01.2007	**329**	**28**	**357**
Additions	58	-	58
Disposals	-92	-11	-103
Effect of exchange rate	7	-	7
Balance at 31.12.2007	**302**	**17**	**319**

Fair value of assets

The discounting of asset cash flows using a market interest rate is deemed to approximate their carrying amount. The difference between the carrying amount and fair value of the assets is not therefore significant.

10. Derivative financial instruments at fair value

Set out below is an analysis of hedging transactions and their fair values at 31 December 2008 and 2007, by nature of contracts in force and the type of derivative financial instrument contracted:

Derivative type	Instrument type	Million euro	
		Fair value	
		Balances at 31/12/2008	Balances at 31/12/2007
ASSET DERIVATIVES		**125**	**33**
Cash flow hedge derivatives:			
Interest rate			**33**
	Interest rate swap		33
Exchange rate		**2**	-
	Currency forward sale	2	-
Inflation		**123**	
	Index-linked swap (ILS)	123	
LIABILITY DERIVATIVES		**1,869**	**579**
Cash flow hedge derivatives:			
Interest rate		**1,839**	**417**
	Interest rate swap	1,839	417
Exchange rate			**159**
	Cross currency swap		159
Ineffective derivatives:		**30**	**3**
	Interest rate swap	2	-
	Equity swap	28	3

The following table shows the amounts and years in which the hedges mature. Positive balances represent payments and negative balances represent collections:

Hedge maturities	Million euro					
	Maturities 31/12/2008					
	2009	2010	2011	2012	As from 2013	Total
Bonds	**3**	**17**	**5**	**7**	**844**	**876**
Chicago Skyway	3	17	5	7	844	876
Bank borrowings	**80**	**74**	**55**	**49**	**1,733**	**1,990**
Chicago Skyway	4	5	5	-	-	14
Indiana Toll Road	26	34	21	18	1,261	1,360
SH-130	8	12	13	16	315	364
Cinca	-14	-8	-5	-5	-133	-165
A. R-4 Madrid Sur	2	1	1	0	-	3
A. Madrid-Levante	4	3	2	2	-	11
Eurolink M4-M6	3	2	2	2	9	18
Eurolink M3	6	3	1	1	3	14
Euroscut Norte	3	-	-	-	-	3
Euroscut Azores	3	2	2	2	5	14
Nea Odos	3	4	3	3	7	20
Central Greece	4					4
Total	**55**	**75**	**50**	**46**	**2,311**	**2,537**

The recognition of the above-mentioned contracts had a negative impact on equity of 673 million euro, net of tax, relating to cash flow hedges in the amount of the loss or gain on the effective portion of derivative financial instruments, as explained in Note 14 on equity.

The main effects on results are presented below:

- Changes in the value of cash flow hedges of future interest payments have no impact on the income statement, as explained in Note 24 on financial results.
- Losses or gains on the measurement of equity swaps amounting to 24 million euro, as described in Note 29.

10.1 Description of the main hedges and their impact on results and equity

The main variance with respect to December 2007 derives from the change in market conditions, which has caused a highly significant reduction in the reference rates for both debts and hedges; the addition of new hedges associated with the debt of the US toll road SH-130 and the Central Greece toll road; contracting of an index-linked swap by Autema as part of the refinancing of the toll road; and the exclusion of the cross currency swap due to the reclassification of the Santiago-Talca toll road to available-for-sale assets.

a. Interest rate hedges.

The main interest rate hedge transactions in force at 31 December 2008 relate to financing for concession projects, where the purpose once the project is in progress is to obtain a fixed rate of interest, as far a possible, or to ensure a fixed rate by means of interest rate hedges.

- Chicago Skyway has hedged its entire debt by means of equity swaps. The Series A bond of 439 million USD is hedged for a notional amount equal to 100% of the debt at a rate of 4.82% for the first nine years of the bond's term and at 5.88% for the final three years. The Series B bond is fully hedged for a notional amount of 961 million USD by means of equity swaps establishing a schedule of certain flows receivable in exchange for variable-interest payments that increase over time, for an effective rate of 5.66% (including the bond margin). Finally, the company has contracted hedges for all the Series C debt, for an initial notional amount of 150 million USD, establishing a fixed rate of 4.68%.
- Indiana Toll Road has contracted interest rate swaps for its entire debt of 4,239 million USD, establishing an effective interest rate of 5.82%. (The consolidated balance sheet reflects only 50% of the debt, under the proportionate consolidation method).
- SH-130 has hedged interest rates for its entire debt over the construction period, which will decrease to 99% during the operating period, at a fixed rate of 5.18%.
- Inversora A. Sur has hedged its entire debt at a fixed rate of

3.83% for Tranche A and Tranche BEI (maximum notional amount of 457 million euro) and at a rate of 4.18% for Tranche B (100 million euro).

- Inversora A. Levante has hedged its entire debt at a rate of 4.39%.
- Eurolink M4-M6 has contracted interest rate hedges for different periods and interest rates of between 5.04% and 5.39%, which currently cover 75% of its debt.
- Euroscut Norte Litoral records an interest-rate hedge for 75% of its debt, up to the sum of 232 million euro, at a fixed interest rate of 3.65%.
- Euroscut Azores has hedged its total debt of 358 million euro at a fixed interest rate of 4.11%.
- Eurolink M3 has hedged its total debt of 265 million euro during the construction period at a fixed rate of 4.36%, which will decrease to 50% at a fixed rate of 4.53% during the operating period.
- Nea Odos has contracted two hedges covering its entire debt during the construction period at fixed interest rates of 4.42% and 4.49%, and a third hedge for 75% of its debt at a fixed rate of 4.87%.
- Central Greece has two interest rate hedges covering its entire debt during the construction period and 75% during the operating period, at fixed rates of 4.76% and 4.91%, respectively.
- CINCA has hedged 90% of its debt, in the amount of 606 million euro, based on an underlying curve equivalent to a fixed rate of 4.88%.
- Autema has hedge revenue fluctuations by means of an index-linked swap to obtain a fixed inflation rate of 2.50%.

b. Foreign exchange hedges.

- In the event that financing is contracted in a currency other than the currency in which the asset is denominated, the Group seeks to hedge foreign exchange risk. The main foreign exchange hedges are described below:
- A. Santiago-Talca has a cross currency swap for 421 million USD plus interest to cover payments on US dollar financing against Chilean (This operation is classified as available for sale).
- Cintra, S.A. has currency forward sale contracts hedging a part of the dividends that it expects to the receive in 2009, against the Canadian dollar, in the amount of 17 million CAD.

c. Hedge for risks arising from stock option plans.

As indicated in Note 30, in order to provide for any possible losses that may be caused by the exercise of stock options granted under stock option plans, the Cintra Group contracts swaps that may be settled only in cash, when the options are granted. The main features of the contracts are explained in detail in Note 30. These hedges do not qualify for hedge accounting under IAS 39.

10.2 Measurement of swaps

Interest rate swap (IRS)

IRS are swaps in which the counterparties exchange, at certain pre-established moments in the future, cash flows determined on the basis of reference interest rates and pre-established nominal sums.

There are a large variety of IRS (fixed-variable rates, variable-variable rates, fixed nominal sum at maturity, repayable nominal sum…), but the measurement method is basically the same in all cases.

IRS are measured at the present value, on the measurement date, of their future flows of payments and collections.

Where the reference rate is a variable rate, these future flows are estimated using the forward curves quoted in the market at the measurement date.

Each flow is discounted using the zero coupon rate and based on the settlement period, at the measurement date.

Once flows of collections and payments have been discounted, they are offset against each other and the resulting amount is the market value of the IRS at that date.

Hedge for risks arising from stock option plans (equity swaps, EQS)

EQS are contracts hedging the future value of equity securities, whereby the parties establish, at hedge inception, a settlement value for a given number of securities of a specific issuer.

At the settlement date, the party that receives the securities must pay the contracted price, irrespective of the market price at that date.

As in the case of IRS, there are various types of EQS and clauses may be included relating to the settlement method (based on differences or actual handover), collection of dividends, early repayment and other rights attaching to the securities.

The market value of EQS is usually calculated as the difference between the market price of the securities on the calculation date and the unit settlement price agreed at the outset, multiplied by the number of securities stated in the contract.

Currency forward hedge (Cross Currency Swap, CCS)

CCS, as with IRS, are swaps in which the counterparties exchange, at certain pre-established moments in the future, cash flows determined on the basis of reference interest rates and pre-established nominal sums.

The difference is that, in the case of CCS, the flows payable and receivable are denominated in different currencies and their reference interest rates usually also relate to different countries.

As the nominal sums of each counterparty are denominated in different currencies, they agree on equivalence at hedge inception, based on the exchange rates in force at that time.

As with IRS, there are many types of CCS (fixed-variable rates, variable-variable rates, fixed nominal sum at maturity, repayable nominal sum…), some of which are not envisaged in the case of IRS (such as the possibility of swapping two fixed rates), but in all cases the measurement method is basically the same (similar to the method applied to IRS).

Future flows are discounted based on the zero coupon curves quoted in the market at the measurement date, for each period and currency.

Where the reference rate is a variable rate, these future flows are estimated using the forward curves quoted in the market at the measurement date.

Once the discounted values of the flows of collections and payments are obtained, and as they are denominated in different currencies, they must be converted using the spot exchange rate on the measurement date before the resulting amounts are offset.

The net amount finally obtained is the market value of the CCS at that date.

Index-linked swap (ILS)

ILS are swaps in which a nominal reference interest rate is exchanged for a reference inflation rate.

The reference rate generally comprises an actual interest rate multiplied by the increase or decrease in a specified price index. In this case, there are many different possibilities, even more than in the case of IRS and CCS, since an ILS is an OTC instrument that is normally traded bilaterally between the contracting parties.

However, the value of the ILS at a given date is also the net value of its discounted future flows.

These future flows are estimated using the forward curves quoted in the market on the measurement date, for both the reference interest rates and the reference inflation rates.

As in the cases described above, flow are discounted using the zero coupon rates for each settlement period, at the measurement date.

Once flows of collections and payments have been discounted, they are offset against each other and the resulting amount is the market value of the ILS at that date.

As regards the index-linked swap contracted by Autema, in view of the limited liquidity of the market for this type of financial instruments in Spain, the following measurement criteria have been considered:

- Analysis of values assigned by the banks involved.
- Measurement based on the ILS curve and on the underlying curve of the Spanish consumer price index, which underlies the payments to be made by the company.
- Finally, having observed that the range of values obtained was rather broad, a contracting value was obtained using the Bloomberg tool in order to estimate the value of the contract's structure based on the underlying curve of the Spanish consumer price index.

11. Non-current assets and liabilities held for sale and discontinued operations

On 28 October, Cintra's Board of Directors decided to undertake the divestment of its shareholdings in Cintra Aparcamientos, S.A. and in Cintra Chile Ltda. Cintra Aparcamientos manages close to 300,000 parking spaces in Spain, United Kingdom and Andorra. Cintra Chile is the principal shareholder of five toll road concession companies on Ruta 5 to the south of Santiago de Chile. The Chilean toll roads are mature toll roads, all of which have been operating for several years and show limited traffic risk, as the concession companies are entitled to compensation should traffic volumes fall. Cintra has decided to implement an asset rotation policy that affects its interests in these two companies. Advisors have been contracted and the two sale processes have commenced. The Company aims to close negotiations for both operations in the first half of 2009.

The financial highlights for the assets and liabilities classified as held for sale and discontinued operations are set out below. Exhibit I contains an analysis of the companies included in this caption.

Car park business

Balance sheet	Million euro	
	2008	2007
Goodwill	42	-
Intangible assets	106	-
Property, plant and equipment	211	-
Other non-current assets	9	-
Current assets	76	-
Total assets	**444**	**-**
Equity	172	-
L/T borrowings	47	-
Other non-current liabilities	29	-
S/T borrowings	4	-
Other current liabilities (*)	192	-
Total liabilities	**444**	**-**

(*) Includes 108 million euro relating to the elimination of the loan between Cintra, S.A. and Cintra Aparcamientos, S.A.

Income statement	Million euro	
	2008	2007
Operating revenue	167	144
Operating expenses	-133	-113
Financial results	-6	-3
Result before income tax	29	29
Income tax expense	-7	-8
Net result attributable to discontinued operations	21	21

Cash flow statement	Million euro	
	2008	2007
Cash flows from operating activities	43	52
Cash flows from investing activities	-81	-46
Cash flows from financing activities	45	-10
Total cash flows	**7**	**-4**

Chilean toll roads

Balance sheet	Million euro	
	2008	2007
Investments in infrastructure projects	1,000	-
Non-current financial assets	39	-
Other non-current assets	105	
Current assets	113	-
Total assets	**1,257**	**-**
Equity	48	-
L/T borrowings	1,045	-
Other non-current liabilities	95	-
S/T borrowings	49	-
Other current liabilities	20	-
Total liabilities	**1,257**	**-**

Income statement	Million euro	
	2008	2007
Operating revenue	179	168
Operating expenses	-95	-96
Financial results	-159	-163
Result before income tax	-75	-91
Income tax expense	7	28
Net result attributable to discontinued operations	**-67**	**-63**

Cash flow statement	Million euro	
	2008	2007
Cash flows from operating activities	92	127
Cash flows from investing activities	-27	-83
Cash flows from financing activities	-82	-198
Total cash flows	**-17**	**-154**

12. Inventories

Inventories are analysed below at 31 December 2008 and 2007:

Items	Million euro		
	Balance at 31/12/08	Balance at 31/12/07	Change
Raw materials and other supplies	1	3	-2
Real estate in progress and other	3	21	-18
Provisions	-	-	-
Total	**4**	**24**	**-20**

The main movements in this caption during 2008 relate to the reclassification of all the balances of the car park companies classified as available for sale.

13. Trade and other receivables

Set out below is a breakdown of Trade and other receivables at 31 December 2008 and 2007:

Item	Million euro		
	Balance at 31/12/08	Balance at 31/12/07	Change
Total trade receivables for sales and services	**189**	**223**	**-34**
Other receivables	240	200	40
Receivable from public authorities	29	48	-19
Total other receivables	**269**	**248**	**21**
Total current deferred tax assets	**23**	**28**	**-5**
Provision for doubtful trade receivables	-75	-63	-12
Other provisions for receivables	-	-	-
Total provisions	-75	-63	-12
Total	**406**	**436**	**-30**

- The decrease in "Trade receivables for sales and services" relates mainly to the reclassification to discontinued operations of car park activity receivables in the amount of 20 million euro and to the negative effect of the CAD exchange rate in the amount of 25 million euro.

The balance at 31 December 2008 relates mainly to 407 ETR, in the amount of 152 million euro, of which 29 million euro falls due after more than 151 days, in accordance with the company's credit risk policy. There are no other receivables in this item that fall due after more than 151 days.

With the exception of the balances recognised by Trados 45 (5 million euro), Euroscut Algarve (12 million euro) and Euroscut Norte Litoral (12 million euro), which are receivable from public authorities, the remaining balance relates to private customers.

- The item "Other receivables" includes amounts arising outside the ordinary course of business in each segment and advance payments to suppliers. The main movement with respect to 2007 is the increase in advances to suppliers, which relate to the rise in balances with the construction company (Ferrovial Agromán or its temporary consortia) recognised by the companies SH-130, Nea Odos and Central Greece for a total of 71 million euro, and the application of the Eurolink M3 advance in the amount of -37 million euro.

Balances with Grupo Ferrovial or with its group companies [1]	Million euro		
	2008	2007	Variación
SH 130	46	31	15
Central Greece	42	-	42
Nea Odos	33	16	17
Eurolink M3	20	57	-37
Other	3	4	-1
Total	**144**	**108**	**36**

[1] Grupo Ferrovial is the Cintra Group's majority shareholder.

The balances in the above table relate mainly to work performed during projects for Ferrovial Agromán or its temporary consortia.

- The item "Receivable from public authorities" includes balances receivable from public authorities other than income tax balances, the main balance being tariff compensation receivable by Autema from the Catalonia Regional Government in the amount of 23 million euro. All the public authorities with which the Group operates are reputed to be solvent.

Given the Group's credit profile, based on limited risks and mostly short-term maturities, management considers that the carrying amounts of its trade receivables approximate their fair values.

- Bad debt provisions are recognised using the accounting method explained in Note 2.3.14. Movements in trade provisions are set out below:

Movements in the provision	Million euro		
	2008	2007	Variación
Opening balance	63	52	11
Charges to the income statement	24	9	6
Reductions/Applications	-	-1	1
Effect of exchange rate	-11	3	-14
Reclassification Assets held for sale	-1	-	-1
Closing balance	**75**	**63**	**4**

The balance in this caption includes the provision for doubtful trade receivables recognised by the company 407 ETR in accordance with its policy of monitoring past due balances referred to in note 3.4 on liquidity risk.

14. Equity

Set out below are movements at 31 December 2008 and 2007:

Changes in equity in 2008	Million euro							
	Share capital	Share premium	Treasury shares	Other reserves [1]	Retained earnings [2]	Capital and reserves attributable to equity holders	Minority interest	Equity
Balance at 1.01.2008	108	1,208	-	-181	-100	**1,035**	245	**1,280**
Total income and expense recognised during the year (net of taxes)	-	-	-	-522	-56	**-578**	-79	**-657**
Consolidated result for the year	-	-	-	-	-56	**-56**	31	**-25**
Income and expense recognised directly in equity	-	-	-	-522	-	**-522**	-110	**-632**
Dividends paid	-	-	-	-	-50	**-50**	-48	**-98**
Capital increases/reductions	-	-	-	-	-	**-**	18	**18**
Movement in treasury shares	-	-	-68	-	-	**-68**	-	**-68**
Changes in consolidation scope	-	-	-	-	-	**-**	-5	**-5**
Other movements	5	-5	-	-	-	**-**	-	**-**
Balance at 31.12.2008	**113**	**1,203**	**-68**	**-703**	**-206**	**339**	**131**	**470**

[1] Includes revaluation surplus, currency transaction differences and other items.

[2] Includes results for the year and undistributed prior-year reserves.

Equity attributable to the parent company

Equity attributable to the parent company has decreased by 696 million euro, of which 549 million euro relates to derivative financial instruments, net of taxes, designated as hedging instruments, 68 million euro relates to treasury shares purchases, 56 million euro relates to results for the year, 50 million euro relates to dividends distributed and 47 million euro relates to currency translation differences.

Minority interest

Equity attributable to minority interests has declined by 115 million euro, of which 124 million euro relates to derivative financial instruments, net of taxes, and 48 million euro relates to dividends paid (407ETR in the amount of 43 million euro, Ausol in the amount of 1 million euro and Autema in the amount of 1 million euro). Conversely, 32 million euro relates to results for the year and 12 million euro relates to the minority interests of the companies whose capital and consolidation scope changed during 2008 (Inversora A. Sur in the amount of 11 million euro and Autema for a total of 2 million euro, although the increase in the shareholding in A. Poludnie from 50% to 90% caused a reduction of 5 million euro in minority interests).

In order to estimate the potential impact of interest rate fluctuations on the Group's equity, the Company has calculated hedge values at 31 January 2009 by updating rate curves at that date, having concluded that the recovery of interest rates in the USA would have a highly significant positive impact on the Group's equity.

Changes in equity in 2007	Million euro							
	Share capital	Share premium	Treasury shares	Other reserves[1]	Retained earnings[2]	Capital and reserves attributable to equity holders	Minority interest	Equity
Balance at 01.01.2007	103	1,213	-	-31	-24	**1,261**	271	**1,532**
Total income and expense recognised during the year (net of taxes)	-	-	-	-150	-26	**-176**	-6	**-182**
Consolidated result for the year	-	-	-	-	-26	**-26**	28	**2**
Income and expense recognised directly in equity	-	-	-	-150	-	**-150**	-34	**-184**
Dividends paid	-	-	-	-	-50	**-50**	-51	**-101**
Capital increases/reductions	-	-	-	-	-	**-**	1	**1**
Movement in treasury shares	-	-	-	-	-	**-**	-	**-**
Changes in consolidation scope	-	-	-	-	-	**-**	30	**30**
Other movements	5	-5	-	-	-	**-**	-	**-**
Balance at 31.12.2007	**108**	**1,208**	**-**	**-181**	**-100**	**1,035**	**245**	**1,280**

(1). Includes revaluation surplus, currency transaction differences and other items.

(2). Includes results for the year and undistributed prior-year reserves.

a) Share capital and share premium

Authorised capital consists of 568,528,305 fully-paid ordinary shares represented by book entries, each with a value of 0.20 euros each and all carrying the same rights. There are no restrictions on the free transfer of the shares. The shares are listed in the stock exchange.

On 21 November 2008, a fully-paid capital increase was carried out by issuing 27,072,776 shares (0.05% of share capital). The ordinary shares issued carry the same rights as the rest of the outstanding shares. The fair value of the shares issued totalled 5,414,555.20 euros (0.20 euros per share). Transaction costs amounted to 33,886.86 euros.

The share premium totals 1,202,173,795 euros and forms a freely distributable reserve in accordance with the revised Spanish Companies Act.

The fully-paid capital increase carried out on 21 November was charged to the share premium account, causing a premium reduction of 5,415 thousand euro. This capital increase was approved by the Board of Directors on 27 March 2008.

b) Treasury shares

A number of treasury share transactions were completed in the stock market during 2008 at a minimum price of 5.66 euros per share and a maximum price of 8.85 euros per share to reach a total treasury share portfolio of 9,738,172 or 1.713% of share capital. The total amount paid for the shares was 68,460,613 euros, entailing an average price of 7.03 euros per share. These shares are carried as treasury shares.

As regards the employee benefit scheme whereby a part of their variable remuneration may be paid in the form of Company shares, during 2008 38,000 shares were purchased and a total of 37,223 shares were transferred to employees, the remaining 778 shares having been sold in the market. These transactions generated a loss of 30,917.81 euros that was recognised in the income statement.

The General Meeting held on 27 March 2008 approved the acquisition of treasury shares up to a maximum of 5% of share capital during a period of 18 months as from the date of the meeting. The minimum and maximum acquisition prices of the shares will be 75% and 120% of their market price at the acquisition date, respectively.

c) Other reserves

Movements in Other reserves in 2008 and 2007 are as follows:

Movements during 2008	Million euro			
	Currency translation differences	Hedge transactions	Other	Other reserves
Balance at 01.01.2008	**-16**	**-158**	**-7**	**-181**
Additions	46	-	-19	**27**
Disposals	-	-549	-	**-549**
Transfer to the income statement	-	-	-	**-**
Balance at 31.12.2008	**30**	**-707**	**-26**	**-703**

Movements during 2007	Million euro			
	Currency translation differences	Hedge transactions	Other	Other reserves
Balance at 01.01.2007	**5**	**-25**	**-11**	**-31**
Additions	-	-	4	**4**
Disposals	-21	-133	-	**-154**
Transfer to the income statement	-	-	-	**-**
Balance at 31.12.2007	**-16**	**-158**	**-7**	**-181**

d) Retained earnings

Set out below is an analysis of retained earnings for 2008 and 2007:

Items	Million euro		
	Balance at 31/12/08	Balance at 31/12/07	Change
Profit or loss attributable to the parent company	-56	-26	-30
Distributable reserves	-171	-94	-77
Non-distributable reserves	21	20	1
Total	**-206**	**-100**	**-106**

El detalle de reservas no distribuibles es el siguiente:

Items	Million euro	
	Balance at 31.12.08	Balance at 31.12.07
Legal reserve	21	20
Parent company's non-distributable reserves	**21**	**20**

The proposal for the distribution of the parent's company's profit, calculated in accordance with accounting principles and standards generally accepted in Spain, in the amount of 64 million euro, will be submitted to the Annual General Meeting for approval. This amount is expected to be transferred to the legal reserve, voluntary reserves and dividends in the amount of 1 million euro, 13 million euro and 50 million euro, respectively, entailing a dividend of 8.8 euro cents per share (9.3 euro cents per share in 2007).

As stipulated by law, the Company's treasury shares will not receive the relevant amount of agreed dividends, which will be added to the dividends paid to the shareholders, entailing a dividend per share of 8.95 euros at the preparation date of these financial statements. Should the number of treasury shares change before the Annual General Meeting is held, the dividend per share will be adjusted accordingly.

e) Income and expense recognised during the year

Movements in this caption during 2008 and 2007 are set out below:

Movements during 2008	Million euro		
	Attributable to parent company	Minority interest	Equity
Gains/(losses) on hedging instruments	-617	-124	-741
Gains/(losses) on instruments hedging assets and liabilities held for sale	68	-	68
Gains/(losses) on currency translation	26	-13	13
Gains/(losses) on currency translation from assets and liabilities held for sale	20	6	26
Other items (charged)/credited directly to equity	-19	21	2
Consolidated result for the year	-56	31	-25
Income and expense recognised during 2008 (net of taxes)	**-578**	**-79**	**-657**

Movements during 2007	Million euro		
	Attributable to parent company	Minority interest	Equity
Gains/(losses) on hedging instruments	-133	-23	-156
Gains/(losses) on currency translation	-21	-11	-32
Other items (charged)/credited directly to equity	4	-	4
Consolidated result for the year	-26	28	2
Income and expense recognised during 2007 (net of taxes)	**-176**	**-6**	**-182**

f) Non-Group companies with significant interests in subsidiaries

At 31 December 2008, the following Group companies had other non-Group shareholders with interests of 10% or more:

Group companies	% interest	Non-Group companies with significant interests
407 ETR [1]	16.77% / 30%	SNC Lavalin/Macquarie Infrastructure Group
Ausol (1)	20%	Unicaja
Autema [1]	23.73%	Acesa (Autopista Concesionaria Española, S.A.)
Trados-45 [2]	50%	Abertis
A. Temuco Río Bueno [1]	25%	Fondo Las Américas
A. Talca-Chillán [1]	23.57% / 8.53%	Sodeia/Delta
Inversora A. Sur [1]	25% / 10% / 10%	Europistas/E.N.A./Caja Castilla La Mancha
Inversora A. Levante [1]	40% / 5% / 3.16%	Europistas/Kutxa/Budimex
Eurolink M4-M6 (1)	34%	SIAC
Chicago Skyway [1]	45%	Macquarie Infrastructure Group
Cintra Zachry, GP [1]	15%	Zachry Investments Inc
Cintra Zachry, LP [1]	14.85%	Zachry Developments LLC
SH-130 [1]	35%	Zachry Toll Road
Statewide Mobility Partners [2]	50%	Macquarie Infraestructure Group
A. Lombardia [1]	32%	Merloni Finanziaria SPA
Nea Odos [2]	33.33% / 33.33%	Grupo ACS/GEK Group
Central Greece [2]	33.33% / 33.33%	Grupo ACS/GEK Group
Est. Alhóndiga [2]	25% / 25%	Construcciones Lauki/Construcciones Bazola
Guadianapark (1)	25%	Iniciativas Pacenses
Serrano Park [2]	50%	National Express Limited
Concha Parking [1]	40%	Construcciones Moyua
Siglo XXI [1]	40%	Construcciones Moyua
Aparc. de Bilbao [1]	25%	Balzola

[1] Fully-consolidated companies
[2] Proportionately-consolidated companies

15. Deferred income

Movements in this caption during 2008 and 2007 are set out below:

Movements during 2008	Million euro						
	Balance at 01/01/08	Scope change	Additions	(1) Disposals	Effect of exchange rate	Reclass. Assets held for sale	Balance at 31/12/08
Grants	173	-	26	-	-	-	199
Other deferred income	68	-	13	-1	-2	-24	54
Total	**241**	**-**	**39**	**-1**	**-2**	**-24**	**253**

Movements during 2007	Million euro						
	Balance at 01/01/07	Scope change	Additions	(1) Disposals	Effect of exchange rate	Reclass. Assets held for sale	Balance at 31/12/07
Grants	164	18	-	-9	-	-	173
Other deferred income	69	-	11	-12	-	-	68
Total	**233**	**18**	**11**	**-21**	**-**	**-**	**241**

(1) Disposals relate to the annual amount accrued and taken to the income statement as explained in Note 2.3.13.

The movement in grants during 2008 relates to the Greek government grant received by Central Greece in the amount of 25 million euro.

Regarding the nature of the grants recognised:

Eurolink M4-M6, as the concession holder under the concession contract, received from the National Roads Authority the sum of 160 million euro in return for the construction work carried out. This grant is recognised in the income statement as explained in the basis of presentation (Note 2.3.12).

In the case of Trados 45, this relates to an indemnity paid by the Madrid Regional Government to restore the financial balance of the concession contract. The inclusion of that amount in results for the year will be deferred to the end of the concession period on the basis of forecast revenues for the year as a percentage of total shadow toll revenues according to the concession's financial model.

The increase in "Other deferred income" in 2008 is due mainly to a rise of 12 million euro in Euroscut Norte relating to the amount paid by the public authority (Estradas de Portugal) to restore the financial balance. The rest of the movements relate to the reclassification to assets held for sale.

16. Other non-current provisionss

Movements	Million euro		
	Provision for taxes	Other provisions	Total
At 1 January 2008	**7**	**4**	**11**
Charged/(credited) to the income statement:			
– Reversal of provisions not applied	-	-	-
- Charges to the income statement	-	-	-
Appropriated during the year	371	-	371
Applied during the year	-7	-2	-9
Exchange differences	-	-1	-1
Reclassification to liabilities held for sale	-	-1	-1
At 31 December 2008	**371**	**-**	**371**

Analysis of total provisions:	**31/12/2007**	**31/12/2008**
– Non-current	7	371
– Current	4	-

The main movement relates to the recognition of the cost of expropriations envisaged for Autopista R-4 Madrid Sur (348 mi-

llion euro), Autopista Madrid Levante (9 million euro), Autopista del Sol (11 million euro) and M-203 (3 million euro), calculated as described in Note 21.

Additionally, the provision for property tax recorded by Ausol was applied and the balance of A. Chillán-Collipulli was reclassified to assets held for sale.

17. Net cash position

In order to provide an overall analysis of the Group's indebtedness, the following table contains a breakdown by segment of net debt (net amount of cash and cash equivalents and short- and long-term bonds and borrowings), forming the Group's net cash position:

	Million euro		
	Balance 31/12/2008	Balance 31/12/2007	Change
Infrastructure projects	**-7,856**	**-8,742**	**886**
Holding companies	392	264	128
Car parks	-	-91	91
Other companies	**392**	**173**	**219**
TOTAL NET CASH	**-7,464**	**-8,569**	**1,105**

The main difference with respect to the 2007 net cash position is the reclassification to available for sale of the car park companies and the Chilean toll roads, in addition to the inclusion of the debt of the Central Greece toll road and the SH-130 in the United States.

17.1. Infrastructure projects

a) Analysis of the net cash position of infrastructure projects

Set out below is an analysis of the net cash position of infrastructure projects in 2008:

Infrastructure projects	Million euro						
	Long-term restricted cash	Short-term restricted cash	Non-current financial assets	Other cash and cash equivalents	Borrowings	Intra-group transactions	Total net cash
At 1 January 2008	**302**	**206**	**-**	**282**	**-9,532**	**-**	**-8,742**
Movements	-88	-93	61	-1	1,007	-	886
At 31 December 2008	**214**	**113**	**61**	**281**	**-8,525**	**-**	**-7,856**

As indicated in the note on financial risks, infrastructure project financing contracts occasionally impose the obligation to open certain accounts (restricted cash), the availability of which is limited, to cover short- or long-term obligations relating to the payment of principal or interest and infrastructure maintenance and operation.

This restricted cash is included in the balance sheet in "Cash and cash equivalents" for short-term balances and "Financial assets" for long-term balances. Restricted cash is recognised as a current item when the initial maturity is within the following three months and as a non-current item when the maturity period exceeds three months. In any event, the funds are invested in highly-liquid financial products bearing variable interest. The type of financial product in which the funds may be invested is also restricted by the financing contracts.

The item "Other financial assets" includes the balance of Non-current financial assets. The balance of 91 million CAD invested by the company 407 International Inc in Asset-Backed Commercial Paper" (ABCPs) has been classified in this item (see Note 9).

