ANNUAL REPORT

CAF 2019

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Translation of a report originally issued in Spanish. In the event of a discrepancy, the Spanish-language version prevails.

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

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

LETTER FROM THE CHAIRMAN

Dear Shareholder,

I would like to take advantage of this report to notify you of what I consider the most important aspects of the CAF Group's activities in 2019, a particularly significant year in view of the forward step we have taken in urban mobility, by consolidating, for the first time, a full financial year of, and considerable growth in, our bus business (Solaris Bus & Coach). Last year was also particularly significant due to the progress made in the area of railway services, with the inclusion of Euromaint in the Group's scope of consolidation in July, and in the area of integrated transport systems, in this case through the obtainment of major contracts of this nature.

All of these lines of action were envisaged in our Strategic Plan which remains in force and sets as basic targets the profitable and sustainable growth of our businesses, with a long-term outlook focusing on the values that set us apart as a company. These include being one of the European and global leaders in environmentally sustainable efficient transport solutions. This aspiration is based on optimistic growth forecasts, both in terms of railway mobility and city buses with alternative traction to fossil fuels (whether hybrid, electric or hydrogen fuel cell powered, etc.).

As a result of the above and of the positive commercial performance of the CAF Group's more traditional activities, we ended 2019 with EUR 4,066 million in contracts won, bringing our order book to a new all-time high of EUR 9,446 million, which is 3.5 times our combined revenue from the railway and bus sectors. These contracts generally have a very positive profile, given that they are mostly European, entail low foreign currency risk, are largely present in our product platforms, are feasible in terms of future extensions, are from recurring customers and have suitable financial conditions.

For example, various customers in the railway sector have restated their trust in CAF, such as the Flemish transport operator De Lijn and Naples Metro, which extended tram and metro projects, respectively. Other examples include the new Paris RATP RER train refurbishment contract and our Birmingham tram project. Furthermore, the latter includes FreeDrive catenary-free technology which will see it become the first system of its kind in the UK. Also in the area of services (maintenance), significant contract renewals were finalised with regular customers such as RENFE and SRO (Saudi Arabia).

The Group also obtained important contracts with high-level and prestigious operators such as TfL (Transport for London), to replace rolling stock on the Docklands Light Railway line, and SNCF, in this case for the supply of 28 intercity Comfort200 trains, with options for up to 75 further units, through what is CAF's largest contract in France to date and which we trust will help strengthen our commercial and industrial presence in the country.

Just as important is the trust in the CAF Group's ability to undertake and lead integrated transport projects shown by transport authorities in Liège, New South Wales (Australia) and Jerusalem. The scope of these projects goes far beyond providing rolling stock (e.g. to set up maintenance depots, railway lines, electrification, signalling, system integration, auxiliary systems and occasional operation, maintenance and financing). This sees the Group stand as one of the global leaders in operations of this nature, in which we expect significant growth in the coming years.

Note should be made of the step forward taken by CAF Signalling, as it was awarded various signalling contracts in Spain (ADIF), Slovenia, Bulgaria and Uruguay, which add to the gradual growth of its backlog. All of this is supplemented by the major commercial actions carried out by the rest of the businesses (MiiRA), CAF Power & Automation, etc.) in 2019.

Solaris continued its successful commercial trajectory, supported by the favourable dynamics in its sector, through important contracts for the supply of buses featuring a wide range of traction technologies, which itself is a result of having the broadest technological offering in the sector. These contracts, which signal significant growth in the number of buses to be produced in the coming years, encompass electrical solutions -in which Solaris was European leader in terms of market share in 2019-, as is the case with: its e-buses in Milan, Warsaw and Venice; natural gas (CNG) solutions as used in Tallin; hydrogen fuel cell technology as used in Bolzano; trolleybuses, to be operated in Bergen; and diesel (conventional) buses, in the case of Rome.

As well as maintaining the aforementioned backlog, the main challenges in 2019 included double-digit revenue growth and an increase in profit. The results obtained are in line with those objectives. Revenue amounted to EUR 2,598 million, 27% higher than in 2018, as a result of an increase in industrial activity relating mainly to the progress of the various projects under way, including most notably the electric commuter trains of our Civity platform for NS (the Netherlands) and Auckland (New Zealand), the Northern Rail and Transpennine franchises and the push-pull cars for those franchises and for Caledonian Sleeper (all UK projects), metro units for Quito, Algiers, Mexico City and Brussels and tram units for Utrecht, Luxembourg, Amsterdam, Vitoria-Gasteiz, Budapest, Stockholm, Mauritius and Boston. This activity was supported, of course, by Solaris in its first year of full consolidation and by Euromaint following its inclusion in the Group.

Adjusted EBITDA amounted to EUR 244 million, representing a year-on-year increase of 21% and a margin of 9.4% for the businesses as a whole. Pre-tax cash flow increased to EUR 106 million, which was 5% higher than in 2018, while adjusted attributed net profit totalled EUR 63 million, representing an increase of 58%.

This set of results is evidently a result of the increase in our scope of activity. Nevertheless, the results arise from an ongoing effort to optimise all our activities, in terms of the supply, manufacturing, delivery and maintenance of our railway vehicles and buses in the quest for greater efficiency in industrial costs, cash flow and the life cycle cost of our transport products and systems. This effort, together with a positive collection profile for projects in progress, enabled us to end 2019 with net financial debt of EUR 434 million, which is 1.8 times adjusted EBITDA for the year, once the acquisition of Euromaint in mid-2019 is taken into account.

Accordingly, we submitted for approval of the Annual General Meeting the distribution of dividends amounting to EUR 28.9 million, in the form of a gross amount per share of EUR 0.842, a 10% increase on the remuneration received by our shareholders last year.

We are in the final phase of implementing our current strategic approach. Numerous actions have indeed been undertaken within that framework. In this way, we have driven the CAF Group's international development in four main areas: Railway rolling stock and related components; services provided to operators (maintenance, refurbishment of trains and locomotives, operation, leasing, financing and digital services based around our LeadMind platform); development of other complementary transport system businesses (EPC and integration, signalling, electrification, auxiliary systems); and a determined push forward in the area of city buses.

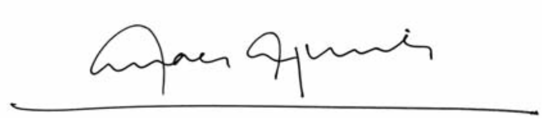
In order to complete the current strategic cycle, the investment effort made in recent years is required in innovation activities, whether in technology, products or customer solutions. On this basis, our 2020 Technology Plan envisages the development of R&D projects in various areas, from signalling and automation (e.g. CBTC and ERTMS Baseline 3) to weight and consumption optimisation, gradual inclusion of non-diesel railway energy solutions (hydrogen, hybridisation, on-board stored electricity), expansion of the current range of city buses to address new markets, virtual validation environments and the Digital Train initiative (diagnosis for the preventive servicing and monitoring of trains and infrastructure, 4.0 technologies in production processes, etc.).

Together with the growth experienced by, and expected of, the various businesses, we have also made various non-current asset investments in the last year, the most noteworthy of which were the completion of the Corella (Navarre) test circuit, the expansion of the CAF France workshops in view of the increase in the backlog attained in that country and refitting work at Solaris to increase its production capacity.

The achievements outlined in this report are precisely the result of the dedication and effort of all the individuals who make up the CAF Group, whom I would like to thank most sincerely. I do so particularly at this time, when the adverse effects of the COVID-19 crisis have been, and continue to be, so significant worldwide. This impact has been felt in terms of human lives, public health, business results and national economies. Therefore, I would like to convey a double acknowledgement, to all those people who make up this great project, for the willingness and commitment shown in recent weeks which will undoubtedly enable us to mitigate the effects of this pandemic on the Company and take us closer to the objectives we have set.

I extend this acknowledgement to all our shareholders, for the support and trust they have shown towards our business project over the years and, particularly, in this historic year of 2020.

Many thanks,



Andrés Arizkorreta García
Chairman

CAF is an international benchmark company in the design and implementation of comprehensive transit systems. CAF provides comprehensive project and engineering management which includes system design, civil work, signalling, electrification and other electromechanical systems, rolling stock supply and system operation and maintenance.

RAILWAY PROJECTS

LOCAL AND REGIONAL TRAINS

Auckland (New Zealand)
Caminhos de Ferro Portugueses (Portugal)
Companhia Brasileira de Trens Urbanos (Brazil)
Companhia Paulista de Trenes Metropolitanos (Brazil)
Eusko Trenbideak-Ferrocarriles Vascos (ET/FV)
Ferrocarriles Españoles de Vía Estrecha (FEVE)
Ferrocarrils de la Generalitat de Catalunya (FGC)
Finnish Railways (VR Ltd)
Heathrow Airport Express (UK)
Hong-Kong Airport Express
Irish Rail (Ireland)
Izban (Turkey)
Montenegro
Nederlandse Spoorwegen (NS)
Northern-Arriva (UK)
Northern Ireland Railways (North Ireland)
Northern Spirit (UK)
Red Nacional de Ferrocarriles Españoles (RENFE)
Regione Autonoma Friuli Venezia Giulia (Italy)
Secretaría de Comunicaciones y Transportes (Mexico)
Serveis Ferroviaris de Mallorca (SFM)
Société Nationale de Chemins de Fer Français (France)
TransPennine-First Group (UK)
Transport for New South Wales (Australia)
West Midlands - Abellio, JRE, Mitsui & Co (UK)
Wales & Borders - KeolisAmey
Zweckverband Schönbuchbahn (Germany)

MAIN LINES

INTERCITY TRAINS

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

HIGH SPEED TRAINS

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

CITY

STREETCARS

Amsterdam
Antalya
Belgrade
Besançon
Bilbao
Birmingham
Boston
Budapest
Canberra
Cádiz-Chiclana
Cincinnati
Cuiabá
Debrecen
De Lijn
Edinburgh
Stockholm
Freiburg
Granada
Houston
Jerusalem
Kaohsiung
Lieja
Lisbon
Lund
Luxembourg
Manila
Maryland
Mauricio
Nantes
Oslo
Seville
Sidney
St. Etienne
Tallinn
Utrecht
Valencia
Vélez-Málaga
Vitoria
Zaragoza

SUBWAY TRAINS

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

ARTICULATED LIGHT RAILWAY

Amsterdam
Buenos Aires
Monterrey
Pittsburgh
Sacramento
Valencia

BUSES

Solaris is a global supplier of conventional and electric buses, with projects in over 750 cities and presence in 32 different countries. A highlight is its e-mobility range, boasting the widest range in this particular field on the market.

2019 DIRECTORS' REPORT OF THE CONSOLIDATED GROUP

CAF GROUP BUSINESS MODEL AND OUTLOOK

CAF is a multinational group with over 100 years' experience offering integrated transport systems at the forefront of technology that provide high value-added sustainable mobility.

A leader in the railway industry, it offers its customers one of the widest and most flexible product ranges in the market (both in terms of complete integrated transport systems and parts thereof), i.e. rolling stock, components, infrastructure, workshops, signalling and services (maintenance, refurbishment, assessment and financial).

Precisely within the services area, EuroMaint, one of the top passenger fleet and locomotive maintenance companies in Sweden, joined the Group recently, corroborating this resolute line of action and bolstering the commercial and industrial presence of all our railway activities in the Nordic countries.

For its part, within the rolling stock segment, which constitutes its most traditional business, CAF offers a wide range of products that includes, among others, high and very high-speed trains, regional and commuter trains (diesel and electric), meters, trams and LRVs or locomotives.

More than 90% of its revenue comes from the international market, with particular focus on Western Europe, the CAF Group has various factories in Spain, France, the US, Mexico, Brazil and UK. The Group also has offices and rolling stock fleet maintenance centres in more than 20 countries on the five continents.

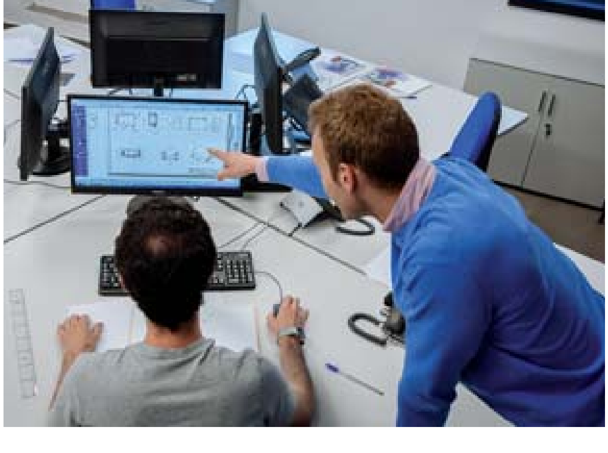
In the bus and sustainable urban mobility segment, 2019 has been the first full year of control over, and inclusion in the scope of consolidation of, Solaris Bus & Coach, which will represent significant progress in this sector, thus increasing the commitment the CAF Group has made to it for the last couple of years through the Vectia range of solutions. With more than 700 customers to its name, and the widest range of propulsion solutions (diesel, hybrid, full electric, hydrogen, gas and trolleybus), combined with Vectia's experience in integrated bus systems, maintenance and innovative sales formulae (e.g. availability payments, operating leases), a promising future can be glimpsed in a high-growth segment.