Set out below is a breakdown of restricted cash balances, non-current financial assets and other cash and cash equivalents by geographical segment:

Cash and cash equivalents of infrastructure projects	Million euro				
	Currency	Interest rate	Balance 31/12/2008	Balance 31/12/2007	Change
Total Canada	CAD	0.78% - 0.90%	81	72	9
Total USA	USD	0.02% -1.00%	19	5	14
Total Spain	EUR	2.65% - 3.00%	17	30	-13
Total Chile	CLP	N/A*	-	4	-4
Total Ireland	EUR	2.00%	24	31	-7
Total Portugal	EUR	2.97%-5.238%	106	119	-13
Total Greece	EUR	4.10% - 4.25%	34	20	14
Other toll roads	EUR/PLN	-	-	1	-1
OTHER CASH AND CASH EQUIVALENTS			**281**	**282**	**-1**
Total Canada	CAD	4.391%-5.261%	54	-	54
Total USA	USD	0.90% - 0.92%	7	-	7
NON-CURRENT FINANCIAL ASSETS			**61**	**-**	**61**
Total Canada	CAD	0.80%-3.04%	109	95	15
Total USA	USD	0.43% - 1.00%	-	9	-9
Total Spain	EUR	2.17%	3	-	3
Total Chile	CLP	N/A*	-	101	-101
Total Greece	EUR	4.21%	1	-	1
SHORT-TERM RESTRICTED CASH			**113**	**206**	**-92**
Total Canada	CAD	0.85% - 4.35%	128	206	-78
Total USA	USD	0.90% - 1.00%	52	67	-15
Total Spain	EUR	3.00%	1	-	1
Total Chile	CLP	N/A*	-	29	-29
Total Portugal	EUR	2.76%-5.090%	33	-	33
LONG-TERM RESTRICTED CASH			**214**	**302**	**-88**
TOTAL			**669**	**790**	**-121**

* In 2008 the Chilean companies and the car park companies were classified as held for sale or discontinued operations (see Note 11).

b) Breakdown of infrastructure project debt

b) 1. – Borrowings as per balance sheet

Infrastructure projects	Million euro								
	31/12/2008			31/12/2007			Change		
	Bonds	Debts	Total	Bonds	Debts	Total	Bonds	Debts	Total
NON-CURRENT	**3,585**	**4,523**	**8,108**	**5,282**	**3,870**	**9,152**	**-1,697**	**653**	**-1,044**
407 ETR	2,520	-	2,520	3,180	-	3,180	-660	-	-660
Total Canada	**2,520**	**-**	**2,520**	**3,180**	**-**	**3,180**	**-660**	**-**	**-660**
Chicago Skyway	955	106	1,061	933	100	1,033	23	6	28
Indiana Toll Road	-	1,225	1,225	-	1,143	1,143	-	82	82
SH-130	-	113	113	-	-	-	-	113	113
Total USA	**955**	**1,444**	**2,399**	**933**	**1,243**	**2,176**	**23**	**201**	**224**
Ausol	-	489	489	-	486	486	-	3	3
Autema	-	-	-	-	41	41	-	-41	-41
Cinca	-	620	620	-	-	-	-	620	620
Trados 45	-	67	67	-	69	69	-	-2	-2
A. R-4 Madrid Sur [(a)]	-	460	460	-	553	553	-	-93	-93
A. Madrid Levante [(b)]	-	477	477	-	470	470	-	7	7
Total Spain	**-**	**2,113**	**2,113**	**-**	**1,619**	**1,619**	**-**	**494**	**494**
A. Collipulli-Temuco	-	-	-	172	-	172	-172	-	-172
A. Temuco-Rio Bueno	-	-	-	-	153	153	-	-153	-153
A. Santiago-Talca	-	-	-	515	-	515	-515	-	-515
A. Talca-Chillán	-	-	-	152	-	152	-153	-	-153
A. Chillán-Collipulli	-	-	-	213	-	213	-213	-	-213
Total Chile	**-**	**-**	**-**	**1,052**	**153**	**1,205**	**-1,053**	**-153**	**-1,206**
Eurolink M4-M6	-	142	142	-	145	145	-	-3	-3
Eurolink M3	-	253	253	-	205	205	-	48	48
Total Ireland	**-**	**395**	**395**	**-**	**350**	**350**	**-**	**45**	**45**
Euroscut Algarve [(c)]	110	128	238	117	128	245	-7	-	-7
Euroscut Norte	-	302	302	-	311	311	-	-9	-9
Euroscut Azores	-	91	91	-	66	66	-	25	25
Total Portugal	110	521	631	117	505	622	-7	16	9
Nea Odos	-	7	7	-	-	-	-	7	7
Central Greece	-	43	43	-	-	-	-	43	43
Total Greece	**-**	**50**	**50**	**-**	**-**	**-**	**-**	**50**	**50**
CURRENT	**293**	**124**	**417**	**79**	**301**	**380**	**214**	**-177**	**37**
407 ETR	280	-	280	47	-	47	233	-	233
Total Canada	**280**	**-**	**280**	**47**	**-**	**47**	**233**	**-**	**233**
Chicago Skyway	5	4	9	-	4	4	5	-	5
Indiana Toll Road	-	-	-	-	-	-	-	-	-
Total USA	**5**	**4**	**9**	**-**	**4**	**4**	**5**	**-**	**5**
Ausol	-	1	1	-	1	1	-	-	-
Autema	-	-	-	-	264	264	-	-264	-264
Cinca	-	-	-	-	-	-	-	-	-
Trados 45	-	2	2	-	1	1	-	1	1
A. R-4 Madrid Sur [(a)]	-	99	99	-	3	3	-	96	96
A. Madrid Levante [(b)]	-	1	1	-	2	2	-	-1	-1
Total Spain	**-**	**103**	**103**	**-**	**271**	**271**	**-**	**-168**	**-168**
A. Collipulli-Temuco	-	-	-	10	3	13	-10	-3	-13
A. Temuco-Rio Bueno	-	-	-	-	10	10	-	-10	-10
A. Santiago-Talca	-	-	-	-	-	-	-	-	-
A. Talca-Chillán	-	-	-	9	-	9	-9	-	-9
A. Chillán-Collipulli	-	-	-	8	-	8	-8	-	-8
Total Chile	**-**	**-**	**-**	**27**	**13**	**40**	**-27**	**-13**	**-40**
Eurolink M4-M6	-	1	1	-	2	2	-	-1	-1
Eurolink M3	-	-	-	-	-	-	-	-	-
Total Ireland	**-**	**1**	**1**	**-**	**2**	**2**	**-**	**-1**	**-1**
Euroscut Algarve [(c)]	8	-	8	5	-	5	3	-	3
Euroscut Norte	-	14	14	-	10	10	-	4	4
Euroscut Azores	-	2	2	-	1	1	-	1	1
Total Portugal	**8**	**16**	**24**	**5**	**11**	**16**	**3**	**5**	**8**
TOTAL	**3,878**	**4,647**	**8,525**	**5,361**	**4,171**	**9,532**	**-1,483**	**476**	**-1,007**

[(a)] Includes the balances of Inv. Madrid Sur [(a)] Includes the balances of Inv. Madrid Levante [(c)] Includes the balances of Algarve Int.

The main movements in these borrowings during 2008 are described below:

The most significant movement relates to the reclassification of the debts of the Chilean toll roads and the car park companies to liabilities held for sale and discontinued operations.

407 International Inc has recognised an interest rate effect of 499 million euro that has reduced its debt and a refinancing operation that has caused debt to rise by 56 million euro.

In 2008 Autema's debt maturing in the short term was refinanced and replaced by a long-term loan of 292 million euro from Group companies. Additionally, Cintra has restructured its shareholding in Autema from a financial viewpoint, allowing an extraordinary cash inflow of 316 million euro. The new loan consists of a Tranche A and a Tranche B with limits of 300 million euro and 316 million euro, respectively, both of which have been fully utilised by the borrower Cinca. These borrowings have a term of 27 years and are repayable at maturity, eliminating future financing risks for the concession holder. The margin on this new debt is between 140 and 160 basis points. The company has also obtained a liquidity line of 92 million euro, of which 12 million euro has been utilised.

The change in the US toll roads debt is due mainly to the effect of the exchange rate, which caused an increase of 100 million euro.

Debt also grew due to the inclusion of the borrowings of the toll roads SH130 (133 million euro) and Central Greece (50 million euro).

b) 2. – Breakdown of debt by currency and interest rate:

The following table shows the currencies in which the borrowings are denominated, the reference index and the spread in the case of variable interest borrowings, or the fixed interest rate where applicable:

Infrastructure projects	Million euro	
	Currency	Interest rate
Bonds		
407 ETR	CAD	5% - 7% / Fixed rate+Inflation
Chicago Skyway	USD	LIBOR USD 3M + 0.28% - 0.38%
Euroscut Algarve [c]	EUR	6.65%
Bank borrowings		
Chicago Skyway	USD	LIBOR USD 6M + 2.75%
Indiana Toll Road	USD	LIBOR USD 6M + 0.95%
SH-130	USD	TIFIA- LIBOR USD 6M + 1.9%
Ausol	EUR	EURIBOR 3M + 0.35%
Cinca	EUR	EURIBOR 1M + 1.4% - 1.6%
Trados 45	EUR	EIB 3M + 0.19% - EURIBOR 6M + 1.10%
A. R-4 Madrid Sur [a]	EUR	EURIBOR 3M + 0.30% - EURIBOR 6M + 1.30%
A. Madrid Levante [b]	EUR	EURIBOR 3M + 1.10%
Eurolink M4-M6	EUR	EURIBOR 1M, 3M or 6M + 0.19% - 2%
Eurolink M3	EUR	EURIBOR 1M, 3M or 6M + 0.34% - 0.95%
Euroscut Algarve [c]	EUR	6%
Euroscut Norte	EUR	EURIBOR 6M + 1.35%
Euroscut Azores	EUR	EURIBOR 1M + 0.45%- EURIBOR 3M + 0.85%
Nea Odos	EUR	EURIBOR 3M + 0.45% - 0.90%
Central Greece	EUR	EURIBOR 3M + 0.45% - 1.05%
Total		

(a) Includes the balances of Inv Madrid Sur
(a) Includes the balances of Inv. Madrid Levante
(c) Includes the balances of Algarve Int.

b) 3. – Breakdown of debt maturities:

The following table shows the maturities of the borrowings forming the net cash position, including principal, interest and fair value at the end of the relevant period:

Infrastructure projects	Million euro									
					Maturities 31/12/2008					
	Fair value 2007	Fair value 2008	Balance 31/12/2007	Balance 31/12/2008	2009	2010	2011	2012	As from 2013	Total
Bonds	**5,968**	**3,711**	**5,361**	**3,878**	**453**	**669**	**493**	**155**	**5,845**	**7,615**
407 ETR	3,557	2,591	3,227	2,800	389	603	437	99	4,099	5,627
Chicago Skyway	933	1,003	933	960	50	50	50	50	1,569	1,769
Chilean toll roads*	1,330	-	1,079	-	-	-	-	-	-	-
Euroscut Algarve [c]	148	117	122	118	14	16	6	6	177	219
Bank borrowings	**4,192**	**4,649**	**4,171**	**4,647**	**325**	**728**	**227**	**748**	**5,292**	**7,320**
Chicago Skyway	104	110	104	110	5	5	5	5	114	134
Indiana Toll Road	1,143	1,225	1,143	1,225	67	67	67	67	1,471	1,739
SH-130	-	113	-	113	6	6	6	6	372	396
Ausol	487	490	487	490	22	509	-	-	-	531
Cinca	-	620	-	620	30	30	30	30	1,316	1,436
Autema	305	-	305	-	-	-	-	-	-	-
Trados 45	70	69	70	69	3	3	3	3	96	108
A. R-4 Madrid Sur [a]	555	559	556	559	117	17	17	17	739	907
A. Madrid Levante [b]	472	478	472	478	17	17	17	201	-	552
Chilean toll roads*	166	-	166	-	-	-	-	-	-	-
Eurolink M4-M6	205	143	147	143	8	9	10	10	211	248
Eurolink M3	147	253	205	253	14	37	33	24	284	392
Euroscut Algarve [c]	149	130	128	128	8	8	18	9	165	208
Euroscut Norte	322	316	321	316	13	14	15	20	353	415
Euroscut Azores	67	93	67	93	4	4	4	4	171	187
Nea Odos	-	7	-	7	9	-	-	-	-	9
Central Greece	-	43	-	43	2	2	2	52	-	58
TOTAL	**10,160**	**8,360**	**9,532**	**8,525**	**778**	**1,397**	**720**	**903**	**11,137**	**14,935**

*The fair value of the Chilean toll roads for 2007 is shown on a single line.
[a] Includes the balances of Inv. Madrid Sur
[a] Includes the balances of Inv. Madrid Levante
[c] Includes the balances of Algarve Int.

The fair value reflected in the above table is calculated as follows:

- For fixed rate borrowings, by discounting future flows at a market equivalent interest rate.
- For debt listed on an active market, the relevant market value is stated.
- Finally, for variable rate borrowings, there are deemed to be no significant differences between the fair value and the carrying amount of the borrowings and therefore the carrying amount is stated.

All borrowings falling due in the short term have been refinanced, as explained in Note 33 on events after the balance sheet date.

b) 4. – Analysis of bank borrowings showing limits, amounts utilised and amounts available

Set out below is a breakdown of the limits of and amounts drawn down on credit facilities at 31 December 2008 and 2007:

Bank borrowings of infrastructure projects	Million euro 31/12/2008				
	Current limit	Borrowings	Available	Consistency adjustments	Reported debt
Chicago Skyway	109	109	-	1	110
Indiana Toll Road	1,456	1,269	187	-44	1,225
SH-130	846	133	713	-20	113
Total USA	**2,411**	**1,511**	**900**	**-63**	**1,448**
Ausol	487	487	-	3	490
Autema	-	-	-	-	-
Cinca	708	628	80	-8	620
Trados 45	69	69	-	-	69
A. R-4 Madrid Sur [(a)]	557	557	-	2	559
A. Madrid Levante [(b)]	522	484	38	-6	478
Total Spain	**2,343**	**2,225**	**118**	**-9**	**2,216**
Eurolink Motorway M4-M6	160	146	14	-3	143
Eurolink Motorway M3	333	257	76	-4	253
Total Ireland	**493**	**403**	**90**	**-7**	**396**
Euroscut Algarve [(c)]	130	130	-	-2	128
Euroscut Norte	309	309	-	7	316
Euroscut Azores	363	110	253	-17	93
Total Portugal	**802**	**549**	**253**	**-12**	**537**
Nea Odos	134	9	125	-2	7
Central Greece	512	50	462	-7	43
Total Greece	**646**	**59**	**587**	**-9**	**50**
Total 2008	**6,695**	**4,747**	**1,948**	**-100**	**4,647**

Bank borrowings of infrastructure projects	Million euro 31/12/2007				
	Current limit	Borrowings	Available	Consistency adjustments	Reported debt
Chicago Skyway	103	103	-	1	104
Indiana Toll Road	1,393	1,167	226	-24	1,143
Total USA	**1,496**	**1,270**	**226**	**-23**	**1,247**
Ausol	487	487	-	-	487
Autema	306	303	3	2	305
Cinca	-	-	-	-	-
Trados 45	71	71	-	-1	70
A. R-4 Madrid Sur [(a)]	557	550	7	5	555
A. Madrid Levante [(b)]	522	471	51	1	472
Total Spain	**1,947**	**1,882**	**61**	**7**	**1,889**
A. Collipulli-Temuco	31	3	28	-	-
A. Temuco-Rio Bueno	174	162	12	1	-
A. Santiago-Talca	57	-	57	-	-
A. Talca-Chillán	57	-	57	-	163
A. Chillán-Collipulli	41	-	41	-	3
Total Chile	**360**	**165**	**195**	**1**	**166**
Eurolink M4-M6	160	146	14	1	147
Eurolink M3	333	206	127	-1	205
Total Ireland	**493**	**352**	**141**	**-**	**352**
Euroscut Algarve [(c)]	130	130	-	2	128
Euroscut Azores	311	310	1	12	67
Euroscut Norte	363	78	285	-10	322
Total Portugal	**804**	**518**	**286**	**-**	**517**
Nea Odos	134	-	134	-	-
Total Greece	**134**	**-**	**134**	**-**	**-**
Total 2007	**5,239**	**4,187**	**1,043**	**-16**	**4,171**

[(a)] Includes the balances of Inv. Madrid Sur [(b)] Includes the balances of Inv. Madrid Levante [(c)] Includes the balances of Algarve Int.

For clarity, the terms used in the above tables are explained below:

- Current limit: Maximum amount agreed individually when the debt is contracted or at a subsequent date, which determines the current limit of the borrowings that the concession holder may utilise.
- Borrowings: Amount of the concession holder's individual accumulated debt at the close of the reference period.
- Available: Difference between the current limit and the borrowings utilised by the concession holder.
- Consistency adjustments: This column shows the differences between total maturities of the borrowings and reported debt balances at 31 December 2008, which are largely due to adjustments to apply the amortised cost method under international accounting standards and other adjustments to ensure the consistency of interest and loan arrangement fees.
- Reported debt: This is the amount obtained by adding borrowings utilised to consistency adjustments. The result is equal to borrowings as per the balance sheet.

The structure and main terms of the financing currently in force are described below:

407 ETR – Canada - The toll road company 407 International has a debt of 4,719 million CAD, representing 34% of the Group's total debt. This debt is structured on the basis of senior bond tranches totalling 3,690 million CAD maturing from 2011 to 2039. There are also junior and subordinated tranches of 165 million CAD and 780 million CAD, respectively, falling due in 2010 in the case of the junior tranche and 2009 and 2036 in the case of the subordinated tranche. The bonds maturing in 2009 were refinanced in January 2009, as explained in Note 33.

The obligations recorded by the company 407 International Inc include 84 million CAD issued in the form of a product named SIPS (Synthetic Inflation Protected Securities). This is a bond with a coupon that is linked solely to the inflation rate in Canada. This instrument is a hybrid of a nominal bond and a real return bond and the carrying amount is therefore adjusted to its market value as if it were a derivative.

Chicago Skyway - This concession holder company is financed by a senior bond issue insured by F.S.A., structured as follows: (i) Series A of 439 million USD maturing in 2017; (ii) Series B of 961 million USD with a final maturity in 2026. It also has syndicated subordinated bank financing drawn down in the sum of 153 million USD, maturing in 2035.

Indiana Toll Road – This toll road company has syndicated bank financing in three tranches: Tranche A has a limit of 3,248 million USD and is fully drawn; tranche B has a limit of 150 million USD, of which 73 million USD has been utilised; and the final tranche has a limit of 665 million USD of which 219 million USD has been drawn down. All three tranches mature in 2015 (this company is 50% proportionately consolidated).

SH -130 – Syndicated bank financing in two tranches: Tranche A financed a part of the construction work, in the amount of 686 million USD, and tranche B provided liquidity during the first five years of operations, in the amount of 35 million USD. Both tranches finally mature in 2038. The company also has a TIFIA debt tranche to finance a part of the construction work, amounting to 430 million USD and maturing in 2048, and credit lines totalling 29 million USD to cover operational needs.

Ausol I and II – Both toll roads are financed by a syndicated structured bank borrowing facility with a limit of 487 million euro. The debt has been totally utilised and finally matures in 2010, representing 5.75% of the Group's total.

Trados 45 - Bank financing for a total of 139 million euro granted by a syndicate of banks and structured in three tranches: Tranche A of 23 million euro maturing in 2017; tranche B of 16 million euro maturing in 2021; and an EIB tranche of 100 million euro finally maturing in 2024 (this company is 50% proportionately consolidated).

Cinca - Following the refinancing of Autema's borrowings, a loan of 620 million euro was obtained, maturing in 2035, as explained in Note 17.b), point 1 above.

Inversora A. Sur / A. R-4 - This company has syndicated borrowings of 556 million euro outstanding at 31/12/2008. Tranche A amounts to 97 million euro and matures in 2009; tranche B amounts to 100 million euro and falls due in 2011; and the EIB tranche amounts to 360 million euro and finally matures in 2032. This debt was refinanced in January 2009 as explained in Note 33 on events after the balance sheet date.

Inversora A. Levante / A. Madrid Levante - This company has syndicated bank financing with a limit of 522 million euro maturing in 2012 and an outstanding balance of 484 million euro. This is a mini-perm operation arranged for long-term refinancing purposes.

Eurolink M4-M6 - Financing consists of an EIB loan and a syndicated bank loan totalling 146 million euro that finally matures in 2028 and has been fully utilised. Undrawn facilities totalling

14 million euro have been obtained to cover operating costs and interest payments. This company's financial structure includes subordinated debt of 38.25 million euro.

Eurolink M3 – This company has a syndicated bank loan of 285 million euro, of which 257 million euro had been utilised at December 2008. The financial structure is based on a bridge loan with an outstanding balance of 14 million euro and financing of 243 million euro with final maturities in 2010 and 2025, respectively. It also has undrawn credit facilities to cover VAT payments, operating costs and interest payments in the amount of 18 million euro, 10 million euro and 20 million euro, respectively.
This company's financial structure includes subordinated debt of 43 million euro.

Euroscut Algarve – This company has structured debt in two tranches, one of which is formed by bonds totalling 117 million euro maturing in 2027 and the other by EIB borrowings of 130 million euro maturing in 2025 and fully utilised.

Euroscut Azores - Syndicated bank financing of 347 million euro maturing from 2011 to 2034, in addition to a liquidity facility and a VAT facility of 11 million euro and 5.3 million euro with final maturities in 2014 and 2012, respectively. A total of 110 million euro had been drawn down at December 2008.

Euroscut Norte - This company's financial structure is based on a syndicated loan that has been fully utilised in the amount of 309 million euro, maturing in 2026.

Nea Odos – This company has a long-term syndicated loan totalling 401 million euro with a balance outstanding of 26 million euro at December 2008. The loan comprises four tranches: financing of 113 million euro maturing in 2036, a bridge loan of 198 million euro to cover liquidity needs during the construction period that will be repaid at the end of that period once a Greek government grant is collected, a liquidity facility of 38 million euro maturing in 2031, and a VAT facility of 52 million euro to 2011 (the company is 33.34% proportionately consolidated).

Central Greece - Syndicated structured financing of 1,537 million euro, of which 149 million euro had been utilised at 31 December 2008. This financing comprises four tranches: a loan of 266 million euro maturing in 2007, a bridge loan of 311 million euro maturing in 2012, a liquidity facility of 929 million euro maturing in 2037 and a VAT facility of 31 million euro maturing in 2013. The balance sheet reflects 33.34% of this debt on a proportionate basis.

The financial conditions (applicable interest rates) of the toll road debts are subject to the fulfilment of certain ratios based on financial figures such as EBITDA, net debt and consolidated equity. In general, the above-mentioned debts are subject to pledges of concession holder assets (receivables under insurance policies, current accounts, receivables under the concession contract, etc.), forming a package of guarantees for lenders. In some cases there is also a pledge on the concession holder company's shares.

The majority of the contracts include a number of conditions the infringement of which generates obligations for the borrower. These covenants are used by credit institutions to ensure that the concession companies fulfil the debt commitments acquired.

The most common covenants included in the majority of infrastructure project financing contracts are described below:
- Restrictions on the availability of cash balances, the most common being reserve accounts for debt servicing and for extraordinary maintenance.
- Payment of dividends to shareholders subordinated, for example, to the maintenance of required levels of restricted cash.
- Material adverse change or effect (MAC or MAE) clauses regulating cases in which a number of circumstances or facts have or could have a relevant adverse effect on the value, business, operations, assets or liabilities of the concession companies.
- Limit on the maximum volume of borrowings that may be obtained by the concession company.
- Limit on the level of default by the concession company, above which the debt could become payable (threshold cross default).
- Periodic disclosure obligations during the debt period.
- Fulfilment of financial ratios for borrowings and liquidity.

At December 2008, none of the applicable covenants had been triggered.

b) 5. – Interest rate risk

In order to complete the information on exposure to interest rate risk presented in Note 3, set out below is an analysis of debt components indicating the portion subject to fixed interest rates, the portion hedged by derivatives, the variable-rate portion and the inflation-indexed portion:

Infrastructure projects	Million euro			
	Balance 31/12/2008	% of total debt	% exposed	Impact on results + 100 basis points
407 ETR	**2,800**	**33%**	**-**	**-**
Fixed	1,924	23%	-	-
Inflation-indexed fixed rate	876	10%	-	-
Chicago Skyway	**1,070**	**13%**	**-**	**-**
Hedged	1,070	13%	-	-
Variable	-	-		-
Indiana Toll Road	**1,225**	**14%**	**21**	**-**
Hedged	1,204	14%	-	-
Variable	21	-	21	-
SH-130	**113**	**1%**	**-**	**-**
Fixed	46	0.3%	-	-
Hedged	67	0.7%	-	-
Spanish toll roads	**2,216**	**26%**	**883**	**14**
Hedged	1,333	16%	-	-
Variable	883	10%	883	14
Irish toll roads	**396**	**5%**	**75**	**-**
Hedged	321	4%	-	-
Variable	75	1%	75	-
Portuguese toll roads	**656**	**8%**	**78**	**1**
Fixed	246	3%	-	-
Hedged	332	4%	-	-
Variable	78	1%	78	1
Greek toll roads	**50**	**1%**	**20**	**-**
Hedged	30	0.6%	-	-
Variable	20	0.4%	20	-
Total	**8,525**		**1,077**	**15**

According to the above table, 87% of total borrowings are contracted at fixed rates or covered by interest rate hedges. An increase of 100 basis points in nominal interest rates could have an impact of 15 million euro on results. If cash and cash equivalents, short-term restricted cash, long-term restricted cash and non-current financial assets associated with the exposed debt were to be deducted from the total volume of borrowings for the purposes of the above analysis, to arrive at the net debt figure, the impact on results would amount to 13 million euro.

At 31 December 2007, 74% of borrowings were not exposed to interest rate risks and sensitivity to an increase of 50 basis points in nominal interest rates had an impact of 13 million euro on results.

17.2. Other companies

a) Breakdown of the net cash position of other companies

Set out below is an analysis of the net cash position of other companies in 2008 and 2007:

2008

Other companies	Million euro			
	Cash and cash equivalents	Borrowings	Intra-group transactions	Total net cash
Holding companies	395	-	-3	392
Net cash position	**395**	**-**	**-3**	**392**

2007

ROther companies	Million euro			
	Cash and cash equivalents	Borrowings	Intra-group transactions	Total net cash
Holding companies	207	-	57	264
Car parks	5	-40	-56	-91
Net cash position	**212**	**-40**	**1**	**173**

In 2008, the Car parks business was reclassified to assets held for sale.

b) Breakdown of debt of other companies

The 2008 table is not shown as there is no balance in this item following the reclassification of the Car parks business to liabilities held for sale and discontinued operations.

Other companies	Million euro		
	31/12/207		
	Long term	Short term	TOTAL
Holding companies	-	-	-
Car parks	37	3	40
Borrowings	**37**	**3**	**40**

At 31 December 2008, Cintra, S.A. had a number of undrawn credit facilities totalling 105 million euro.

18. Other borrowings

Set out below is a breakdown of non-financial payables:

Item	Million euro		
	Balance at 31/12/08	Balance at 31/12/07	Change
Other long-term payables	95	116	-21
Other non-financial payables	23	21	2
Total	**118**	**137**	**-19**

The item "Other long-term payables" includes the participating loan granted by the State to the concession holder Ausol for the construction of the Estepona-Guadiaro section of the toll road, amounting to 81 million euro, which will fall due in January 2054, the final year of the concession. In return for this loan, the State will receive a percentage of the concession holder company's toll revenues when traffic exceeds certain levels. Payments fall due as follows:

Payments under Ausol's participating loan	Million euro				
	2009	2010	2011	2012	As from 2013
	2	2	2	2	668

Also included are non-current payables for property, plant and equipment totalling 5 million euro (32 million euro in 2007). These balances include an implicit interest rate and the difference between their carrying amount and fair value is not considered to be significant.

Other borrowings include the balance of 21 million euro recognised by Indiana Toll Road in relation to the granting authority IFA (see Note 13).

19. Trade and other payables

Set out below is an analysis of the remaining short-term, non-financial payables:

Item	Million euro		
	Balance 31/12/08	Balance 31/12/07	Change
Trade payables	58	92	-34
Current deferred tax liabilities	5	33	-28
Other non-trade payables	135	188	-52
Total	**198**	**313**	**-114**

The decrease in "Trade payables" is due mainly to the reclassification of advances from customers in the Car parks business to discontinued operations in the amount of 27 million euro (24 million euro in 2007).

The item "Other non-trade payables" includes balances payable to public authorities other than income tax payable, showing a balance of 14 million euro (42 million euro in 2007). This item also includes balances with Ferrovial Group companies. The main movement in 2008 is due to the decrease in Eurolink M3 and Euroscut Norte of 17 million euro and 4 million euro, respectively, and the increase of 14 million euro in A. R-4 Madrid-Sur payable to Ferrovial Agromán. Additionally, in 2008 the amount of 33 million euro payable to associates was reclassified to liabilities held for sale, relating to the Car parks business and to the Chilean companies A. Santiago-Talca and Cintra Chile.

Balances with Grupo Ferrovial or its group companies [1]	Million euro		
	2008	2007	Change
A. R-4 Madrid Sur	69	55	14
Eurolink M3	12	33	-21
SH-130	3	5	-2
Euroscut Norte	-	4	-4
Cintra Aparcamientos	-	6	-6
Cintra, S.A.	2	1	1
Other	2	6	-4
Total	**88**	**110**	**-22**

[1] Grupo Ferrovial is the Cintra Group's majority shareholder.

The balances in this table are mainly payable to Ferrovial Agromán.

The fair value of trade payables is not significantly different from their carrying amount.

20. Tax matters

A. Consolidated tax group

Cintra, S.A. has filed consolidated tax returns since 2002. The following companies form the consolidated tax group in 2008, together with Cintra S.A. (parent): Autopista de Toronto, S.L., Autema S.A., Ausol, S.A, Laertida, S.L., Cintra Autopistas Integradas, S.A., Cintra Aparcamientos, S.A., Dornier, S.A., Femet, S.A., Balsol 2001, S.A., Autopista Alcalá O´Donnell, S.A., Cintra Inversora de Autopistas de Cataluña, S.L., Inversora Autopistas de Cataluña, S.L. The companies Inversora de Autopistas del Sur, S.L. (parent) and Autopista Madrid Sur, S.A. (subsidiary), and the companies Inversora de Autopistas de Levante, S.L. (parent) and Autopista Madrid Levante, S.A. (subsidiary) also file consolidated tax returns as separate groups.

B. Years open to tax audit

On 14 January 2008, Cintra, S.A., as the parent of the tax group, received notice of the start of a tax audit of corporate income tax for the period 2003-2005.

Several companies of the Cintra Group are also undergoing general tax audits of value added tax (2004-2005) and personal income tax (2004-2005).

The tax inspectorate has requested the extension of the proceedings for an additional year, as the data compilation and follow-up process is still under way.

As a result of actions that may be undertaken by the tax authorities in connection with the years open to tax audit, contingent tax liabilities could arise that cannot be objectively quantified. Nonetheless, the parent company's Directors consider that any liabilities arising in this connection will not be material.

C. Reconciliation of reported and taxable income

Set out below is the reconciliation of reported income and the income tax base:

Item	Million euro					
	2008			2007		
	Increase	Decrease	TOTAL	Increase	Decrease	TOTAL
Reported consolidated result for the year before taxes			**-59**			**-143**
Permanent differences:						
From individual companies (Spain)	-	-15	-15	17	- 1	16
From individual companies (abroad)	22	-12	10	10	- 6	3
From net consolidation adjustments			-2			-68
Temporary differences:						
Arising in the year	410	-277	133	624	-307	317
Arising in prior years	49	-120	-71	96	-226	-130
Offset of tax-loss carryforwards			**-**			**-65**
Taxable result			**-5**			**-69**

In 2008 the Chilean companies and the car park companies were classified as discontinued operations. The 2007 data have not been changed with respect to the data reflected in the 2007 consolidated financial statements and include the impact of the Chilean companies and car park companies on the income statement.

D. Tax rates

Income tax expense is calculated at the tax rates in force in each country: Spain 30%, Portugal 26.5%, Canada 33.5%, United States 40.5%, Poland 19%, Italy 31.40%, Ireland 12.5% and Greece 25%. In accordance with International Financial Reporting Standards and standard practices in Spain, tax on repatriated profits generated abroad is also recognised, to the extent that there are plans to repatriate profits within a reasonable period of time.

In 2008 and 2007, the Cintra Group recognised tax credits of 80 million euro and 146 million euro, respectively.

In view of the significance of the Group's activities in Spain, USA and Canada, set out below is a reconciliation of results before income tax and the tax credit recognised in 2008 by country:

	Million euro				
	2008				
	Spain	USA	Canada	Other countries	Total
Country tax rate [a]	**30.00%**	**40.24%**	**29.00%**	**24.31%**	
Result before income tax	**-54**	**-97**	**54**	**38**	**-59**
Tax calculated at the country tax rate	-16	-39	16	9	**-30**
Consolidation adjustments	-1	-	-	-	**-1**
Permanent differences	-	-1	3	1	**3**
Tax credits [b]	-	-	-37	-	**-37**
Other	-4	-	-	-	**-4**
Tax expense/(tax credit)	**-21**	**-40**	**-18**	**10**	**-69**
Effective rate	**39.41%**	**40.79%**	**-33.83%**	**24.04%**	**119.10%**
Change in estimates of deferred taxes	-	-	-	-	**0**
Regularisation of prior-year tax	-10	-1	-	-	**-11**
Tax expense/(tax credit)	**-31**	**-40**	**-18**	**10**	**-80**
					135.99%

[a] For USA and Other countries, the weighted average tax rate has been used, this being the aggregate tax rate applied in each country, or state in the case of USA, in proportion to the result before tax generated in each case. For Canada, a rate of 29% has been used, this being the tax rate applicable when the deferred tax assets and liabilities are expected to be recovered.

[b] Recognition of tax credits for tax-loss carryforwards and other deferred tax assets generated by 407 International Inc in previous years that had not previously been capitalised, due to the increase in the likelihood of their potential utilisation in coming years.

The reconciliation between results before income tax and the tax credits recognised in 2007 by country is as follows:

	Million euro					
	2007					
	Spain	USA	Other countries	Canada	Chile	Total
Country tax rate [a]	**32.50%**	**40.25%**	**19.85%**	**36.12%**	**17%**	
Result before income tax	**7**	**-113**	**12**	**41**	**-91**	**-143**
Tax calculated at the country tax rate	2	-46	2	15	-15	-41
Consolidation adjustments	1	-23	-	-	-	-22
Permanent differences	-	2	-	-	-1	1
Tax credits [b]	-	-	-	-15	-	-15
Other	-2	-	-	-	-	-2
Tax expense/(tax credit)	**2**	**-67**	**2**	**0**	**-16**	**-79**
Effective rate	**23.00%**	**58.94%**	**21.10%**	**-1.46%**	**17.77%**	**55.29%**
Change in estimates of deferred taxes	-41	-	-	-	-26	-67
Regularisation of prior-year tax	-16	5	-3	-	14	0
Tax expense/(tax credit)	**-55**	**-62**	**-1**	**0**	**-28**	**-146**
						101.51%

[a] For USA and Other countries, the weighted average tax rate has been used, this being the aggregate tax rate applied in each country, or state in the case of USA, in proportion to the result before tax generated in each case.

[b] Relates to the application of the tax-loss carryforwards generated by 407 International Inc that were not previously recognised because this company has a policy of recognising deferred tax assets up to the amount of its deferred tax liabilities.