The main objective of the CAF Group's strategy for 2020 is profitable growth for the Group. To accomplish this, the CAF Group's activities in the coming years will continue to further develop the prior years' lines of action and also set in motion new areas of action, such as:

- Consolidating international growth in the core business of designing and manufacturing trains and components, by exploring traditional and alternative markets with significant potential, including, where applicable, taking advantage of joint ventures or alliances.

- Firm commitment to long-term growth in the railway services business beyond fleet maintenance, such as concession arrangements, financing, operation of railway systems, leasing, maintenance and/or refurbishing of trains, trams and locomotives, as a continuation of our most recent successes in Liege (Belgium), Parramatta and New South Wales (Sydney, Australia). Also, the various value propositions to customers that might be derived from the marketing of digital services (fleet management, predictive maintenance, etc. through the Group's LeadMind solution, which has already been installed in various projects in the handover phase, and also through service agreements unrelated to the sale of fleets).

- Continue making investments in technological development, in relation to technologies and high value-added products in all our lines of business (rolling stock, signalling, energy, data



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management, inspections, buses, etc.). The projects included in the European railway technology platform Shift2Rail are worth mentioning in this area.

- Achieve further progress in terms of value propositions to customers through the technical and commercial development plans of our subsidiaries: Signalling, Power & Automation, Turnkey & Engineering, Solaris, BWB, etc. This strategy aims to increase and diversify the integrated transport offering beyond the railway, thereby responding to new, sustainable social mobility needs. To do so, the technological commitment has been and is a fundamental part of the Group's strategy to gain a competitive advantage.

- Achieve further progress in the process to integrate operations with Orbital Sistemas Aeroespaciales, S.L. (Noain, Navarre), a leader in the development of critical systems in the aeronautical, space and railway industries, of which the CAF Group purchased a 30% ownership interest in 2018, which can be increased based on the performance of certain business parameters. As a result of this ownership interest, the CAF Group expects to contribute to strengthening Orbital's current activities and to benefit from a state-of-the-art development base in critical systems with high security standards (hardware, software and integration, and validation services) in order to develop its own solutions in the railway industry.

- Gradually digitise our operating processes (manufacturing and provision of services) for greater efficiency and shorter project lead times (Industry 4.0), as a means guaranteeing their long-term competitiveness. Examples of this evolution include technologies such as online data capture, training and execution supported by augmented reality, 3-D printing, etc.

- Systematic and recurring application of cost containment, cost and inventory reduction and excellence programmes in the areas of quality, safety, environment and management across all Group business activities and areas, within a highly competitive environment. This includes:

  – Ongoing enhancement of platforms and construction modules (e.g. Oaris, Civity UK and Europe, Inneo metros, etc.).

  – Gradual expansion of the Industrial Operations Transformation Plan.

  – Optimisation of the life cost cycle (LCC) of the product, an area that increasingly defines our competitiveness.

- Lastly, making progress in fundamental areas of business management such as, for example, corporate social responsibility, shareholder and investor services, corporate risk management and, in general, practices related to good corporate governance.

In short, in an increasingly competitive market, the ongoing pursuit of solutions adapted to our customers' needs that increase their satisfaction is part of the Company's DNA, and forms part of the culture shared by all the individuals forming part of the CAF Group, thereby providing a balanced response to the needs of its stakeholders.

BUSINESS PERFORMANCE AND RESULTS

Main indicators (*)

Figures in millions of euros	2019	2018	Change (%)
Contracts			
Backlog	9,446	7,716	22%
Contracts in the year	4,066	2,902	40%
Contracts to Revenue ratio	1.57	1.42	11%
Profit and Cash-Flow			
Revenue	2,598	2,048	27%
EBITDA adjusted	244	201	21%
Cash-Flow	106	101	5%
Investment in current assets	112	40	180%
Investment in P, P & E and R&D+i	77	94	-18%
Capital management and liquidity			
Net financial debt	434	324	34%
Equity attributable to the Parent	733	752	-3%
Available liquidity	914	944	-3%
Net financial debt to EBITDA ratio	1.78	1.61	11%
Proposed dividend per share	0.842	0.765	10%

(*) The indicators' definitions are included in the "Alternative Performance Measures" section.

- The high level of new contracts means that the Group’s backlog is at record highs and continues to guarantee the continuation of the Group's normal business activities.

- The comparison of the indicators with respect to 2018 must take into account the changes in the scope of consolidation of the Group; in particular, the inclusion of the Solaris Group in September 2018 and the Euromaint Group in July 2019.

- EBITDA as a percentage of the Group's revenue stood at 9.4% in 2019, increasing by 21% in absolute terms.

- With respect to the financial position, the Financial-Debt-to-EBITDA ratio remained stable despite the investments in the year in property, plant and equipment and R&D+i and the obtainment of control over the Euromaint Group.

- The proposed distribution of profit consists of paying dividends of EUR 28.9 million.

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COMMERCIAL ACTIVITY

Just as the acquisition of the bus company Solaris was announced in 2018, the inclusion of the Swedish railway maintenance company EuroMaint in the CAF Group must be reported in 2019. This acquisition marks a further step in the process of the company's transformation.

The Group commenced 2019 with success stories as a result of years of good work. In this connection, January saw the execution of the agreement culminating the process that began in 2016 with pre-qualification, at the Walloon Regional Transport Company (SRWT), for the restructuring and modernisation of the urban public transport network in Liege, namely, the planning of a tram line within the Tram D'Ardent consortium, together with Colas group companies. CAF's role in this project is to supply 20 trams and signalling, telecommunications and energy systems, and to participate in system maintenance.

On the other side of the world, CAF -through the Momentum Trains consortium, formed together with Pacific Partnership and DIF Infraestructure V- also entered into agreements for the supply and maintenance of 29 diesel units, driving simulators and the construction and fitting out of a new maintenance depot. In addition, CAF -as a member of the Momentum Trains consortium- will participate in the operation of the regional train service in New South Wales.

In the UK capital, Transport for London (TfL) awarded the CAF Group a contract to design, manufacture and supply a fleet of 43 automatic trains for the Docklands Light Railway (DLR) line. The trains will enter into operation in 2023 and will significantly improve the frequency of the service and network capacity, since they will increase the current fleet size by 10, and boast ATO features. They will also be fitted out with modern train conveniences such as real-time visual and audio journey information, charging points for mobile devices, spaces reserved for wheelchairs and multi-use areas such as pushchair, bicycle and luggage spaces.

Also in the UK, the West Midlands Combined Authority (WMCA) selected CAF to supply an additional 21 catenary-free trams to the 21 trams contracted in 2012 and remodelled in 2018 which will come into service in Birmingham's tram network in 2022. The new tram units will also be equipped with Greentech technology, developed by CAF to enable autonomous circulation without the need for catenary systems in urban areas. The new trams will join the 21 existing Urbos trams, on the Midland Metro Line linking Birmingham and Wolverhampton and the extension to Centenary Square, and will constitute the UK's first commercial, catenary-free tram line.

Also, the Flemish Transport Company De Lijn (Belgium) has formalised the purchase of 23 trams in addition to those initially ordered in 2017. This fresh extension brings the number of trams to be supplied by CAF for the De Lijn tram service up to 71. The initial 48 units will enter into service next year on the tram line that runs along the Belgian coast, whilst this third batch of trams will be delivered as of the second half of 2022 to serve the city of Antwerp.

The fact that for the third year running the business year has ended with the backlog (EUR 9,446 million) at record levels, up 22% on the previous record set at the end of 2018, is of particular note.

A similar situation exists in Naples (in Italy), where the city council of the capital of the Campania region authorised an extension to the initial contract to supply 12 metro units to include an additional 7 units.

In Jerusalem, a consortium between CAF and the construction company Saphir through a public-private partnership has been awarded the extension and operation of the tram system in the Israeli capital. The network will be extended by 27 kilometres and 53 new stations and will be supplied with 114 new trams. CAF's involvement includes supplying the new units, refurbishing the 46 existing units currently in service, supplying signalling, power and communications systems in addition to project integration. CAF also holds a 50% interest in the SPV that will manage the operating and maintenance activities of the two tram lines for an initial term of 15 years.

To complete this initial section dedicated to rolling stock, in our neighbouring country, France, SNCF has formalised a contract with CAF to manufacture 28 medium- and long-distance trains for the intercity services on the Paris - Clermont-Ferrand and the Paris - Limoges - Toulouse routes. Future extensions to the contract could provide service on the Bordeaux-Marseille railway axis. The trains will be designed to run at 200 km/h and offer a high-level of comfort and top quality facilities: ergonomic seats, full accessibility to enable passengers with reduced mobility to board from platforms and move inside the train unassisted, Wi-Fi, power sockets and USB ports, areas for bicycles and galleys for 'high quality' trolley catering.

The signalling and control area is also reaping the rewards of work undertaken in recent years. In January 2019 ADIF formalised the contract with CAF Signalling for the drafting of the construction project, execution of the renovation work and provision of expert assistance in relation to maintenance of the Centralised Traffic Control (CTC) systems in El Berrón, Santander and Bilbao for the metric-gauge railway network. This time for Iberian gauge tracks, ADIF also awarded CAF Signalling the project to install the electronic interlocking system in the southern technical area of the Madrid-Vicálvaro freight railway terminal; as part of an engagement to build four new tracks that can accommodate the reception and dispatch of 750-metre trains at the connecting point of the Mediterranean and Atlantic Corridors.

ADIF High Speed signed a contract with the CAF Signalling - Thales consortium for the drafting of the construction projects, execution of the works, upkeep and maintenance of interlocking systems, train protection systems, centralised traffic control, auxiliary detection systems, energy supply systems, fixed and mobile telecommunications systems, as well as protection and safety systems for the La Encina-Xativa - Valencia stretch of the Mediterranean corridor. Beyond Spain's borders, CAF Signalling participates in consortiums that have been awarded contracts in Slovenia and Uruguay. The Slovenia contract is for the upgrade of the safety and signalling systems on the 117 km stretch between the stations of Zidani Most and Sentilj along the Slovenian border with Austria. The second contract is for the design, manufacture,

COMMERCIAL ACTIVITY

installation, testing and entry into service of all the signalling and communication systems, including a centralised traffic control system for the line as well as an L1 ERTMS system, for the Ferrocarril Central project that covers a route of almost 276 km connecting the city of Paso de los Toros, located at the centre of the country, with the port of Montevideo.

Returning to France to focus on the refurbishment line of business, the public transport operator Régie Autonome des Transports Parisiens (RATP) and Île-de-France Mobilités have awarded CAF the project to refurbish 43 RER MI2N units manufactured between 1995 and 2005.

Further south, SRO (Saudi Railways Organization) and SAR (Saudi Railway Company), the two Saudi Arabian state railway companies, have both renewed the maintenance agreements for their trains covering the services between Riyadh – Qurayyat and Riyadh – Dammam, respectively, thus reaffirming the confidence placed in the Group through the acquisition of trains, the maintenance of which will be extended for a further three-year period.

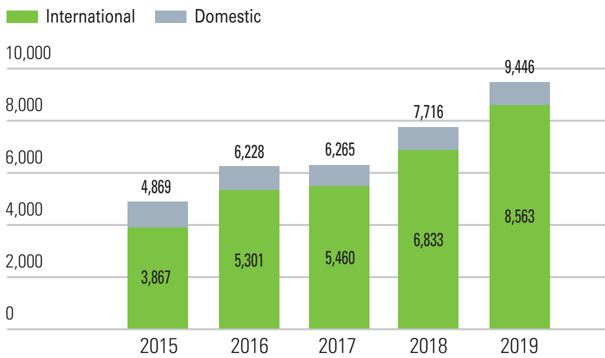
Renfe has also chosen CAF to maintain its series 446 and Civia Cercanías Madrid commuter trains for the next 4 years; however the contracts will be undertaken by the public-private entity Actren, incorporated between Renfe and CAF.

On a more technological level with respect to train manufacturing, refurbishment and maintenance or signalling, we should point out that the UK Northern franchise has awarded CAF the contract for a real-time remote monitoring system and CBM (Condition-Based Maintenance). The project consists of supplying the LeadMind Real-Time and Advanced Analytics functionality for the 101 Civity UK regional trains that CAF has begun to deliver and for the Legacy Fleet Class 170 and 158. A project with a similar scope of LeadMind functionalities has been contracted by Saudi Arabian Railway Company (SAR) for the six trains operating between Riyadh and Qurayyat.