Set out below is a breakdown of tax credits for the year:

Breakdown of tax credits	Million euro	
	2008	2007
Current-year tax credit	-51	-19
Deferred tax	-18	-60
Change in estimates of deferred taxes	-	-67
Prior-year tax credit	-11	-
Tax credit for the year	**-80**	**-146**

E. Movements in deferred taxes

Movements in deferred tax assets and liabilities in 2008 and 2007 are set out below:

2008	Million euro	
	Asset	Liability
Balance 31.12.07	**626**	**161**
Discontinued operations	-98	-36
Transfers and other	37	-6
Originated in the year	123	82
Recovered	-36	-15
Impact on equity	486	45
Effect of exchange rate	6	5
Balance 31.12.08	**1,144**	**236**

2007	Million euro	
	Asset	Liability
Balance 31.12.06	**421**	**192**
Additions to consolidation scope and other	-38	-79
Originated in the year	203	100
Recovered	-73	-31
Impact of updated tax rate on results	-2	-
Impact on equity	115	-20
Balance 31.12.07	**626**	**161**

Set out below is an analysis of the main deferred tax assets and liabilities recognised by the Group showing movements during 2008:

Items	Million euro						
	Balance 01/01/08	Transfers and other	Charged / credited to income statement	Discontinued operations	Charged / credited to equity	Effect of exchange rate	Balance 31/12/08
Deferred tax assets							
Depreciation, concessions	**52**	20	-33	-2	-	-3	34
Capitalised financial expenses	**15**	-10	-2	-1	-	-	2
Derivatives	**145**	3	52	-9	492	4	687
Tax credits (c)	**177**	31	36	-3	-	4	245
Difference in accounting and tax accrual	**8**	-2	-	-2	-	-	4
Provisions and other	**229**	-6	34	-81	-5	1	172
Total	**626**	**36**	**87**	**-98**	**487**	**6**	**1,144**
Deferred tax liabilities							
Derivatives	**40**	-36	46	-	45	2	97
Depreciation	**34**	5	1	-5	-	3	38
Difference in accounting and tax accrual	**1**	-1	6	-	-	-	6
Capitalised financial expenses	**38**	-1	6	-36	-	-	7
Other	**48**	26	9	5	-	-	88
Total	**161**	**-7**	**68**	**-36**	**45**	**5**	**236**

(c) All the Group's tax losses in the USA have been capitalised net of deferred tax liabilities, which reverse in the same country, at the same tax rate and on similar dates.

In 2008, the Chilean companies and the Car park business were classified as discontinued operations. This caused a decrease in deferred tax assets and liabilities totalling 98 million euro and 36 million euro, respectively.

At 31 December 2008, the Cintra Group companies recognise tax-loss carryforwards totalling 1,355 million euro, entailing a tax credit of 492 million euro, calculated at the tax rate applicable in each country. The deferred tax asset recognised in respect of tax losses totals 245 million euro, after offsetting deferred tax liabilities of 247 million euro.

Tax-loss carryforwards and tax credits recognised at the tax rate applicable in each country at 31 December 2008 are analysed below:

Million euro			
Country	**Tax losses**	**Available until**	**Tax credit**
United States	873	2025-2027	350
Spain	303	2016-2023	92
Canada	162	2010-2027	48
Ireland	17	No lapsing date	2
Total	**1,355**		**492**

This table does not include tax-loss carryforwards of 1,216 million euro and related tax credits of 207 million euro that are classified as held for sale.

Additionally, the Group records tax deductions for investments and other items pending application at 31 December 2008 for a total of 184 million euro (182 million euro in 2007).

21. Contingent liabilities, contingent assets and commitments

21.1 Contingent liabilities

Litigation and risk of an increase in the cost of expropriations for toll roads in the Madrid Region

During 2008, the Supreme Court sent notice of rulings relating to the valuation of land in toll road expropriations in the Madrid region.

In general, with respect to the land expropriated to build the radial toll roads, the rulings state that the land must be valued based on its classification and, therefore, that non-building land must be valued as such rather than under the general system. However, the rulings significantly raise the value of non-building land initially envisaged. Moreover, as regards the land expropriated to execute the M-45 ring road in Madrid, the Supreme Court has stated that the land expropriated forms part of a general system and must therefore be valued as building land, irrespective of the specific classification of that land. The value of the non-building land, in particular, is therefore considerably higher than initially envisaged. It is reasonable to assume that this approach is also applicable to the land required for the Madrid M-50 ring road, in accordance with the stance already adopted by the Madrid High Court.

The amount of the expropriations is estimated based on the rulings from the relevant Expropriation Jury, by directly applying the amount stated in the ruling, if applicable. Where no amount is stated, the amount stated in similar cases is used and adjustments are made, if appropriate, to account for specific circumstances. Estimated accrued interest is also taken into consideration.

In any event, the Company considers that the concession companies in Madrid will reasonably be entitled to receive indemnities to restore the financial balance of the concession.

Other Cintra Group companies are also the defendants in a number of lawsuits. The effect of the litigation described above on the accompanying financial statements should not be material.

Other contingent liabilities

Cintra has furnished guarantees as parent company in connection with the following projects:

- A. Talca-Chillán - Guarantees limited to the increase in operating and maintenance costs in the event of departures from costs estimated.
- A. Santiago Talca - Guarantee covering the completion of outstanding construction work in the event that the execution period extends beyond 31 December 2011.
- Euroscut Norte - Guarantee limited to the excess cost of expropriations during the expropriation period.
- A. R-4 Madrid Sur - Guarantee limited to 49 million euro for all items during the term of the debt, covering debt servicing, refinancing, reduction in ratios and penalties.
- A. Madrid Levante - Guarantee limited to 4 million euro for debt servicing during the term of the debt.
- Euroscut Azores - Guarantee limited to 10 million euro to 2017 as required by Article 35 of the Portuguese Companies Act.
- SH130 - Guarantee limited to 22.7 million USD for the excess cost of expropriations during the construction period and a guarantee limited to 19.5 million USD for debt servicing during the first five years of operations.

Bank guarantees

At 31 December 2008, the companies recognise bank guarantees furnished for a total of 637 million euro (627 million euro in 2007) relating mainly to bids tendered, fee payments and other obligations.

21.2 Commitments to purchase and/or invest in non-current assets

Commitments to invest in construction work contracted at the balance sheet date but not recognised in the consolidated financial statements amount to 2,047 million euro, the most significant commitments relating to the following projects: SH-130 (601 million euro), Nea Odos (360 million euro), Central Greece (456 million euro), Euroscut Azores (218 million euro) and Eurolink M3 (132 million euro). Commitments relating to car parks total 151 million euro.

The commitments to invest in construction projects will be financed by borrowings obtained by each concession holder.

21.3 Operating and finance lease commitments

The expense recognised in the income statement during 2008 in respect of operating leases totals 4 million euro (9 million euro in 2007).

Future total minimum payments on non-cancellable operating leases are shown below:

Million euro	2008	2007
Less than one year	3	3
Between one and five years	1	1
More than five years	1	1
TOTAL	**5**	**5**

21.4 Environmental commitments

Any operation designed mainly to prevent, reduce or repair damage to the environment is treated as an environmental activity.

Investments in environmental activities are measured at acquisition cost and capitalised when incurred as an increase in the cost of non-current assets, applying the methods described in Note 2 on accounting policies.

Costs incurred to protect and improve the environment are taken to the income statement when incurred, irrespective of when the related monetary or financial flows take place.

Provisions for probable or certain environmental liabilities, litigation in progress and indemnities or other outstanding obligations not covered by insurance policies are recorded when the liability or obligation arises.

Environmental assets

Recognised environmental assets relate to the investment made in the toll road activities, the purpose being to analyse environmental impact and protect the environment. The amount capitalised relates mainly to the investment made by Ausol in landscape recovery, sound impact studies and other general activities. Throughout the construction of the Malaga-Estepona and Estepona-Guadiaro stretches, the Company included in non-current assets the cost of all the measures implemented to protect the environment. All these amounts are recognised as an increase in the toll road investment and total 31 million euro.

The Company recognises property, plant and equipment consisting of machinery and vehicles used in activities designed to protect and improve the environment. This work is performed by the company's own employees and by external specialists. The rest of the costs incurred during the year to protect and improve the environment were immaterial.

Eurolink M4-M6 also recognises environmental assets amounting to 15 million euro.

Other environmental protection costs incurred in 2008 total 1 million euro.

Environmental provisions

In the infrastructures segment, no provisions have been recorded for environmental liabilities and charges and there are no long-term environmental obligations as the directors consider that there are no risks in this respect.

21.5 Financing of investment commitments

Non-current asset investment commitments are financed by means of debt, capital and, in some cases, contributions from the State. As indicated in Note 3.6 on equity management, each project has a leverage level linked to operating variables or estimated future flows. Project debt structures are analysed in Note 17 on net cash.

22. Operating revenue

Set out below is an analysis of the Group's operating revenue:

Items	Million euro	
	2008	2007
Sales	**736**	**714**
Sales	724	702
Other sales revenue	12	12
Other operating revenue	**-**	**-**
Total operating revenue	**736**	**714**

The growth in sales is due basically to the increase in toll road tariffs in 2008 and to the addition of the Nea Odos toll road, which become operational in February 2008. This effect was offset by the reclassification to discontinued activities of the revenues from the Chilean companies and car park companies.

23. Staff expenses

Staff expenses are analysed below:

Items	Million euro	
	2008	2007
Wages and salaries	-63	-58
Social security	-7	-6
Stock option-based payments	-	-
Other welfare expenses	-1	-1
TOTAL	**-71**	**-65**

The average number of employees is shown below by professional category, distinguishing between male and female employees:

			2008			2007	Change
	Male	Female	Total	Male	Female	Total	
Board directors	8	-	8	8	-	8	-
Senior managers	10	1	11	10	1	11	-
Managers	83	12	95	64	20	84	13.10%
University graduates	356	222	578	302	128	430	34.42%
Administrative staff	195	474	669	296	512	808	-17.20%
Workers and technicians	1,832	1,272	3,104	1,599	1,170	2,769	12.10%
Total	**2,484**	**1,981**	**4,465**	**2,279**	**1,831**	**4,110**	**8.64%**

24. Financial results

The following table contains a breakdown of movements in financial income and expenses:

Items	Million euro		
	2008	2007	Change
Interest income on financial assets	39	38	1
Interest expense on financial liabilities	-483	-531	48
Fair value gains on financial assets	1	3	-2
Fair value losses on derivative financial instruments	-3	-	-3
Guarantee deposits	-1	-1	-
Total financial results of infrastructure projects	**-447**	**-491**	**44**
Interest income on financial assets	14	11	3
Interest expense on financial liabilities	-	-2	2
Fair value gains on derivative financial instruments	2	-	2
Exchange differences	2	-1	3
Guarantee deposits	-1	-1	-
Other	-24	-	-24
Total financial results of other companies	**-7**	**7**	**-14**
Financial results	**-454**	**-484**	**30**

The following table contains a breakdown by project of the financial results of infrastructure projects. The table indicates the portion of the financial result that is capitalised as an increase in the value of non-current assets of projects under construction:

"Other" includes the impact of hedges of stock option plans (equity swaps) in the amount of 24 million euro.

Financial results of infrastructure projects	Million euro					
	2008			2007		
	Cost capitalised during construction	Financial result taken to income statement	Financial result accrued	Cost capitalised during construction	Financial result taken to income statement	Financial result accrued
407 ETR	-	-163	-163	-	-189	-189
Ausol	-	-25	-25	-	-34	-34
Autema	-	-5	-5	-	-12	-12
Trados 45	-	-3	-3	-	-3	-3
A. R-4 Madrid Sur	-	-27	-27	-	-33	-33
A. Madrid Levante	-	-22	-22	-	-26	-26
Eurolink M4-M6	-	-9	-9	-	-10	-10
Eurolink M3	-13	-	-13	-7	-	-7
Financinfrastructures	-	2	2	-	2	2
Euroscut Algarve	-	-14	-14	-	-15	-15
Euroscut Norte	-	-8	-8	-	-14	-14
Euroscut Azores	-6	-	-6	-8	-	-8
Algarve Int.	-	1	1	-	1	1
Chicago Skyway	-	-57	-57	-1	-66	-67
SCC Holdings	-	-7	-7	-	-8	-8
Indiana Toll Road	-2	-85	-87	-2	-86	-88
SH-130	-6	-	-6	-	2	2
Nea Odos	-	-1	-1	-	-	-
Central Greece	-1	-	-1	-	-	-
Cinca	-	-24	-24	-	-	-
Total	**-28**	**-447**	**-475**	**-18**	**-491**	**-509**

Financial expenses capitalised during the construction period accrue based on the interest rates on each company's outstanding financing, as explained in Note 17.

25. Other profit and loss

In 2008, this caption includes currency translation differences arising on the capital reimbursed by Cintra Canada and the US companies Chicago Skyway and Indiana Toll Road, generating a loss of 6 million euro (3 million euro in 2007).

26. Earnings per share

A. Basic earnings/loss per share

Basic earnings/loss per share are calculated by dividing the net result for the year attributed to the Group by the weighted average number of outstanding shares for the year, excluding the average number of treasury shares held during the year. Set out below is the calculation of basic earnings per share from continuing operations and from continuing and discontinued operations:

Basic earnings per share from continuing operations	Million euro	
	2008	2007
Result from continuing operations attributed to the parent company	**-10**	**16**
Weighted average number of outstanding shares (million shares)	544	519
Less average number of treasury shares (million shares)	-3	-
Average number of shares to determine basic earnings per share	**541**	**519**
Basic earnings/loss per share (euro)	**-0.02**	**0.03**

Basic earnings per share from discontinued operations	Million euro	
	2008	2007
Net result from discontinued operations attributed to the parent company	**-46**	**-42**
Weighted average number of outstanding shares (million shares)	544	519
Less average number of treasury shares (million shares)	-3	-
Average number of shares to determine basic earnings per share	**541**	**519**
Basic earnings/loss per share (euro)	**-0.08**	**-0.08**

Basic earnings per shares attributed to the parent company	Million euro	
	2008	2007
Net result attributed to the parent company (million euro)	**-56**	**-26**
Weighted average number of outstanding shares (million shares)	544	519
Less average number of treasury shares (million shares)	-3	-
Average number of shares to determine basic earnings per share	**541**	**519**
Basic earnings/loss per share (euro)	**-0.10**	**-0.05**

B. Diluted earnings/loss per share

Diluted earnings/loss per share are calculated by adjusting the weighted average number of outstanding ordinary shares to reflect the conversion of all potentially dilutive ordinary shares. For such purposes, conversion is deemed to take place at the start of the period or when the potentially dilutive ordinary shares are issued, where they have become outstanding during the period in question.

At 31 December 2008 and 2007, the only potentially dilutive effect relates to the Group's share-based or stock option plans addressed in Note 29. This will not entail any capital increase due to the operational aspects of these systems described in Note 29 and therefore no dilutive effects are expected when the relevant rights are exercised by employees.

27. Cash flow

The cash flow statement that forms part of these financial statements has been prepared under IAS 7.

The cash flow statement explains the overall change in the consolidated Group's cash situation, including all the activities of the Group companies and concession companies.

Consequently, cash flows from operating activities relate to all the operating activities, including those of concession holder companies (basically tolls collected less operating costs), and cash flows from investing activities include all investments in property, plant, equipment and intangible assets, including investments in concession assets by concession holder companies.

This notwithstanding, in order to provide a more appropriate explanation of the cash resources generated by the Group, a distinction is made (as in prior years) between:

a) Cash flows generated by the Group's businesses, where concession holder companies are treated as financial investments and therefore the relevant shareholdings are included in cash flows from investing activities and the returns obtained from those investments (dividends and other income) are included in cash flows from operating activities.

b) Cash flows obtained by the concession holder companies, including activity and financing flows derived from those companies' operations.

As may be observed in the accompanying tables, the sum of the two segments is the Group's overall cash flow, after eliminating, through the adjustments column, the dividends received from concession companies, which are consolidated using the full and proportionate methods (390 million euro in 2008 and 182 million euro in 2007), and the investments made in their capital (55 million euro in 2008 and 139 million euro in 2007).

2008	Million euro						
	Cash flows ex. infrastructure projects	Cash flows of infrastructure projects	Adjustments	Consolidated cash flows	Held for sale	Eliminations	Consolidated cash flows + held for sale
EBITDA	-29	552	-	523	170	-	693
Dividends collected	406	-	-390	21	1	-16	1
Income tax paid	19	-42	-	-23	-13	-	-36
Change in receivables, payables and other	11	24	-	30	-23	9	21
Cash flows from operating activities	**407**	**534**	**-390**	**551**	**135**	**-7**	**679**
Investments in property, plant and equipment and intangible assets	-1	-	-	-1	-81	-	-82
Investments in infrastructure projects	-	-514	-	-514	-27	105	-436
Non-current financial assets	-48	-	55	7	-	-	7
Divestment	-	-	-	-	-	-	-
Cash flows from investing activities	**-49**	**-514**	**55**	**-508**	**-108**	**105**	**-511**
Cash flows before financing activities	**358**	**20**	**-335**	**43**	**27**	**98**	**168**
Proceeds from capital and minority interest	-	73	-55	18	-	-	18
Payment of dividends to parent company	-50	-	-	-50	-15	15	-50
Payment of minority interest dividends to associates	-	-427	390	-37	-1	1	-37
Treasury shares acquired by Cintra	-68	-	-	-68	-	-	-68
Cash flows from shareholders and minority interest	**-118**	**-354**	**335**	**-137**	**-16**	**16**	**-137**
Interest paid and received	-	-429	-	-429	-60	-	-489
Increase in bank borrowings	-61	1,293	-	1,232	71	5	1,308
Decrease in bank borrowings	-	-600	-	-600	-32	-	-632
Cash flows from financing activities	**-179**	**-90**	**335**	**66**	**-37**	**21**	**50**
Change in cash and cash equivalents	**179**	**-70**	**-**	**109**	**-10**	**119**	**218**
Opening cash and cash equivalents	216	488	-	704	119	-119	704
Closing cash and cash equivalents	395	394	-	789	90	-	879
Impact of exchange rate on cash and cash equivalents	-	24	-	24	19	-	43

2007	Million euro			
	Cash flows ex. Infrastructure projects	Cash flows of infrastructure projects	Adjustments	Consolidated cash flow
EBITDA	29	665	-	694
Dividends collected	182	-	-182	-
Income tax paid	27	-43	-	-16
Change in receivables, payables and other	31	74	-	105
Cash flows from operating activities	**269**	**696**	**-182**	**783**
Investments in property, plant and equipment and intangible assets	-47	-	-	-47
Investments in infrastructure projects	-	-571	-	-571
Non-current financial assets	-181	-	139	-42
Divestment	-	-	-	-
Cash flows from investing activities	**-228**	**-571**	**139**	**-660**
Cash flows before financing activities	**41**	**125**	**-43**	**123**
Proceeds from capital and minority interest	-	171	-139	32
Payment of dividends to parent company	-50	-	-	-50
Payment of minority interest dividends to associates	-	-236	182	-54
Cash flows from shareholders and minority interest	**-50**	**-65**	**43**	**-72**
Interest paid and received	-	-442	-	-442
Increase in bank borrowings	-	1,619	-	1,619
Decrease in bank borrowings	-37	-1,286	-	-1,323
Cash flows from financing activities	**-87**	**-174**	**43**	**-218**
Change in cash and cash equivalents	**-46**	**-49**	**-**	**-95**
Opening cash and cash equivalents	262	547	-	809
Closing cash and cash equivalents	216	488	-	704
Impact of exchange rates on cash and cash equivalents	-	10	-	10

Set out below is an analysis of adjustments made to results for the year to arrive at gross operating results (EBITDA):

Items	Million euro	
	2008	2007
Net result attributed to the parent company	**-56**	**-26**
Minority interest	31	28
Depreciation and amortisation	122	185
Results of equity-consolidated companies	-	-1
Result from financing	454	650
Income tax	-80	-145
Other profit and loss	6	3
Net result of discontinued operations	46	-
EBITDA	**523**	**694**

Cash flow (concession holder companies as financial assets)

Cash flows for 2008 were significantly affected by the purchase of treasury shares (68 million euro), the contribution of capital to R-4 to pay for expropriations (14 million euro), the capital increase in Autema due to the refinancing process completed (11 million euro) and the investments made in the new toll roads under construction Autopista Central Greece (12 million euro) and Euroscut Azores (9 million euro).

However, despite the significant volume of investments, the Group's cash flows from activities were not significantly affected due to the considerable cash flows from operating activities generated by the company.

Cash flows from operating activities

Cash flows from operating activities (407 million euro) include the amount of 406 million euro in dividends and capital reimbursed by the toll road and car park concession companies, a breakdown of which is set out in the accompanying table. The remaining flows relate mainly to net tax inflows and other collections and payments relating to the Division's parent companies.

Breakdown of dividends collected from infrastructure projects	Million euro	
	2008	2007
407 ETR	47	44
Autema	-	13
Inca / Cinca (Autema transaction)	317	-
Ausol	5	19
Car parks	16	1
Trados 45	2	2
Euroscut Algarve	4	3
Cintra Chile	1	-
A. Temuco-Río Bueno	-	2
A. Santiago-Talca	-	67
A. Talca-Chillán	-	2
A. Chillán-Collipulli	-	8
Total dividends	**392**	**161**
Trados 45	-	1
Chicago Skyway	3	9
Indiana Toll Road	11	11
Total capital reimbursements	**14**	**21**
Total	**406**	**182**

As reflected in the above table, cash flows from operating activities include both dividends received and capital reimbursed, which is treated as investment income because it is not generated by the sale of any share of the relevant business.

Cash flows from investing activities

The following table contains a breakdown of outlays arising from investments made:

Cash flows from investing activities of infrastructure projects	Million euro	
	2008	2007
A. R-4 Madrid-Sur	14	34
Eurolink M3	5	34
SH-130	3	52
A. Madrid Levante	1	3
A. Chillán-Collipulli	-	8
M-203	-	21
A. Ionian Roads	-	18
Central Greece	12	2
Euroscut Azores	9	15
Autema	11	-
A. Poludnie	6	-
Car parks	-	47
Other	-12	-6
Total	**49**	**228**

The most significant outlays during the year were the contribution of capital to A. R-4 Madrid Sur to pay for expropriations (14 million euro), the capital increase in Autema due to the refinancing process completed (11 million euro) and the investments in the toll roads under construction Central Greece (12 million euro) and Euroscut Azores (9 million euro).

Cash flows from shareholders and minority interest

Payments made to the shareholders of Grupo Cintra amounting to -50 million euro in 2008 are carried as dividend flows.

Cash flows from shareholders and minority interest include the purchase of treasury shares by Cintra S.A. during 2008 in the amount of -68 million euro.

External financing is addressed in Note 17.

Cash flows from infrastructure projects

When preparing cash flow information for the concession holder companies, only the companies consolidated using the full or proportionate methods have been considered, by including 100% of fully-consolidated company flows and the proportional part of the flows of companies consolidated using the proportionate method, as reflected in the balance sheet. Set out below is a breakdown of the main items that explain the companies' net cash position:

Concession companies	Million euro	
	2008	2007
EBITDA	552	665
Dividends collected	-	-
Income tax paid	-42	-43
Change in receivables, payables and other	24	74
Cash flows from discontinued operations		
Cash flows from operating activities	**534**	**696**
Investments in property, plant and equipment and intangible assets		
Investments in infrastructure projects	-514	-571
Non-current financial assets	-	-
Divestment	-	-
Net cash flows from investing activities of discontinued operations	-	-
Cash flows from investing activities	**-514**	**-571**
Cash flows before financing activities	**20**	**125**
Proceeds from capital and minority interest	73	171
Payment of dividends to parent company	-	-
Payment of minority interest dividends to associates	-427	-236
Other movements in equity	-	-
Cash flows from shareholders and minority interest	**-354**	**-65**
Interest paid	-429	-442
Increase in bank borrowings	1,293	1,619
Decrease in bank borrowings	-600	-1,286
Cash flows from financing activities	**-90**	**-174**
Change in cash and cash equivalents	**-70**	**-49**
Opening cash and cash equivalents	488	547
Closing cash and cash equivalents	394	488
Impact of exchange rates on cash and cash equivalents	24	10

Cash flows from operating activities of the concession holder companies relate basically to cash inflows of operational projects, although they also include VAT refunds and payments of projects under construction. These companies' cash flows from operating activities may be explained on the basis of EBITDA by adding the effect of working capital, as shown below:

Concession companies	Million euro	
	2008	2007
Operating results of concession companies	**424**	**498**
Depreciation and amortisation	128	167
EBITDA	**552**	**665**
Income tax payment	-42	-43
Change in working capital	24	74
Cash flows from operating activities	**534**	**696**

Cash flows from Investments in property, plant and equipment relate to outflows to increase PPE, relating mainly to concession companies in the construction phase in 2008, such as Eurolink M3 (190 million euro), SH-130 (96 million euro) the Greek toll roads (79 million euro).

Cash flows from shareholders and minority interest relate to dividends paid and equity reimbursed by the concession companies to their shareholders, as well as amounts received by these companies for capital increases. In the case of fully-consolidated concession companies, the figures relate to 100% of the amounts paid and received by the concession companies, irrespective of the Group's interest in each company. No dividend or equity reimbursement is included in relation to equity-consolidated companies. Set out below is a breakdown of capital contributions received by the toll road companies:

Capital contributions to infrastructure projects	Million euro	
	2008	2007
M-203	-	20
A. Madrid Levante	3	6
SH-130	4	76
A. Ionian Roads	-	18
Central Greece	12	-
Eurolink M3	5	34
A. R-4 Madrid-Sur	25	11
Autema	14	-
Euroscut Azores	10	6
TOTAL	**73**	**171**

A breakdown of dividends paid by the toll road companies is set out below:

Breakdown of dividends paid by infrastructure projects	Million euro	
	2008	2007
407 ETR	79	83
Autema	-	17
Inca / Cinca (Autema transaction)	317	-
Ausol	6	23
Trados 45	3	3
A. Temuco-Río Bueno	1	4
A. Talca-Chillán	-	3
A. Santiago-Talca	-	67
A. Chillán-Collipulli	-	8
Euroscut Algarve	5	3
Chicago Skyway	6	15
Indiana Toll Road	10	10
TOTAL	**427**	**236**

External financing is addressed in Note 17.

The impact on the net cash position of foreign exchange fluctuations in 2008, when the financial statements of companies denominated in different currencies were translated to euros, is also included. This relates basically to the Canadian company 407 ETR and the US companies Chicago Skyway and Indiana Toll Road. The overall impact of foreign exchange fluctuations is a reduction in debt and therefore an improvement in the concession companies' net cash position in the amount of 386 million euro.

Finally, cash flows from financing activities relate to interest paid by the concession companies, plus other commissions and costs closely related to the obtainment of financing. These flows consist of interest expense for the period and other items that directly affect net debt for the period. This amount does not match the financing results reflected in the income statement, mainly due to differences between the accrual and payment of interest by the highway companies 407 ETR, Chicago Skyway and Indiana Toll Road.

28. Directors' remuneration

In accordance with the provisions of the Articles of Association and the Board of Directors' Regulations, set out below is information on corporate regulations governing directors' remuneration, the items included in the remuneration and, where required, breakdowns of remuneration paid to the individual members of the Board of Directors.

a) Clauses in the Articles of Association relating to remuneration:

Article 36 of the Articles of Association relating to directors' remuneration stipulates the following:

1. "The directors, in their capacity as members of the Board of Directors, shall receive remuneration from the Company consisting of a fixed annual sum. The amounts that may be paid by the Company as directors' remuneration shall be established by the General Meeting. The Board of Directors shall be responsible for specifying the exact amounts payable, subject to the aforementioned limit, the conditions that must be fulfilled to obtain the remuneration and the allocation of the remuneration to each director.

2. Additionally, the directors that perform executive functions in the Company shall receive remuneration comprising: (a) a fixed portion, based on the services and responsibilities assumed; (b) a variable portion, correlated to an indicator of the performance of the director or the Company; (c) a welfare-related portion; and (d) a severance indemnity in the event of dismissal not due to an infringement attributable to the director.

   The amount pertaining to the fixed portion, the indicators or calculation method for the variable portion, the cost of welfare benefits and the reference parameters for quantifying the severance indemnity shall be determined by the General Meeting.

   Subject to the limits imposed by the General Meeting, the Board of Directors may determine individual remuneration packages for each director and define other conditions to be fulfilled in order to obtain the remuneration. The executive directors in question shall not attend or participate in deliberations during the relevant Board meeting. The Board shall ensure that the remuneration is in line with market conditions and takes into account the level of responsibility and commitment required in the role performed by each director.

3. The directors may also be remunerated in the form of shares in the Company or in another listed Group company, as well as in the form of options on or instruments linked to the price of those shares. In the case of shares in the Company, this remuneration shall be agreed by the General Meeting. The resolution in question shall state the number of shares to be handed over, if applicable, the strike price of the share options, the value of the reference shares and the duration of this form of remuneration.

4. The Company is authorised to contract a third-party liability insurance policy covering its directors.

5. The remuneration paid to external directors and executive directors (in the latter case, the portion pertaining to their directorship, excluding their executive functions) shall be disclosed in the notes to the accounts for each individual director. The portion of the remuneration paid to the executive directors pertaining to their executive functions shall be disclosed as a total amount accompanied by an itemised breakdown."

b) Resolutions of the General Meeting and the Board of Directors in connection with directors' remuneration.

The Extraordinary General Shareholders' Meeting of CINTRA held on 4 October 2004 adopted the following resolution, in accordance with Article 36 of the Articles of Association:

1. "Establish the maximum aggregate amount of remuneration payable annually by the Company to all of its directors, in accordance with Article 36.1 of the revised Articles of Association, at 1,000,000 euros.

2. In conformity with Article 36.2 of the revised Articles of Association, the maximum annual remuneration of each of the Company's executive directors shall be determined as follows:

i. Fixed portion.

The total gross amount payable for this item shall not exceed 500,000 euros per annum. Unless modified by the General meeting, this amount shall rise annually in line with the Spanish consumer price index and/or any other market indicator for similar positions that may be prepared by a reputable independent human resources consultancy organisation.

ii. Variable portion.

This remuneration item is linked to the achievement of targets in terms of the parameters of the Company and/or the Group to which the executive belongs, such as:

a) Increase in net profits on the previous year.

b) Degree of fulfilment of the pre-tax profits budgeted for the year in question.

c) Compliance with cash flow budgets.

d) Evolution of structural costs.

e) Number and type of projects tendered, awarded or financed.

The variable portion shall accrue only once and shall not generate any vested rights. The annual maximum amount shall not in any event exceed twice the fixed portion for the year in question.

iii. Welfare-related portion.

The annual maximum cost of pension plans, insurance policies and/or other welfare benefits shall not exceed 3,000 euros. That amount shall increase annually in the manner stipulated in point (i) above.

iv. Severance indemnity.

The amount of the severance indemnity payable in the event of a dismissal not attributable to an infringement by the director, during the first eight years of service in the Company or Group, may not exceed three annual payments, i.e. three times the total fixed remuneration for the year in question plus three times the last variable remuneration accrued prior to dismissal. This limit shall increase to four annual payments as from the ninth year of service.

In accordance with the final paragraph of Article 36.2 of the Articles of Association, the Board of Directors is authorised to determine each executive director's exact remuneration subject to the limits stated in (i) to (iv) above, and to define any other conditions that must be fulfilled to obtain the remuneration.

3. The above-mentioned remuneration and, if applicable, any remuneration agreed by the General Meeting in accordance with Article 36.3 of the Articles of Association, are compatible with the stock option plans created by Grupo Ferrovial, S.A. for Company directors".

- On 15 November 2004, the Board of Directors approved remuneration of 60,000 euros per annum per director, applicable to each of the independent external directors and to the then executive director.
- On 19 February 2008, the Board of Directors approved remuneration of 60,000 euros per annum per director, applicable to each of the independent external directors who have been Board members for at least two years.

c) Directors' remuneration in 2008.

During 2008, the remuneration of Cintra's Board of Directors comprised a number of items based on each director's category, as follows:

1. Independent external directors:

Bonuses provided by the Articles of Association: These bonuses relate to the three independent external directors holding office in 2008.

2. Executive directors:

Remuneration for executive functions includes the following items: fixed remuneration, variable remuneration, life insurance premiums and other items.

3. Controlling external directors:

No remuneration of any kind was received in their capacity as Company directors.

Set out below is a detailed analysis of remuneration:

A.- Bonuses provided by the Articles of Association: Individual remuneration of the independent external directors was as follows:

- Mr José Fernando Sánchez-Junco Mans: 60 thousand euro.
- Mr Fernando Abril-Martorell Hernández: 60 thousand euro.
- Mr Jaime Bergel Sainz de Baranda: 60 thousand euro.

B.- Remuneration for the Executive Directors' executive functions: The executive directors received 805 thousand euro for the executive functions (fixed remuneration of 450 thousand euro, variable remuneration of 353 thousand euro and life insurance premiums of 2 thousand euro) (1,249 thousand euro in 2007).

C.- No remuneration accrued in this respect during 2008 to Board directors that are also members of the administrative bodies of other Group or multi-group companies or associates. No advances or loans had been granted to the Company's directors at 31 December 2008.

d) Remuneration for senior managers reporting directly to the Chief Executive Officer.

Remuneration received by the Company's senior managers, excluding the CEO, in 2008 totalled 2,439 thousand euro, comprising the following items:

Item	Thousand euro	
	2008	2007
Fixed remuneration	1,759	1,692
Variable remuneration	577	511
Membership of other Boards of Group companies or associates	84	150
Life insurance premiums	8	6
Other	11	19
TOTAL	**2,439**	**2,378**

The Company has granted loans to senior managers totalling 75 thousand euro.

e) Other information.

The employment contract between the Company and the Chief Executive Officer provides the right to receive the indemnities stipulated in Article 56 of the Labour Statute.