Thus, LeadMind is already making fleet management and maintenance easier for internationally renowned operators such as Euskotren, Trenitalia, Metro de Santiago (Chile), Amsterdam Tramway (GVB) (the Netherlands), Northern Arriva (the UK) and Los Tranvías de Zaragoza, among others. With the latest contracts, LeadMind's scope will extend to more than 3,700 monitored coaches in approximately 950 trains, for 25 customers around the world.

With respect to the bus segment, mention should be made of the contracts recently awarded to the Group at European level, in particular Solaris' selection as the supplier for one of Europe's most ambitious zero-emission bus contracts to date, for ATM Milan, which covers the supply of up to 250, 12 metre electric bus units. The contract in Milan is complemented by the contract with the transport operator ACTV SPA Venezia for

BACKLOG (Millions of euros)



the delivery of 30 electric buses as well as the associated battery-charging infrastructure. The electric buses will provide services on the Lido and Pellestrina islands, where they will replace the current fleet of diesel vehicles, and increase the presence of CAF products in the region; 18 Solaris buses are currently circulating in the capital of the Veneto province, ten of which are run on compressed natural gas (CNG). The same technology is employed by the 54 electric buses contracted by the public transport operator in the Polish capital Warsaw, and the 100 units ordered by Tallinna Linnatranspordi AS, to provide services in Tallinn.

The Italian company Cotral, the operator in charge of the regional transport with head office in Rome, has recently signed a new framework contract with Solaris to supply up to 300 interurban diesel buses. The new agreement arose on completion of a previous contract signed in 2016 with the same Polish manufacturer, which has now been integrated into the CAF Group, to supply 360 buses.

Solaris' first foray into Norway was for 10 trolleybuses in Bergen, Norway's second largest city. The brand consolidated its position in the Hungarian and Romanian markets with the contracts signed to provide urban transport in the cities of Paks and Satu Mare, operating 10 electric bus units and 11 hybrid bus unit, respectively.

Back in Spain, of note is the contract signed by Solaris with Alsa to supply two electric buses and two charging stations for Bilbao. This brings the number of bus units supplied in Spain since 2010 to a total of almost 200 units circulating in various cities such as Barcelona, Pamplona, Castellón, Las Palmas, Seville and San Sebastián.

It is also important to note that hydrogen technology-based solutions are also now a reality in our company, following the contract formalised with the Italian city Bolzano to supply and maintain 12 hydrogen powered bus units over a term of 8 years. 15 Trolleybuses and 20 electric buses, with roof-mounted PV panels to increase vehicle energy efficiency, comprise the zero-emissions package selected by the public transport operator of the Polish city of Lublin.

We bring our section on the area of commercial activity to a close with a reference to the accolade received from the Spanish Chamber of Commerce in France, which presented CAF with the Spanish company of the year in France award. This award was presented by the Chamber of Commerce in recognition of the CAF Group's advances in France in recent years, as evidenced by firm contracts in 2019.

Last but by no means least, the fact that for the third year running the business year has ended with the backlog (EUR 9,446 million) at record levels, up 22% on the previous record set at the end of 2018, is of particular note.

2020 is embraced with renewed optimism in view of the various tender processes published by RENFE, the benchmark operator in the Spanish market, confident that it will be able to continue to collaborate in the development of the Spanish railway sector as it has regularly throughout its now more than 100 years of existence.

INDUSTRIAL ACTIVITY - RAILWAY SEGMENT

2019 reported remarkable figures in terms of the CAF Group's industrial business having manufactured 1,048 coaches for 26 different projects and more than 70,000 wheels and other rolling stock components for customers located across the five continents.

Progressing in line with the life cycles of the projects, 2019 saw the completion of various projects initiated in previous years, such as the project for 75 push-pull cars for Caledonian Sleepers with the delivery of the last 14 units; the eight electric units completing the 12 contracted for Transpeninne Express; the project for 13 push-pull cars for the same customer, with the manufacture of the two last trains; the 18-train project contracted for the Quito metro with the delivery of the last 15 units together with the delivery of the last of the 30 trains for Toluca (Mexico); 8 trams completing the order for 27 five-module trams for Utrecht (the Netherlands) as well as the first 5, seven-module trams of an order for 22 units for the same city.

The projects completed in 2019 also included the project entered into with the city of Newcastle with the delivery of the last of the 6 trams; the project for the city of Kansas with the delivery of 2 trams, as well as the order for 12 units for the metro of Algiers with the delivery of the last 6 units and the delivery of the 7 trains completing the order for 10 trains for line 1 of the Mexico City metro.

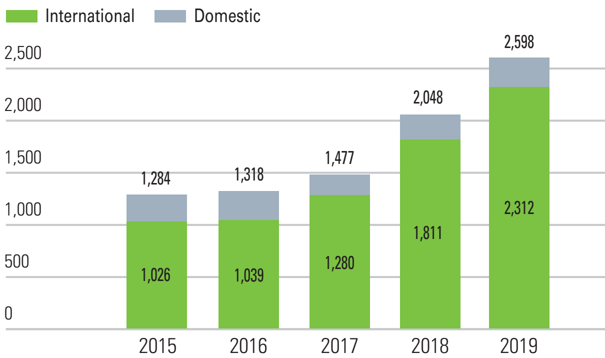
Of the 26 projects indicated at the beginning of this section, those contracts of the most importance in 2019 in terms of the industrial activity generated were the contract for commuter trains for the Netherlands operator Nederlandse Spoowegen with the manufacture of 21 three-car units and 20 four-car units, or the 12 push-pull cars built for the US operator Amtrak and the 14 LRVs (Light Rail Vehicles) for the city of Boston and 13 of the 18 LRVs for the island of Mauritius project. Also, 4 of the 8 high-speed trains for the Norwegian client Flytoget, the first 2 trains of the 22 units ordered for the Brussels metro, the first 4 trains of a total of 15 ordered for the city of Auckland (New Zealand) and the first 7 trains of the 20 ordered for the city of Stockholm.

With regard to the tram category, 2019 saw the first deliveries in relation to the projects for Vitoria-Gasteiz with the delivery of the first four trams, the four nine-module trams for the city of Budapest, the seven seven-module trams for Luxembourg and the six five-module trams for Amsterdam.

In view of the importance of the projects earmarked for the UK market in this section, note should be taken of the projects for the Northern Arriva franchise which include the contract for the manufacture of 58 DMU (Diesel Multiple Unit) class units, of which 20 two-car units and 22 three-car units have been built, and also 23 three-car and 6 four-car EMU (Electrical Multiple Units) class units. Also for the UK market, the first of the 26 multiple unit trains contracted with the West Midlands Combined Authority (WMCA) was built.

Lastly, a brief mention should be made of the projects which, although still at an early stage, are beginning to occupy the Group's industrial activities, such as the new series 5000 and series 6000 trains for the Barcelona metro and the project contracted for the city of Manila.

REVENUE (Millions of euros)



2019 reported remarkable figures in terms of the CAF Group's industrial business in the railway segment having manufactured 1,048 coaches for 26 different projects and more than 70,000 wheels and other rolling stock components for customers located across the five continents.

The most important products manufactured in 2019 were as follows:

NO. OF VEHICLES	
High-speed for Flytoget	16
Long-distance Amtrak cars	12
Long-distance Caledonian	14
Medium-distance TransPennine cars and driving cabs	11
Medium-distance TransPennine EMUs	40
Medium-distance Northern by Arriva EMUs (three-car units)	69
Medium-distance Northern by Arriva EMUs (four-car units)	24
Medium-distance Northern by Arriva DMUs (two-car units)	40
Medium-distance Northern by Arriva DMUs (three-car units)	66
Medium-distance West Midlands (four-car units)	4
CPTM Commuter trains	8
Commuter trains for Toluca	5
Commuter trains for NS (three-car units)	63
Commuter trains for NS (four-car units)	80
Commuter trains for Auckland	12
Quito metro	90
Argel metro	36
Mexico City metro Line 1	63
Bruselas metro	12
LRV for Boston	42
LRV for Mauricio	91
Trams for Vitoria-Gasteiz	28
Trams for Utrecht (five units)	40
Trams for Utrecht (seven units)	35
Trams for Budapest (nine units)	36
Trams for Luxembourg	49
Trams for Newcastle	5
Trams for Amsterdam	30
Trams for Stockholm	21
Trams for Kansas	6
TOTAL	**1,048**

BOGIES	
With mechanic-welded chassis	1,321

WHEEL SETS AND COMPONENTS UNITS – MiiRA	
Assembled axles (power car + push-pull car)	4,721
Loose axle bodies	8,449
Monoblock wheels	71,174
Elastic wheels	1,966
Couplers	941
Gear units	2,962
Bandages	788

R&D+i ACTIVITY - RAILWAY SEGMENT

As regards CAF and CAF I+D, the CAF Group's new Innovation Plan for 2019-2020 was defined in 2019, which is aligned with the Strategic Plan.

The Innovation Plan, defined in accordance with the new Innovation Process, includes the Corporate R&D Plan and the Product plans of the following businesses: CAF Vehicles, CAF I+D, Rail Services, MiiRA, CAF Power & Automation, CAF Signalling, CAF Turnkey Engineering and Cetest.

The Innovation Plan envisages a total of 192 projects, 83 of which are in the Corporate R&D Plan and 109 are in the product plans of the various businesses.

The aforementioned projects obtained funding through grants for R&D activities from the following entities:

- Provincial Government of Guipúzcoa
- Basque Autonomous Community Government
- Spanish Ministry of Economy and Enterprise
- Spanish Ministry of Science, Innovation and Universities
- European Commission

Projects in which CAF, CAF I + D and different subsidiaries participate have been promoted in the Plan implemented, maintaining a very intensive collaboration with different technology centers and universities.

The projects included in the 2019-2020 Technology Plan encompassed the following fields:

- Specific rolling stock products.
- Digital Train, which comprises projects using Big Data technologies to gather and process operational data for use in product and maintenance enhancements.
- Energy management and ecodesign, comprising projects relating to the reduction and optimisation of energy consumption in trains and in the system as a whole, energy capture and storage in various modalities, etc.
- Signalling (on-board and fixed).
- Traction.
- Autonomous vehicle.
- Virtual validation and approval.
- Specific products and developments using basic rolling stock technologies, traction, wheel sets and axles, gear units, couplers, control and communications, maintenance, etc.

All of the above combined the execution of projects aimed at assimilating technologies with the development of products based on such technologies and strategic projects.

The CAF Group participates in joint projects at state level and also as part of the European Union's Seventh Framework Programme and Horizon 2020 programme. Noteworthy projects included:

- SMART-TRAIN, which is part of CAF's strategic digitisation initiative and is aimed at developing a new generation of more competitive trains and services through the digitally secure capture, storage, processing and advanced analysis of all the train operations data.

- UNIMODEL, a joint two-year project aimed at developing a universal cost model (UCM) methodology to calculate the overall cost of running the vehicle on the tracks, reduce and improve life cycle costs (LCCs) and analyse the impact on costs of introducing innovative technologies to the rolling stock.

- AROSS, focused on developing prediction, monitoring and diagnosis solutions for the key components of rolling stock bogie, suspension and braking systems, which will allow for useful-life optimisation and advanced management of these components.

- SHIFT2RAIL. As a founder member of the Shift2Rail JU (Joint Undertaking), which promotes rolling stock R&D activities as part of the Horizon 2020 programme, CAF is involved in various technology development projects (CONNECTA 1, PINTA 2, IMPACT 1, FINE 1, X2RAIL 1, PIVOT, FR8RAIL 1, IMPACT1, IMPACT2, CONNECTA 2, PINTA 2, X2RAIL 1, X2RAIL 2, X2RAIL 3, PLASA 2, FR8RAIL 2) which are scheduled to continue until 2024.

- RAILCONNECT (Basque Industry 4.0 programme): the main aim of this project is to increase CAF's international competiveness through the deployment of R&D technologies in the field of Big Data – Advanced Analytics and Cybersecurity, which allow the company to create a business line that sets it apart from the rest of its competitions in relation to rolling stock management and maintenance.

The CAF Group's new Innovation Plan for 2019-2020 has been defined, and envisages a total of 192 projects, 83 of which are in the Corporate R&D Plan and 109 are in the product plans of the various businesses.

In addition to the development, enhancement and expansion of CAF's existing vehicle platforms, the most significant engineering projects undertaken in 2019 were as follows:

- Diesel and electric multiple units for Northern by Arriva (UK)
- Electric multiple units for TransPennine Express-First Group (UK)
- LRV for Boston and Maryland Metro (US)
- Push-pull cars for Caledonian and TransPennine Express-First Group (UK)
- Units for Toluca (Mexico)
- Mexico City metro Line 1
- Trams for Canberra and Newcastle (Australia) and Amsterdam (The Netherlands)
- Locomotives for RATP (France)
- Electric multiple units for Schöenbuchbahn (Germany)
- Automated metro for STIB (Brussels)
- DMUs for West Midlands (UK)
- Metro Napoles (Italy)
- LRVs for Manila (Philippines)
- Metro Barcelona (Spain)
- Metro Amsterdam (The Netherlands)
- Trams for Oslo (Norway) y Lund (Sweden)
- Ampliación trams Friburgo
- Tram od Lieja
- DMUs for Wales & Borders (Keolis)

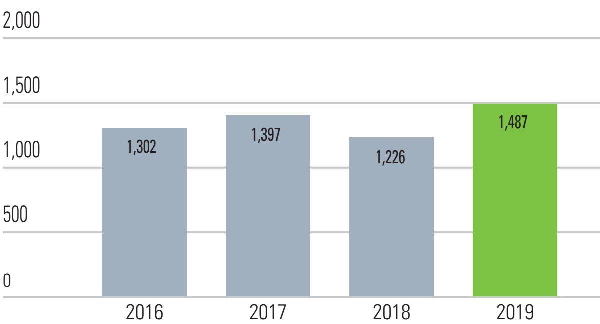
The following projects entered into service in 2019:

- Intermediate cars and rehabilitation of Units for NIR
- Tram for Parramatta
- Rehabilitation of Units Metro of Medellín
- Extension of Units Civity for NS (The Netherlands)
- Trams for Lijn (Amberes)
- Units of Metor for Docklands (London)
- DEMU Long Regional for Transport of New South Wales (TfNSW)
- Tram of Birmingham
- Tram of Jerusalem
- Trains TET AMLD SNCF

SOLARIS

2019 was a record-breaking year for Solaris in many respects. First, the company's revenue was at an all-time high. In 2019, Solaris sold a record number of 1,487 vehicles, which was the best result ever achieved by the company. 2017 held the previous sales record, which was almost 100 fewer buses (1,397).

SALES OF SOLARIS VEHICLES FROM 2016 TO 2019 IN UNITS



Solaris products can now be found in 32 countries and more than 700 cities. In total, to date the manufacturer has supplied its customers with approximately 19,000 vehicles. In 2019, the largest Solaris sales markets were Poland, Germany, Belgium, Lithuania and Italy.

It is worth noting that the development of Solaris' sales position in European markets is highly dynamic, while it is also refocussing the organisation of its production and after-sales service towards alternative-propulsion, low- or zero-emissions vehicles. In 2018, hybrid and electric buses as well as trolleybuses accounted for 29% of all the vehicles sold. In 2019, their share of sales increased by 11% to reach 40%.

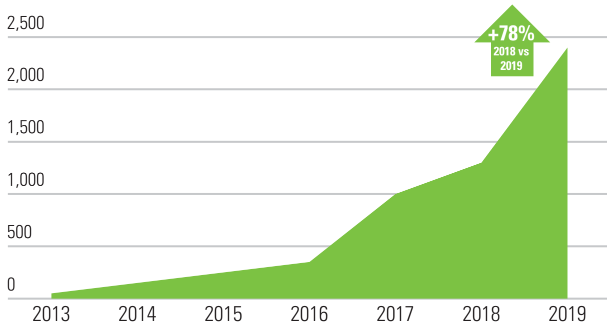
Solaris is one of Europe's undisputed leaders in e-mobility. The number of electric buses sold and ordered that are produced by Solaris has grown dramatically in recent years. In 2019, the manufacturer supplied a total of 162 battery-powered electric buses, which is an increase of 51% with respect to 2018.

On the basis of firm orders for 2020, it is possible to presuppose that sales of electric buses at Solaris will reach a level of at least 500 units in 2020. The contracts that will be performed over the coming year include the mega order for 130 Solaris Urbino 18 articulated buses for the Warsaw operator MZA, and the framework agreement for the supply of 250 Solaris Urbino 12 electric buses for the Milan operator ATM. With respect to 2017, this represents a more than eightfold increase in firm orders for electric buses.

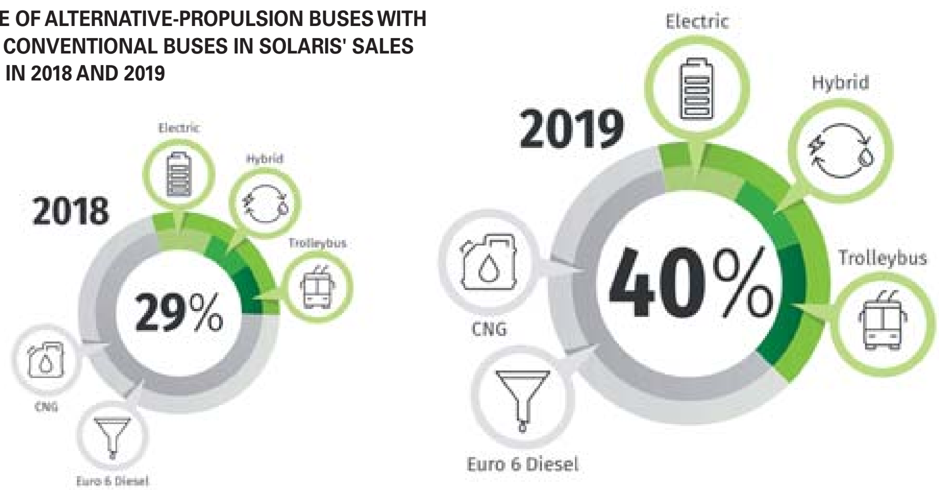
The growing importance of electric buses in Solaris' sales structure is consistent with the company's long-term development strategy, and that of the whole CAF Group, which Solaris has belonged to since 2018.

Solaris is one of Europe's undisputed leaders in e-mobility. The number of electric buses sold and ordered that are produced by Solaris has grown dramatically in recent years.

TOTAL NUMBER OF BATTERY-POWERED ELECTRIC BUS ORDERS IN EU MEMBER STATES, SWITZERLAND AND NORWAY IN 2019



PERCENTAGE OF ALTERNATIVE-PROPULSION BUSES WITH RESPECT TO CONVENTIONAL BUSES IN SOLARIS' SALES STRUCTURE IN 2018 AND 2019



SOLARIS

It is also consistent with trends across the whole of the European Union and European Free Trade Association markets, which are the main markets in which Solaris carries on its business activity. For some years now, these countries have witnessed an unusually dynamic increase in the demand for low- and zero-emissions vehicles for public transport, which grew by 78% in 2019 with respect to 2018. Solaris is one of the market leaders in this transition to e-mobility. The company was one of the first to back and promote electric bus technology and has continued to play a leading role for many years now.

In order to respond to the growing market requirements for low- and zero-emissions vehicles, Solaris is constantly developing its portfolio of products in this area.

At the Global Public Transport Summit held in Stockholm in 2019, the Polish company presented the new generation of its Solaris Urbino 12 hydrogen bus. The vehicle's main energy source is hydrogen, which is transformed into electricity that, in turn, powers the propulsion system.

The hydrogen technology used to generate energy will allow the buses to cover even longer distances with no emissions whatsoever. Buses powered with hydrogen will enable the creation of a complementary portfolio of emissions-free buses, as a result of which Solaris will be able to prepare for today's challenges and the various needs of customers as regards the range, flexibility and operability of the vehicles. Solaris considers that the development of all the electromobility ranges -battery powered electric buses, trolleybuses or hydrogen-powered vehicles- should generate synergies, and that this process is essential to ensure the sustainable transport of the future. Therefore, Solaris' hydrogen-powered buses will not constitute competition for battery-powered electric buses or the Trollino series models. On the contrary, these technologies will complement each other perfectly and will benefit from the technological progress of the electric drive units and their components. It is worth noting that in 2019, Solaris received its first orders for hydrogen vehicles. The transport company SASA Bolzano has ordered 12 units of the Urbino 12 hydrogen model, which will be delivered in 2021. Since 2014, Solaris has therefore demonstrated that it is a reliable partner in hydrogen technology, having already delivered vehicles of this kind in Hamburg and Riga.

In 2019, Solaris also unveiled its new Trollino 24 bi-articulated trolleybus, which is the longest vehicle assembled by the manufacturer to date. The idea of the Trollino is to create a platform for the future serial production of 24-metre vehicles with electric or hybrid transmission and of trolleybuses.

The latest development of the company are the Solaris High Energy + batteries. These were designed by Solaris' research and development department taking into account the needs of the transport companies that require a range of at least 200 km in a single charge, irrespective of weather conditions. Solaris' High Energy + batteries are characterised by an extremely high energy density, which fits 79 kWh into one pack, where articulated buses can be equipped with up to seven packs. It should be noted that the solution is the result of cooperation between Solaris' and BZM Poland's research and development departments.

In view of the development of the global e-mobility market and customer needs, which Solaris monitors on an ongoing basis, the company has a developed the eSConnect product, a modern remote diagnosis system for electric buses, for Solaris customers that have opted to purchase emissions-free vehicles. The eSConnect software is a multifaceted tool that enables the efficient management of a fleet of electric buses and their optimal use. eSConnect is a precise diagnostic toll that facilitates and supports maintenance capabilities.

Among its many functionalities, the eSConnect system provides users with the following:

- access to vehicle data in real time;
- monitoring of the updated operating parameters of the vehicle, such as energy consumption, the battery charge level, or the projected range;
- monitoring of the location of the fleet of buses in real time and oversight of the routes;
- generation of statistics and reports on, among other things, the number of charge cycles and the time required to recharge the batteries;
- real-time identification and notification of faults, anomalies or warnings indicated by the vehicle both to the driver and to the operator;
- speedy maintenance support: the Solaris service has remote access to the diagnostic data, which significantly reduces repair times.

Other R&D projects carried out by Solaris in 2019 include the new advanced driver assistance solutions available in Solaris vehicles. Also, in 2020 Solaris will present its latest offering in the electric bus segment. This will be Solaris' Urbino 15 LE (low-entry) electric bus. The tri-axle bus is built mainly with customers of the Scandinavian market in mind. The vehicle will be available both as a typical city bus (class I) and also as an intercity bus (class II).

In short, Solaris is facing new challenges in 2020, related above all to the ongoing dynamic development of electromobility and the increase in its commercial and manufacturing activities to meet the current backlog.

INVESTMENTS

Capital expenditure by the CAF Group in 2019 amounted to EUR 40.493 thousand. The most salient investments in 2019 are as follows:

The MiiRA wheel sets business is modernising the axle forging lines and automating the production process of the area in order to obtain cost reductions and increase the precision of the work. In addition, the cooling facilities on the wheel heat-treatment line were replaced and the furnace for heating forged axle parts was renovated.

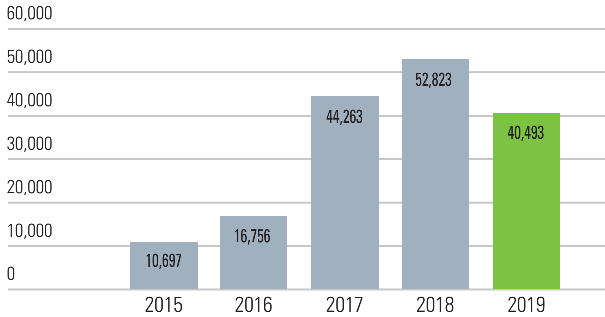
The train manufacturing area is continuing the plan to transform the production model in order to increase the efficiency of the process. The most notable achievements of this plan are the new automated installation of bogies with cutting-edge technology for manufacturing, the remodelling of the structure manufacturing and the finishing lines areas at the Irún plant, and the new logistics and storage facilities at the Zaragoza plant.

The CAF Group's digital area continues its work on the digital factory plan, through the introduction of a larger number of resources and means to strengthen information capture and reporting at plants, improving the information handled by operators, and optimising processes and advanced planning and scheduling. In addition, in relation to information technologies, the network backbone infrastructure is being renewed and the storage and servers infrastructure is being expanded, due to the rise in the number of applications and information handled by the company.

The most noteworthy investments in CAF's other areas were those made mainly at the Beasain and Zaragoza plants, in the office area, due to the increased workforce at those plants and the redistribution of certain departments, mainly Quality and Human Resources.

Also worthy of note are the investments being made by the subsidiary CAF Power & Automation to expand its Guipúzcoa facilities, which will increase production capacity, and the refit of its new Madrid offices through the installation of the equipment necessary to handle turnkey traction equipment projects.

INVESTMENTS (Thousands of euros)



Capital expenditure by the CAF Group in 2019 amounted to EUR 40.493 thousand. Worthy of mention is the set in motion of the new test track, as well as the investments made at the Bagneres Bagnères-de-Bigorre plant in France and at the Solaris production plants in Poland.