Additionally, in order to build loyalty and encourage permanence, senior managers are entitled to extraordinary deferred remuneration that will only be paid in one of the following circumstances:

- senior manager agrees to leave at a certain age.
- senior manager is dismissed unfairly or leaves the Company due to a decision by the latter, without cause for dismissal, prior to the date on which the senior manager reaches the agreed age, provided the amount in question exceeds the indemnity payable under the Labour Statute.
- death or disability.

This incentive is covered by a savings insurance policy to which a total of 181 thousand euro was contributed in 2008.

29. Stock option plans

Cintra Concesiones de Infraestructuras de Transporte, S.A. currently has the following stock option plans:

Participants	Grant date	Number of options granted	Strike price (euro)
Managers and senior managers	October 2005	940,625	8.98
	July 2007	39,582	10.90
CEO	November 2006	67,720	10.54
CEO	July 2007	54,596	11.90
Managers and senior managers	November 2007	871,175	10.72
CEO	April 2008	256,562	9.09
TOTAL		**2,230,260**	

All the stock options may be exercised three years after the grant date, provided certain minimum returns are achieved. The exercise period for the 2005, 2006 and July 2007 options was initially three years. However, the Board decided to extend this period to five years and will propose this amendment of the stock option plans for the CEO and senior managers to the General Meeting.

The strike price is calculated as the arithmetic mean of the weighted average price in the twenty stock market sessions prior to the grant date.

The above data have changed since the respective grant dates as a result of the fully-paid capital increases carried out by the Company in 2006, 2007 and 2008. These updates are merely automatic adjustments to maintain the relative percentages stipulated in the stock option plans approved, as necessary in order to protect the rights granted and in accordance with the relevant plan regulations.

Movements in the Company's stock option plans in 2008 and 2007 are set out below:

	Number of options	
	2008	2007
Opening number of options	**2,236,084**	**1,253,178**
Options granted	256,562	1,204,672
Waivers and other	(262,386)	(221,766)
Options exercised	-	-
Closing number of options	**2,230,260**	**2,236,084**

The main assumptions used to value the plans granted in 2008 are as follows:

Assumptions used and option values	2008	2007
Valuation assumptions:		
Estimated exercise period	6.4 years	5 years
Leaving rate before and after exercise period.	7%	7%
Risk-free rate	4.28%	4.54%
Dividend forecast	1.81%	0.71%
Volatility forecast	22.80%	22.80%

Cintra has contracted equity swaps to hedge any loss that may

be incurred when the stock options are exercised. These hedges ensure that Cintra will collect an amount equal to the increase in the share price when the options are executed by the beneficiaries. The financial institution will pay cash amounts to Cintra in an amount equal to the yield on the share, in return for a payment from Cintra.

The equity swaps are deemed to be derivatives for accounting purposes and are afforded the general treatment described for this type of financial product in Note 2.3.7. During 2008, a loss of 20 million euro was recognised in respect of equity swaps, as explained in Note 3.5 on market risk and Note 24 on financial results.

Cintra's staff expenses related to these stock option plans are analysed in Note 23.

Certain Company board directors (not the independent external directors) and managers participate in the following stock option plans of Grupo Ferrovial, S.A.:

Participants	Grant date	Number of options granted	Strike price
(euro)	October 2005	84,960	63.54
Managers and senior managers	July 2007	142.840	28,96-73,54
Senior managers	April 2008	75,000	48.50
TOTAL		**302,800**	

These plans have the same exercise periods and conditions as are indicated above in connection with the shares of Cintra, S.A. for the same period.

Movements in these plans in 2008 and 2007 are as follows:

	Number of options	
	2008	**2007**
Opening number of options	**90,240**	**95,080**
Options granted	224,600	-
Waivers and other	-	(3,640)
Options exercised	(12,040)	(1,200)
Closing number of options	**302,800**	**90,240**

The main assumptions used to value the options granted in 2008 are as follows:

Assumptions used and option values	2008	2007
Valuation assumptions:		
Estimated exercise period	4.7 years	5 years
Leaving rate before and after exercise period.	7%	7%
Risk-free rate	4.28%	4.73%
Dividend forecast	1.81%	1.93%
Volatility forecast	28.24%	26.95%

As with the stock option plans of Cintra, S.A., the same type of equity swaps described above were contracted in relation to the stock option plans of Grupo Ferrovial.

30. Information on transactions with related parties

Set out below is a description of the main contractual relations between the Company, its significant shareholder Grupo Ferrovial and its group of companies:

a) Framework agreement between Grupo Ferrovial, Ferrovial Agroman and Cintra

As a result of the flotation, Grupo Ferrovial, S.A. Ferrovial Agroman, S.A. and Cintra signed a Framework Agreement that came into force on 27 October 2004, the purpose being to regulate relations between Grupo Ferrovial and its subsidiaries, other than Cintra, (hereinafter Ferrovial) and Cintra and its subsidiaries (hereinafter Cintra), in connection with:

1.- Development of Transport Infrastructure Projects (toll roads and car parks):

The Framework Agreement regulates the commitments and obligations of Cintra and Ferrovial in relation to the toll road and car park transport infrastructure concessions.

The Framework Agreement excludes Projects in which the amount of the design and build work is equal to or lower than 3 million euro (an amount that increases with inflation, resulting in a figure of 3,435,720.85 euros for 2008 based on the 2007 inflation rate) or in which the successful bidder is required (by the bidding specifications or by law) to contract the work to a pre-established party other than Ferrovial and not controlled by Cintra.

The Framework Agreement provides a system of pre-emptive and exclusive rights between Cintra and Ferrovial, in tenders and related activities, in relation to the concession and operation of toll road and car park infrastructures.

Having regard to Project execution, the Agreement provides for the distribution of tasks. If Cintra and Ferrovial wish to participate in a Project, Cintra will coordinate, prepare and submit the bid and will take charge of all substantive aspects other than those related to construction; Ferrovial will be responsible for the technical and financial content and documentation relating to the construction work.

2.- The Framework Agreement will be applicable to specific contracts for services related to projects (cleaning, gardening,

etc.) valued at over 3 million euro (an amount that increases with inflation, resulting in a figure of 3,435,720.85 euros for 2008 based on the 2007 inflation rate).

3.- Provision of inter-group services:

Among other issues, the above-mentioned Framework Agreement provided for the reciprocal provision of services between Grupo Ferrovial and its group of companies and Cintra and its group of companies. To this end, on 21 June 2005 Grupo Ferrovial and Cintra entered into a Master Corporate Services Agreement.

Grupo Ferrovial provides Grupo Cintra with services related to information systems, and management assistance and support; Grupo Cintra provides Grupo Ferrovial with assistance and support in the management of Grupo Ferrovial companies operating in the infrastructures area; both groups receive remuneration for the services rendered.

The services rendered by the two groups are mutually beneficial, assure adequate levels of quality and enhance the efficiency and effectiveness of their respective organisations. Additionally, in order to guarantee an adequate service at all times, as well as to ensure that the services received and/or rendered are advisable and justified, the Parties have agreed that the nature, scope, price and quality of the services must be reviewed annually.

The Related-Party Transactions Committee is responsible for supervising compliance with the Framework Agreement and, in general, for supervising transactions between Grupo Ferrovial and Cintra.

Set out below are details of the main transactions between Cintra and Grupo Ferrovial companies during 2008:

A) **Provision of services between Grupo Ferrovial and Cintra:** Services rendered under the Master Corporate Services Agreement dated 21 June 2005. In 2008, Grupo Ferrovial, S.A. and Cintra billed a total of 6,507 thousand euro (5,613 thousand euro in 2007) and 253 thousand euro (1,341 thousand euro in 2007).

B) **Contracts for construction work between Ferrovial Agroman and Cintra Group companies:** In general, these are construction contracts between concession holders in which Cintra and Ferrovial Agroman or the temporary consortium construction company (controlled by Ferrovial Agroman) hold interests, for design and build work during the relevant project. According to Cintra's records, the following amounts were billed during 2008:

1. Autopista del Sol Concesionaria Española de Autopistas, S.A.: 881 thousand euro (2007: 456 thousand euro).
2. Autopista Madrid Sur Sociedad Concesionaria, S.A. (Radial 4 road): 11,796 thousand euro (2007: 52,130 thousand euro).
3. Autopista Madrid Levante Sociedad Concesionaria, S.A. (Ocaña-La Roda): 1,494 thousand euro (2007: 9,524 thousand euro).
4. Euroscut Norte Litoral, Sociedade Concessionaria da Scut do Norte Litoral, S.A. (Portugal): 15,908 thousand euro (2007: 19,871 thousand euro).
5. Euroscut Açores, Sociedade Concessionaria da Scut dos Açores, S.A. (Portugal): 22,163 thousand euro (2007: 50,587 thousand euro).
6. Euroscut, Sociedade Concessionaria da Scut do Algarve, S.A. (Portugal): 98 thousand euro (2007: 5,456 thousand euro).
7. Eurolink Motorway Operations Ltd. (M4/M6) (Ireland): 169 thousand euro (2007: 349 thousand euro).
8. Eurolink Motorway Operations (M3) Ltd (Ireland): 126,786 thousand euro (2007: 168,539 thousand euro).
9. Autopista ITR Concession Company LLC (USA): 30,591 thousand euro (2007: 31,353 thousand euro).
10. Autopista SH 130 Concession Company LLC (USA): 38,037 thousand euro (2007: 28,802 thousand euro).
11. Autopista del Maipo Sociedad Concesionaria, S.A. (Chile): 19,762 thousand euro (2007: 33,573 thousand euro).
12. Ruta de la Araucanía, S.A. (Chile): 942 thousand euro (2007: 5,397 thousand euro).
13. Ruta de los Rios, S.A. (Chile): 8 thousand euro (2007: 317 thousand euro).
14. Autopista Alcala-O'Donnell, S.A.: 0 thousand euro (2007: 16,796 thousand euro).
15. Nea Odos Concession, S.A. (Greece): 43,252 thousand euro (2007: 0 thousand euro).
16. Central Greece Motorway Concessions, S.A. (Greece): 47,772 thousand euro (2007: 0 thousand euro).
17. Car parks: construction of several underground car parks: 12,911 thousand euro (2007: 12,000 thousand euro).

C) **Provision of cleaning and maintenance services:** This relates to ordinary office cleaning and maintenance services provided by Ferrovial Group companies (Ferrovial Servicios) to Cintra Group companies, including the Company itself and toll road and car park concession companies. These services amounted to 615 thousand euro (2007: 1,406 thousand euro).

D) **Dividend:** The dividend paid by the Company to Ferrovial Infraestructuras, S.A. and Marjeshvan, S.L. in April 2008, out of 2007 profits, totalled 33,677 thousand euro (2007: 31,028 thousand euro).

Additionally, Cintra and companies of the Ferrovial Group or temporary consortia in which companies of the Ferrovial Group hold interests effected arm's length transactions with Banesto totalling 370,445 thousand euro (2007: 52,266 thousand euro) and with MAXAMCorp, S.A.U. totalling 734 thousand euro (2007: 1,160 thousand euro). This information is furnished under section two of Order EHA 3050/2004, as some of Cintra's directors sit on the Boards of Directors of the above-mentioned companies.

Finally, as regards transactions effected by the Company that were not eliminated during the preparation of the consolidated financial statements, services were billed by Cintra to Autopista Trados 45, S.A. for a total of 82 thousand euro (2007: 79 thousand euro), to Indiana Toll Road Concesión Company LLC in the amount of 329 thousand euro (2007: 169 thousand euro), to Neo Odos Concession, S.A. for a total of 867 thousand euro (2007: 2,419 thousand euro), and to Central Greece Concession Company S.A. in the amount of 2,202 thousand euro (2007: 0 thousand euro).

31. Directors' shareholdings, offices or functions in companies engaged in a business similar to that of Cintra

In accordance with Article 127 ter.4 of the Spanish Companies Act, introduced under Law 26/2003 (17 July), whereby Stock Market Act 24/1988 (28 July) was amended, and with the revised Spanish Companies Act, the following information is disclosed to enhance the transparency of limited liability companies.

The information addresses shareholdings, offices and functions held or performed by Cintra's directors in companies engaged in activities that are the same as or similar or complementary to the Company's objects. Reference is also made to activities carried on by the directors for their own account or for the account of third parties that are the same as or similar or complementary to those of the Company.

- At 31 December 2008, the Company has been notified of the following shareholdings:
  - Mr Rafael del Pino y Calvo-Sotelo: directly holds a 1.636% interest in Grupo Ferrovial, S.A. and also forms part of the family group that indirectly controls 58.317% of Grupo Ferrovial, S.A. through the company Portman Baela, S.L. Ms María del Pino y Calvo-Sotelo directly holds a 0.002% interest in Grupo Ferrovial, S.A. and Mr Leopoldo del Pino y Calvo-Sotelo indirectly owns 0.02% of Grupo Ferrovial, S.A.
  - Mr Joaquín Ayuso García holds a 0.014% interest in Grupo Ferrovial, S.A.
  - Mr Nicolás Villén Jiménez has a 0.050% interest in Grupo Ferrovial S.A. and a 0.013% interest in a company that operates in the infrastructures sector (Abertis Infraestructuras, S.A.).
  - Mr José María Pérez Tremps holds a 0.006% interest in Grupo Ferrovial, S.A.
  - Mr Fernando Abril-Martorell Hernández holds a 0.002% interest in an infrastructures sector company (Abertis Infraestructuras, S.A.).
  - Mr José Fernando Sánchez-Junco Mans holds a 0.009% interest in Grupo Ferrovial, S.A.

- As regards offices or functions, the Company has not been provided with any information, with the exception of details of the offices or functions held or performed in companies in which the Company (Group Cintra) or the business group of the Company's significant shareholder (Grupo Ferrovial) have direct or indirect interests, as follows:
  - Mr Rafael del Pino y Calvo-Sotelo: Board Chairman and Executive Committee Chairman of Grupo Ferrovial, S.A.; Chairman of Ferrovial Infraestructuras, S.A. Having regards to persons related to the Chairman, as defined in Article 127 ter.5 of the Spanish Companies Act, the following offices should be noted: (i) Mr Leopoldo del Pino y Calvo-Sotelo: Chairman and General Manager of Autopista Madrid Levante Concesionaria Española, S.A., Inversora de Autopistas de Levante S.L., Autopista del Sol Concesionaria Española, S.A. and Autopista Terrasa Manresa Concessionaria de la Generalitat de Catalunya, S.A.; Chairman of Autopista Alcalá O'Donnell. S.A. and Aparcament Escaldes Centre, S.A.; Vice-Chairman of Serranopark, S.A., Autopista Trados 45, S.A. and Estacionamientos Urbanos de León, S.A.; Board director and General Manager of Autopista Madrid Sur Concesionaria Española, S.A. and Inversora de Autopista del Sur S.L.; Board director of Sociedad Municipal de Aparcamientos y Servicios S.A. and Cintra Car Parks UK Limited; and Joint Administrator and General Manager of Cintra Aparcamientos, S.A., Dornier S.A.U., Cintra Inversora de Autopistas de Cataluña, S.L and Inversora de Autopistas de Cataluña, S.L.; (ii) Ms María del Pino y Calvo-Sotelo: Board director and Executive Committee member of Grupo Ferrovial, S.A.
  - Mr Joaquín Ayuso García: CEO and Executive Committee member of Grupo Ferrovial, S.A.; CEO of Ferrovial Infraestructuras S.A.; Chairman of Ferrovial Aeropuertos, S.A., Ferrovial Agroman, S.A., Ferrovial Servicios, S.A. and Ferrovial Fisa, S.L.
  - Mr José María Pérez Tremps: Board director-General Secretary and Executive Committee member of Grupo Ferrovial, S.A.; Board director of Ferrovial Infraestructuras, S.A., Ferrovial Aeropuertos, S.A., Ferrovial Agroman, S.A., Ferrovial Servicios, S.A., Ferrovial Fisa, S.L., Swissport Internacional A.G. and BAA Ltd; Joint Administrator of Ferrovial Inversiones, S.A.
  - Mr Nicolás Villén Jiménez: Financial and Economic General Manager of Grupo Ferrovial, S.A.; Board director of 407 International Inc., Amey U.K .Plc, Amey Plc, Ferrovial Infraestructuras, S.A., Ferrovial Aeropuertos, S.A., Ferrovial Agroman, S.A., Ferrovial Servicios S.A., Ferrovial Fisa, S.L., Statewide Mobility Partners and BAA Ltd., Joint Administrator of Ferrovial Inversiones, S.A., Burety, S.L., Ferrovial Emisiones, S.A. and Marjeshvan, S.L.; Vice-Chairman of Skyway Concession Company Holdings Llc.;
  - Mr Enrique Díaz-Rato Revuelta: Executive Committee member of Grupo Ferrovial, S.A.; Vice-Chairman of Nea Odos Concession, S.A, and Central Greece Motorway Concession, S.A.; Board director of Ferrovial Infraestructuras, S.A., 407 International Inc., Eurolink Motorway Operations (M4-M6) Ltd, Eurolink Motorway Operations (M-3) Ltd., Cintra Concesiones de Infraestructuras de Transporte de Chile Ltda., Skyway Concession Company Holdings LLC, Statewide Mobility Partners LLC, Cintra Texas Corp, SH 130 Concession Company LLC, Euroscut Norte, Sociedade Concessionaria

da Scut do Norte Litoral, S.A., Euroscut, Sociedade Concessionaria da Scut do Algarve, S.A. and Euroscut Açores, Sociedade Concessionaria da Scut dos Açores, S.A.;

- Finally, the Company has not received any notice of activities that are the same as or similar or complementary to those of Cintra that are carried on by directors for their own account or for the account of third parties.

32. Audit fees

In compliance with Additional Provision Fourteen of Law 44/2002 (22 November) on Measures to Reform the Financial System, this section contains information on all the fees for the audit of the financial statements for 2008 and 2007 by the auditors of Cintra, S.A. and all its fully and proportionately consolidated companies in Spain and abroad. A breakdown of the fees invoiced for those years to all the Cintra Group's subsidiaries and associates for services other than audit services is also provided:

	Million euro	
	Año 2008	**Año 2007**
Fees for audit services		
Principal auditor	0.9	0.9
Other auditors	0.1	0.3
Fees for other services		
Principal auditor	0.2	2.0
Other auditors	0.2	0.4

The principal auditor's fees represent approximately 0.01% of its total turnover (0.02% in 2007).

33. Events after the balance sheet date

The following events have taken place since the balance sheet date:

- On 15 January 2009, the toll road 407-ETR announced the refinancing of debt maturing in 2009 by means of two bond issues:

- 300 million CAD maturing in January 2012, with a fixed coupon 4.65%.
- 200 million CAD maturing in January 2014, with a fixed coupon 5.10%.

- On 16 January 2009, the consortium led by Cintra reached an agreement with the 29 financial institutions that finance the toll road Radial 4, including the European Investment Bank (EIB), to extend the terms and conditions of the current financial package for two years. The debt amounts to 556.6 million euro, in three tranches:

- Tranches A and B: 196.6 million euro in commercial borrowings maturing on 27 January 2011.
- Tranche C: 360 million euro in the form of an EIB loan maturing in 2032. This tranche is covered by bank guarantees to 27 July 2011.

- On 23 January 2009, a company 90% owned by Cintra was the successful bidder in a tender called by the Polish Ministry of Infrastructures for the construction, financing and operation of the A1 Stryków I–Pyrzowice toll road for a 35-year period as from the signing of the concession contract. The forecast investment amounts to 2,100 million euro.

- On 28 January 2009, Cintra's Board of Directors agreed to study the possible merger of the Company with Grupo Ferrovial, S.A., its majority shareholder, which has expressed an interest in analysing this strategic option, without any reference, for the moment, to a possible share exchange ratio.

The analysis and decision regarding the merger has been entrusted to the Committee for Related-Party Transactions, which has been formed for the present purposes to act as a "Merger Committee". This committee is formed solely by external, non-controlling directors, the majority of whom are independent.

Moreover, the Board of Directors has agreed to designate a financial institution as the Company's financial advisor in this process to carry out appropriate valuation work for the issue, if and when applicable, of a fairness opinion on the share exchange equation. With respect to this designation, care has been taken to ensure the absence of conflicts of interest and, in particular, of recent significant financing or business relations between the institution and the Ferrovial Group.

- On 29 January 2009, a consortium led by Cintra, with a 75% interest, was selected by the Texas Transportation Commission as the best value proposer in the tender for the design, build and operation of a 21.4 km stretch of the North Tarrant Express toll road. The concession has a term of 52 years as from the contract date. The forecast investment amounts to 1,500 million euro.

34. Commentaries to exhibits

Exhibit I

Exhibit I contains a list of Group companies, distinguishing between fully- and proportionately-consolidated companies and the equity-consolidated associates. The list is presented by segment and also indicates the name of each company's auditor.

Appendix I

SUBSIDIARIES (companies consolidated by full or proportionate method)

Thousand euro COMPANIES	Name in notes to accounts	Parent company	Percentage shareholding	Net cost of shareholding	Reg. Office
HIGHWAYS					
SPAIN					
Cintra, Concesiones de Infraestructuras de Transporte, S.A (a)	Cintra, S.A.	Ferrovial Infraestructuras, S.A / Marjeshvan (i)	63.11 / 4.93	1,364,333 / 206,161	Madrid
Autopista del Sol, C.E.S.A (a)	Ausol	Cintra, Concesiones de Infraestructuras de transporte, S.A	80.00	186,777	Madrid
Autopista Terrasa Manresa, S.A (a)	Autema	Cintra, Concesiones de Infraestructuras de transporte, S.A	76.28	43,939	Barcelona
Autopista Trados M-45, S.A (a) (IP)	Trados 45	Cintra, Concesiones de Infraestructuras de transporte, S.A	50.00	12,535	Madrid
Autopista de Toronto S.L (a)	A. Toronto	Cintra, Concesiones de Infraestructuras de transporte, S.A	100.00	9,265	Madrid
Inversora de Autopistas del Sur, S.L (a)	Inversora A. Sur	Cintra, Concesiones de Infraestructuras de transporte, S.A	55.00	173,686	Madrid
Autopista Madrid Sur C.E.S.A (a)	A. R-4 Madrid Sur	Inver sora de Autopistas del Sur, S.L	100.00	659,490	Madrid
Inversora de Autopistas del Levante, S.L (a)	Inversora A. Levante	Cintra, Concesiones de Infraestructuras de transporte, S.A	51.84	47,838	Madrid
Autopista Madrid Levante, C.E.S.A. (a)	A. Madrid Levante	Inversora de Autopistas del Levante, S.L	100.00	510,048	Madrid
Laertida, S.L. (a)	Laertida	Cintra, Concesiones de Infraestructuras de transporte, S.A	100.00	7,060	Madrid
Cintra Autopistas Integradas, S.A. (a)	CAI	Cintra, Concesiones de Infraestructuras de transporte, S.A	100.00	1,564	Madrid
M-203 Alcalá-O'Donnell (a)	M-203	Cintra Autopistas Integradas, S.A.	100.00	64,777	Madrid
Cintra Inversora Autopistas de Cataluña, S.A. (d)	CINCA	Cintra, Concesiones de Infraestructuras de Transporte, S.A (a)	100.00	6,020	Barcelona
Inversora Autopistas de Cataluña, S.A. (d)	INCA	Cintra Inversora Autopistas de Cataluña, S.A.	100.00	3,010	Barcelona
PORTUGAL					
Euroscut Norte Litoral, S.A (a)	Euroscut Norte	Cintra, Concesiones de Infraestructuras de transporte, S.A	75.53	76,103	Portugal
Euroscut -Sociedade Concessionaria da Scut do Algarve, S.A (a)	Euroscut Algarve	Cintra, Concesiones de Infraestructuras de transporte, S.A	77.00	35,312	Portugal
Cintra sucursal Portugal (a)	Cintra Portugal	Cintra, Concesiones de Infraestructuras de transporte, S.A	100.00	6	Portugal
Euroscut Azores S.A. (a)	Euroscut Azores	Cintra, Concesiones de Infraestructuras de transporte, S.A	89.00	24,187	Portugal
NETHERLANDS					
Algarve International B.V. (a)	Algarve Int.	Cintra, Concesiones de Infraestructuras de transporte, S.A	77.00	14	Holanda
407 Toronto Highway B.V.	Highway BV	Autopista de Toronto S.L	100.00	369,126	Holanda
CHILE					
Cintra Chile Limitada (a)	Cintra Chile	Cintra, Concesiones de Infraestructuras de transporte, S.A	100.00	304,912	Chile
Cintra Inversiones Chile Ltda.	Cintra Inv. Chile	Cintra Chile Limitada	100.00	6	Chile
Ruta de la Araucania, Sociedad Concesionaria, S.A. (a)	A. Collipulli-Temuco	Cintra Chile Limitada	100.00	49,973	Chile
Ruta de los Rios, Sociedad Concesionaria, S.A. (a)	A. Temuco-Rio Bueno	Cintra Chile Limitada	75.00	4,461	Chile
Talca-Chillán, Sociedad Concesionaria S.A. (a)	A. Talca-Chillán	Cintra Chile Limitada	67.61	9,244	Chile
Ruta del Bosque, Sociedad Concesionaria, S.A. (a)	A. Chillán-Collipulli	Cintra Chile Limitada	100.00	6,112	Chile
Autopista del Maipo, Sociedad Concesionaria, S.A (a)	A. Santiago-Talca	Cintra Chile Limitada	100.00	80,252	Chile
POLAND					
Autostrada Poludnie, S.A	A. Poludnie	Cintra, Concesiones de Infraestructuras de transporte, S.A	90.00	12,506	Polonia
CANADA					
407 International Inc. (a y b)	407 ETR	Cintra Canada Inc.	53.23	242,752	Canadá
Cintra Canada Inc.(a y b)	Cintra Canadá	407 Toronto Highway B.V.	100.00	-	Canadá
IRELAND					
Eurolink Motorway Operation (M4-M6), Ltd. (a)	Eurolink M4-M6	Cintra, Concesiones de Infraestructuras de transporte, S.A	66.00	2,805	Irlanda
Financinfrastructures (a)	Financinfrastructures	Cintra, Concesiones de Infraestructuras de transporte, S.A	100.00	64,580	Irlanda
Cinsac, Ltd	Cinsac	Cintra, Concesiones de Infraestructuras de transporte, S.A	100.00	-	Irlanda
Eurolink Motorway Operation (M3), Ltd. (a)	Eurolink M3	Cinsac, Ltd	95.00	95	Irlanda
ITALY					
Autoestrade Lombardia SPA (a)	A. Lombardia	Cintra, Concesiones de Infraestructuras de transporte, S.A	68.00	237	Italia
USA					
Cintra Zachry, LP (iv)	Cintra Zachry, LP.	Cintra Texas Corp	84.15	2,320	Estados Unidos
Cintra Zachry, GP	Cintra Zachry, GP.	Cintra Texas Corp	85.00	24	Estados Unidos
Cintra Texas Corp.	Cintra Texas Corp.	Cintra US Corp	100.00	2,461	Estados Unidos
Cintra Developments, LLC	Cintra Developments	Cintra Texas Corp	100.00	50	Estados Unidos
Cintra Skyway LLC (a)	Cintra Skyway	Cintra US Corp	100.00	190,349	Estados Unidos
Cintra US Corp.	Cintra US Corp.	Laertida	100.00	541,009	Estados Unidos
SCC Holdings LLC (a)	SCC Holdings	Cintra Skyway LLC	55.00	188,418	Estados Unidos
Skyway Concession Co.LLC (a)	Chicago Skyway	SCC Holding LLC	100.00	426,711	Estados Unidos
Cintra ITR LLC (a)	Cintra ITR	Cintra US Corp	100.00	249,934	Estados Unidos
Statewide Mobility Partners LLC (IP) (a)	Statewide Mobility Partners	Cintra ITR LLC	50.00	251,866	Estados Unidos
ITR Concession Company Holdings (IP) (a)	ITR Holdings	Statewide Mobility Partners LLC	100.00	503,732	Estados Unidos
ITR Concession Company (IP) (a)	Indiana Toll Road	ITR Concession Company Holdings	100.00	503,732	Estados Unidos
Cintra Texas 56, LLC	Cintra Texas 56	Cintra US Corp	100.00	54,669	Estados Unidos
SH-130 Concession Company, LLC	SH-130	Cintra Texas 56, LLC	65.00	54,669	Estados Unidos
GREECE					
Nea Odos, S.A. (IP)	Nea Odos	Cintra, Concesiones de Infraestructuras de transporte, S.A	33.34	19,287	Grecia
Central Greece Motorway (E65) (IP)	Central Greece	Cintra, Concesiones de Infraestructuras de transporte, S.A	33.34	13,171	Grecia
CAR PARKS					
SPAIN					
Cintra Aparcamientos, S.A (a)	Cintra Aparcamientos	Cintra, Concesiones de Infraestructuras de transporte, S.A	99.92	62,568	Madrid
Dornier, S.A (a)	Dornier	Cintra Aparcamientos, S.A	100.00	21,313	Madrid
Femet, S.A (a)	Femet	Dornier, S.A (ii)	99.50	1,412	Madrid
Guadianapark, S.A.(c)	Guadianapark	Cintra Aparcamientos, S.A	75.00	1,268	Madrid
Balsol 2001, S.A.(c)	Balsol	Cintra Aparcamientos, S.A	100.00	2,881	Gerona
Estacionamientos Alhóndiga, S.A (IP) (b)	Est. Alhóndiga	Cintra Aparcamientos, S.A	50.00	1,050	Bilbao
Aparcamientos de Bilbao (c)	Aparc. de Bilbao	Cintra Aparcamientos, S.A	75.00	1,350	Bilbao
Aparcamientos Guipuzcoanos, S.L.	Aparc. Guipuzcoanos	Estacionamientos Guipuzcoanos S.A	60.13	602	San Sebastián
Estacionamientos Guipuzcoanos S.A (b)	Eguisa	Cintra Aparcamientos, S.A	100.00	40,543	San Sebastián
Estacionamiento y Galería Comercial Indauxtu, S.A.(c)	Indautxu	Cintra Aparcamientos, S.A	100.00	60	Bilbao
Guipuzcoa Parking Siglo XXI (c)	Siglo XXI	Estacionamientos Guipuzcoanos S.A	60.00	900	San Sebastián
Serrano Park, S.A. (c)	Serrano Park	Cintra Aparcamientos, S.A	50.00	9,030	Madrid
Cintra Car Parks UK, Ltd. (c)	Cintra Car Parks	Cintra Aparcamientos, S.A	100.00	-	Reino Unido
Concha Parking, S.A. (c)	Concha Parking	Estacionamientos Guipuzcoanos S.A	60.00	2,460	Madrid
ANDORRA					
Aparcament Escaldes Centre, S.A.(c)	Escaldes	Cintra Aparcamientos, S.A	100.00	11,400	Andorra
TOTAL				**7,738,426**	

ASSOCIATES (companies consolidated by the equity method)

Thousand euro COMPANIES	Parent company	Percentage shareholding	Net cost of holding	Total assets	Net liability	Net sales	Results	Reg. Office
CAR PARKS								
Sociedad Municipal de Aparcamientos y Servicios (b)	Cintra Aparcamientos S.A	24.50	3,757	125,724	102,279	14,482	2,429	Málaga
Estacionamientos y Servicios Extremeños, S.A (b)	Cintra Aparcamientos S.A	25.00	90	1,557	1,131	101	42	Badajoz
Infoser Estacionamientos A.I.E.(c)	Dornier, S.A	16.66	60	4,175	3,945	736	-128	Madrid
Estacionamientos Urbanos de León, S.A. (b)	Dornier, S.A	43.00	452	3,658	708	2,832	913	León
TOTAL			**4,359**	**135,114**	**108,063**	**18,151**	**3,256**	

UTES (proportionalely consolidated joint ventures)

Thousand euro COMPANIES	Parent company	Percentage shareholding	Net cost shareholding	Reg. Office
CAR PARKS				
SPAIN				
Ute Aparcamientos	Cintra Aparcamientos, S.A	25.00	3	Bilbao
Ute Jado	Cintra Aparcamientos, S.A	50.00	6	Bilbao
Ute Judizmendi	Cintra Aparcamientos, S.A	51.00	2	Madrid
Ute Reinrod/Dornier	Cintra Aparcamientos, S.A	100.00	2	Madrid
Ute T-4 Barajas	Cintra Aparcamientos, S.A	54.00	3	Madrid
Ute Torrellobeta	Cintra Aparcamientos, S.A	80.00	1	Madrid
Ute Tenerife	Cintra Aparcamientos, S.A (iii)	50.00	2	Tenerife
Ute Lanzarote	Cintra Aparcamientos, S.A (iii)	50.00	1	Lanzarote
Ute Valls	Cintra Aparcamientos, S.A	47.00	8	Barcelona
UTE Expo Zaragoza (d)	Cintra Aparcamientos, S.A	100.00	1	Zaragoza
TOTAL			**28**	

(i) The remaining capital is quoted
(ii) The remaining 0.5% of share capital is owned by Cintra Aparcamientos, S.A.
(iii) The remaining 50% of share capital is owned by Dornier, S.A.
(iv) The remaining 1% of share capital is owned by Cintra Zachry, GP
(a) Company audited by PwC
(b) Company audited by Deloitte
(c) Company audited by other auditors
(d) Additions to the consolidation scope

PRICEWATERHOUSECOOPERS

Paseo de la Castellana, 43
28046 Madrid
España
Tel. + 34 902 021 111
Fax + 34 913 083 566

AUDITOR'S REPORT ON THE CONSOLIDATED ANNUAL ACCOUNTS

To the Shareholders of Cintra, Concesiones de Infraestructuras de Transporte, S.A.

We have audited the consolidated annual accounts of Cintra, Concesiones de Infraestructuras de Transporte, S.A. (the parent company) and its subsidiaries (the Group) consisting of the consolidated balance sheet as at 31 December 2008, the consolidated income statement, the consolidated statement of recognised income and expense, the consolidated cash flow statement, and the related notes to the consolidated annual accounts for the year then ended, the preparation of which is the responsibility of the Directors of the Parent Company. Our responsibility is to express an opinion on the consolidated annual accounts taken as a whole, based on the work performed in accordance with auditing standards generally accepted in Spain, which require the examination, on a test basis, of evidence supporting the consolidated annual accounts and an evaluation of their overall presentation, the accounting principles applied and the estimates made.

For comparative purposes and in accordance with Spanish Corporate Law, the Parent Company's Directors have presented for each item in the consolidated balance sheet, the consolidated income statement, the consolidated statement of recognised income and expense, the consolidated cash flow statement and the related notes to the consolidated annual accounts, the corresponding amounts for the previous year as well as the amounts for 2008. The figures for the previous year differ from those included in the approved consolidated annual accounts of said year because, in the consolidated income statement, the balances relating to discontinued activities have been reclassified to a separate line in accordance with the requirements of IFRS 5, as mentioned in Note 2.1. Our opinion refers solely to the 2008 consolidated annual accounts. On 20 February 2008 we issued our audit report on the consolidated annual accounts for 2007, in which we expressed an unqualified opinion.

In our opinion, the accompanying consolidated annual accounts for 2008 present fairly, in all material respects, the consolidated financial position of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and its subsidiaries as at 31 December 2008 and the consolidated results of their operations, changes in consolidated recognised incomes and expenses and consolidated cash flows for the year then ended, and contain all the information necessary for their interpretation and comprehension in accordance with International Financial Reporting Standards as adopted by the European Union, applied on a basis consistent with the those applied in the preparation of the figures for the previous year presented for comparative purposes.

PRICEWATERHOUSECOOPERS

Paseo de la Castellana, 43
28046 Madrid
España
Tel. + 34 902 021 111
Fax + 34 913 083 566

The accompanying consolidated Directors' Report for 2008 contains the information that the Parent Company's Directors consider relevant to the position of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and subsidiaries, the evolution of its business and other matters and does not form an integral part of the consolidated annual accounts. We have verified that the accounting information contained in the aforementioned Directors' Report coincides with that of the consolidated annual accounts for 2008. Our work as auditors is limited to checking the consolidated Directors' Report within the scope already mentioned in this paragraph and it does not include a review of information other than that obtained from the accounting records of Cintra, Concesiones de Infraestructuras de Transporte, S.A. and its subsidiaries.

PricewaterhouseCoopers Auditores, S.L.

Gonzalo Sanjurjo Pose
Audit Partner

24 February 2009

Financial history information

CINTRA, S.A. AND SUBSIDIARIES
CONSOLIDATED INCOME STATEMENT

Millions of Euros			International Financial Reporting Standards [1]			Spanish General Chart of Accounts [2]			
	2008 [6]	2007	2006	2005	2004	2004 [3]	2003	2002 [4]	2001 [5]
Net sales	**736**	**1.025**	**885**	**696**	**484**	**484**	**391**	**341**	**344**
Other operating income		1	10	17	2	14	26	18	32
TOTAL OPERATING INCOME	**736**	**1.026**	**895**	**714**	**486**	**498**	**417**	**360**	**376**
Personnel expense	-71	-119	-110	-91	-53	-53	-41	-33	-54
Depreciation expense and trade provisions	-148	-201	-233	-170	-122	-73	-55	-55	-40
Supplies and other external expenses	-116	-197	-192	-158	-94	-108	-106	-89	-99
TOTAL OPERATING EXPENSE	**-335**	**-517**	**-535**	**-420**	**-269**	**-234**	**-202**	**-177**	**-193**
NET OPERATING INCOME	**401**	**509**	**360**	**294**	**216**	**264**	**215**	**183**	**183**
NET FINANCIAL INCOME	**-454**	**-650**	**-469**	**-357**	**-317**	**-51**	**-31**	**-31**	**-69**
SHARE IN PROFITS OF COMPANIES CONSOLIDATED BY EQUITY METHOD		**1**	**7**	**10**	**8**	**11**	**7**	**7**	**8**
Amortization of consolidation goodwill						-9	-7	-8	-2
Other Income and Expense / Extraordinary income	-6	-3	202	34	4	101	92	-81	19
PRETAX PROFIT	**-59**	**-143**	**101**	**-19**	**-89**	**316**	**277**	**70**	**138**
Corporate tax expense	80	145	-24	8	44	-135	-45	-28	-44
NET INCOME FROM CONTINUING OPERATIONS	**21**	**2**	**76**	**-10**	**-45**	**181**	**231**	**42**	**94**
NET INCOME FROM DISCONTINUED OPERATIONS	-46								
YEAR-END NET PROFIT	**-25**	**2**	**76**	**-10**	**-45**	**181**	**231**	**42**	**94**
PROFIT ATTRIBUTED TO MINORITY INTERESTS	31	28	-79	-44	21	-37	-34	-32	-26
PROFIT ATTRIBUTED TO THE PARENT COMPANY	**-56**	**-26**	**156**	**34**	**-66**	**219**	**266**	**73**	**119**
ADJUSTMENTS TO ATTRIBUTED EARNINGS:									
Adjustment for Provisions							-77	100	
Capital gain from new issue						-19			
ADJUSTED ATTRIBUTED PROFIT	**-56**	**-26**	**156**	**34**	**-23**	**125**	**120**	**110**	**68**

(1) Consolidated financial statements for 2004-2008 using IFRS.
(2) Consolidated financial statements for 2001-2004 using Spanish General Chart of Accounts.
(3) The consolidated figures for Cintra, S.A. and subsidiaries includes the parking companies since October.
(4) Airport and Parking activities were spun off to Ferrovial Infraestructuras in 2002 as a result of the Macquarie agreement.
(5) The consolidated figures for Cintra, S.A. and subsidiaries includes the Airport and Parking activities.
(6) The 2008 figures include Cintra Chile and parking activities as discontinued operations.

ASSETS	2008	2007	2006	2005	2004	2004 [3]	2003	2002 [4]	2001 [5]
FIXED ASSETS	9,151	10,309	10,097	8,677	5,871	6,317	5,401	4,799	5,368
FINANCIAL DERIVATIVES AT FAIR VALUE	125	33	68	34	12				
CONSOLIDATION GOODWILL	97	164	159	182	165	182	126	133	70
DEFERRED EXPENSES						1,286	1,115	849	738
ASSETS HELD FOR SALE AND DISCONTINUED ACTIVITIES	1,701								
DEFERRED TAXES	1,144	626	421	394	278				
CURRENT ASSETS	1,199	1,164	1,139	948	1,134	1,177	555	554	684
TOTAL ASSETS	**13,417**	**12,296**	**11,885**	**10,235**	**7,460**	**8,961**	**7,198**	**6,334**	**6,859**

LIABILITIES									
SHAREHOLDERS' EQUITY	339	1,035	1,261	1,149	1,153	1,809	1,233	1,025	673
MINORITY INTERESTS	131	245	271	420	246	520	387	332	374
DEFERRED INCOME	253	241	233	215	168	182	94	35	39
PROVISIONS FOR RISKS AND EXPENSES		7	9	12	4	227	143	160	55
LONG-TERM DEBT	8,596	9,325	8,020	7,079	5,283	5,703	4,926	4,171	5,157
FINANCIAL DERIVATIVES AT FAIR VALUE	1,869	579	295	213	68				
LIABILITIES HELD FOR SALE AND DISCONTINUED ACTIVITIES	1,374								
DEFERRED TAXES	236	161	192	142	88				
SHORT-TERM DEBT	619	702	1,605	1,006	451	495	388	568	481
NEGATIVE CONSOLIDATION DIFFERENCES						26	28	44	82
TOTAL LIABILITIES	**13,417**	**12,296**	**11,885**	**10,235**	**7,460**	**8,961**	**7,198**	**6,334**	**6,859**

CINTRA APARCAMIENTOS, S.A. AND SUBSIDIARIES
CONSOLIDATED INCOME STATEMENT

Millions of Euros	International Financial Reporting Standards [1]					Spanish General Chart of Accounts [2]			
	2008	2007	2006	2005	2004	2004 [3]	2003	2002	2001 [4]
Net sales	167	144	133	120	101	101	89	75	64
Other operating income					4	4	1	10	1
TOTAL OPERATING INCOME	**167**	**144**	**133**	**120**	**105**	**105**	**91**	**85**	**65**
Personnel expense	-56	-50	-47	-41	-36	-36	-31	-27	-23
Depreciation expense and trade provisions	-15	-16	-18	-15	-13	-13	-10	-9	-7
Supplies and other external expenses	-63	-47	-40	-37	-36	-36	-33	-35	-21
TOTAL OPERATING EXPENSE	**-133**	**-113**	**-105**	**-94**	**-85**	**-84**	**-75**	**-71**	**-52**
NET OPERATING INCOME	**34**	**31**	**28**	**26**	**20**	**20**	**16**	**14**	**14**
NET FINANCIAL INCOME	**-6**	**-3**	**-3**	**-3**	**-2**	**-2**	**-2**	**-2**	**-2**
SHARE IN PROFITS OF COMPANIES CONSOLIDATED BY EQUITY METHOD	**1**	**1**	**1**	**1**	**2**	**2**	**2**	**2**	**1**
Amortization of consolidation goodwill						-3	-1	-1	-1
Other Income and Expense / Extraordinary income			7		1	1		2	7
PRETAX PROFIT	**29**	**29**	**33**	**25**	**22**	**19**	**15**	**15**	**19**
Corporate tax expense	-7	-8	-8	-8	-6	-6	-6	-3	-3
NET INCOME FROM CONTINUING OPERATIONS	**22**	**21**	**25**	**17**	**15**				
NET INCOME FROM DISCONTINUED OPERATIONS									
YEAR-END NET PROFIT	**22**	**21**	**25**	**17**	**15**				
PROFIT ATTRIBUTED TO MINORITY INTERESTS									
PROFIT ATTRIBUTED TO THE PARENT COMPANY	**22**	**21**	**25**	**17**	**15**	**13**	**9**	**11**	**16**

[1] Consolidated financial statements for 2004-2008 using IFRS.
[2] Consolidated financial statements for 2001-2004 using Spanish General Chart of Accounts.
[3] The consolidated figures for Cintra Aparcamientos, S.A. and subsidiaries includes Eguisa using full consolidation since October.
[4] The company Parques de Estacionamiento de Lisboa, S.A. was sold in the first quarter of 2001.

ASSETS	**2008**	**2007**	**2006**	**2005**	**2004**	**2004 [3]**	**2003**	**2002**	**2001 [4]**
FIXED ASSETS	324	262	252	256	241	229	163	140	136
CONSOLIDATION GOODWILL	42	42	42	42	42	39	8	9	10
DEFERRED EXPENSES						14	13	14	9
DEFERRED TAXES				1	2				
CURRENT ASSETS	78	51	45	31	48	48	31	52	39
TOTAL ASSETS	**444**	**355**	**340**	**330**	**332**	**329**	**215**	**215**	**194**

LIABILITIES									
SHAREHOLDERS' EQUITY	170	163	162	153	136	133	87	94	82
MINORITY INTERESTS	2	2	2	1	1	1	1	1	1
DEFERRED INCOME	21	16	17	21	14	14	9	8	8
PROVISIONS FOR RISKS AND EXPENSES		1	2	27	28	28	10	7	9
LONG-TERM DEBT	51	41	36	17	42	42	44	52	59
DEFERRED TAXES	4	4	4		1				
SHORT-TERM DEBT	196	127	117	111	112	112	65	54	34
TOTAL LIABILITIES	**444**	**355**	**340**	**330**	**332**	**329**	**215**	**215**	**194**

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Corporate Responsibility
Report

Corporate responsibility report profile

The purpose of the Corporate Responsibility Report is to offer reliable and balanced information on Cintra's performance in relevant issues raised by stakeholders.

The Corporate Responsibility Report and the Financial Report together comprise Cintra's Annual Report. The company's economic and financial information have been combined with an overview of social and environmental actions in an attempt to situate corporate responsibility in the context of sustainability.

The information consolidating process

Cintra uses a system for reporting and consolidating corporate responsibility data that enables it to obtain clear, reliable, periodic, comparable and accurate information. This system facilitates the process of preparing the annual report, compiling information for sustainability indices (Dow Jones, FTSE4Good, etc.), the United Nations Progress Report and other monitoring bodies or barometers provided with data on our activities. It also simplifies the task of verifying these indicators for third parties who need them to be traceable.

The reporting process consists of various stages: the data is introduced by users at their own companies, goes through different validation stages until the information has been verified and is finally consolidated.

Information is gathered during campaigns, which may be specific or periodic (annual, biannual, quarterly, etc.) depending on the use it will be given, and all processing and administration is handled by the Madrid office. The requested data on corporate responsibility provided by Cintra companies reflects the situation as of December 2008.

The consolidation criteria applied by the system is the same as in previous years.

Autema

Principles

Cintra views corporate responsibility as the voluntary integration of a variety of factors – economic, ethical, social, labor, environmental and respect for human rights – in its business operations and its dealings with stakeholders.

This approach is based on four fundamental pillars of principle:

- The Code of Business Ethics.
- The Statement of Principles for Sustainable Development.
- The Global Compact Principles.
- The Cintra Statement of Values.

a) Code of Business Ethics

The Code of Business Ethics establishes the basic principles of corporate ethics that must guide the actions of all Cintra companies, employees and executives. The code also binds all other companies and organizations linked to Cintra and any company controlled by Cintra in any other manner.

Principles of Conduct:

- **Respect for the law:** Cintra's business and professional activities shall strictly comply with the laws in effect in every country where it operates.
- **Ethical integrity:** the business and professional activities of Cintra and its employees shall be based on integrity and shall be carried out according to the principles of honesty and respect for the particular circumstances and needs of all the parties involved.
- **Respect for Human Rights:** all actions of Cintra and its employees shall scrupulously respect the human rights and civil liberties enshrined in the Universal Declaration of Human Rights.

Any employee who has a founded suspicion or knowledge of a breach of the Code can report it through an internal channel that guarantees anonymity and will launch an investigation.

b) Statement for Sustainable Development

Cintra defines corporate responsibility within the context of sustainability as a management tool to generate benefits for all stakeholders and for the company itself. This is reflected in Ferrovial's Statement of Principles for Sustainable Development (2004), in which the group's companies, including Cintra, undertake to maintain an outstanding professional business environment for its employees, customers and suppliers and strive to achieve international recognition of the project.

To that end, Cintra's business activities are guided by the following **principles**:

- Ethics and professionalism in our actions.
- Implementation of the best corporate governance practices.
- Contribution to the socioeconomic development of the societies and territories where we operate.
- Mitigation of the environmental impact of our activities.
- Hiring and motivation of the best human resources.
- Health and safety of our employees.
- Quality and continuous improvement in our processes and activities.
- Providing transparent information.

c) Global Compact

Since 2005, Cintra has adopted the principles of the United Nations Global Compact as one of the pillars of its corporate responsibility policy in all the countries where it operates and the activities it performs.

This decision means that all Cintra concessions and companies must individually undertake to:

- Support and respect the protection of internationally proclaimed human rights.
- Make sure they are not complicit in human rights abuses.
- Uphold freedom of association and the effective recognition of the right to collective bargaining.
- Support the elimination of all forms of forced and compulsory labor.
- Support the effective abolition of child labor.
- Support the elimination of discrimination in respect of employment and occupation.
- Support a precautionary approach to environmental challenges.
- Undertake initiatives to promote greater environmental responsibility.
- Encourage the development and diffusion of environmentally friendly technologies.
- Work against all forms of corruption, including extortion and bribery.

Cintra has adhered to the Global Compact since 2005, and through Ferrovial it participates in Compact activities that include:

- Sending the United Nations a special annual progress report on compliance with these principles.
- Active participation in promoting these principles as a Board Member of the Spanish Global Compact Association (ASEPAM) through a number of different forums and meetings.
- Representation at the Global Compact Forum in Latin America and the Global Summit in Geneva.

The Cintra Statement of Values

Cintra's Statement of Values establishes guidelines for strengthening the organization through the involvement and commitment of all our employees in order to:

- Contribute to personal growth and development at Cintra.
- Maintain relations with third parties and the market based on the principles of integrity, professionalism and transparency.
- Respect the environment and act in a socially responsible manner toward the community.

These commitments are structured in three areas:

Concerning its Employees

- Respect, equal opportunity and non-discrimination .
- Commitment to implementing safety and health policies, both individually and collectively.
- Respect for the privacy and confidentiality of information.
- Encouraging a balance between personal and professional lives.
- Opportunity for career development and taking on new responsibilities according to the company's flat organization.

Commitments to third parties and the market

- Creating value through growth.
- Fair competition.
- Transparent management.
- Quality of service.
- Confidential handling of third-party information.

Regarding the community

- Conducting business in a socially responsible way.
- Environmental commitment in the development of business.
- Application of the principles of the United Nations Global Compact in the performance of business activities.

> Policies

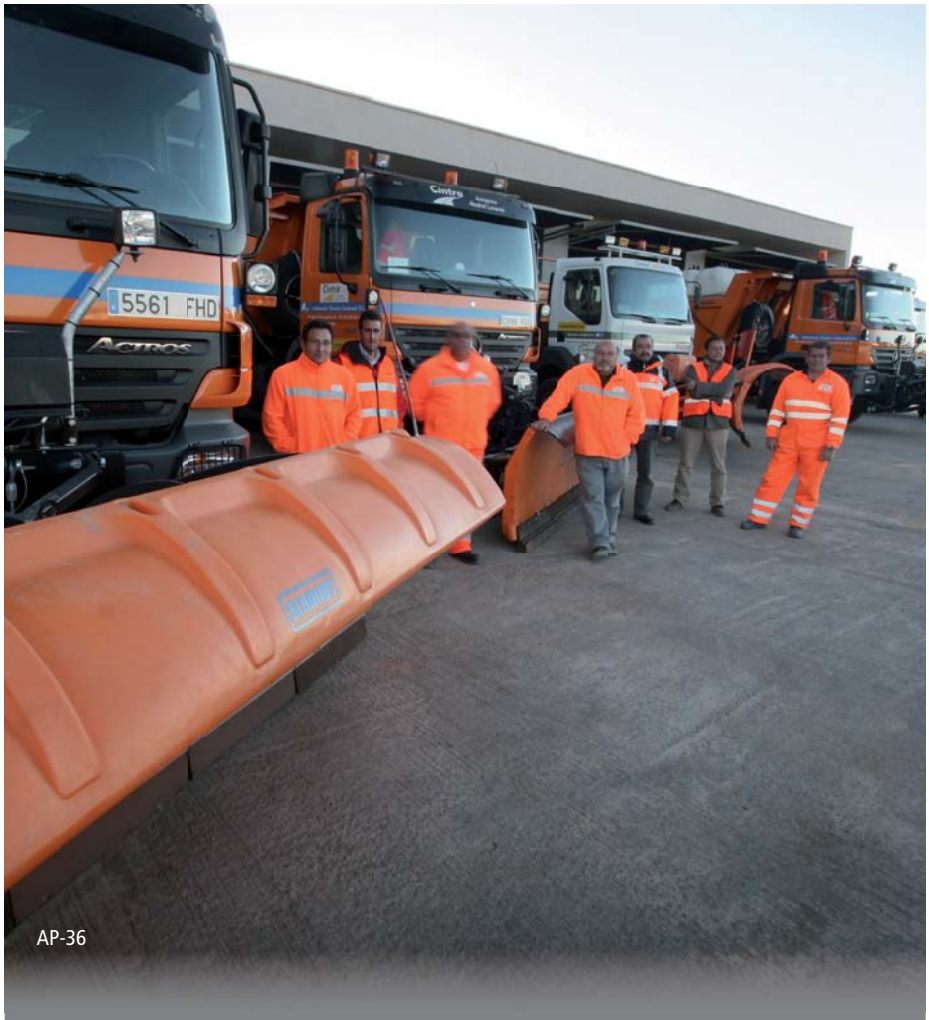
Cintra has a range of policies related to transparency, corporate governance, employment, the quality of its products and services, the environment and human rights. All policies and standards are posted in both Spanish and English on Cintra's Intranet (Cinnet) and the Ferrovial Group's Intranet (Ferronet).

a) Transparency

- **Confidentiality of third-party information.** Cintra undertakes to maintain the confidentiality of the third-party data in its possession unless legal, administrative or judicial obligations require it to reveal them to companies or persons or make them public. Cintra also guarantees the rights of the third parties concerned to consult the data and have them changed or rectified as necessary. When performing their professional activities, Cintra employees shall maintain the confidentiality of the data in the aforementioned terms during the performance of their professional activities and shall abstain from misusing such information. (Code of Business Ethics).
- **Discreet use of Cintra information.** Cintra requires its employees to make discreet, professional use of the company information to which they have access in the performance of their activities and restricts its use to company-related activities. (Code of Business Ethics).
- **Respect for the right to privacy and confidentiality of employee information.** Cintra undertakes to request and use only the employee data needed for efficient business management or required by the applicable legislation. Cintra also commits to take all measures necessary to maintain the confidentiality of the personal data in its possession and to ensure that, when the data must be transferred for business reasons, it is kept confidential in accordance with current legislation. (Code of Business Ethics).
- **Conflict of interests.** All Cintra employees must avoid situations that may lead to a conflict of interest between their personal interests and those of Cintra, and must abstain from representing the company or intervening in or influencing decisions in which they or a third party associated with them through any type of significant economic, family or professional relationship have a direct or indirect personal interest. Employees in a situation where a conflict of interest arises are obligated to inform their immediate supervisor. Conflicts between personal and business interests shall always be resolved in favor of the interests of Cintra Group companies. (Code of Business Ethics)

b) Corporate Governance

- **Fair competition.** Cintra prohibits any action that involves unfair competition practices and undertakes to monitor compliance with the competition laws applicable in the countries where it operates.
- **Integrity in management.** Cintra prohibits bribes to public authorities and civil servants and it forbids its employees to give or receive undue payments of any type as well as presents, gifts or favors from third parties outside the scope of regular market practices or which, by reason of their value, characteristics or circumstances, may reasonably alter the commercial, administrative or professional relations of its companies.
- **Protecting corporate assets.** Cintra and its employees shall always strive to protect all the assets and rights comprising Cintra companies' net worth and preserve confidentiality.



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c) Labor rights

- **Occupational health and safety.** Cintra shall provide its employees with a safe and stable environment and undertakes to constantly update occupational safety measures and scrupulously respect applicable regulations in this area. All employees are responsible for rigorously complying with health and safety regulations; this means that all employees must make responsible use of the equipment assigned to them, share their knowledge with colleagues and subordinates and encourage compliance with safety practices.
- **Promoting proper balance between personal and professional life.** Cintra shall encourage proper balance between the personal and professional lives of its employees. Cintra values the benefits for employees and the company of a balance between its employees' professional and personal responsibilities and shall therefore promote measures to reconcile the two.
- **Equal Opportunity.** All employees shall enjoy equal opportunities regarding professional career advancement. Cintra undertakes to establish an effective equal opportunities policy so that its employees' careers advance on the basis of merit. Promotion decisions shall always be based on objective circumstances and assessments. Cintra also undertakes to maintain a policy of investing in personal and professional training and education for its employees. (Code of Business Ethics)
- **Respectful treatment and non-discrimination.** Cintra acknowledges its responsibility to create a workplace free of every manner of discrimination and any form of personal harassment. All employees must be treated fairly and with respect by their superiors, subordinates and colleagues. Conduct, whether verbal or physical, that is improper, hostile or offensive shall not be tolerated. (Code of Business Ethics).

d) Consumer Rights

- **Quality Policy.** The guidelines of Cintra's business activities are based on the quest for quality in its products and services, and the company shall provide its employees with the necessary tools for developing the most appropriate quality management systems at all times. (Code of Business Ethics).
- **Customer satisfaction.** Cintra shall strive to meet its customer's highest expectations and devote its efforts to anticipating their needs. (Code of Business Ethics).

e) The Environment

- **Mitigation of negative impact on the environment.** Cintra undertakes to show the utmost respect for the environment in the course of its activities and minimize any negative effects that could potentially be caused. Cintra shall make the most appropriate resources available to employees for this purpose. (Code of Business Ethics).
- **Conserving natural resources.** Cintra shall also contribute to conserving natural resources and areas of ecological, landscape, scientific and cultural interest. For that purpose, Cintra shall establish the best practices and encourage its employees to be familiar with them and apply them. (Code of Business Ethics).

f) Investment in the Community

- **Social commitment.** Cintra undertakes to act in a socially responsible way, complying with the law in the countries where it operates, and, in particular, to respect the cultural diversity, customs and values of the persons and communities affected by its activities.

Autema

> Dialogue with the main stakeholders

Cintra considers shareholders those individuals or social groups with a legitimate interest who are affected by the company's actions in the present or future.

This definition especially refers to internal stakeholders, which include shareholders, employees, customers, suppliers, investors and project partners.

In the stakeholder identification process, Cintra has also taken into account its relations with society. From these emerge other groups or persons who, aside from their own interests, have a positive influence on a variety of areas relevant to the company. These are known as external stakeholders: public administrations and government bodies, the media, analysts, the business community, trade unions and society in general, starting with the local communities in which the company operates.

Dialogue process

Cintra's relationship with stakeholders is conducted in a context of transparency, veracity and professionalism based on the three principles in its Code of Ethics: respect for the law, ethical integrity and respect for human rights.

Transparency is ensured within the limits of the law (in accordance with regulations and established periods) and with respect for the rights of all stakeholders.

a) Shareholders

Cintra's business activity and strategic decisions are focused on achieving profitable growth. When Cintra was floated on the stock exchange in October 2004, it created the Shareholder Service Department, which aims to serve as a permanent line of communication between private shareholders and the company so that the latter can meet its shareholders' information needs.

The different communication channels that Cintra makes available to its shareholders include a Shareholders Free Help Line (900 10 11 38), an e-mail address (accionistascintra@cintra.es) and a fax line (91 555 69 98). During 2008, 272 e-mails were received requesting different kinds of company information, 85% more than in the previous year, all of which were replied to individually.

Shareholders have access to all Cintra documentation, procedures for obtaining attendance cards for Shareholders Meetings and instructions for voting or delegating votes by proxy, among other services, through the company website. Shareholders have been able to virtually participate in Shareholders Meetings and vote by e-mail since 2005.

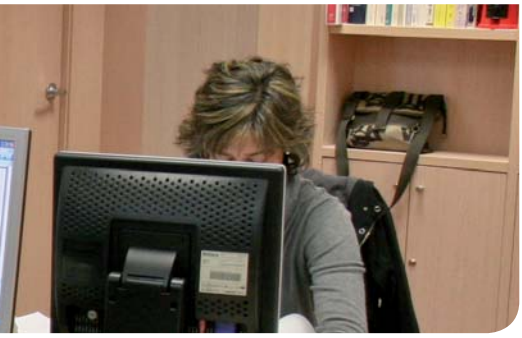
b) Employees and employee representation

Cintra considers communication one of the keys to its success and therefore makes a special effort to maintain a constant climate of open communication with all of its employees. This communication is always based on a respect for privacy and the confidentiality of information, in accordance with the applicable legislation in effect.

The number and variety of existing jobs requires Cintra to maintain several different communication channels in order to offer all employees access to information and maintain an open line of dialogue with the company.

Cintra uses the following channels to ascertain its employees' opinions:

- **Employee Satisfaction Survey:** Cintra conducts an Employee Satisfaction Survey once every two years in a number of areas: work, organization and resources, hierarchical relationships, teamwork and coordination, results, customer and quality orientation, information, communication and participation, leadership and progress in organization, training and development, remuneration, health and safety in the workplace and overall satisfaction.



- **Annual executives meeting**, in which Cintra's senior executives share their perspectives on the group's annual objectives and results.

Cintra has a number of different official channels for informing its employees of organizational changes and other communications of interest. One of the most important is:

- **Intranet.** The main internal communication channel with employees is the intranet (Cinnet). In 2008, the intranet was used assiduously by 360 users and the number of registered log-ins was 53,415. The intranet posted 128 notices, 14 new contracts and 54 circulars.

  As part of the Ferrovial Group, Cintra employees also have access to Ferrovial's Intranet (Ferronet), Mymedia (a multimedia channel that reports on the group's activities every week) and Inforvial (an in-house magazine for Cintra employees).

Furthermore, Cintra maintains a climate of dialogue with elected employee representatives at Cintra work centers where they exist. This situation allows a two-way flow of information that facilitates worker performance, making it more efficient and effective.

Eurolink

c) Customers

Cintra's business code regarding its customers aims to meet their highest expectations and devote efforts to anticipating their needs (Code of Business Ethics).

Customer service departments are Cintra's main channel for responding to customer opinions, doubts and complaints:

- The 407-ETR toll road (Canada) has a Customer Service Centre to deal with users' suggestions and complaints, which can be sent by post, e-mail or fax and are directly attended by the Customer Care Team.
- The Chicago Skyway, Autema, Ausol, Radial 4, Madrid-Levante, Cintra Chile and Eurolink have customer call centers and information posted on their own respective websites.
- Cintra Aparcamientos has a Customer Service Department to attend users of short-stay and metered parking areas.
- Its Sales Department also responds to queries and complaints related to parking construction and the concession of parking spaces to residents.

d) Institutional Investor and Analysts

The main purpose of Cintra's Department for Investor and Shareholder Relations is to provide information and explain the company's main organizational, operational and business strategies. This allows investors to formulate expectations of its future performance, thus contributing to adequate price-setting on the market.

Activities with investors and analysts are conducted primarily through roadshows, seminars and regular informative meetings on the company's strategy and events. Meetings with analysts are held every quarter to present the company results. Specific presentations are also given on relevant events in the company's activity.

Cintra held 159 meetings with investors in 9 cities in 7 countries in Europe and the US in 2008, of which 117 were at roadshows and 42 were held at Cintra headquarters. Cintra has also offered 4 presentations on company results.

A total of 159 meetings and 11 roadshows were held: 9 trips abroad (4 to London, 2 to the United States, 1 to Germany, 1 to Italy and 1 to Denmark and Sweden) and 2 in Spain with a total of 117 meetings.

A total of 26 banks or brokers (9 Spanish and 17 abroad) covered Cintra's shares over the course of 2008. These entities published a total of 53 reports and notes about Cintra.

Cintra maintains a database of 663 analysts and investors who requested to join its mailing lists and receive all company communications. Registered analysts and investors received 42 communiqués in 2008.

Furthermore, Cintra has received the recommendation of the Triodos investment bank thanks to its corporate responsibility policy.

> Key issues

Cintra considers the following issues both relevant and strategic in its dialogue with stakeholders:

- Quality of employment.
- Equal opportunity and diversity.
- Occupational health and safety.
- Innovation.
- Quality of products and services.
- Environmental responsibility.
- Investing in the community.

Autema

e) Suppliers

Cintra's relationships with its suppliers and subcontractors are essential to its business activities. The company's quality policy considers suppliers and subcontractors collaborators and "focuses on seeking mutual benefit, combining efforts and creativity so that customers receive consistently improved quality and services, establishing long-term relationships, if possible."

f) Trade unions

The number of employees on the Cintra payroll makes it necessary to maintain cordial relationships with trade unions in the different business areas represented at its workplaces. Cintra maintains an open dialogue with trade unions that is not restricted to the field of collective bargaining but also extends to any other matters of interest that may arise.

g) Authorities

Cintra maintains a permanent dialogue with the local, regional and national governments and public authorities in all the countries where it operates. This dialogue is always based on the principle of integrity enshrined in the Business Code of Ethics.

Cintra prohibits bribes to public authorities and civil servants and it forbids its employees to give or receive undue payments of any type as well as presents, gifts or favors from third parties outside the scope of regular market practices or which, by reason of their value, characteristics or circumstances, may reasonably alter the commercial, administrative or professional relations of its companies.

Cintra has a number of different internal monitoring mechanisms and procedures to prevent bribery and corruption. Some of the most important are:

- **Investment procedure.** This procedure establishes the monitoring and approval systems required to carry out investments.
- **Procedure to protect Cintra's assets** by preventing in-house fraud.
- **Regulations governing expenses.** Cintra has rules that require submitting all applications to the centralized travel agency each company works with to prevent possible bribes or corruption related to travel expenses.
- **The use of Corporate Credit Cards** is exclusively limited to business travel expenses.
- **Cash availability** is controlled by rules governing requests for cash advances, which are made via a computerized system that has been implemented to manage expenses.

Any employee with knowledge of any conduct related to bribery or corruption has the right and obligation to inform a superior about it or report it anonymously through the Suggestion Box.

h) The media

Cintra's media relations are governed by its commitment to provide constant and transparent information, to adopt a proactive approach to properly publicizing Cintra and its activities and future objectives and to offer updated news on events that affect the company and the analysis and trends of the areas in which it operates.

Cintra is covered by numerous Spanish and foreign publications and audiovisual and Internet media (economic-financial, general, specialized press) with an established presence in North America (Canada and Texas, Chicago and Indiana in the US); Europe (Ireland, Portugal, Italy, Greece) and Chile.

The company has also used different communication tools in its dealings with the media: press releases, informative meetings, interviews, bulletins, websites, etc.

Our Commitment to People

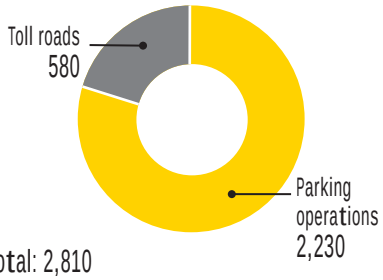
> 1. Our team

One of Cintra's basic competitive advantages is its human capital. Our team's combination of talent and dedication is one of the main pillars of the company's success. Therefore, the human resources policy is a key factor in Cintra's strategy for profitable growth. The primary goal of the human resources policy is to maintain a well-structured workforce that ensures future growth while also allowing every employee to realize his or her full potential.