Also, the purchase of new equipment by the subsidiary CAF Digital & Design Solutions in order to meet the 3-D printing needs arising from the growth of its business is of particular note. In 2019, CAF Track Test Center completed the new test track in Corella, an investment initiated in 2018, which is now fully operational.

Notable investments outside Spain include the upgrades made to the Huehuetoca plant in Mexico to adapt it to the new projects to be undertaken there. These upgrades consisted mainly of acquiring and installing the equipment necessary to manufacture austenitic stainless steel structures.

In addition, construction is underway on a new manufacturing unit at the Bagnères-de-Bigorre plant in France, which is expected to be operational in the first half of 2020 and is necessary for the work that the CAF Group plans to carry out at the plant in coming years. Lastly, the investments being made at the Solaris production plants in Poland should be noted, the goal of which is to adapt the facilities to the expected increase in production of buses at that subsidiary in the coming years.

MAIN RISKS AND UNCERTAINTIES

The CAF Group is exposed to various risks inherent to the activities it carries on and to the various countries and markets in which it operates, which might prevent the achievement of its objectives.

With the commitment to addressing this matter, the CAF Group's Board of Directors establishes the mechanisms and basic principles to appropriately control and manage risks through the General Risk Management and Control Policy. This policy, which is aligned with the Group's mission, vision and values, expresses its commitment to providing greater certainty and security in:

- Achieving the strategic objectives set by the CAF Group with a controlled volatility;
- Providing the utmost level of guarantees to shareholders;
- Protecting the CAF Group's results and reputation;
- Defending the interests of stakeholders, customers and other stakeholder groups with an interest in the progress of the Group and of the community in general; and
- Ensuring business stability and financial strength in a sustained way over time.

To do so, the General Risk Management and Control Policy is implemented throughout the entire CAF Group by means of an Integrated Risk Management and Control System. This system constitutes a series of rules, processes, procedures, controls and IT systems, whereby all the risks are appropriately managed by means of the following system phases and activities, which include:

1) Establishment of the risk-management context for each activity, by setting, inter alia, the level of risk the Group considers to be acceptable.

2) Identification of the various risk types, in line with the main risks detailed in the Policy, faced by the Group.

3) Analysis of the risks identified and what they entail for the CAF Group as a whole;

   – Corporate Risks – Risks affecting the Group as a whole.
   – Business Risks – Risks specifically affecting each of the businesses/projects, which vary in accordance with the particularities of each of them.

The General Risk Management and Control Policy is implemented throughout the entire CAF Group by means of an Integrated Risk Management and Control System, with a series of rules, processes, procedures, controls and IT systems, whereby all the risks are appropriately managed.

4) Risk assessment based on the defined risk appetite;

5) The measures envisaged to address the risks; and

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

The Integrated Risk Management System adopted by the CAF Group detailed above is aligned with international standards as regards the use of an effective methodology for the comprehensive analysis and management of risks and the Three Lines of Defence Model in relation to the allocation of responsibilities in the risk management and control area.

In this regard, the Board of Directors is ultimately responsible for the General Risk Management and Control Policy, and approves the appropriate procedures to identify, measure, manage and control risks. It is also responsible for establishing clear lines of authority and responsibility and requires the existence of appropriate methodologies to measure the various types of risks and the effective internal controls to manage them. It is the body responsible for establishing and monitoring the Integrated Risk Management and Control System implemented at the Group and verifies whether the significant risks for the Group are consistent and fall within the defined risk tolerance level.

The Audit Committee is responsible for the independent oversight or assessment of the effectiveness of the Integrated Risk Management and Control System implemented and of the procedures designed to monitor it. To do so it will be

supported by the Risk Management Department and additionally by the internal audit function.

The most significant risks facing the Group can be categorised as follows:

Strategic risks: these are risks arising from the uncertainty that macroeconomic and geopolitical conditions represent, in addition to characteristics inherent to the industry and markets

in which the Group operates and the strategic planning and technological decisions adopted.

Financial risks: arising from market fluctuations (financial and commodities markets), contractual relations with third parties (customers, debtors) and counterparties related to investments in financial assets and financial liabilities (banks, investors). The subcategories of risks that are included are as follows:

• Market risk, which includes the following risks:

– Interest rate risk: risk of fluctuations in interest rates that might give rise to changes in the Group's profit or loss and the value of its assets and liabilities.
– Foreign currency risk: risk arising from fluctuations in exchange rates of one currency with respect to another with a possible effect on future transactions and the valuation of assets and liabilities denominated in foreign currency.
– Commodity price risk: risk arising from changes in prices and market variables relating to commodities required in the businesses' supply chain.

• Credit risk: this risk relates to doubtful debts, insolvency proceedings or bankruptcy or possible default on payment of quantifiable monetary obligations by counterparties to which the Group has actually granted net credit that is yet to be settled or collected.

• Liquidity and financing risk: in relation to liabilities, it is the risk tied to the impossibility of performing transactions or breach of obligations arising from operating or financing activities due to a lack of funds or access to financial markets, either because of a drop in the Parent's credit rating or other reasons. In relation to assets, it is the risk of being unable to find at any given time parties to purchase an asset at the arm's length price or to obtain an arm's length price.

The Group's exposure to market risk and credit risk is detailed in Note 5, "Management of financial risks", and the use of derivative financial instruments to hedge the risks to which its activities are exposed is detailed in Note 17, "Derivative financial instruments", to the consolidated financial statements. Liquidity risk is addressed further in the following section.

Legal Risks: arising from the preparation and performance of various types of agreements and obligations (commercial, administrative, intellectual property, etc.) and the possible contingencies arising therefrom. Risks relating to legal proceedings, administrative procedures and claims are also included.

Operating Risks: inherent to all the Group's activities, products and processes that have an economic and reputational impact arising from human/technological errors, insufficiently robust internal processes, or the involvement of external agents.

Corporate governance risks: arising from potential non-compliance with the Group's corporate governance system, which comprises: (i) the bylaws and other rules governing the corporate governance governing bodies; (ii) the corporate policies and rules approved by the Board of Directors of the Group's Parent; and (iii) the other internal policies, rules and implementing protocols approved by other competent bodies

of the Group that govern the design, integration and operation of the governance bodies and their relationship with the Parent's stakeholders and that in turn are based on the commitment to ethical principles, best practices and transparency and are organised around the defence of the company's interests and the creation of sustainable value.

Compliance and Regulatory Risks: arising from the breach of applicable national and international regulations and laws irrespective of the activity in question, included in the following large blocks: (i) Commercial and Competition (market abuse, corporate obligations and securities market regulations, antitrust and unfair competition), (ii) Criminal (prevention of crimes, including those arising from corruption), (iii) Labour, (iv) Tax and (v) Administrative (including personal data protection regulations, environmental laws, etc.)..

Due to its global risk scope, the Integrated Risk Management and Control System is continuously updated to include new risks that might affect the Group as a result of changes in the environment or revised objectives and strategies, as well as updates that arise from lessons learned from monitoring and controlling the system.

The realities of Brexit in June 2016 gave rise to the need to analyse its consequences and its effect on the Group's various lines of business. Subsequent to this analysis, a series of mechanisms were activated that have made it possible to anticipate and manage such effects.

The consequences identified with the greatest impact included the operational risks of the contracts in the backlog (more than EUR 1,600 million at 31 December 2019) and future tender processes. Projects were identified and analysed in this particular block that might have an impact as a result of changes in customs and/or import tariff procedures and the movement of people in various Brexit scenarios and time horizons and, consequently, the appropriate measures to be taken at any given time were established.

Similarly, as in the other countries in which CAF operates, the impacts related to financial risks were analysed. In the case of the pound sterling exchange rate risk, its possible impact is detailed in Note 5 to the consolidated financial statements, "Financial risk management", and in the case of Libor interest rate risk, there is no exposure.

Worthy of note are the ongoing monitoring and control relating to the measures and action plans established to mitigate the consequences of Brexit

LIQUIDITY AND CAPITAL RESOURCES

Availability of liquidity at short term

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

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

On 21 December 2017, Construcciones y Auxiliar de Ferrocarriles, S.A. registered on the Irish Stock Exchange a Euro Commercial Paper Programme for a maximum amount of EUR 200 million, which was renewed on 19 December 2018 and again more recently in December 2019, whereby the original amount was increased to EUR 250 million. In 2019 placements were made under this programme, which were well received by investors and which the Group used as an alternative source of financing to the existing lines of credit, thereby diversifying the source of financing and adding an additional source of liquidity.

Sources of short-term available liquidity include liquid assets, current financial assets and undrawn lines of credit. The evolution of the Group's available liquidity in recent years is as follows:

Capital structure

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

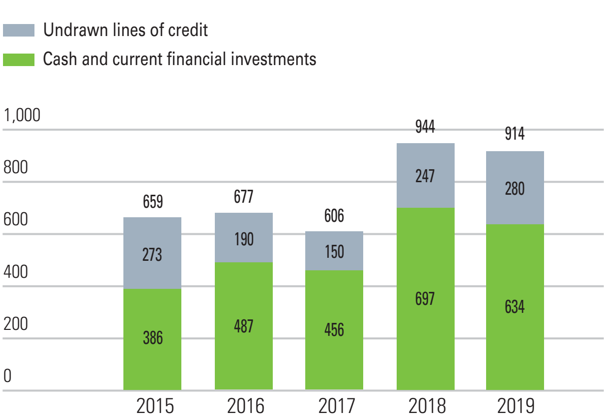
The Group sets as an objective maintaining a leverage ratio and creditworthiness in line with the profile of its businesses.

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

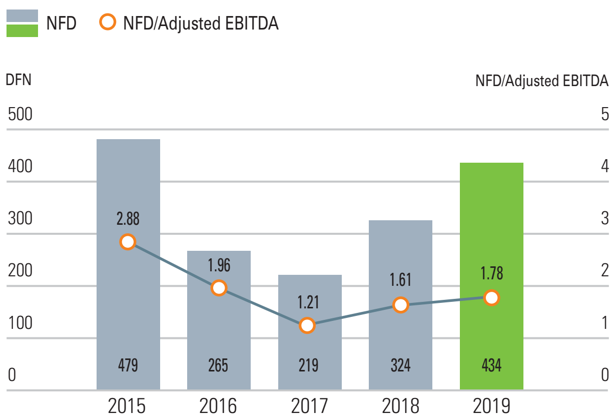
In September 2018 Construcciones y Auxiliar de Ferrocarriles, S.A. acquired all the share capital of the Polish bus manufacturer Solaris. Also, in July 2019 it acquired all the shares of EuroMaint, a leading Swedish train maintenance company, for an enterprise value of more than EUR 80 million. The cost of these acquisitions was financed primarily with additional long-term debt of the Group's Parent. These acquisitions have had a significant impact on the Group's gross financial debt figures, both due to the increase in debt in the Group's parent company for the purchase of the shares, and mainly due to the incorporation into the perimeter of the Solaris Group in 2018.

The main aggregates of the Group's liability structure have performed as follows in recent years:

AVAILABLE LIQUIDITY (Millions of euros)



NET FINANCIAL DEBT (Millions of euros)



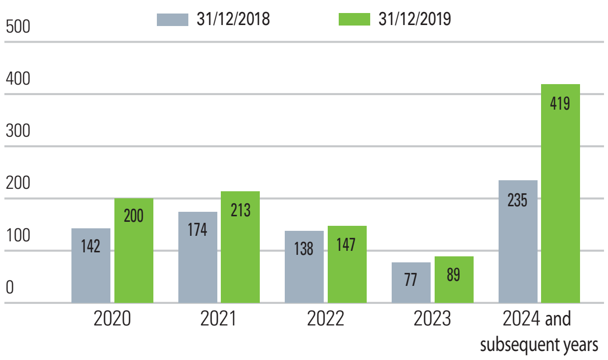
Millions of euros	2015	2016	2017	2018	2019
Gross debt Concesionss	346	364	283	239	203
Gross debt Solaris	-	-	-	145	168
Gross debt Corporative	531	403	406	650	708
Total	**877**	**767**	**689**	**1,034**	**1,079**

The CAF Group is constantly renegotiating its financial liability structure, in order to minimise borrowing costs and bring maturities into line with its needs, within the possibilities offered by bond markets.