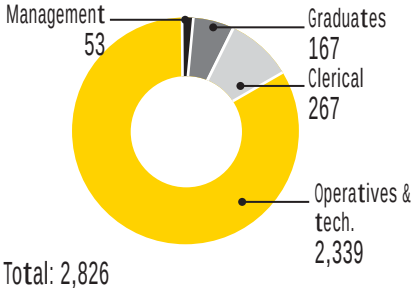
In 2008, Cintra's staff averaged 4,465 employees, 8.6% more than during the preceding year. There were 4,483 employees at the end of the year, of which 2,175 (48.51%) worked on toll roads and 2,308 (51.48%) in parking lots or garages. The average age of employees in 2008 was 39.9 years.

The workforce is divided into structural personnel (14.8%), central and peripheral personnel and operations personnel (85.2%). Operatives and technical staff accounted for 69.5%, clerical workers accounted for 15%, university graduates accounted for 13% and the remaining 2.5% were in management. In 2008, 44% of Cintra employees were women.

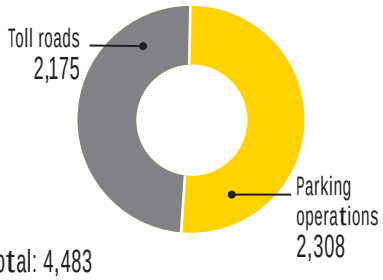
Distribution of workforce by activity at year's end (per cent) Spain



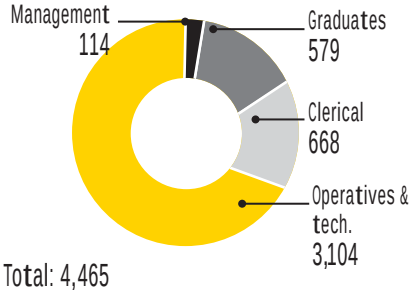
Distribution of average workforce by categories (per cent) Spain



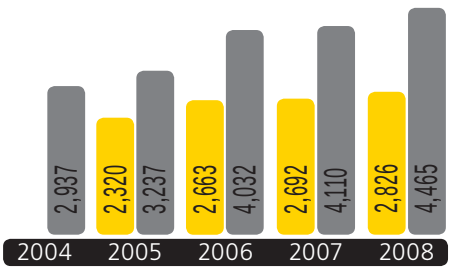
Distribution of workforce by activity at year's end (per cent) Group



Distribution of average workforce by categories (per cent) Group



Evolution of average workforce



Distribution of workforce by gender

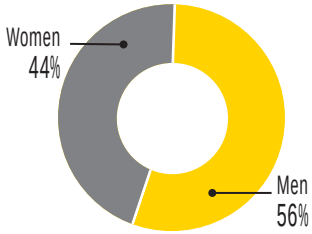
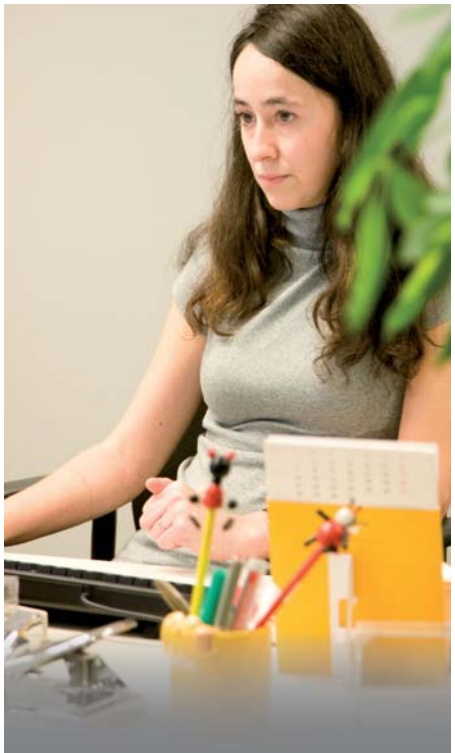


Table of human resources indicators

		2008		2007		2006	
		Spain	Group	Spain	Group	Spain	Group
Employment	Average workforce (Nº of people)	2,826	4,465	2,692	4,110	2,663	4,032
	Spain		2,826		2,692		2,663
	Portugal		110		100		99
	Andorra		7		6		7
	USA		519		523		483
	Ireland		31		30		31
	Canada		474		492		497
	Chile		276		267		252
	Greece		150				
	UK		71				
	Workforce at end of year	2,810	4,483	2,673	4,093	2,642	4,017
	Toll road activity	580	2,175	547	1,967	507	1,882
	Parking activity	2,230	2,308	2,126	2,126	2,135	2,135
	Distribution by category (average)						
	Management	1.9%	2.5%	1.9%	2.5%	2.3%	3.3%
	Graduates	6.0%	13.0%	6.1%	10.5%	5.9%	8.7%
	Operatives and tech.	82.8%	69.5%	9.3%	67.4%	9.3%	69.7%
	Clerical	9.4%	15.0%	82.6%	19.7%	82.5%	18.3%
	Average workforce age (years)	38.8	39.4	38.7		37.8	
	Average duration of employment (years)	6.1	2.7	6.1		5.7	
	Percentage of men and women (%)	56%/44%	56%/44%	55%/ 45%	55%/ 45%	56/44%	56/44%
	Average number of disabled employees	95		93		98	
	Percentage of disabled employees	3.38%		3.40%		3.68%	
Occupational Health & Safety	Occupational safety training hours	13,644		8,224		15,486	
	Incidence rate	46.69	43.79	45.08	33.97	58.96	40.02
	Severity rate	0.56	0.42	0.75	0.54	0.65	0.56
	Frequency rate	29.1	25.49	27.93	20.05	33.84	22.14
Job Quality	Staff on long-term contracts		90.8%		92.2%		90.6%
	Length of service in the company	6.1	2.66	6.1	3.2	5.7	2.6
	Employee rotation rate in Spain	4.42%		7.65%	9.68%	6.86%	9.7%
Training and Education	Total number of training hours	31,882	84,242	38,010	83,952	44,120	64,846
	Total investment in training	620,216	926,874	523,641	764,665	464,647	502,467
	Total number of training participants	3,734	5,125	2,846	6,541	4,357	8,067

The most relevant issues for Cintra and its stakeholders with regard to employees can be summed up in three major challenges:

- Providing quality employment.
- Promoting equal opportunity and diversity.
- Creating a safe and healthy work environment.



> 2. Quality employment

The most important progress made in this area in 2008 was achieved through the following measures:

- Completing the third "Employee Satisfaction" survey.
- Maintaining the percentage of employees with long-term contracts above 90%.
- Signing a collective bargaining agreement that protects the rights of all employees in Spain.
- Offering a fixed and variable remuneration plan for 17.9% of employees.
- Renewing certification as a Family Friendly Company based on the EFR 1000-1 Standard.
- Increasing investment in training by 21%.

Job stability and quality

Cintra's dynamism and growth are not obstacles to maintaining its firm commitment to job stability and quality employment, which are necessary if the company hopes to attract and keep talented professionals on its staff.

In May and June 2008, the company carried out its third Employee Satisfaction Survey to ascertain the opinions of its staff on aspects that directly affect their satisfaction and ability to perform efficiently. Trying to improve our company, make it more efficient and create a working environment where employees can feel satisfied with their work must be an ongoing process in which all employees should participate. Of the total number of people asked to complete the survey, 76% complied.

Cintra has continued to promote job stability through long-term contracts, and over 90% of its current staff is now long-term (specifically, 90.78%). A clear indicator of the degree of employee satisfaction is the turnover rate of 10.6%, within the usual parameters for this sector. In Spain, the turnover rate is down to 4.42%. Furthermore, the average length of service among company employees in Spain remained stable at 6.1 years.

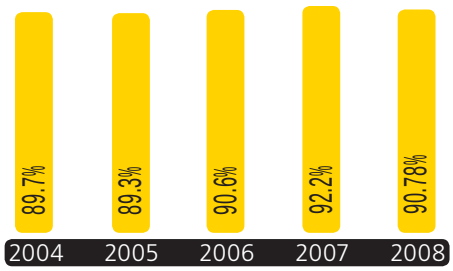
Trade union freedom and collective bargaining

Cintra respects its employees' freedom to associate with or join trade unions, according to the laws of each country, and their right to collective bargaining through legitimate company mediators, be they staff representatives or trade unions.

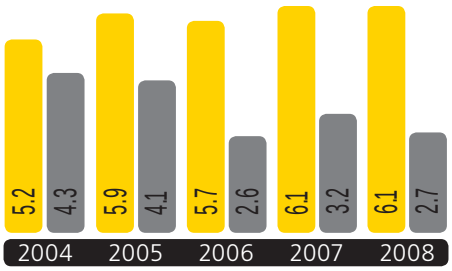
Almost all of Cintra's work centers have unitary representation and their employees are members of a trade union. All of this is structured within a policy of open communication and respect for the confidentiality of personal information.

Cintra's largest employee base is Spain, where universally applicable legislation governs company-employee relations. The employment terms of 100% of the Spanish workforce are stipulated in 50 collective bargaining agreements that cover the different business areas (off-street parking lots, on-street parking areas and toll roads). Two of these agreements have a national scope (short-stay and on-street parking sectors); seventeen are specific to certain provinces or regions (off-street parking and on-street parking agreements); and thirty-one are in-house agreements (four for toll roads and twenty-seven for parking facilities). Most of these agreements are negotiated by Cintra; it directly negotiates those exclusively affecting the company, and works with the corresponding business associations of which it is a member to negotiate agreements of a wider scope. Cintra also makes an effort to regulate the employment terms of its staff at work centers where there are no employee

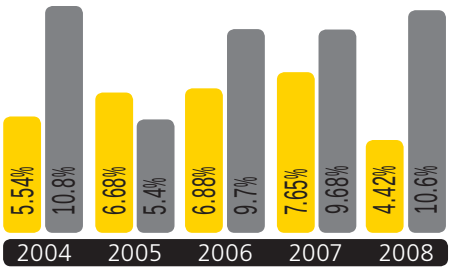
Long-term staff
(Percentage of employees with long-term contracts)



Length of Service
(Years worked for the company)



Turnover rate
(Data for Spain/Group)



representatives; in fact, Cintra has signed collective bargaining agreements with its employees at two work centers.

Outside of Spain, a collective bargaining agreement at the 407-ETR toll road in Canada regulates the employment terms of 30% of its employees. In Chile, at the Talca Chillan Sociedad Concesionaria, S.A., collective bargaining agreements and contracts are also negotiated to regulate the working conditions of 89.5% of its employees. In Ireland, maintenance workers, which represent 37.5% of all employees in this country, have negotiated a collective bargaining agreement for their sector.

Remuneration

In 2008, staff costs (excluding parking activities and the business in Chile) amounted to 70.7 million euros. 88% of this went toward wages and salaries, and the remaining 12% was used to pay social security and benefits. Structural personnel (18.14% of the total) are divided into central (25.09%) and peripheral (74.91%) employees and include the company's executives and graduate-level professionals, who have a fixed salary plus a variable income scheme.

Fixed remuneration is not reviewed linearly or automatically, but rather is reviewed annually through a system of proposals and approvals. The variable component hinges upon the achievement of yearly objectives set for each employee. Goal-oriented management keeps employee commitments in line with company strategy (only 25% of the variable remuneration is subjective). All structural personnel as well as operations employees with positions of trust (such as supervisors, crew leaders, toll and maintenance managers and administration managers) are paid according to this scheme.

Cintra's remuneration policy is complemented by other schemes, among them a share option plan and personalized remuneration programs (flexible remuneration) that allows employees to receive part of their pay in the form of goods and services at a lower cost: daycare vouchers, health insurance, life insurance, accident insurance and vehicle leases. Also, 43 Cintra employees signed up for the "Plan 12000" in 2008. This scheme aims to increase the percentage of Cintra shares held by company executives and employees residing in Spain by allowing them to use part of their variable income to purchase company shares (up to 12,000 €), thus making part of their salary dependent on the performance of Cintra shares.

The professional categories and responsibilities of operations personnel are defined by the collective bargaining agreements, which also stipulate the remuneration policy for these employees.

Balancing work and family life

Cintra focuses on implementing labor policies at its companies that make it easier for employees to balance their professional and personal lives. The company has had a conciliation measures plan in effect since 2006 that includes:

- Including the two weeks before giving birth as part of paid maternity leave.
- Flexible workday of fewer hours with a reduced salary for the legal guardianship of any child six years old or younger or of a disabled person.
- Maternity or adoption leave and requests for part-time contracts.
- Extension of the breastfeeding period.
- One-month sabbatical leave after more than 5 years in the company.
- Transfers to work centers closer to home for employees with disabilities.
- Employment preference given to employee family members with disabilities.

In addition, Cintra has expanded the range of measures to achieve a balanced work and family life, primarily via the different collective bargaining agreements in place, in the form of time off work for attending to family needs of a general nature: accompanying family members to the doctor, days off for major family events, moving days, an increase in the number of legally permitted sick days and time off for the hospitalization of family members, among others.

Finally, the company has introduced positive measures regarding leaves of absence and suspensions that exceed the existing legal minimums. The new plan not only increases the time limits through different collective bargaining agreements, but also allows employees on voluntary leaves of absence to retain their posts for a certain time in some cases.

The steps taken to ensure a balance between work and family life also help to enforce the equal opportunity policy, as women continue to shoulder the majority of family responsibilities. There were a significant number of requests for the reduced-hours workday for legal guardianship responsibilities in 2008; a total

efr empresa familiarmente responsable

Family Friendly Company

In 2008, Cintra renewed its certification as a "Family Friendly Company" awarded by the Más Familia Foundation and based on the EFR 1000-1 Standard. The certification is further proof of the company's commitment, strategies and policies introduced to help employees achieve a healthy balance between work and family life.

Although the Conciliation Measures Plan was approved by the company directors and is already being used by employees, Cintra feels an obligation to maintain a constantly evolving process of evaluation and assessment in this area to remain fully deserving of the title of "Family Friendly Company."

of 103 women (5.25% of all women on staff) chose this option, 89 of whom were employed in Spain (11 more than during the past year).

Of those who had children, 9 women requested the extended maternity leave before birth. In addition, 51 of the mothers who requested hours off for breastfeeding (offered until the child is 9 months old) chose to accumulate those hours to extend their maternity leave instead of using them once they had come back to work.

Cintra was awarded the Family Friendly Company certification based on the EFR 1000-1 Standard for its constant improvements in policies to balance work and family life.

Training

Motivated by the conviction that the company can only expand through its employees' growth, efforts and dedication, Cintra has carefully designed training and career advancement plans.

Our main concerns are to attract the most talented professionals and create a pleasant and stimulating workplace where all employees are responsible for their own development and aware of the possibilities open to them.

In 2008, as in previous years, the performance of almost all structural personnel was evaluated and processed through a program that can be accessed on the Intranet. This was followed by an interview between the employee and his/ her superior.

The Human Resources Department is also in constant contact with Cintra professionals for the purpose of analyzing each person's work and monitoring the progress made on his or her career plan.

All of this information from different sources allows us to design individual career plans and identify potential for personal growth. These plans are specific action guides that allow employees to develop skills that need strengthening. Plans are established by mutual agreement between evaluator and employee. All information on career planning is transparent and accessible on our Intranet, which means that specific information related to their professional responsibilities is available to all employees.

The professional advancement of employees is one of the pillars of Cintra's strategic management. Over the course of 2008, workers received a total of 84,242 training hours, 37.9% of which were offered in Spain. The number of participants was 5,125 (3,734 in Spain) and 926,874 euros (620,216 euros in Spain) were invested in training programs – 21% more than in 2007.

- Each employee received an average of **19** training hours.
- The average investment in training per employee was **206** €.
- All training was given during working hours.

"Summa", the Corporate University

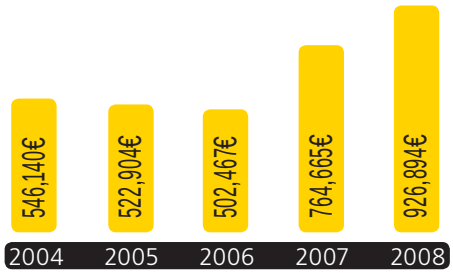
A major milestone in the evolution of training policy was the creation of the Ferrovial Corporate University (Summa), which opened in February 2007. This institution was founded for the purpose of transmitting the values of Ferrovial and encouraging the development of talents within the organization. The university is divided into three schools:

- The Leadership School, aimed at developing leadership and management skills.
- The Business School, specialized in programs related to the value chain: managing sales, operations and corporate areas such as finance or human resources.
- The Cultural Integration School, focused on developing integration, promotion and language programs.

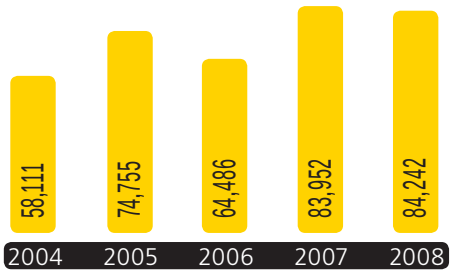
"Summa", the Corporate University

Cintra has participated in the training programs at Ferrovial's Corporate University (Summa), which opened in 2007. This university, based in El Escorial (Madrid), is the main resource for training and transmitting values and serves as a forum for sharing experiences among Ferrovial group companies.

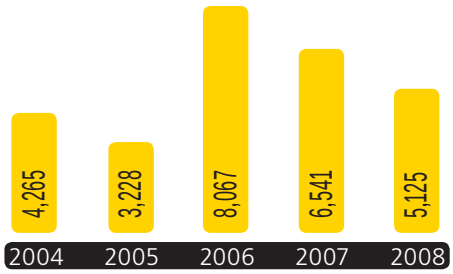
Evolution of investment in training



Evolution of training hours



Evolution of training participants



> 3. Equal opportunity and diversity

The following advances were made in 2008:

- In Spain, 69 employees received internal promotions.
- 26% of promotions were for women.
- The percentage of disabled employees in the Spanish workforce reached 3.36%, well above the quota established by law.
- Cintra employs workers from 35 different countries.

Equal opportunity

Cintra undertakes to establish an effective equal opportunity policy to ensure that employee career advancement is based on merit alone. In this way, all employees enjoy the same opportunities to further their professional careers and promotion decisions are always based on the circumstances and objective assessment. Consequently, all vacancies that arise are published on the Intranet in the Job Offers section, where any employee interested in a new position can apply for the job. Confidentiality and transparency in the selection process are always guaranteed. With these criteria, 69 people were promoted in Spain in 2008, 18 of whom were women (26% of all promotions). In 2008, women accounted for 44% of the Cintra workforce.

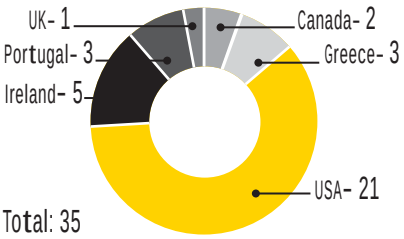
Integration

One of Cintra's goals is to provide job opportunities to the most disadvantaged members of society, the long-term unemployed, individuals over the age of 45 and people with disabilities. As a result, over the course of 2008 Cintra continued to implement its policy of integrating people with disabilities in its Spanish companies. By the end of the year, the number of disabled employees had risen to 95 and accounted for 3.36% of the total Cintra workforce, well above the minimum quota dictated by Spanish law.

In this context, Cintra participates in the Stela Project, an initiative launched by the Down Syndrome Foundation of Madrid that aims to incorporate people with Down syndrome and other mental disabilities in the mainstream workplace.

In 2008, Cintra also signed a collaboration agreement with the organization known as Ampans for roadside landscaping and certain general maintenance tasks in toll areas of Autema. The cost of these services was 108,076 euros in 2008.

% Expatriated staff by countries



Diversity

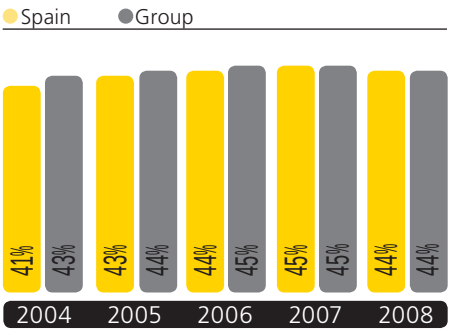
Maintaining a well-trained team of professionals who are capable of facing the challenges posed by the company's expansion and rapid internationalization is foremost among our concerns. The importance of Cintra's activity outside of Spain is revealed in its staff statistics; 36.7% of Cintra employees work abroad, and the remaining 63.3% are employed in Spain.

The diversity of its staff is a vital and enriching factor in Cintra's human resources policy. Consequently, the company works to ensure the absence of any type of discrimination by reason of age, gender, disability, religion, ethnic origin, political ideology or other reason. Cintra currently employs workers from 35 different countries.

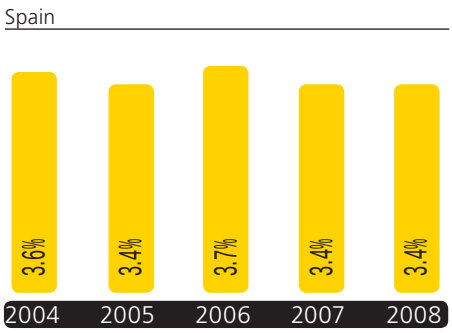
The growing volume of activities abroad increases the likelihood of foreign relocation for Cintra employees. In 2008, the number of expatriated workers rose by 4, representing a 13% increase since the end of 2007. This shows that Cintra personnel are able to respond to international expansion as a natural stage of their professional careers. Positions have also been filled for the State Highway 130 project (USA) and the parking and bus services concession in Standsted (UK), and the USA bidding department was also reinforced.

The internationalization process is being promoted by 35 expatriated Spanish professionals in the countries listed below, including 13 executives, 2 of which are on Cintra's Management Committee.

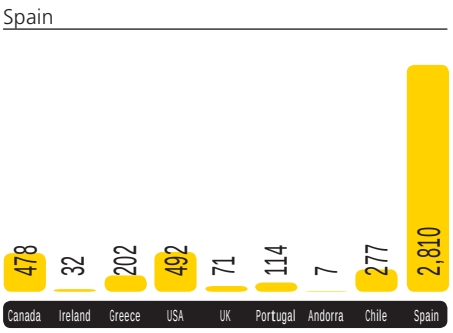
Women on staff



Disabled employees



Employees by country



> 4. Health and safety

The most notable advances made in 2008 include:

- The rate of accidents remained stable, and accident severity was reduced.

Occupational safety

Cintra considers occupational safety a vital priority in the development and execution of its different activities and actively strives to help its workplaces improve health and safety levels.

Doing more than the legally required minimum to ensure occupational health and safety is one of the main commitments of Cintra's Management Committee, as established in the company's Statement of Values.

The result of this strategy is reflected in the reduction of the number of workplace accidents over the past several years. Accidents have fallen by 35%, despite the increase in activity and the consequent growth of the workforce. Over the course of 2008, we have maintained accident rates at levels similar to those recorded in 2007, thus consolidating the progress made in the past. The severity of accidents also went down, resulting in significantly fewer working days lost for every one thousand hours worked for the group as a whole and for its activity in Spain.

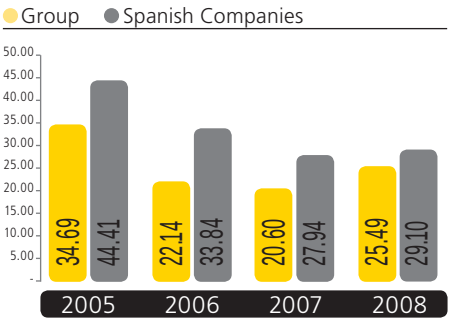
At Cintra we believe that training in occupational safety and risk prevention is one of the fundamental pillars of our goal to reduce accidents on the job as much as possible. The training policy takes into account the needs of different groups of workers and is designed according to information gathered from employee participation and consultation.

Over the course of 2008, we have continued to make progress in employee occupational safety training. In Spanish companies, a total of 13,644 training hours were given, which represents an increase of nearly 66% in relation to the 8,223 hours given the previous year. A total of 1,514 people received training in Spain, a 6.2% increase from the 1,426 people who were trained last year.

Some of the most important training courses were:

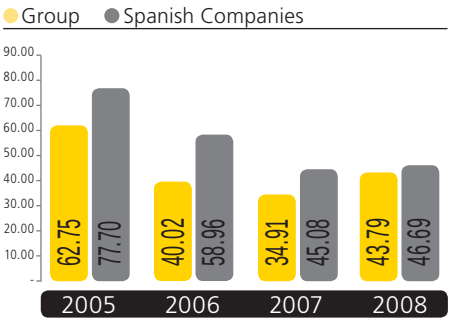
- Nutrition and Back Workshops: to encourage office staff to develop healthy eating habits and practice exercises to prevent musculo-skeletal disorders. 149 people participated in 2008, and another 214 the previous year.
- Fire safety training: theoretical and practical classes on how to use fire safety equipment and correctly apply the techniques and procedures for putting out fires. 121 employees participated this year, in comparison with the 102 who were trained last year.
- Specific safety training for employees working on toll roads (145 participants), underground parking garages (20),

Frequency



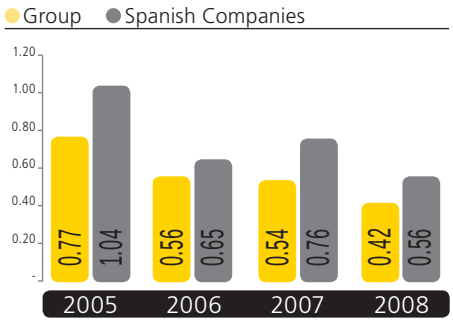
Frequency rate: reflects the number of accidents during the workday per one million hours worked. It is calculated using the formula: FR= total no. of accidents occurred during working hours resulting in sick leave x 106 / no. of worked hours.

Incidence



Incidence rate: reflects the number of accidents during the workday per one thousand people exposed to hazards. It is calculated using the formula: IR = no, of accidents occurred during working hours resulting in sick leave x 103 / average no. of workers.

Severity



Severity rate: reflects the number of days lost due to accidents per 1,000 hours worked. It is calculated using the formula: SR = no. of days lost in the year x 103 / no. of hours worked.

off-street parking areas (638) and tow truck operators (62).

The training courses are complemented by the Occupational Safety System established at the company's Spanish concessionaires. This system is integrated into the organization and chain of command of each company, ensures employee participation and consultation and guarantees compliance with the legislation in effect. The tool used to integrate the system in each area of activity is CONSIGGNA, an exclusive channel of communication for Cintra created to simulate teamwork in a virtual environment. This allows the Safety Service department to analyze, manage and monitor the overall implementation of the Safety Plan.

Occupational health

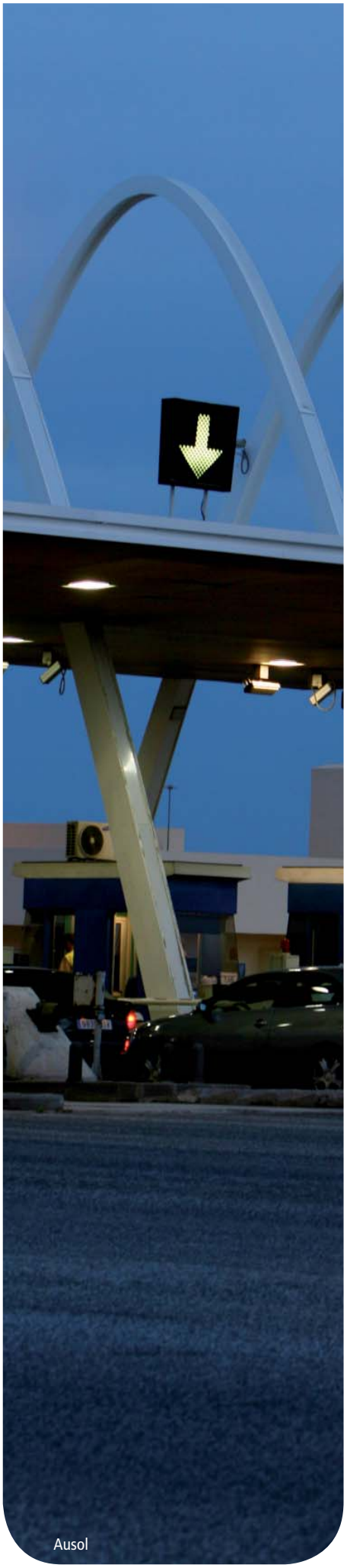
We consider protecting our employees' health and physical well-being a vital priority, and we constantly strive to ensure that our activities are conducted in an environment of maximum safety. To this end, the company carried out 87 safety inspections (55 in 2007), 17 evacuation drills (20 in 2007) and 117 prevention studies (111 in 2007) that included risk assessments, working environment evaluations and other activities.

The company monitors employee health according to the risks associated with their activity through medical exams given on the date of hire and periodic check-ups for every staff position.

"A commitment to health and safety"

Cintra's Statement of Values establishes "the commitment to individual and collective health and safety policies." To achieve this, the Management Committee has defined the following objectives:

- Encourage a general awareness of occupational safety and the continuous improvement of health and safety conditions at the workplace.
- Integrate prevention in all activities and decisions – in technical processes, the organization of work, and the conditions in which it is performed – and at every level in the chain of command, in accordance with the practices and regulations of each country in which it operates.
- Implement Cintra's policy in all group companies working through affiliates or on Cintra's behalf in off-site projects.
- Develop organizational structures and an atmosphere that ensures participation, information and training for organization members.
- Ensure that all employees and companies collaborate in responsible, correct and safe work that complies with the legal regulations in force and established procedures.
- Continuously improve the efficiency of the Occupational Safety Management System.


Ausol

Our Products and Services

Infrastructure quality and innovation, meeting customer needs and expectations, complying with legal and regulatory requirements and improving our service on a daily basis are basic elements of Cintra's culture and the pillars of our activities.
Cintra aims to integrate innovation and the use of advanced technologies into our infrastructures. Consequently, Cintra adheres to its commitment to innovative actions and opportunities in the different areas in which it operates by developing and applying new technologies and methodologies that improve technical capacity and enhance the quality of service provided, and by promoting training to promote innovative initiatives and strengthen the company's technological expertise by disseminating new solutions and knowledge.
Cintra's customer-oriented philosophy drives the company to ascertain how its activities and services are perceived in order to detect areas needing improvement, focus its efforts more effectively and ensure that infrastructure users' expectations are met. To that end, it periodically evaluates the degree of satisfaction of its users.

> 1. Technological activity and innovation in information technologies

For Cintra, innovation in information systems is the key to maintaining its status as a leading company in the toll road and parking sector, particularly in these difficult times when cost optimization must go hand-in-hand with continued competitiveness in a market of new opportunities.

In a very short period of time, information technologies will change the way operations are handled in the business world, but they will also be a decisive factor for winning new contract bids in which the technological component will become increasingly more important.

This section covers the progress made by Cintra and its concessions over the year 2008 in projects involving innovation in information technologies.

IT projects and innovation in the toll road sector

- **Consolidation of initiatives launched in previous years**

In 2008, we have continued the jobs and expanded the scope of projects begun in past years.

Thus, in 2008 the second phase of field tests for the DAVAO (Automatic Detection of High Occupancy Vehicles) system was conducted on the fast lanes or "electronic toll lanes" of the Madrid-Levante toll road. The project aims to develop a system capable of automatically identifying the number of occupants in a vehicle as it passes through a toll booth.

High occupancy detection gives Cintra a competitive edge because it provides transport authorities with solutions to streamline the use of infrastructures using selective tolls in a quick, efficient manner. Transport authorities around the world are looking for developers who can offer these kinds of solutions.

The DAVAO tests were conducted on multi-lane toll roads at test sites for Cintra concessions, and in the second half of the year a prototype of the product was installed on the Bus-High Occupancy lane of the A6 toll road in Madrid.

This project was carried out in cooperation with Indra, a company with which Cintra has signed an agreement to use and market the product resulting from the DAVO tests. Under the terms of this agreement, Cintra concessionaires will be able to use the system without any limitations other than the necessary adaptations, and Cintra will receive royalties for every installation carried out by third parties as long as their activities do not compete with Cintra operations.

Finally, new installations of the congestion prevention and toll road management system Tollflow® were made in 2008. This is a powerful tool for optimizing tool road operations as it issues computerized alerts when traffic congestion is detected and stores information in a databank that is highly useful in planning toll area

services. The excellent results of the tests done at AUSOL have made it possible to install the system on the three main toll plazas of the Indiana Toll Road. This job was completed in late 2008.

- **Online verification of credit card validity**

Banking institutions have requested technology to prevent the fraudulent use of false magnetic cards to pay tolls. After completing a viability study with the companies that process card payments in Spain and with concessionaires, Cintra began to develop a special system for card authorization that connect directly with bank databases to eliminate the problems caused by the off-line system based on sharing rejected card number lists.

After a period of testing to improve communications and validation protocols, the system was installed commercially in 2008 by the AUTEMA and AUSOL concessionaires. The results of the system are very

positive for the toll operators, because there are no time delays on transactions, and for banking institutions, because fraudulent use has dropped dramatically. This system is scheduled to be installed in other concessions and off-street parking facilities.

- **Planning and designing new electronic toll systems**

The main projects undertaken in 2008 share the common denominator of free-flow toll collection – also known as electronic tolls – that do away with obstacles, toll lanes and booths altogether and maintain the highway's capacity.

The technology of the new free-flow toll projects is based on our extensive experience operating the 407-ETR project, although the new projects are designed to suit different settings and incorporate the new structures of these systems. The new projects broached in 2008 were the Norte Litoral Toll Road in Portugal and the SH-130 in Texas, where the basic functional analyses were carried out.

- **Cintra's participation in international projects**

In 2008, Cintra participated in two innovation initiatives that were promoted and financed by the European Commission.

The first was the RCI or "Road Charging Interoperability" project, which consisted of developing two on-board equipment prototypes that would work with systems based on microwaves and satellite communications. Cintra participated in the project by testing the operative capacity of both prototypes in a toll plaza built for this purpose in the area of San Pedro de Alcántara at the AUSOL concessionaire.