The maturity schedule of the Group's borrowings at 31 December 2019, comparing with the year end of 2018 is the following:

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

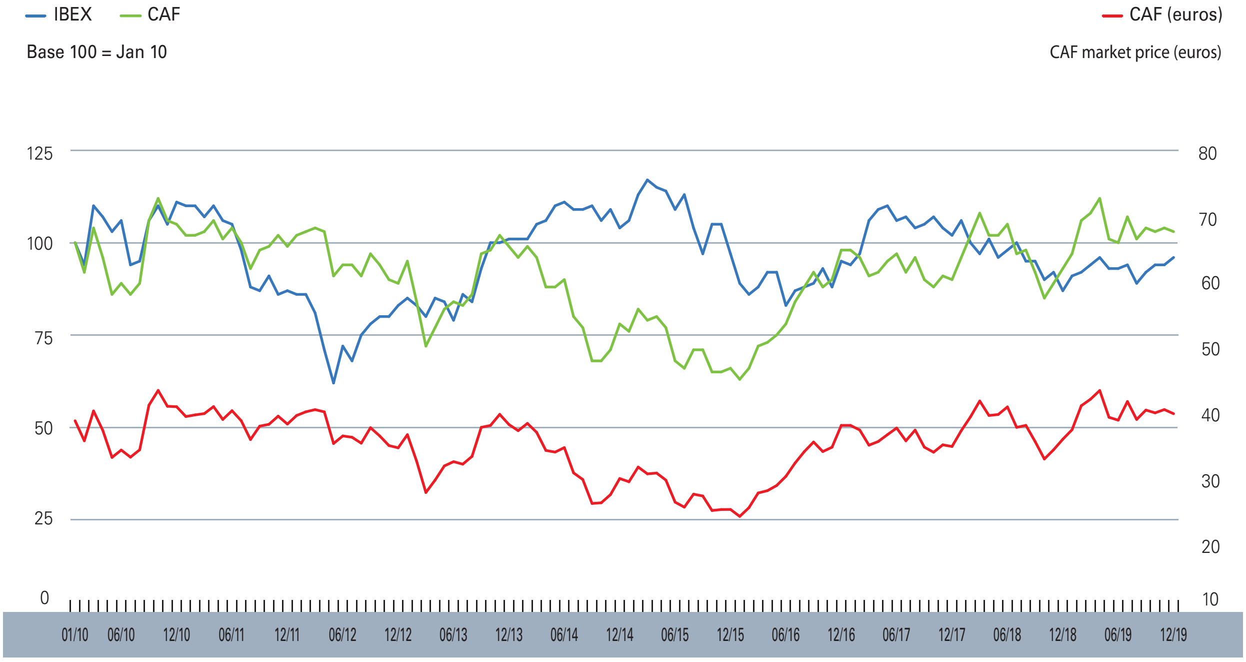
BANK BORROWINGS OF YEAR OF MATURITY
(Millions of euros)



STOCK MARKET INFORMATION

	2019	2018	2017	2016	2015
Market price					
Market capitalisation at year-end (millions of euros)	1,406	1,241	1,172	1,313	876
Closing price (euros)	41.00	36.20	34.18	38.30	25.55
Low (euros)	35.30	31.30	32.22	20.66	23.45
High (euros)	44.90	43.60	39.50	38.39	34.39
Data per share (euros)					
Earnings per share (EPS)	0.72	1.27	1.24	1.02	1.20
Dividend per share	0.842	0.765	0.66	0.58	0.525
Market ratios					
PER (average market price/EPS)	56.34	30.14	29.06	30.30	23.76
Market price/Adjusted EBITDA	5.72	6.50	6.84	7.84	5.87
PBV (average market price/BV)	1.90	1.74	1.64	1.37	1.39
Dividend yield	2.07%	2.00%	1.84%	1.87%	1.85%
Pay-out ratio (Dividend/EPS)	117%	60%	53%	57%	44%
Liquidity ratios					
Free-float rotation	47%	65%	71%	89%	99%
Traded volume (millions of shares)	8.4	10.8	11.8	15.6	16.2

EVOLUTION OF CAF GROUP SHARE PRICE



OTHER INFORMATION

EVENTS AFTER THE REPORTING PERIOD AND CORPORATE GOVERNANCE

As in December 31 of 2019, there was a firm order book, net of the amounts corresponding to interim billings, for an amount of approximately 9.446.468 thousand euros (7.716.487 thousand euros as of December 31, 2018) (Note 11).

Additionally, in January 2020 the subsidiary Euromaint entered into an agreement with the operator VY for the maintenance of the Bergensbanan fleet (Norway). The Parent will also supply the Helsinki metro with five additional units. These contracts taken as a whole amount to more than EUR 100 million.

The Annual Corporate Governance Report for 2019 forms part of the Directors' Report and is published on CAF's website (www.caf.net), following notification as a relevant event to the Spanish National Securities Market Commission.

ACQUISITION AND DISPOSAL OF TREASURY SHARES

In 2019 neither Construcciones y Auxiliar de Ferrocarriles, S.A. nor its subsidiaries purchased or held treasury shares.

PAYMENTS TO SUPPLIERS

The average period of payment to suppliers in 2019 was 86,18 days. In order to reduce this period to the maximum payment period established by Law 11/2013, the Group is making an effort to align events giving rise to payments with those giving rise to collection in order to reduce the payment time without losing the necessary liquidity.

ALTERNATIVE PERFORMANCE MEASURES

Backlog: this represents the volume of firm orders that will be recognised in the future under “Revenue” in the consolidated statement of profit or loss. An order is considered firm only where obligations between the CAF Group and the customer arise. In the case of sales of trains and services, obligations are deemed to arise when the parties sign the agreement.

Contracts in the year: this includes firm orders in the year and potential modifications to orders from prior years, and is obtained as follows: (Backlog at end of reporting period - Backlog at beginning of the reporting period + Revenue). This measure does not include the backlog acquired through business combinations in the year.

Adjusted profit from operations: the intention is to measure the Group's recurring profit from operations. It is calculated by deducting from "Profit from Operations" any significant non-recurring item, such as the outcome of litigation arising outside the normal course of business, exceptional staff restructuring costs and, in general, any exceptional event that is not expected to recur in subsequent years.

The reconciliation of the adjusted profit from operations to the Group's consolidated financial statements for the year is as follows:

Thousands of euros	2019	2018
Profit from operations	124,994	144,168
Income from litigation (*)	37,872	-
Adjusted profit from operations	162,866	144,168

(*) *Detail disclosed in Note 26-a to the consolidated financial statements.*

Adjusted EBITDA: the intention is to measure the Group's recurring EBITDA by deducting from "Adjusted Profit from Operations" the amounts recognised under "Depreciation and Amortisation Charge" and "Impairment and Gains or Losses on Disposals of Non-Current Assets".

Cash-Flow: the CAF Group's cash flow is calculated by deducting from "Profit for the Year Attributable to the Parent" in the consolidated statement of profit or loss the amounts recognised under "Depreciation and Amortisation Charge" and "Impairment and Gains or Losses on Disposals of Non-Current Assets".

Working capital expenditure: this is obtained by taking into consideration the following items of the consolidated balance sheet, the breakdown of which can be obtained from the consolidated financial statements:

+ Inventories
+ Trade and other receivables
+ Other current financial assets - Derivatives
+ Other current assets
– Short-term provisions
– Current financial liabilities - Derivatives
– Trade and other payables
– Other current liabilities

Net financial debt: this is obtained by taking into consideration the items making up the calculation of this indicator, which are disclosed in Note 14-h to the consolidated financial statements.

Liquidity available: this includes items defined in order to calculate net financial debt (see Note 14-h to the consolidated financial statements), "Current Financial Assets" and "Cash and Cash Equivalents" as well as credit lines and other undrawn financial balances.

Market capitalisation at year-end: the value of the shares at the close of the last trading day of the year multiplied by the number of outstanding shares traded on the stock market (see Note 14 to the consolidated financial statements).

Free-float rotation: ratio that compares the volume of shares traded with the estimated number of shares included in the float, excluding those shares held by significant shareholders, members of the Board of Directors and treasury shares. The estimated free float % is disclosed in the Annual Corporate Governance Report (section A.11).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CONSOLIDATED NON-FINANCIAL INFORMATION STATEMENT

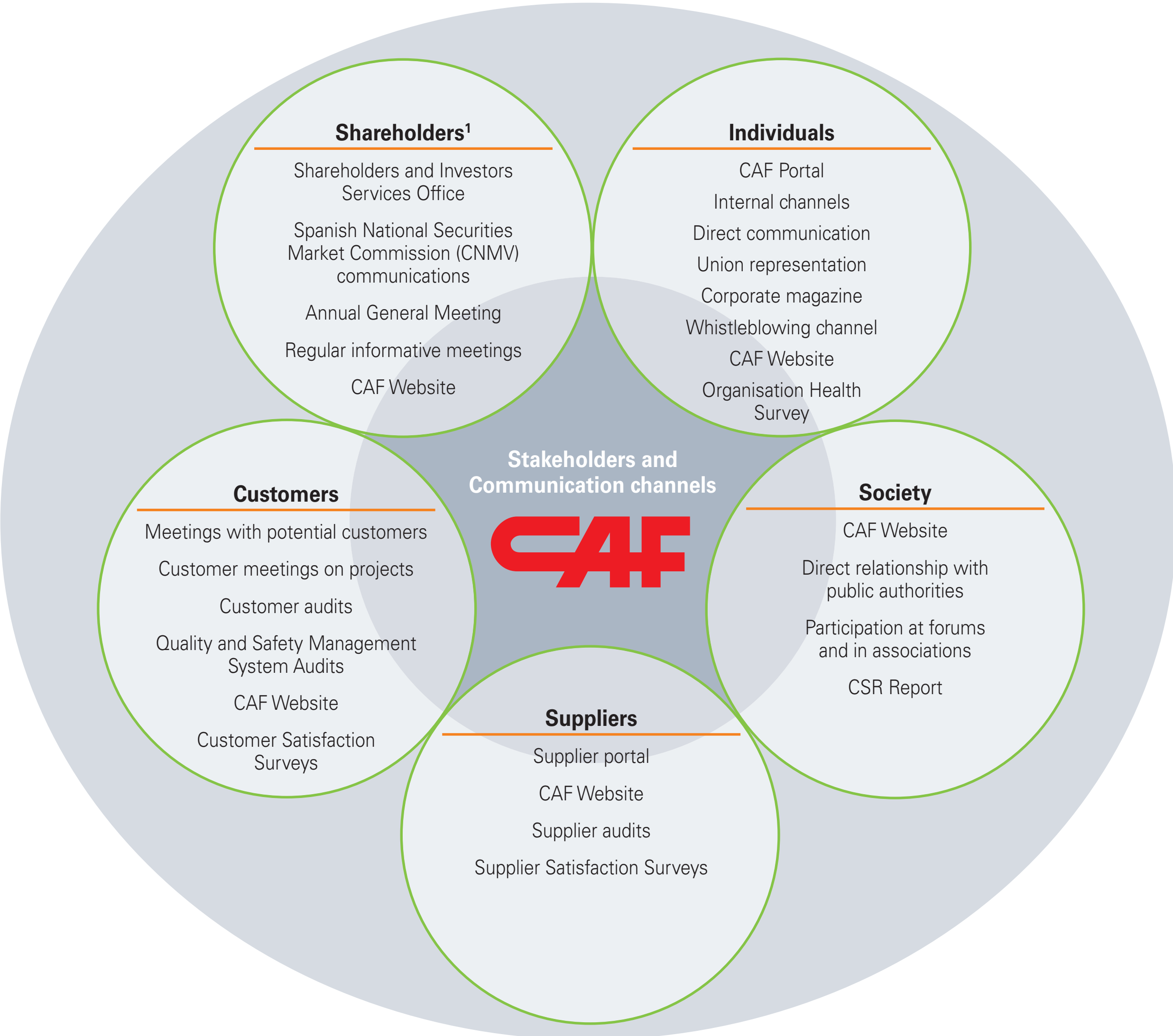
INTRODUCTION

This section of the directors' report provides disclosures on the non-financial information as defined in the legislation in force ("non-financial information statement"), the content of which has recently been defined by Law 11/2018, of 28 December, amending the Spanish Commercial Code, the Spanish Limited Liability Companies Law approved by Legislative Royal Decree 1/2010, of 2 July, and Spanish Audit Law 22/2015, of 20 July, in the area of non-financial information and diversity.

Without prejudice to this, CAF also prepares an annual corporate social responsibility report that includes both the aforementioned non-financial information and also further develops additional matters relating to sustainability and corporate social responsibility.

In this connection and in accordance with CAF's Corporate Social Responsibility Policy, the central line of its corporate strategy is that all persons that form part of the CAF Group base their actions on the ethical principles of good faith and integrity, and that its standards of conduct are governed by the values contained in the aforementioned policy.

The CAF Group's primary objective, as established in its Code of Conduct, is to build trust and drive value in the domestic and international markets for the items, equipment, materials, goods and services intended for transport and other related activities, for the benefit of customers' needs, shareholders' investment, competitiveness in the countries where it



Good corporate governance	Commitment to innovation and sustainability	The excellence of our team	Contributing to the care of the environment	The social value of our activity
Risk management	Excellence in customer and user relationships	Talent management	Sustainable mobility and eco-efficient products	Local social and cultural development
Regulatory compliance	Innovation	Respect to human rights	Environmental footprint in operations	
Business ethics	Product quality and safety	Occupational health and safety		
Fighting corruption and bribery	Supply chain management			
Fiscal responsibility	Sustainable supply chain			

operates and the expectations of all the individuals who work at the organisation.