The second project, known as CESARE IV, was aimed at defining the regulatory body for the future European tolling system. Cintra was asked to head up the first of the work packages for this project, which involved reviewing the current national and regional interoperable systems and defining the general conditions of the European system, determining the rights and obligations of each participant in the system. These conditions were agreed upon by all participants and presented to the European Commission.

IT projects and innovation in the parking industry

In 2008, Cintra has made the most of important opportunities to develop solutions that boast highly pertinent innovations.

In the project involving parking for customers and the bus station at Expo Zaragoza 2008, Cintra developed an application for locating vehicles in large parking areas. This device uses an auxiliary car that records license plate numbers and matches them with GPS coordinates obtained by geo-positioning and translated into parking space identifiers. In this way, when a user wishes to locate his vehicle, he only has to enter the license plate number in the system and it will show where he is parked, with a slight margin of error. On this same job, we developed an interactive management system for bus platforms, which permits online reassignments of passenger departure and arrival docks that are relayed directly to passenger information systems.

In the airport parking lots at Standsted (United Kingdom), Cintra has adapted its SENA (Parking Business Operations System) applications and has linked up with an online reservations system provided by a British company. This same idea will be developed and adapted for use in Spanish airports where Cintra is the sole or joint operator of parking facilities.

In 2008, the metered parking areas of Alcobendas (Madrid), Vigo and Pozuelo de Alarcón (Madrid) were equipped with a system for automatically identifying local residents using a small radio frequency device incorporated in the windshield permit stickers. This device automatically identifies the vehicle correctly when a radio-frequency pen is held up to the windshield. This system has made it possible to all but eradicate user fraud and provides occupancy data, which is useful for analyzing demand and managing available parking space.

When the metered parking system was launched in Vigo, a WiFi network was installed to serve as the basic communications platform for an artificial vision system with street cameras. The primary purpose of these cameras is to help detect parking infractions, process incidents and record occupancy duration using an artificial vision system called "object video." In the near future, the WiFi network on which this project is based will be used in other systems, such as the PDA devices used by parking attendants and parking meters.

2. Product and service quality

Cintra's Quality and Environment Policy establishes its commitment to the constant improvement of its processes, as well as a customer-oriented approach to providing services.

Cintra's different business areas have been implementing ISO 9001:2000-compliant Quality Management Systems since 2000. Eleven toll road concessionaires already boast this Quality Certification (four in Spain, two in Portugal and five in Chile); now, thanks to the work completed in 2008, the 407-ETR concessionaire in Canada can also boast ISO 9001 certification of its Quality Management System, awarded by BSI Management Systems in January 2009.

Certificate of Registration

QUALITY MANAGEMENT SYSTEM - ISO 9001:2000

This is to certify that:

407 ETR
6300 Steeles Avenue West
Woodbridge
Ontario
L4H 1J1
Canada

Holds Certificate No: FS 515665
and operates a Quality Management System which complies with the requirements of ISO 9001:2000 for the following scope:

End to end operations and administration of electronic toll highway.

For and on behalf of BSI:

President, BSI Management Systems America, Inc.

Originally Registered: 01/13/2009 Latest Issue: 01/13/2009 Expiry Date: 01/12/2012

Page: 1 of 1

BSI Management Systems

Projects for the technological standardization of management applications

With regard to management applications, work on installing the THORS (Toll Highway Operation Reporting System) system in all Cintra-operated concessionaires was completed, and the analytical management model for overhead was perfected.

The THORS system provides Cintra with reliable automatic reports on the operating variables and parameters of its business activities and concessions such as traffic, revenue and overhead. It also provides a summary of relevant financial updates on its business interests and a scorecard module. The application is presented to users in the form of a web page that can be accessed from the company's Intranet.

The THORS application also offers a specific module for purchases based on the MM package in SAP, which has been implemented in trial mode on the Madrid Sur Highway (Radial 4) and the Madrid-Levante toll road (AP-36). The application allows the user to monitor the processes of acquiring goods and services from estimate requests to invoicing, and it also ties in with the corporate financial application Fidelio.

Business area	Company	Quality certifications	Environmental certifications
Toll roads	Cintra, S.A.	ER-2136/2003	GA/0097/2008
	• Radial 4	ER-2136/2003	GA/0097/2008
	• Madrid-Levante	ER-2136/2003	GA/0097/2008
	• Autopista del Sol	ER-2136/2003	GA/0097/2008
	• AUTEMA	ER-2136/2003	GA/0097/2008
	• Euroscut Algarve	ER-2136/2003	GA/0097/2008
	• Euroscut Norte Litoral	ER-2136/2003	GA/0097/2008
	Cintra Chile Ltda.	ER-2027/2004	
	• Autopista del Maipo	ER-2031/2004	
	• Ruta 5: Talca-Chillán	ER-2030/2004	
	• Ruta del Bosque	ER-1671/2007	
	• Ruta de la Araucanía	ER-2029/2004	
	• Ruta de los Ríos	ER-2028/2004	
	407-ETR	FS 515665	
Parking	Cintra Aparcamientos, S.A.	ER-1721/2000	GA-0098/2008
	Estacionamientos Guipuzcoanos, S.A.	ER-0372/2006	GA-0095/2008
	Dornier, S.A.	ER-1719/2000	GA-0094/2008
	Femet, S.A.	ER-1720/2000	GA-0099/2008

Five other highways – the Chicago Skyway, the Indiana Toll Road, Central Greece, Ionian Roads and Scut Azores – are currently in the process of implementing Quality Systems and are expected to get certification over the course of 2009.

The quality of the services provided on our highways has once again been recognized by independent bodies. Thus, in 2008, the 407-ETR in Canada was given an award by the Canadian Council for Public-Private Partnerships (CCPPP) for excellence in service delivery, in cooperation with the

Canadian government. This new award confirms the 407-ETR highway's status as a shining example of quality service, which it is able to offer users thanks to significant investments made in recent years.

National Awards for Innovation and Excellence Silver Award - Service Delivery (2008)

Internal and external audits

Cintra conducts internal and external audits that assess the quality standards of its infrastructures in order to monitor the efficacy of the quality systems in all its business activities.

In 2008, 52 internal audits were conducted on toll road activities as part of the Quality and Environment Systems. 100% of toll road centers were audited internally in application of the quality management system. In the area of parking operations, 109 work centers were audited: 41 metered parking areas, 38 off-street parking lots, 16 tow truck centers and 14 corresponding to branch and management offices.

Customer satisfaction

Cintra's quality policy is committed to ascertaining our customers' needs and expectations in order to offer fully satisfactory services. As part of this commitment, we conduct satisfaction surveys to obtain first-hand information on user perception.

- **Toll Roads:**

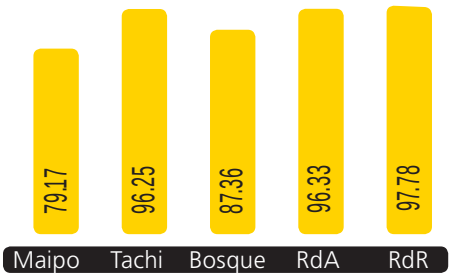
On their websites, Spanish toll roads have different questionnaires to determine the level of user satisfaction. In addition, calls to highway information hotlines are being used to ask about the quality of service provided. The results for this year were positive and detected an improvement in the majority of indicators in comparison with last year.

A total of 5,154 surveys were conducted on the five concessions operated by Cintra on Chilean toll roads. The surveys focused on the quality of roadside assistance, which is an important factor for concessionaires since part of their revenue is dependent upon safety levels. The overall results are shown below:

For the Indiana Toll Road in the United States, the Customer Care Center hired an independent company to conduct a survey to determine the quality of the services provided by its department personnel during telephone conversations with nearly 5,000 customers. The results showed a high degree of satisfaction that is well above the average for this sector.

	ITR Customer Care Center	Industrial sector
Dissatisfied	5.7%	8.23%
Satisfied	89.7%	60.63%

Satisfaction - chilean toll roads



- **Parking operations:**

In Cintra's parking activities, customer care is primarily handled by managers and employees of underground parking garages, while parking attendants and inspectors perform this task in parking areas on the street. Towing centers attend customers at the vehicle impound lot. There is a second level of customer care provided at the offices of metered parking centers, branches and management offices, and a third level at headquarters through the Customer Service Department.

In addition, the telephone numbers of all underground parking garages are posted on the Cintra Aparcamientos website, as are the telephone numbers of branches, management offices and public thoroughfare centers. The website provides information about our services and features new applications, such as information on new offers of permanent parking spaces for residents.

The Customer Service Department engages in different studies and projects to determine the needs of customers, define policies and evaluate the degree of user satisfaction with parking facilities. As a result, a series of surveys are periodically carried out across Spain to determine how its services are perceived. An outside company specialized in surveys prepares the questionnaires and reports on the outcome.

In the 2008 study, a total of 4,148 people were surveyed – 42.5% more than in 2005, when just 2,911 surveys were received. The most important findings by business area are as follows:

- In off-street parking, a total of 1,390 surveys were carried out, representing an increase of 26.4% in relation to the 1,100 completed in 2005. On a scale of 0 to 10, overall customer satisfaction received a score of 6.99 in 2008. This score cannot be compared with the rating obtained in 2005 because new aspects were factored into the 2008 indicator to provide a more comprehensive overview of services.

- In addition, this year's results show a considerable improvement compared with previous years in terms of the quality of service provided by staff and overall customer satisfaction with parking personnel.
- In on-street parking, a total of 2,758 people were surveyed – 52.3% more than in 2005.

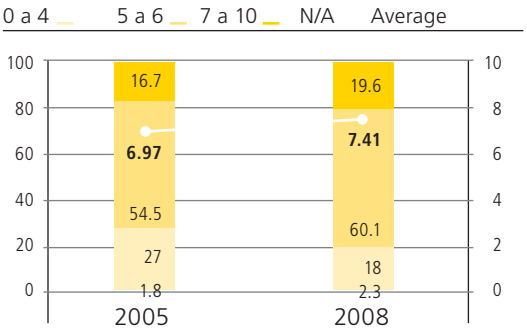
Applying the same criteria as in off-street parking, the average score given by all users surveyed with regard to their satisfaction with services in metered parking areas on the public thoroughfare was 5.94. This average score represents a considerable improvement on the 5.68 rating obtained in 2005.

As was the case in off-street parking, the evaluation of our staff by those who required their services improved considerably in 2008, in terms of both specific details and overall care.

Off-street parking

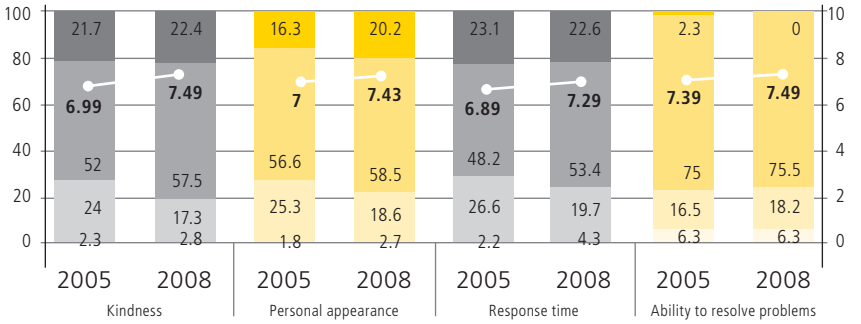
Level of overall satisfaction with staff

Base: Total sample 2005 (1,100) and 2008 (1,390)



Level of satisfaction with staff by specific qualities

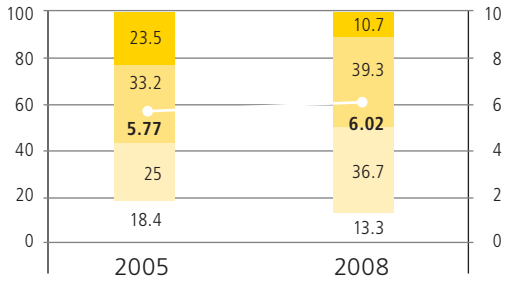
Base: Total sample 2005 (1,100) and 2008 (1,390)



On-street parking

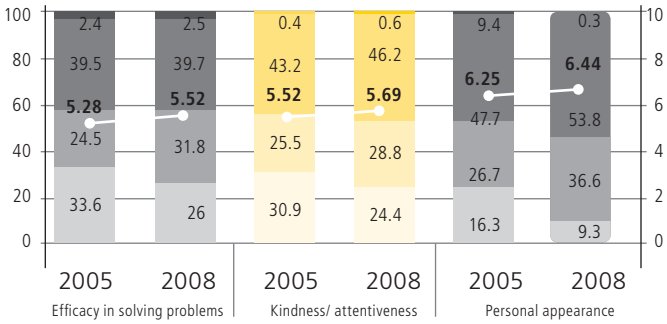
Level of overall satisfaction with staff

Base: Total sample 2008 (2,758) and 2005 (1,811)



Level of satisfaction with staff by specific qualities

Base: Total sample 2008 (2,758) and 2005 (1,811)



Autema

Our commitment to the community

Cintra's commitment to the community is reflected in two main areas: our environmental policy and our social outreach.

In 2008, our environmental policy has placed particular emphasis on eco-efficiency. The Ferrovial Group has published a new version of its Quality and Environment policy, which has been adopted by Cintra, that calls for minimizing the environmental impact of all activities based on the scientific information now available by using natural resources responsibly and efficiently, cutting back on the production of waste and residue as much as possible and reducing the emission of atmospheric pollutants, particularly greenhouse gases.

Cintra's social outreach program has continued to develop within the guidelines of respect for the cultural diversity, customs and values of the people and communities affected by our activities. As the company continues its international expansion, Cintra has reinforced its commitment to promoting human development within the framework of the 8 Millennium Development Goals proposed by the United Nations.

› 1. Environmental responsibility

Environmental management system

Our commitment to constant improvement and the utmost respect for the environment has been reaffirmed by the fact that all of Cintra's toll road and parking operations in Spain and Portugal have maintained their environmental management certification. A total of 296,146 parking spaces and 672.5 kilometers of highway are included in the environmental management system certified according to the international ISO 14001 Standard, which account for 30.76% of Cintra's total revenue.

During 2008, Cintra has worked to implement the quality environmental management system on Chilean highways, where an exhaustive diagnostic process has been completed and the environmental management system is starting to be introduced. Special efforts are being made to comply fully with all applicable environmental legislation. The goal for 2009 is to achieve environmental certification for these toll roads.

Current status of environmental management systems

	Certified	Implemented or being implemented	Under development
Headquarters	X		
407-ETR			X
Chicago Skyway			X
Indiana Toll Road			X
N4/N6		X	
Maipo		X	
Ruta 5		X	
El bosque		X	
Ruta de la Araucanía		X	
Ruta de los Ríos		X	
Autema	X		
Ausol	X		
R4	X		
Madrid-Levante	X		
Scut Algarve	X		
Scut Norte	X		
Cintra Aparcamientos	X		
Eguisa	X		
Dornier	X		
Femet	X		

Cintra's investment in environmental concerns during 2008 amounted to over 5.6 million euros, of which 18,480.47 euros went into R&D projects in collaboration with universities and other research bodies such as the Higher Council for Scientific Research (CSIC).

Consumption

Cintra's commitment to the environment is reflected in the company's efforts to minimize its impact on natural resources, such as water or the soil, and cut back on energy consumption in order to boost sustainable development.

As stated above, in an effort to attain eco-efficiency, the impact of our activities on the atmosphere, water or soil are measured indirectly by indicators of our consumption of natural resources and generation of waste and emissions. The evolution of these indicators over the year 2008 is described below.

• Electrical power

The main toll roads in operation, together with parking activities and Cintra offices, consumed a total of 327,809.52 GJ of electrical power. This is 0.44% lower than the figure for 2007, despite the fact that new power hook-ups were required for the Euroscut Azores highway, the Ionian Roads project and headquarters in Santiago, Chile.

This drop in power consumption is primarily due to the efforts made on the Chilean highways, which have reduced their overall power consumption by 18% (over 56,000 GJ), and on the 407-ETR, which uses the most power in absolute terms and has managed to cut consumption by 24% (14,000 GJ) this year.

• Liquid fuel

Overall consumption of liquid fuel has risen by 29%. It is important to note that the use of liquid fuel in parking operations alone went up 21% due to the increase in new contracts requiring the use of vehicles. With regard to toll road operations, the increase is principally owing to the incorporation of two new highways – the Euroscut Azores and Ionian Roads – and a higher rate of fuel consumption on Euroscut Norte, Radial 4 and the Chicago Skyway.

• Natural gas

In absolute terms, gas consumption went down 7% in 2008, primarily because the Ruta de la Araucania no longer uses gas fuel and because the Chicago Skyway has cut its consumption by 35%.

	2006	2007	2008
	ELECTRICAL CONSUMPTION (GJ)		
HEADQUARTERS	2,299.50	1,818.63	2,265.54
PARKING FACILITIES	55,523.23	51,812.43	57,504.17
AUSOL	31,598.65	34,320.24	29,259.37
AUTEMA	5,680.01	6,427.95	5,687.22
MADRID-LEVANTE	1,860.16	10,549.88	9,634.03
RADIAL 4	21,193.61	25,313.91	34,937.06
EUROSCUT NORTE	21,392.65	12,578.34	13,979.80
EUROSCUT ALGARVE	4,589.41	4,593.20	6,968.46
EUROLINK	3,628.07	4,989.64	5,606.77
407-ETR	55,691.82	59,080.51	45,020.85
INDIANA TOLL ROAD	20,507.49	41,662.95	42,899.20
CHICAGO SKYWAY	7,466.80	7,558.96	4,866.34
AUTOPISTA DEL MAIPO	13,433.35	11,566.66	15,576.13
AUTOPISTA DEL BOSQUE	10,440.19	22,475.26	11,942.14
RUTA DE LA ARAUCANIA	19,121.91	11,126.33	11,607.02
RUTA DE LOS RIOS	10,510.67	12,686.32	6,435.88
RUTA 5 (TALCA-CHILLAN)	10,510.21	10,693.80	10,630.40
CHILE HEADQUARTERS			162.13
EUROSCUT AZORES			7,067.02
IONIAN ROADS			5,760
TOTAL	**295,447.73**	**329,254.98**	**327,809.52**

	ELECTRICAL CONSUMPTION (GJ)		
HEADQUARTERS	2,299.50	1,818.63	2,265.54
PARKING FACILITIES	55,523.23	51,812.43	57,504.17
TOLL ROADS	237,624.99	275,623.93	268,039.81

	2006	2007	2008
	LIQUID FUEL CONSUMPTION (thousands of liters)		
HEADQUARTERS			
PARKING FACILITIES	354.73	316.65	383.13
AUSOL	92.41	121.54	136.31
AUTEMA	52.03	49.81	48.75
MADRID-LEVANTE	137.94	205.07	187.75
RADIAL 4	162.78	139.02	179.75
EUROSCUT NORTE	166.44	34.05	170.22
EUROSCUT ALGARVE	124.37	110.61	101.83
EUROLINK	84.35	46.73	64.21
407-ETR	436.05	360.31	343.81
INDIANA TOLL ROAD	547.66	1,071.16	1,101.85
CHICAGO SKYWAY	139.61	55.48	89.00
AUTOPISTA DEL MAIPO	240.43	107.05	48.25
AUTOPISTA DEL BOSQUE	224.32	201.17	221.75
RUTA DE LA ARAUCANIA	131.75	196.61	200.11
RUTA DE LOS RIOS	210.32	188.50	224.90
RUTA 5 (TALCA-CHILLAN)	110.68	123.68	62.32
EUROSCUT AZORES			10.95
IONIAN ROADS			725.16
TOTAL	**3,215.87**	**3327.44**	**3,573.98**

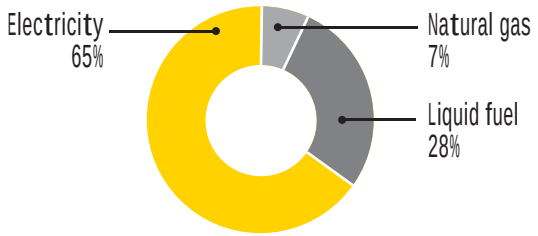
	LIQUID FUEL CONSUMPTION (thousands of liters)		
PARKING FACILITIES	354.73	316.65	383.13
TOLL ROADS	2,861.13	3,010.79	3,916.91

- **Energy consumption by principal source**

As the pie chart shows, electrical power accounts for the highest percentage of energy consumption due to the large amount of power needed to illuminate highways and parking facilities. The percentage of reliance on cleaner energy sources – electricity and natural gas – has not varied since 2007.

	2006	2007	2008
	GAS FUEL CONSUMPTION (m3)		
PARKING FACILITIES	2,834.00	3,024.00	4,198.30
PARKING FACILITIES (m3 gas/ parking space)	0.012	0.011	0.014
TOLL ROADS	514,437.19	903,598.22	839,494.61
TOLL ROADS (m3 gas/ km)	534.48	1,632.517	2,052.052

Energy consumption by principal source



- **Water**

In 2008, water consumption rose by 54.7% due to the addition of two new highways (Euroscut Azores and Ionian Roads), the sharp increase of water use on the Indian Toll Road due to the recalibration of flow meters and the higher consumption of the Chicago Skyway.

Euroscut Azores

	2006	2007	2008
	WATER CONSUMPTION (m3)		
HEADQUARTERS			
PARKING FACILITIES	48,135.58	27,370.89	34,775.20
AUSOL	17,184.00	15,260.00	18,823.00
AUTEMA	11,167.00	4,409.50	5,629.00
MADRID-LEVANTE	2,080.92	42.91	6,757.87
RADIAL 4	580.84	572.77	458.48
EUROSCUT NORTE	31.00	2,314.00	4,656.00
EUROSCUT ALGARVE	2,421.00	5,711.00	1,133.00
EUROLINK	0.00	0.00	0.00
407-ETR	1,108.25	14,500.00	12,849.59
INDIANA TOLL ROAD	90,742.90	79,906.00	162,219.00
CHICAGO SKYWAY	24,047.74	14,188.32	21,464.38
AUTOPISTA DEL MAIPO	16,008.00	20,158.00	17,163.00
AUTOPISTA DEL BOSQUE	1,954.00	1,861.00	16,286.00
RUTA DE LA ARAUCANIA	8,314.00	8,945.00	7,369.16
RUTA DE LOS RIOS	9,180.00	10,470.00	15.14
RUTA 5 (TALCA-CHILLAN)	10,807.00	8,329.00	18,377.00
EUROSCUT AZORES			2,028.00
IONIAN ROADS			1,200.00
TOTAL	**243,762.23**	**214,038.39**	**331,203.817**

	WATER CONSUMPTION (m3)		
PARKING FACILITIES	48,135.58	27,370.89	34,775.20
TOLL ROADS	195,626.65	186,667.50	296,428.62

AP-36

- **Waste**

The largest amount of waste generated by the company's activities are similar to urban waste, which comes from highway cleaning operations and especially from the construction and demolition work involved in maintaining and improving infrastructures. The dramatic increase in waste production from 2007 to 2008 is actually due to the fact that over 25,000 more tons of construction and demolition waste (CDW) was produced this year.

Cleaning and maintenance work also generate large quantities of scrap metal and tire bits. Normally, this waste is recycled and later reused.
The average rate of recovery for waste materials generated in all Cintra operations is 87%, given that the construction and demolition debris which accounts for the majority of its waste production is generally recycled and reused.

	2007	2008
	GENERATED WASTE (tons)	
CONTAMINATED ABSORBENTS	1.41	59.82
USED OIL	12.90	15.32
ANIMALS	142.27	79.91
BATTERIES	4.74	4.98
CONTAINERS	3.83	15.16
HAZARDOUS CONTAINERS	2.76	0.82
OIL FILTERS	1.36	0.52
FLUORESCENT TUBES	16.28	3.68
WASTEWATER SLURRY	508.80	675.72
HC SLURRY	14.66	35.62
METALS	399.59	1,221.73
TIRES	321.49	354.98
SHARP OBJECTS	0.03	0.02
PALLETS	68.81	21.72
PAPER AND CARDBOARD	88.28	110.20
SMALL BATTERIES	6.18	17.86
WEEE	5.23	4.83
C & D WASTE	6,816.77	31,861.45
USW	614.43	2,356.16
TONER AND INK CARTRIDGES	1.46	1.26
OVERSIZE WASTE	21.86	36.52
ORGANIC WASTE	256.00	149.84
PLASTICS		10.56
GLASS		0.29
TOTAL	**9,309.12**	**37,035.95**

- **Atmospheric emissions**

Cintra is directly responsible for the atmospheric emissions released by its vehicles and facilities. However, these emissions are small compared to the indirect ones produced by toll road users.

For the first time ever, CO2 emissions are now reported in each of the countries where Cintra operates. In 2008, evolution was very positive given that fewer tons of CO2 were emitted than in 2007 (without factoring in the emissions generated by the new highways in the Azores and Greece). This was primarily due to the reduction in electrical power consumption and to the fact that fuel consumption remained more or less the same.

Cintra has adopted a policy of comprehensive control; in other words, regardless of the relative importance of each concession, the company takes responsibility for all emissions. Moreover, the tool that Cintra uses to calculate emissions has been updated to increase the CO2 emission factors deriving from electricity consumption. As a result, although power consumption has dropped considerably, this did not translate into a proportional drop in emissions.

2007	INDIRECT EMISSIONS (1) (T)	DIRECT MOBILE EMISSIONS (2) (T)	DIRECT STATIONARY EMISSIONS (3) (T)	TOTAL
SPAIN	13,856.41	2,136.88	117.78	**16,111.07**
PORTUGAL	2,155.98	361.00	34.71	**2,551.69**
CHILE	6,493.05	1,880.27	153.05	**8,526.37**
IRELAND	794.18	117.33	6.44	**917.95**
CANADA	3,429.95	891.41	113.87	**4,435.23**
USA	12,196.10	2,658.43	1,834.27	**16,688.80**
TOTAL	**38,925.67**	**8,045.32**	**2,260.12**	**49,231.10**

(1) Indirect CO2 Emissions from the Consumption of Purchased Electricity, calculation worksheets (January 2007) v 1.2, WRI-WBCSD GHG Protocol Initiative
(2) Mobile Combustion CO2 Emissions Calculation Tool. June 2003. Version 1.2, WRI-WBCSD GHG Protocol Initiative
(3) CO2 Emissions from Fuel Use in Facilities. Version 2.0. June 2006, WRI-WBCSD GHG Protocol Initiative

2008	INDIRECT EMISSIONS (1) (T)	DIRECT MOBILE EMISSIONS (2) (T)	DIRECT STATIONARY EMISSIONS (3) (T)	TOTAL
SPAIN	15,255.76	2,517.78	44.17	**17,817.71**
PORTUGAL	3,877.18	753.78	21.98	**4,652.94**
CHILE	5,595.86	1,706.54	110.24	**7,412.64**
IRELAND	909.81	67.49	122.84	**1,100.14**
CANADA	2,484.45	861.12	105.45	**3,451.02**
USA	9,364.72	1,670.46	2,788.75	**13,823.93**
GREECE	1,242.39	1,960.75	7.54	**3,210.68**
TOTAL	**38,730.17**	**9,537.92**	**3,193.43**	**51,461.52**

(1) Indirect CO2 Emissions from Purchased Electricity. Version 3.0. December 2007, WRI-WBCSD GHG Protocol Initiative
(2) Mobile Combustion CO2 Emissions Calculation Tool. January 2005. Version 1.3, WRI-WBCSD GHG Protocol Initiative
(3) World Resources Institute (2008). GHG Protocol tool for stationary combustion, Version 4.0

Management of Environmental Aspects

In accordance with the ISO 140001 Standard, Cintra has committed to report each year on its significant environmental aspects in work centers where this standard has been implemented. These are areas in which Cintra must make a special effort to limit and reduce any possible impact on the environment.

Significant environmental aspects at Cintra

ASPECTS IN NORMAL CONDITIONS	ASPECTS IN EMERGENCY CONDITIONS
Waste production	None
Wastewater spills	
Noise	
Fuel consumption	
Electrical energy consumption	
Atmospheric emissions	
Paper consumption	

Relevant environmental projects

- **Concern for climate change**

As part of our strategy to fight climate change, various actions have been taken in 2008 to reduce the consumption of electrical energy in Cintra's different areas of activity.

For example, in the parking operations sector, we have installed condenser batteries – which cut power consumption by adjusting the reactive energy coefficient used – at those parking concessions that have requested them. We have also continued to install lighting with electronic ballasts, and in the early months of 2009 we plan to begin installing solar panels on the roofs to produce solar energy and channel it for internal use. The first of these will be set up in a parking facility managed by Cintra in Mérida.

In the area of metered parking on public streets, the number of meters with solar panels that run on photovoltaic energy is now at 1,856, representing a 10.5% increase.

On the Talca-Chillán toll road, Cintra has launched two initiatives to reduce power consumption. Firstly, we have replaced halogen lamps with others that use LED technology, and we have installed voltage regulator devices to avoid wasting energy. Secondly, we have installed solar panels on the auxiliary buildings at one of the service areas to cut back on electricity consumption.

Another noteworthy project is the administration building for the Indiana Toll Road, whose heating system runs on geothermal energy. This is done by taking advantage of the subsoil's ability to maintain a more or less constant temperature year round, making it possible to pump heat in or out as needed. This saves on electrical power which would otherwise be needed for central heating and hot water.

In an attempt to reduce the impact of indirect emissions generated by infrastructure users, Cintra continues to promote the use of automatic tolling systems, which are becoming more widespread every year. This option eliminates the need for cars to slow down at toll booths, which is precisely where most emissions are released into the atmosphere.

	2006	2007	2008
AUTEMA	42.41%	47.10%	
AUSOL I	18.50%	21.33%	
AUSOL II	17.95%	20.58%	
AUTOPISTA RADIAL 4	13.65%	20%	
AUTOPISTA OCAÑA LA RODA	9.54%	15.30%	
EUROLINK M4-M6	1.44%	15%	22%
CHICAGO	36.50%	41.40%	51%
407-ETR	79.20%	80.50%	80%
INDIANA TOLL ROAD	No data	40.00%	47%

Finally, it is important to note that Cintra is currently working on a mobility plan to reduce emissions produced by the fuel its vehicles burn.

- **Waste management**

One relevant project is "Recycle for a Child's Smile" carried out on the Ruta de la Araucania and Ruta de los Ríos toll roads in Chile. On these highways, the unseparated waste collected by road cleaning crews is transferred to a warehouse where employees of the concessionaire separate the waste into plastics (by type and color), metals, glass and paper and cardboard. These are then sold to authorized recycling plants, and the proceeds are used to fund social projects in the local communities.

In Spain, all cellular phones that have outlived their usefulness are sent to headquarters where they are collected and periodically sent to the Red Cross as part of the "Donate Your Cell" campaign. Phones still in working condition are reused and sold, and the rest are recycled. The proceeds are used to fund various environmental and social projects through an NGO.

Another interesting project is the one on the Indian Toll Road, where the remains of animals that are killed on the highway are collected to produce compost that can later be used as fertilizer.

- **Raising stakeholder awareness**

This year, efforts to raise stakeholder awareness have focused largely on suppliers and employees.

For the suppliers, Cintra published a series of personalized pamphlets for each different industry or field of activity that were distributed among the various companies that work for Cintra. These pamphlets outlined the environmental aspects associated with each of them and the documentation they should have (regarding waste management or legal permits, for example) and present to Cintra in order to receive environmental accreditation and approval.

The company also launched different initiatives to raise the awareness of employees about the different challenges inherent in caring for the environment. One example is the monthly environmental newsletter published by the Indiana Toll Road. Each issue focuses on a new theme, providing data about that topic and proposing steps to mitigate negative environmental impact.

- **Biodiversity**

On the AP-36 toll road, Cintra has voluntarily continued the environmental program to monitor steppe fauna in 2008, thus lending continuity to the Environmental Monitoring Program for this highway. The monitoring activities covered a total of 30 kilometers and the purpose of the study was to analyze the distribution of the great bustard and other steppe birdlife, and also to assess the possible impact of the new toll road on their lives and habits. In 2008, no steppe birds were hit by vehicles on the road, and the number of specimens in the study field has not varied since the previous year.

In 2008, Cintra also continued to participate in the "common kestrel" project which, in collaboration with the Group for the Recovery of Endangered Fauna (GREFA), aimed to create a stable colony of this species. The common kestrel is catalogued as a species at risk of extinction, vulnerable and of special interest and is protected by a variety of laws and regulations. The end goal is to create a colony able to feed itself, reproduce and return year after year following their winter sojourn in the town of Perales del Río, Madrid.

Last year, experts determined that there were enough adults and chicks bred in the wild to create a sustainable long-term colony. In 2008, 23 pairs of mates have laid eggs – one more than last year – of which 15 produced chicks. The mating season has been somewhat abnormal due to the mild temperatures and frequent rains lasting well into late spring. Yet despite all of this, it is safe to say that the breeding season was successful. Over the course of 2008, certain specimens were closely monitored thanks to their distinctive markings, and this allowed the study to confirm mobility among the different colonies that exist in the region of Madrid. This mobility among populations is a key factor in the health of the colonies in terms of both genetic variability and the number of individuals.

With regard to the EXPERTAL project, in 2008 the fieldwork carried out on five highway embankments along the Radial 4 and AP-36 toll roads was completed. The study covered a total of 360 plots and evaluated the effects of hydroseeding, irrigation and fertilization when used to restore roadside embankments. The main conclusion of this work is the importance of limiting the presence of dominant species in the commercial blends used in hydroseeding. Another project completed in 2008 was that of taking field samples to monitor over 500 planted specimens of Spanish broom (a common shrub) to evaluate the effects of different irrigation treatments on its survival and growth.

> 2. Commitment to the community

Social responsibility and respect for local cultures and customs

Cintra's main objective in the area of social outreach is to synchronize our investments in society with our corporate responsibilities.

In 2008, Cintra set aside 1.96 million euros to develop 114 social initiatives aimed at improving social and economic welfare and preserving the cultural heritage of the communities in which it operates.