The Group also defines its social responsibility as a voluntary commitment to foster the achievement of its business objectives, complying with legal obligations and applying balanced criteria in dealings with stakeholders to create value on a sustainable basis.

The Group's commitment to sustainability is articulated through eight principles for action established by the Corporate Social Responsibility Policy: 1) establishment of preventive measures to ensure strict compliance with the legislation in force, 2) following good governance practices, 3) scrupulous respect for fundamental rights, 4) confidentiality and transparency, 5) responsible communication practices, 6) fiscal responsibility, 7)

1. The information on shareholders is included in CAF's Annual Corporate Governance report, available on the corporate website.

commitment to innovation and sustainability and 8) commitment to the environment.

In order to make progress in corporate social responsibility management, the activities necessary to ensure compliance with the guidelines contained in the ISO 26000:2012 standard were performed; this made it possible to obtain a positive third-party declaration for rolling stock and wheel sets and components and MiiRA and Rail Services in 2019.

This Non-Financial Information Statement was prepared on the basis of stakeholders' expectations and requirements identified in the CSR Policy, with special attention given to the matters most relevant to the stakeholders and with the greatest impact on the Group's strategy.

The stakeholders at the centre of CAF's strategy are shareholders, individuals, society, suppliers and customers.

The first formal identification of CAF's stakeholders was carried out in the definition of the Code of Conduct in 2011, and its validity was confirmed in the materiality analysis performed in 2016.

Accordingly, the CAF Group's management model ("MGCAF") was drawn up this year and consists of seven items, which include the five stakeholders. This model contains the CAF Group's management strategy which, together with the business strategy, forms part of the Group's global strategic framework.

CAF aims to build a relationship of trust with the stakeholders. Therefore, it promotes ongoing and effective communication with them through the following communication channels in order to strengthen their participation and involvement in corporate objectives and in those areas where their activities are affected.

These channels are essential to ascertain the concerns and interests of each of the stakeholders in relation to CSR, and are key to defining CAF's strategy and actions in this area. That is why, in 2019 the communication process with the stakeholders was systemised by means of the review and adaptation of the communication channels for the capture of information on stakeholders, the definition of the KPIs in relation to each of them, the treatment and establishment of actions in this regard, and subsequent communication through the aforementioned communication channels.

In tandem with the strategic cycle, in 2016 CAF prepared a CSR materiality analysis based on internal and external sources of information following the guidelines defined by the Global Reporting Initiative (GRI) standard across the following phases.

Identification Phase: enabling the detection of the material aspects and their coverage in accordance with their impact on the activities, products, services and relations within and outside of the organisation. For this purpose, CAF analyses the information from commitments assumed (the Company's strategic lines of business, CAF policies, applicable regulations), customer requirements (questionnaires required of CAF in the CSR area, requirements of tender processes in which CAF has participated) and CSR trends (Global Reporting Initiative, Principles of the Global Compact, news media).

Prioritisation Phase: enabling the determination of the contents of the reporting through the prioritisation of relevant aspects and matters identified by means of a participatory process involving the organisation's area managements. In this connection, all of CAF's areas participate in the process of defining the material aspects, thus achieving a global reflection of the Company's CSR.

Validation Phase: enabling the determination of the end content, the validation of the list of relevant aspects by the organisation’s senior management, and its coverage and prioritisation. Management of CAF also actively participates throughout this materiality analysis, so as to include its standpoints on each of the phases, to provide a final list of material aspects.

The identification made as a result of this diagnosis remains in force and was confirmed subsequent to the analysis prepared in accordance with the CSR guidelines included in the ISO 26000:2012 standard and in the definition of the Group's Management Model for 2020.

As a result of the materiality analysis, 16 aspects of relevance for CAF and its stakeholders in the CSR area were confirmed.

The information in this Non-Financial Information Statement relating to 2018 is presented for comparison purposes with that relating to 2019. None of the indicators presented in this Non-Financial Information Statement for comparison purposes differ from those in the Non-Financial Information Statement for 2018.

For more information than that disclosed below, see the “2019 Corporate Social Responsibility Report”, which is available on the CAF Group's website.

ENVIRONMENTAL ACTIVITY

The CAF Group is committed to combatting climate change and to being environmentally friendly mainly through two channels:

- Offering more efficient and environmentally friendly means of transport, as detailed in the current Corporate Social Responsibility Policy. To this end, the Group channels and coordinates its product and technology innovation initiatives as part of the corporate innovation strategy the purpose of which is to align technological design and product and service activities with the Group's main strategic challenges, to develop and offer our customers efficient, accessible and ecological solutions and, at the same time, guarantee our competitiveness.

- Including the environmental precautionary principle by preventing the environmental impact of the industrial activities carried out. CAF's Environmental Policy indicates that the efforts carried out in this area are geared towards adopting the necessary and economically viable measures to control and minimise important areas of environmental concern, such as atmospheric emissions, waste generation and energy consumption, among others.

The following environmental risks associated with both the products and services the Company provides and the industrial activities it carries on are identified in these two areas: (i) use of polluting materials; (ii) non-optimisation of energy consumption and natural resources (electricity, fuel, water, etc.); (iii) impact on water sources; (iv) impact on biodiversity; (v) polluting emissions including greenhouse gases; (vi) generation of waste; (vii) environmental impact of products and services on technological development; (viii) generation of excessive environmental noise; (ix) non-compliance with the requirements established by the customer specifications; (x) extreme weather conditions related to climate change; (xi) other environmental impacts related to incorrect management of waste and products in production and/or from machinery.

The impacts of these risks may be felt in fines and inspections relating to breaches of environmental laws, irrevocable damage to the ecosystem and the effect on the milieu (population, etc.) as well as the additional cost to the CAF Group's operations of the adverse effects of climate change. These impacts directly affect the short term; however, the last two impacts can also have medium-term effects since the environmental impacts are sustained over time. In this regard, it must be stated that no provisions have been recognised or guarantees given for environmental risks, since the Group does not have any litigation in progress or contingencies relating to environmental protection and improvement or environmental pollution events.

To put these risks into context, the Group has established an environmental management system to help it to improve environmental performance, comply with legal requirements and achieve environmental targets. This system is based on the ISO 14001:2015 reference framework.

This environmental management system consists of an environmental policy and the environmental management system manual in which the main management principles, management system procedures and registers containing the activities performed are established.

The Group also has an Environmental Committee, to which management belongs, that meets periodically and acts as an environmental manager, coordinating and fostering all actions seen to be necessary to achieve and improve environmental performance.

This framework is supplemented by a corporate risk management and control system that integrates the

As detailed in the Corporate Social Responsibility Policy, the CAF Group offers more efficient and environmentally friendly means of transport, and includes the environmental precautionary principle by preventing the environmental impact of the industrial activities carried out.

aforementioned risks and establishes a sequence of activities the sole purpose of which is to manage such risks. This process meets the requirement of performing an analysis of the risks and opportunities of the reference framework.

In relation to the objective of offering more efficient and environmentally friendly means of transport, collective transport systems (rail and bus) have major environmental advantages, and enormous potential for reducing environmental impacts, improving the quality of life of citizens and actively contributing to the protection of ecosystems[2].

- Greenhouse gas (GHG) emissions from transport in the EU increased by approximately 20% between 1990 and 2013. Transport currently accounts for around 23% of global CO_2 emissions, and railways contribute just 0.7% of such emissions.

- In its "2011 Transport White Paper" the European Commission imposed a target of a 60% reduction in CO_2 emissions over the 1990-2050 period. This means that a special effort is required in the coming years to reduce these emissions.

- The growing trend towards urbanisation is leading to increasing air quality problems in cities, where authorities frequently take measures to limit the movement of private vehicles.

As environmentally-friendly means of transport, the railway and bus industries can make a significant contribution to the fight against climate change. In this context, CAF prioritises activities aimed at improving the energy costs of transport and providing highly efficient mobility alternatives, which show the way to a sustainable, clean, ecological and emissions-free future. These are turned into a reality through the following lines of action; 1) Eco-design methodology, 2) Improvements in energy efficiency, 3) Use of light and recyclable materials, 4) Reduction of noise and vibrations.

- Eco-design methodology: In order to offer more efficient and environmentally-friendly means of transport, CAF is currently in the process of implementing the "Product Sustainability Function", introducing eco-design methodologies into the engineering processes to optimise and control environmental impacts of products throughout their lifecycle. As a result of these activities, in 2011 the Parent of the Group prepared the first verified worldwide environmental product declaration (EPD) for a tram in accordance with ISO 14025, the Urban Tramway for the city of Zaragoza. It continues to be one of the rolling stock manufacturers with the largest number of EPDs registered at present.

- Improvements in energy efficiency: Improving the energy efficiency of products and services is a priority challenge for CAF and some of the initiatives in this area are energy recovery from braking, development of highly efficient traction equipment, reduction in energy consumption, efficient energy management based on journey times and the reduction in journey times.

- Use of light and recyclable materials: CAF carefully selects all the materials used in manufacturing and pays particular attention to their recycling, as their use prevents the consumption of natural resources. In addition, the design of the trains is aimed at reducing mass and weight, which is an effective way of optimising energy demand.

- Reduction of noise and vibrations: In order to reduce interior and exterior noise pollution, CAF's technical team analyses its causes in detail and adopts the most effective measures with a view to its minimisation: prior calculations and tests, use of insulating and absorbent materials, aerodynamic forms, studies on wheel-rail contact and interaction, etc.

On the other hand, and as to how to minimize the environmental impact of its operations, in its most relevant[3] manufacturing centers there is an Environmental Management System implemented and certified according to the ISO14001: 2015 standard. In 2019, maintenance audits were performed in relation to the aforementioned certification at the above-mentioned plants.

In addition, with a view to extending the Environmental Management System, the remaining manufacturing plants are engaged in a plan to implement and certify the Group's

2. UNIFE (Association of the European Railway Industry). International Energy Agency.

3. CAF, S.A. and Solaris Bus & Coach manufacturing plants.

ENVIRONMENTAL ACTIVITY

Environmental Management Model by the end of 2020, having performed internal audits in 2019 on all of them, in which the progress of the implementation of the Environmental Management System was reviewed. Other centres such as CAF TE and CAF Signalling have an Environmental Management System implemented and certified based on the same international benchmark standard.

Also, in 2019 the Corporate Environmental Forum was created in order to, on the one hand, unify policies, approaches and management tools and, on the other, to define and monitor environmental guidelines across the Group's various activities.

In order to monitor and improve these management systems, environmental programmes are established with their respective objectives, goals and actions. In this way, the centres specifically control the environmental aspects of their activity and minimise the impacts generated, with the aim of continuous improvement.

In addition, CAF maintains communications channels open to the exterior in a fluid manner, with public authorities, communities and associations, among others.

The measures implemented to control significant environmental matters and the results obtained in 2019 at the Group's manufacturing plants are summarised below[4].

Raw materials

Environmental criteria are included in the purchase of raw materials for the Group's production processes, with particular emphasis on the selection of reusable and renewable materials.

Most of the purchases made are processed materials, i.e. components, and metal is the most common element thereof. However, raw materials (all of which are renewable) are also acquired, to be used in the manufacture of components. The most used items are metals, in particular steel and aluminium profiles and sheets (18.717t)[5] and steel blocks (57.086 t)[6].

Apart from the acquisition of these materials, CAF includes in its processes materials that contribute to environmental sustainability. For example, recycled steel is used for manufacturing wheels and axles.

Also, in order to reduce the environmental impact of the products an analysis is conducted of the recycling of the products in accordance with the ISO 22628 standard. The average recycling percentage of the vehicles manufactured by CAF, S.A. is around 93%[7].

With respect to the purchase and use of chemical substances, the CAF Group operates under the scope of the REACH Regulation and, in turn, requires its suppliers to comply therewith. On the one hand, train equipment suppliers are

requested to comply with the requirements of UNIFE's Railway Industry Substance List (RISL) which lists the materials and substances that are prohibited by European and international legislation specifically for the railway industry. On the other hand, information has been transferred throughout the entire supply chain of substances, chemicals and articles subject to the REACH Regulation.

The main actions performed by the Group for a more sustainable use of raw materials consist of the reduction in the designed weight of products, the use of greener materials and the reuse of packaging.

Energy

The Group has set as the main objectives of its "Energy Efficiency Strategic Programme" the promotion of renewable energies, savings on energy consumption caused by its activities and the promotion of environmental policies within the Group and in all the railway networks in which it operates and collaborates.