Cintra is also committed to carrying out its activities in a socially responsible manner and to respecting the cultural diversity, customs and values of the people and communities who are affected by its activities.

Projects

In 2008, Cintra made two types of social outreach contributions – those deriving from concession contracts or legal requirements, and those of a voluntary nature, carried out in five countries on two continents:

- **Contributions deriving from legal obligations**

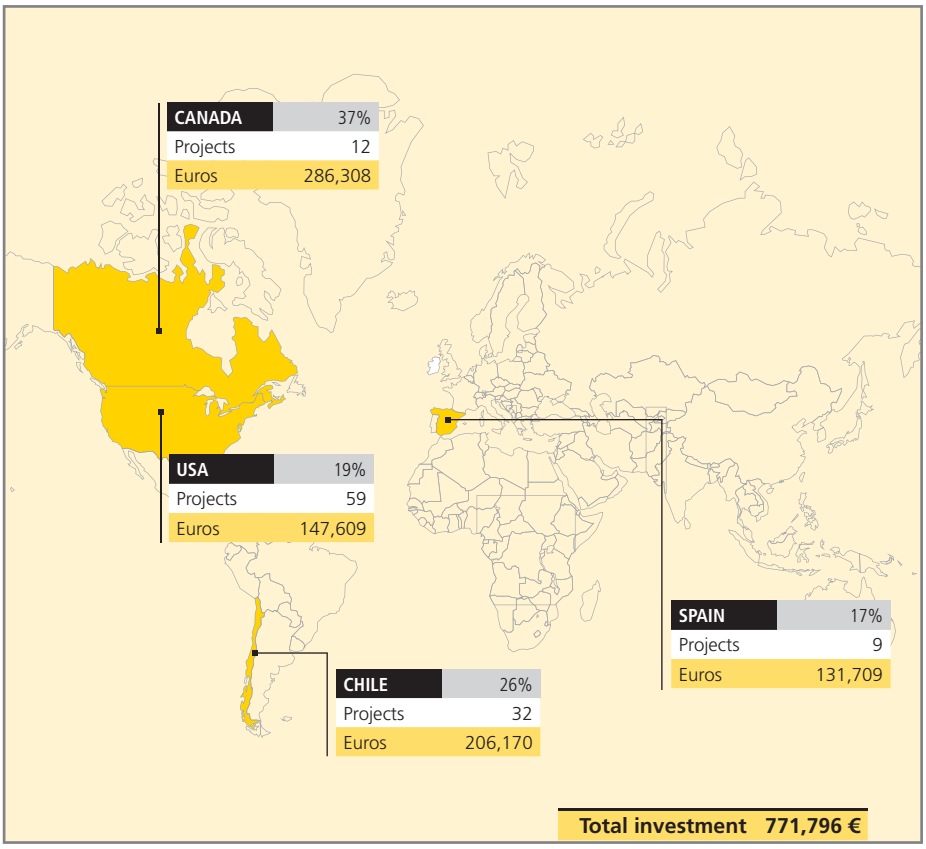
Obligatory contributions were focused on two projects and amounted to a total of 1.19 million euros. These projects, developed entirely in Spain and directly related to art and culture, are:

Autopista del Sol	
Conservation and restoration of the Great Church of Casares in Malaga.	**235,158**
Autopista Madrid Sur	
Archeological research project at the Montero House site. Production and circulation of flint on Spain's central plateau in the Neolithic period.	**954.642**

- **Voluntary contributions**

Cintra voluntarily donated over 771,000 euros in 2008 to 112 different initiatives.

Worldwide impact of voluntary contributions



Impact by action area

The largest chunk of voluntary contributions has gone toward developing projects for education and social welfare. Some of the most important projects are described below.

Education and youth	238,079 €	31%
Health	25,341 €	3%
Economic development	8,720 €	1%
Art and culture	20,935 €	3%
Social welfare	370,317 €	48%
Humanitarian aid	58,204 €	8%
Other	45,643 €	6%

The 407-ETR

Each year, the 407-ETR and its employees participate in a fundraising campaign for the United Way of York Region (UWYR). In 2008, they raised over 144,000 euros.

Charged with the mission of helping to solve community problems at both the global and grassroots level, the UWYR is made up of volunteers who work to promote the social and economic development of at-risk residents of the York Region. The organizations it supports provide a total of 100 programs in areas such as housing, literacy and domestic violence.

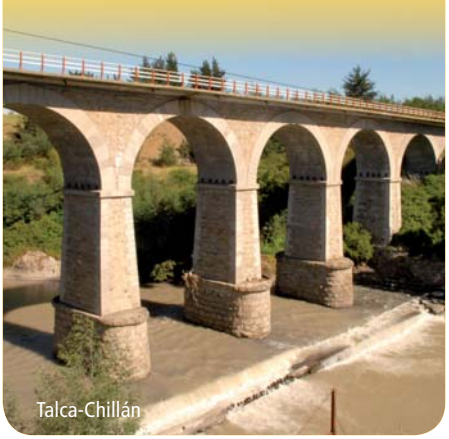
AMPANS: the work of a special employment center at Autema

At Autema, the concession holder of the Sant Cugat-Terrassa-Manresa toll road in Catalonia, the landscaping maintenance and selective trash collection on the sides of the highway have been handled by Ampans for over ten years. They were recently hired to repair the toll plaza facilities and buildings.

Ampans is a non-profit organization that helps mentally disabled individuals become integrated in the working world. Its comprehensive approach encourages personal independence and offers help to the workers' families.

Chile: Road safety education as a goal

68 schools in 15 communes of the Chilean provinces of Talca, Linares and Nuble received a donation of 70,000 euros this year from the road safety campaign carried out at Talca-Chillán, which was called "Learning to take care of ourselves." This campaign strives to educate children about road safety by teaching them, among other things, to be aware of dangerous situations they may encounter as pedestrians.


Talca-Chillán

Professional Associations

Cintra is a member of the following professional associations:

CANADA

- International Bridge, Tunnel and Turnpike Association (IBTTA)
- Canadian Council on Public-Private Partnerships (CCPPP)
- The Toronto Board of Trade
- The Ontario Chamber of Commerce
- The C.D. Howe Institute

CHILE

- Association of Public Infrastructure Works Concessionaires
- Chilean Chamber of Construction

USA

- Inter Agency Group (IAG)
- International Bridge, Tunnel and Turnpike Association (IBTTA)
- St. Joseph County Chamber of Commerce
- Elkhart County Chamber of Commerce
- Northwestern Regional Planning Commission
- Michiana Area Council of Governments
- Indiana Toll Road Economic Development Corridor
- Texans for safe reliable Transportation

SPAIN

- Association of Spanish Concessionary Companies of Highways, Tunnels, Bridges and Toll Roads
- Spanish Parking Facilities Association
- Spanish Investor Relations Association
- National Association of Parking Regulation Companies
- Andalusian Association of Parking Regulation and Operation Companies
- Association of Parking Facilities of Murcia
- Balearic Business Federation of Transports
- Federation of Toledo Business Owners
- Spanish Federation of Parking Sector Associations
- Provincial confederation of owners of parking garages, lots and wash & lube stations of Cantabria

PORTUGAL

- Associação de Sociedades Concessionárias de Auto-estradas SCUT (ASCAS)
- House of Spain
- Portuguese-Spanish Chamber of Commerce and Industry
- Centro Rodoviário Português (CRP)
- Prevenção Rodoviária Portuguesa (PRP)

IRELAND

- Irish Business and Employers Confederation (IBEC)
- Irish Toll Industry Association

PRICEWATERHOUSECOOPERS

PricewaterhouseCoopers
Asesores de Negocios, S.L.
Paseo de la Castellana, 43
28046 Madrid
España
Tel.: +34 915 684 400
+34 902 021 111
Fax: +34 913 083 566
www.pwc.com/es

A free translation from the original in Spanish. In the event of a discrepancy, the Spanish language version prevails.

INDEPENDENT REVIEW REPORT OF THE CORPORATE RESPONSIBILITY CHAPTER WITHIN THE ANNUAL REPORT OF 2008 PUBLISHED BY CONCESIONES E INFRAESTRUCTURAS DE TRANSPORTE, S.A.

To the Management Committee of Cintra, Concesiones e Infraestructuras de Transporte, S.A. (here on Cintra):

Scope of our work

We have conducted a review of the adaptation of the content included in the chapter of Corporate Responsibility (CR) within the Annual Report 2008 published by Cintra, on the principles of inclusivity, materiality and responsiveness of the standard AA 1000 AccountAbility Principles Standard 2008 (AA 1000 APS). We have also reviewed the Corporate Responsibility (CR) indicators specified on page 170 of the Annual Report 2008. These indicators have been selected by Cintra on the basis of their high relevance to its stakeholders.

The preparation of the chapter on CR in 2008 as well as the contents included within the chapter, is the responsibility of the management of Cintra, who shoulder the responsibility of designing, adapting and maintaining internal control systems from which the information has been obtained. The management has also developed the bases and criteria for the preparation the CR indicators, details of which are presented on pages 171 to 173 of the Annual Report of 2008. Our responsibility is to issue an independent report based on the procedures applied in our review with respect to the following aspects:

- That the chapter on RC 2008 has been prepared in accordance with the principles of inclusivity, materiality and responsiveness of the standard AA 1000 AccountAbility Principles Standard 2008 (AA 1000 APS).
- That the CR indicators mentioned on page 170 of Cintra's Annual Report 2008, have been prepared on a consistent basis in accordance with the bases and criteria described on pages 171 to 173.

The review of the remaining indicators within the chapter of Corporate Responsibility is not included within the scope of this review process.

Criteria and Standards followed to carry out the revision

We have undertaken our work in accordance with Standards ISAE 3000 Assurance Engagements Other than Audits or Reviews of Historical Financial Information (Limited Assurance Engagements) issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC) and the Guidelines on reviews for Corporate Responsibility Reports issued by the Spanish Institute of Chartered Accountants (Instituto de Censores Jurados de Cuentas de España). We have also applied the standard AA1000 Assurance Standard 2008, (AA1000 AS) to provide an moderate assurance by applying the principles established in the standard AA 1000 APS and the performance CR indicators described on page 170 of Cintra's Annual Report of 2008 (Type 2 of moderate assurance).

Our review consisted in posing questions to the Management and various units of Cintra which participated in the preparation of the chapter of CR 2008, as well as the application of certain analytical procedures and sample-based testing, which, an overview of which is described below:

- Interviews with the personnel of Cintra in order to understand the management approach applied as well as to obtain the necessary information for the external review.
- Analysis of the processes used in compiling and validating the information presented in the table of CR indicators described on page 170.

- Review of activities related to identifying and considering stakeholders carried out during the year, based on Cintra's understanding of its stakeholder's requirements.
- Analysis of whether the contents within the chapter on CR 2008 are in line with the principles of inclusivity, materiality and responsiveness established by the standard AA1000APS (2008).
- Review the results obtained from the dialogue process with its stakeholders and analysis of public information on issues relevant to Cintra.
- Verification, through sample-based testing reviews, of the quantitative and qualitative information regarding the Corporate Responsibility indicators established in accordance with the bases and criteria indicated on pages 171 and 173, and whether they have been properly compiled on the basis of the data provided by Cintra's information sources

The scope of a review is substantially lower to that of a reasonable assurance engagement, hence, accordingly, provides lower assurance. Under no circumstances can this report be construed as an audit report.

Independence

The engagement has been carried out by a team made up of specialists in the area sustainability and independent reviews of non financial information. We have performed our work in accordance with the independence rules set down by the Code of Ethics of the International Federation of Accountants (IFAC)

Conclusion

On the basis of the results of our review, nothing has come to our attention that causes us to believe that the 2008 Corporate Responsibility Report of Cintra has not been prepared, in all material respects, in accordance with the principles of inclusivity, materiality and responsiveness established by the standard AA 1000 APS and that the CR related indicators included on page 170, have not been prepared in accordance with the bases and criteria described on pages 171 to 173, or that they contain significant errors.

Recommendations

Additionally, through the review process carried out, there are some observations and recommendations regarding areas for improvement in the management of CR and the application of the principles of inclusivity, materiality and responsiveness. The following is a summary of the most significant recommendations made to the management of Cintra, which, in any case, do not change the conclusions expressed in this report,

Inclusivity

It is recommended that Cintra makes progress in the involvement of stakeholders in the process of identifying issues and relevant CR indicators, through systems of dialogue and consultation with stakeholders in all countries in which it operates.

Materiality

It is recommended that Cintra makes progress in defining the key indicators of CR in line with its definition of relevant issues. It is also recommended that Cintra uses public standards of reporting and CR in defining the indicators to be included within the chapter on CR.

Responsiveness

It is recommended that Cintra continues to consolidate existing systems and processes for gathering information and the progressive inclusion of the entire perimeter of the group in the scope of these processes and systems to improve its responsiveness to its stakeholders.

PricewaterhouseCoopers Asesores de Negocios, S.L.

Guillermo Massó
Partner
30 March, 2009

Table of
Verified indicators

INDICATORS	2008	Perimeter information[1]	% Volume of business cove[2]
Economic Performance			
Net sales (million €)	736	Complete	100%
Other operating income (million €)	-		100%
Financial income (million €)	-454		100%
Operating expenses (million €)	335		100%
Yearly result attributed to the flagship company (million €)	-56		100%
Indirect economic impacts			
Sponsorship and patronage (€)	1.189.800	Spain	<50%
Investment in R+D and the environment (€)	18.480,48	Spain	<50%
Environmental Performance			
Resource Consumption			
Electricity (in GJ)	139.287,39	Spain	<50%
Liquid fuel (thousand litres)	935,69		<50%
Water consumption (m3)	66.443,55		<50%
CO2 Emissions (tn)			
Mobile direct emissions (tn)	2.517,78	Spain	<50%
Percentage of business with ISO 14001 standard-compliant management plans (%)			
ISO 14001	30,76%	Complete	100%
Social Performance			
Employment			
Average workforce (nº of people)	2.826	Spain	<50%
Average age of workforce (years)	38,8		<50%
Average length of service (years)	6,1		<50%
Percentage of men and women (%)	56% / 44%		<50%
Attrition rate (%)	4,42%		<50%
Average number of employees with disabilities	95		<50%
Percentage of employees with disabilities (%)	3,38%		<50%
Company/employee relations			
Percentage of employees covered by collective bargaining (%)	100,00%	Spain	<50%
Occupational health and safety			
Number occupational safety training hours	13.644,2 horas	Spain	<50%
Incidence Index	46,69		<50%
Severity Index	0,56		<50%
Frequency Index	29,1		<50%
Training and education			
Total number of training hours	31.882	Spain	<50%
Total investment in training (€)	620.216		<50%
Total number of training participants	3.734		<50%
Institutional customer satisfaction in car parks			
Satisfaction levels of customers using the off-street parking service	7,41	Spain	<50%
Satisfaction levels of customers using regulated on-street parking service	6,02		<50%
Relations with the financial community			
Number of meetings with investors and analysts	159	Complete	100%
Number of roadshows	11		100%

[1] Spain: This refers to Concesiones de Infraestructuras de Transporte S.A's subsidiary and associated companies in Spain.
Complete: This refers to Concesiones de Infraestructuras de Transporte S.A. and its subsidiaries and associated companies in all the countries in which they operate. (Consolidated Group).
[2] This information has been supplied by Concesiones de Infraestructuras de Transporte for clarifying the cover perimeter of the indicators verified, according to its turnover applicable for each indicator, and does not form part of the scope of the review carried out by PricewaterhouseCoopers. 100% corresponds to a cover of the indicator equivalent to 100% of the turnover of Concesiones de Infraestructuras de Transporte S.A. and its subsidiary and associate companies. The <50% symbol means indicator cover of less than 50% of the total turnover of Concesiones de Infraestructuras de Transporte S.A. and its subsidiary and associate companies.

Criteria
for calculating the indicators

AA1000 APS

This report is base on the International standard of assurance – AA1000 APS (2008). This standard is based on three basic principles:

- **Inclusivity:** an organisation must carry out an analysis of the relevance of material aspects to its stakeholders.
- **Materiality:** an organization must take into account the issues and topics most relevant to both the development of their business as well as their stakeholders.
- **Responsiveness:** an organisation shall respond to stakeholder concerns, policies and issues that affect its performance.

INDICATORS	2008
Economic performance	
Net Sales	Net sales in 2008, according to the contents of Concesiones Infraestructuras y Transportes, S.A.(Cintra)'s Annual Accounts
Other operating expenses	Other operating expenses in 2008, according to the contents of Cintra's Consolidated Annual Accounts
Financial income	Financial income in 2008, according to the contents of Cintra's Annual Accounts
Operating expenses	Operating expenses in 2008, according to the contents of Cintra's Annual Accounts
Personnel expenses	Personnel expenses in 2008, according to the contents of Cintra's Annual Accounts
Results of the year attributed to the flagship company	Results of the year attributed to the fl agship company in 2008, according to the contents of Cintra's Annual Accounts.
Indirect economic impacts	
Sponsorship and patronage	Amounts spent by Concesiones Infraestructuras y Transportes, S.A. on initiatives stemming from the legal codes of the market where it operates. This encompasses obligations related to work on conserving Spanish Historic Heritage with 1% of the total budget for public works (budget for material execution, without VAT) linked to infrastructure concessions in accordance with Act 16/1985 of June 25 on the Regulation of National Historic Patronage
Investment in R+D and environmental projects (euros)	Investment in R+D and environmental projects in Spain in 2008
Environmental Performance	
Resource consumption	
Electricity	Electricity consumption (in GJ) at headquarters, car parks and toll roads in Spain in 2008
Liquid fuel	Liquid fuel consumption in thousands of litres (petrol/gasoil) by vehicles in car parks and toll roads in Spain in 2008
Water	Water consumption in cubic metres at Cintra car parks and toll roads in Spain in 2008
CO2 Emissions	
Mobile direct emissions (tn)	Tonnes of CO2 equivalents directly emitted by liquid fuel consumption by mobile sources in car parks and toll roads in Spain in 2008
Percentage of business with ISO 14001 standard-compliant management plans	
ISO 14 001	Percentage of business with ISO 14001 management system in 2008 with respect to consolidated revenue in accordance with Cintra's Consolidated Annual Accounts

Social performance	
Employment	
Average workforce (nº of people)	Average number of employees hired in Spain in 2008
Average age of workforce (years)	Average age of the workforce in Spain as of December 31, 2008
Average length of service (years)	Average length of service in Spain as of December 31, 2008
Percentage of men and women (%)	Percentage of men and women out of the total workforce in Spain as of December 31, 2008
Attrition rate (%)	Total number of voluntary severances out of the average workforce in Spain during 2008
Average number of employees with disabilities	Average number of disabled employees in the workforce in Spain during 2008
Percentage of employees with disabilities (%)	Number of disabled employees compared to the average number of employees in Spain as of December 31, 2008
Company/employee relations	
Percentage of employees covered by collective bargaining	Percentage of employees with operator contracts (non structural) and employees with guaranteed salaries (other personnel) negotiated by collective bargaining as of December 31, 2008
Occupational health and safety	
Number of occupational safety training hours	Hours of occupational safety training given to each Cintra company in Spain in 2008
Incidence Index	Number of accidents which occurred during the working day or on the way to and from work for every thousand workers exposed in Spain in 2008. It is based on the formula: II = total number of accidents involving days away from work which occurred during the working day x 1000 /average number of workers. This system is based on Recommendation 16 of the OIT's International Conference on Labour Statistics. The method for registering and reporting workplace accidents and work-related illnesses has been adapted to OIT and EUROSTAT criteria
Severity Index	Number of working days lost as a result of accidents which occurred during the working day or on the way to and from work for every 1000 hours work at Cintra in Spain in 2008. It is based on the formula: SI = number of working days lost per year x 1000 / number of hours worked. The total number of hours worked is calculated by multiplying the hours established by collective bargaining corresponding to the average FTE (Full Time Equivalent) of each company. FTE = Nº employees registered during the month *Nº of days registered during the month*coeffi cient of the reduction of workdays/Nº of natural days. This system is based on Recommendation 16 of the OIT's International Conference on Labour Statistics. The method for registering and reporting workplace accidents and work-related illnesses has been adapted to OIT and EUROSTAT criteria
Frequency Index	Number of accidents which occurred during the working day or on the way to and from work for every million hours worked at Cintra in Spain in 2008. It is based on the formula: FI = total number of accidents involving days away from work which occurred during the working day* x 1,000,000 / nº of hours worked. The total number of hours worked is calculated by multiplying the hours established by collective bargaining corresponding to the average FTE (Full Time Equivalent) of each company. FTE = Nº employees registered during the month *Nº of days registered during the month*coeffi cient of the reduction of workdays/Nº of natural days. This system is based on Recommendation 16 of the OIT's International Conference on Labour Statistics. The method for registering and reporting workplace accidents and work-related illnesses has been adapted to OIT and EUROSTAT criteria

Training and education	
Total number of training hours	Number of training hours given to Cintra employees in Spain in 2008
Total investment in training (€)	Expenses incurred in training courses offered at Cintra in Spain in 2008
Number of training participants	Number of participants in training courses offered at Cintra in Spain in 2008
Institutional car park customer satisfaction	
Satisfaction levels of customers using the off-street parking service	Grading the level of satisfaction of customers using the off-street parking service, based on 1.390 personal interviews carried out in 35 locations throughout 7 geographic delegations (Andalucía, Castilla-La Mancha, Centro, Nordeste, Canarias, Levante y Norte)
Satisfaction levels of customers using regulated on-street parking service	Grading the level of satisfaction of customers using regulated on-street parking service, based on 2.758 personal interviews carried out in 28 locations throughout 7 geographic delegations (Andalucía, Castilla-La Mancha y Extremadura, Centro, Nordeste, Baleares, Levante y Norte)
Relations with the fi nancial community	
Number of meetings with investors and analysts	Number of meetings with investors and analysts held by companies quoted on the stock exchange in 2008
Number of road shows	Number of road shows held by companies quoted on the stock exchange in 2008

Significant Events 2008 and 2009

JAN

Pursuant to the Concession Agreement, the Chicago Skyway increased passenger vehicle tolls by 20%, raising them from $2.50 to $3.00.

The Greek government transferred the section of the Ionian Roads that is already in operation allowing the concession company to start collecting tolls on the section.

The 407-ETR toll road refinanced the debt maturing in 2008 through two separate bond issues. The first one was through a senior bond issue for 250 million Canadian dollars with maturity in January 2011 and a fixed coupon of 4.50% and the second one was through a subordinated bond issue for 300 million Canadian dollars maturing in January 2011 with a fixed coupon of 5%.

FEB

The 407 ETR toll road started to apply new toll rates. For the first time rate will vary based not only on the time of day (peak/off-peak hours), but also on the specific section of the highway. The new toll rates represent an increase of 9.4% at peak times for the Regular Zone (Highways 401 and 404), 8.0% at peak times in the Light Zone (rest of the highway) and 7.1% at off-peak times.

Ionian Roads, in which Cintra holds a 33.34% interest, closed the syndication of €400.9 million in senior debt.

MAR

The SH-130 Concession Company, in which Cintra holds 65%, closed deals for US$1.358 billion in financing for the construction and operation of segments 5 and 6 of Texas SH 130 through a US$430 million loan (with $45.5 million in capitalized interest during the construction phase) granted by the US Department of Transportation (TIFIA), a $685.8 million bank loan and a $197 million capital contribution from the consortium partners based on the equity stake held. Additionally the company has set aside a $65 million allowance to cover expropriations and provide additional liquidity.

APR

The Indiana Toll Road began to apply a 20% increase in the tolls for heavy freight vehicles. Electronic tolls have been implemented on the entire highway. This month also marked the beginning of the subsidized period during which the Indiana Finance Authority (IFA) will subsidize the increase in toll rates for class 2 vehicles (dual axle light vehicles) using a transponder. The subsidies will run until 20 June 2016.

The Vila do Mouros connection was inaugurated. This section runs 5 km between Viana do Castelo and Vila Nova de Cerveira and marks the conclusion of the refurbishment of the Note Litoral toll roads on the Portuguese coast.

MAY

New contracts were awarded for regulated parking services (ORA) in Pozuelo de Alarcón, (Madrid) with a total of 3,354 spaces. The contact is for 10 years and is extendable for an additional 2 years.

JUN

Cintra closed the refinancing of the existing short-term debt in the concession company Autema, substituting it for a long-term loan for €292 million. Additionally, Cintra financially structured its interest in Vía Rápida Autema, allowing for an extraordinary distribution of €316 million.

JUL

Cintra, working jointly with National Express Limited, was awarded a 5-year contract for the management of the parking and bus services at the London Stansted Airport. The contract is for 28,363 parking spaces distributed among 6 different types of parking facilities at the airport.

Inauguration de la Lagoa / Ribera Grande Expressway on the North-South section of Euroscut zores in compliance with the contract deadline. (23 July).

Start of works on the South section of Euroscut Azores.

NOV

The allocation of the scrip issue took place from the 6th to the 20th of the month. The new shares started trading on 8 December.

DEC

Cintra was awarded the concession for the parking at the Vigo Airport. The contract covers the management of a total of 1,137 off street parking spaces and has a term of one year that is extendable for two equal periods.

JAN 09

The 407-ETR toll road announced the refinancing of all of the debt maturing within the year through two separate bond issues. The first issue, for C$300 million matures in 2012 and was issued at a 4.65% coupon, while the second issue, for C$200 million matures in 2014 with a coupon of 5.10%.

The Radial 4 extended the terms and conditions of the €556.6 million financial package for a period of two years.

The consortium led by Cintra (90%) was awarded the DBFO contract (design, build, finance and operate) for the A1 toll highway in Poland. The 180 km highway is part of the Trans-European North-South Motorway (TEM). The concession period is 35 years from the signing of the contract and the total investment is budgeted at €2.1 billion.

The proposal presented by the consortium led by Cintra was selected by the Texas Transportation Commission as the "Best Value Proposal" for the construction, maintenance and operation of 21.4 km (13.3 miles) of the North Tarrant Express toll highway located in the Dallas-Fort Worth area of Texas (USA).

The Board of Directors has undertaken a study on the possible merger of the company with its majority shareholder Grupo Ferrovial, S.A., which had indicated its interest in studying this strategic alternative, although at this time no specific stock swap ratios have been tabled.

The study and decision process will be overseen by the Related Party Transaction Committee, which has specifically created the "Merger Committee" for this purpose. The Merger Committee shall be comprised exclusively of non-executive directors that do not represent major stockholders and will mostly be independent directors.

Similarly the Board of Directors has decided to appoint the financial institution that will assess the company and issue a "fairness opinion" on the eventual equation for the stock swap as the financial advisor for the entire process. Important factors taken into consideration in this designation include the total absence of conflicts of interest and particularly the absence of any significant recent financial or business relationships between the advisor and the Ferrovial group.

FEB 09

The toll rate hikes on the 407 ETR took effect. Light vehicles at peak times will be paying C$0.1985 in the Regular Zone (to the west of Hwy. 400) and C$0.1925 in the Light Zone (to the east of Hwy. 400). The toll rates for off-peak times and weekends on the entire highway for light vehicles will be C$0.18. The new rate schedule also includes a reduction in the video toll for light vehicles, a decline in the monthly rental price for the transponder and a reduction in the fee for the maintenance of the video toll account. Additionally, a toll will be collected for each trip on the highway based on vehicle class, which for light vehicles will be 25 Canadian cents per trip.

The proposal presented by the consortium led by Cintra was selected by the Texas Transportation Commission as the "Best Value Proposal" for the construction, maintenance and operation of 27.2 Km of the IH-635 Managed Lanes project located in the metropolitan area of Dallas Texas (USA).

Cintra

CINTRA CONCESIONES
DE INFRASTRUCTURAS
DE TRANSPORTE, S.A.
Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou.
28020 Madrid
Tel.: +34 91 418 56 00
Fax: +34 91 556 03 38
www.cintra.es

INVESTOR AND SHAREHOLDER
RELATIONS DEPARTMENT
Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou.
28020 Madrid
Tel.: +34 900 10 11 38
Fax: +34 91 555 69 98
e-mail: ir@cintra.es
accionistas@cintra.es

CINTRA CONCESIONES DE
INFRASTRUCTURAS DE TRANSPORTE
DE CHILE LIMITADA
Avda. Andrés Bello 2711 - 18º.
Las Condes. SANTIAGO CHILE
Tel.: +562 560 6250
Fax: +562 335 7806

CINTRA CONCESIONES
DE INFRASTRUCTURAS DE TRANSPORTE, S.A.
(PORTUGAL OFFICE)
Avda. Duque D' Avila 46, 8º.
1050-083 LISBOA
Tel.: +35 121 351 2150
Fax: +35 121 315 1462

TOLL ROAD WEB SITES:
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CAR PARKS

CINTRA APARCAMIENTOS, S.A.
Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou.
28020 MADRID
Tel.: +34 91 418 56 00
Fax: +34 91 556 91 27
www.cintraaparcamientos.es

REGIONAL OFFICES:

NORTH EAST
Escocia, 50/58, esc. Dcha.
08016 BARCELONA
Tel.: +34 93 243 44 10
Fax: +34 93 243 44 11

ANDALUSIA
Isla de la Cartuja, s/n.
Edificio Expo. B50.
41092 SEVILLE
Tel.: +34 95 448 83 99
Fax: +34 95 448 82 83

BALEARIC ISLANDS AND CANARY ISLANDS
Pascual Ribot, 3 - 1º.
07011 PALMA DE MALLORCA
Tel.: +34 97 145 32 60
Fax: +34 97 145 17 51

CENTRAL SPAIN
Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou.
28020 MADRID
Tel.: +34 91 418 57 02
Fax: +34 91 556 91 27

CASTILLA LA MANCHA AND EXTREMADURA
Salto del Caballo, 5 - 1º,
Oficina 9
45003 TOLEDO
Tel.: +34 92 522 52 17
Fax: +34 92 521 19 64

EAST COAST
Avda. de Aragón, 25 entlo.
46010 VALENCIA
Tel.: +34 96 393 15 46
Fax: +34 96 362 11 43

NORTH
Jerónimo Sainz de la Maza, 2.
39008 SANTANDER
Tel.: +34 94 236 25 86
Fax: +34 94 236 15 08

GALICIA
Torreiro, 13/15 - 6º F.
15003 LA CORUÑA
Tel.: +34 98 121 69 23
Fax: +34 98 121 68 92

CINTRA-NATIONAL EXPRESS
Room 144, Enterprise House.
Stansted Airport-ESSEX CM241QM.
REINO UNIDO
Tel.: +44 127 968 02 43
Fax.: +44 127 968 02 43

DORNIER, S.A.
Plaza Manuel Gómez Moreno, 2
Edificio Alfredo Mahou.
28020 MADRID
Tel.: +34 91 418 56 00
Fax: +34 91 556 91 27

FEMET, S.A.
Río Tormes, nave 73.
Polígono Industrial El Nogal.
28110 ALGETE. MADRID
Tel.: +34 91 628 22 20
Fax: +34 91 628 12 32

Cintra Infraestructuras, S.A.U.
Financial Statements as at Dec 31, 2009
DRAFT UNAUDITED
Balance Sheet
(thousands of EUR/USD)

ASSETS	EUR	USD
NON-CURRENT ASSETS	**1,079,344**	**1,546,807**
Intangible assets	**1**	**2**
Property, plant and equipment	**1,844**	**2,642**
Long Term Investments in Group companies	**1,066,536**	**1,528,453**
Non-current financial assets	**235**	**337**
Deferred tax assets	**10,728**	**15,374**
CURRENT ASSETS	**1,080,339**	**1,548,234**
Non-current assets held for sale	**304,912**	**436,969**
Debtors	**31,819**	**45,600**
Short-term investments in group and associated companies	**721,338**	**1,033,750**
Short-term financial investments	**307**	**440**
Short-term accrual accounts	**114**	**164**
Cash and other cash equivalents	**21,849**	**31,311**
TOTAL ASSETS	**2,159,683**	**3,095,042**

LIABILITIES	EUR	USD
EQUITY	**1,834,513**	**2,629,040**
Equity	**1,836,260**	**2,631,545**
Capital	153,764	220,360
Share premium	1,625,066	2,328,882
Reserves	569	815
Profit for the period	394,220	564,957
Interim dividend 2009	-337,359	-483,469
Measurement adjustments	**-1,748**	**-2,504**
NON-CURRENT LIABILITIES	**218,249**	**312,773**
Tax provisions	**78,788**	**112,911**
Long-term borrowings	**13,200**	**18,917**
Derivatives	**14,695**	**21,060**
Deferred tax liabilities	**111,566**	**159,885**
CURRENT LIABILITIES	**106,921**	**153,229**
Short-term borrowings	**13**	**19**
Short-term borrowings from Group and associated companies	**81,796**	**117,222**
Trade and other payables	**25,103**	**35,975**
Short-term accrual accounts	**9**	**13**
TOTAL LIABILITIES	**2,159,683**	**3,095,042**

Conversion rate used for 2009: ***1.4331*** *Euros/USD*

Cintra Infraestructuras, S.A.U.

Financial Statements as at Dec 31, 2009

DRAFT UNAUDITED

Income Statement

(thousands of EUR/USD)

INCOME STATEMENT	EUR	USD
Sales	32,037	45,912
Other operating revenue	1,706	2,445
TOTAL OPERATING REVENUE	33,743	48,357
TOTAL OPERATING EXPENSES	-54,217	-77,698
OPERATING RESULTS	-20,474	-29,341
Financial income	66,127	94,767
Financial expenses	-26,925	-38,587
Exchange losses	-1,212	-1,737
FINANCIAL RESULTS	37,990	54,443
OTHER PROFIT AND LOSS	413,592	592,719
RESULT BEFORE INCOME TAX	431,108	617,821
Income tax	-36,888	-52,865
INCOME/(LOSS) FOR THE YEAR	394,220	564,957

Conversion rate used for 2009: ***1.4331*** *Euros/USD*