Essentially, and as a result of the energy audit action plans, the measures taken to reduce energy use at CAF, S.A.'s plants in 2019 were based on:

- Replacement of lighting with other, more efficient lighting. Of note at the Parent in 2019 was the completion of the plan to replace exterior and manufacturing workshop lighting, as well as the replacement of half of the office lighting; both of these actions were a result of the energy audit action plan for 2015. Also, the periodic energy audit, which serves as a basis for the next 2020-2024 action plan, was conducted.
- The replacement and optimisation of the functioning of key elements regarding the energy efficiency of the production processes (engines, heat exchangers, ventilators, etc.).
- Furthermore, the actions at the offices have been aimed at programming the functioning of the air conditioning units and raising environmental awareness regarding rational energy use.
- In addition, year after year CAF has incorporated systems in the functioning of its facilities to fully harness the benefits of renewable energies and clean and ecological technology through, for example, the use of solar panels. Accordingly, in 2019 the Parent enabled the generation of renewable energy equalling 10% of the factory's annual consumption, from the solar panels installed on the roofs of the workshops and the hydroelectric plant owned by the CAF Group.
- Bus activity reduced its energy consumption by 185,385 kWh/year thanks to the action plan implemented since 2018, promoting actions such as the replacement of transformers with others with lower energy loss and the replacement of lighting with other, more eco-friendly lighting. In this way, the savings target set for 2019 was exceeded.

4. The measures and results of manufacturing centres representing 97% of the headcount of the CAF Group manufacturing centres are included.

5. Data relating to the CAF, S.A. and Solaris Bus & Coach manufacturing centres. In 2018, 10,221 t.

6. Data relating to MiiRA. In 2018, 54,337 t.

7. Average of the calculations performed in the life cycle analyses conducted by the organisation, both in relation to projects carried out and bids.

ENVIRONMENTAL ACTIVITY

Direct and indirect energy consumption (MWh)	2019[8]
Natural gas[9]	129,302
Gasoil[10]	306
Electricity	59,339
Energy intensity	4,077

Emissions and greenhouse gas (GHG)

The main source of the company's direct emissions contributing to greenhouse gas (GHG) are emissions of CO_2 from energy use. Also, the studies of the development of the most efficient and eco-friendly means of transport show that the greatest impact on the life cycle of CAF's products is centred on the usage phase, in particular the consumption of energy. Therefore, the Group concentrates its efforts on gradually reducing the intensity of its GHG emissions, in two ways: Improving energy efficiency in the production activities and facilities and the research and development of sustainable transport solutions.

In 2019 progress continued to be made in the reduction of emissions of Volatile Organic Compounds (VOCs). In order to achieve this, facilities are maintained for the use of water-based painting in the painting process, thereby improving the VOC reduction target for coating activities.

Also, to reduce the emissions generated during transportation to the workplaces and encourage sustainable mobility, the main manufacturing centre offers a bus service which transports almost 400 employees to the work centre every day, thereby avoiding annual emissions of approximately 2,000 tonnes[11] of CO_2. As a supplementary measure, a parking area was put into service to encourage the use of car pooling when commuting to the work centre.

Emissions (t CO_2 eq.)[12]	2019
Scope 1: Fuel emissions	26,322
Scope 2: Electricity consumption emissions	24,329

Waste

The Group's objective regarding the management of the waste produced by its activities is to reduce, reuse and recycle it.

For this reason the CAF Group has committed to the concept of the "circular economy", and has been a member of the Circular Economy Pact of the Spanish Ministry of Agriculture, Food and Environmental Affairs (MAPAMA) since 2017. Waste management is based on the following aims:

- Reducing the generation of waste at source, e.g. by using returnable machine tools.
- Maximising reuse, recycling and recovery of waste. During the 2019, the 80% of the dangerous and non-dangerous waste has been recycled (54% of waste was recovered in 2018).

• Encouraging awareness campaigns on separating and minimising waste.

• Correct treatment and management of waste.

Waste generated (t)	2019
Hazardous, of which:	1,226
Recovered	660
To landfill	566
Non-hazardous, of which:	9,223
Recovered	7,749
To landfill	1,474

Water

The water used by CAF in the manufacturing process is used mainly to refrigerate equipment and for facilities to ensure the water tightness of the trains, using for such purpose mains water and river water in line with local limitations and limiting the consumption of rain water to use in closed circuits. The Group is aware that water, as a natural resource, is a scarce resource that should be preserved and, accordingly, a series of actions have been performed in order to encourage a more sustainable use thereof, the most noteworthy of which are as follows:

• Ensuring and encouraging rational use of water by implementing closed circuits, making employees aware of environmental matters, etc.

• Establishing and controlling the consumption of all water resources.

• Avoiding water catchment in areas of water stress.

• Performing appropriate maintenance on facilities to facilitate lower consumption and impact.

Water consumption (ML)	2019
Mains water consumption[13]	93.17
River water consumption	54.12

For more information on environmental matters, see Chapter 5 "Contributing to the care of the environment" in the "2019 Corporate Social Responsibility Report", which is available on the CAF Group's website.

8. The data for 2018 are not comparable, as the scope of the direct and indirect energy consumption data of CAF, S.A. and Solaris Bus & Coach (in 2018) was extended this year to the locations representing 97% of the headcount of the CAF Group manufacturing centres (in 2019). However, for information purposes, the data for 2018 are detailed below. Consumption of Natural gas: 114.631 MWh; Diesel: 25,173 L (262 MWh); Electricity: 51,762 MWh.

9. The consumption of natural gas to heat the facilities represents approximately 20% of the total consumption.

10. Consumption relating to transportation equipment at the factory.

11. Estimate made based on the assumption that each worker uses his or her own car individually.

12. These emissions are calculated through conversions of fuel and electricity consumption using emission factors published by the Spanish Ministry for Ecological Transition and Demographic Challenge.

13. The data for 2018 are not comparable, as the scope of the water consumption data of CAF, S.A and Solaris Bus & Coach (in 2018) was extended this year to the locations representing 97% of the headcount of the CAF Group manufacturing centres (in 2019). However, for information purposes, the data for 2018 are detailed below. Mains water consumption: 70,208 ML.

HUMAN RESOURCES

The people making up the CAF Group are key to the development of a sustainable development project, as is also expressed explicitly in the Group's Corporate Social Responsibility Policy and its Code of Conduct.

The CAF Group fosters individuals' professional development, taking into account the balance between the company's objectives and the employees' needs and expectations, and permanently encourages the adaptation and improvement of competencies and skills. People's experience, knowledge and motivation are reflected in each of their products and services.

In order to attain this balance and continuous improvement, since 2017 the CAF Group has reviewed its human resources practices, giving rise to the definition of a new people management process at corporate level. This framework defines a proprietary standard that is common to all the companies in the Group. The standard's integrated nature gives it a broad scope, from ensuring organisational adequacy, through hiring and internal mobility, the assessment and qualification of its professionals to their training and development. In addition, both the remuneration management and labour relations policies at corporate level were also reviewed and defined.

In 2019, of note within the framework of the activities aimed at ensuring compliance with this process is the progress achieved at the Group's national and international subsidiaries where, among other actions, the Group has implemented systems to evaluate, qualify and manage corporate training, as well as the technological platform supporting it. In 2019 significant progress was made in the action plan in relation to the Vehicles and Railway Services activities at national and international level; this progress will extend to the Group's other activities throughout 2020 and 2021 taking into account the new scope of consolidation.

In this area, the following risks relating both to occupational risk prevention and appropriate professional development of employees were identified: (i) employee turnover (ii) insufficient training and professional development (iii) lack of diversity and equality of opportunities (iv) accidents and effects on health.

The impacts of these risks may give rise to a reduction in employee productivity, a decline in employees' health and motivation, and fines relating to employees' occupational safety. Since these risks and their impacts materialise gradually over time, this will occur in the medium term.

Putting these risks into context, the Group addresses and exercises personnel-related matters from a social responsibility approach with the aim of maximising its contribution to sustainable development. Its actions to do so are based on the reference ISO 26000:2012 standard.

These standard shapes the following policies and handbooks: Corporate Social Responsibility Policy, Occupational Risk Prevention Policy and Corporate People Management Process, mentioned above. These documents specify the main principles for action and the procedures and controls necessary to address employee-related matters.

This framework is supplemented by a corporate risk management and control system that integrates the aforementioned risks and establishes a sequence of activities the sole purpose of which is to manage such risks. This process meets the requirement of performing an analysis of the risks and opportunities of the reference framework.

People are key

In 2019 the plan to increase resources to respond to the growth initiatives of the various lines of business continued. The Group's average headcount in 2019 amounted to 12,484, with the headcount at December 31, 2019 standing at 13.179[14]. In this connection, in 2019 the CAF Group increased its average number of employees by 2,854; at year-end the headcount had increased by 1,746. Mention must be made of the effect of the inclusion in the Group of Euromaint, which had 990 employees at year-end.

Headcount of the CAF Group	31.12.2019	31.12.2018	Change
Further education college graduates	4,015	3,634	381
Middle management and clerical staff	2,194	1,906	288
Production and services	6,970	5,893	1,077
Total	13,179	11,433	1,746

The CAF Group fosters individuals' professional development, taking into account the balance between the company's objectives and the employees' needs and expectations, and permanently encourages the adaptation and improvement of competencies and skills.

The headcount of the Parent stood at 4,314 at year-end and 4,301 in average terms.

Headcount of CAF, S.A.	31.12.2019	31.12.2018	Change
Further education college graduates	1,205	1,155	50
Middle management and clerical staff	657	589	68
Production and services	2,452	2,531	(79)
Total	**4,314**	**4,275**	**39**

The changes in the headcount were consistent with the changes in revenue and corresponded to the need to address the projects in the backlog of the various lines of business and to catering for the challenges included in the plans prepared.

Following are details of the distribution of employees according to diversity criteria: gender, age and region.

Distribution by age

(% of the headcount at period end)	2019	2018
Under 30	15%	15%
Between 30 and 50 years old	69%	72%
More than 50 years old	16%	13%
Total	**13,179**	**11.433**

Distribution by gender

(% of the headcount at period end)	2019	2018
Men	85%	85%
Women	15%	15%
Total	**13,179**	**11,433**

Distribution by country

(of the headcount at period end)	2019		2018	
	Region %	Country %	Region %	Country %
Europe[15]	88%		85%	
Spain		50%		55%
Poland		18%		20%
Sweden		8%		-
UK		5%		5%
Rest of Europe		7%		5%
América[16]	9%		12%	
Mexico		3%		4%
Brazil		2%		4%
US		2%		3%
Rest of America		2%		1%
Rest of the world	3%		3%	3%
Total	**100%**	**100%**	**100%**	**100%**

In this same area, the voluntary turnover[17] rate of staff at the Group as a whole was 5.4% in 2019.

14. The data were obtained from the information systems of each company. In order to perform those activities that the company considers it is necessary for outsourced personnel to carry on at its facilities, CAF enters into service contracts, which define the type of activity to be performed. CAF supervises the outsourcing activities performed, and does not deem it to be necessary to record statistics in relation to outsourced personnel, as this is not considered to be significant. Therefore, this document does not include the information on outsourced personnel required by the GRI Standards in disclosures 102-8 and 102-41.

15. The main countries in Europe are Spain, Poland and the Sweden and UK which account for 93% of the region.

16. The most important countries in America are the US, Mexico and Brazil, which account for 83% of the continent.

17. No. of total resignations/average headcount at the Group in 2019.

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CAF is committed to stable quality employment. Experience and knowledge of people is one of the cornerstones that have enabled CAF to attain its current competitive position in all its business activities. 89% of CAF's employees had permanent contracts at year-end. This percentage is 87% in the case of women. In geographical terms, all the countries in which the CAF Group has a significant presence, 86% of employees have permanent contracts. Similarly, more than 88% of permanent employees are classified as professionals (employees[18] and manual workers). In this connection, 71% of employees less than 30 years old have permanent contracts. These figures mean that permanent employment at the Group can be considered to be stable.

Distribution by contract type

(of the headcount at period end)	2019	2018
Permanent employees	89%	89%
Temporary employees	11%	11%
Total	13,179	11,433

However, if we consider the average headcount and take into account the type of contract[19] and criteria representing diversity: namely gender, age and professional group, the data are similar and are shown in the following tables.

Average distribution by type of contract and age group

	2019		2018	
	Permanent	Temporary	Permanent	Temporary
Under 30 years old	71%	29%	68%	32%
30-50 years old	91%	9%	91%	9%
Over 50 years old	96%	4%	97%	3%

Distribution of average headcount by type of contract and gender

	2019		2018	
	Permanent	Temporary	Permanent	Temporary
Male	89%	11%	88%	12%
Female	87%	13%	89%	11%

Distribution of average headcount by type of contract and professional group

	2019		2018	
	Permanent employees	Temporary employees	Permanent employees	Temporary employees
Employees	90%	10%	90%	10%
Manual workers	88%	12%	88%	12%

These year-end figures are the net result of the numbers of new hires and terminations that took place in 2019. With respect to the latter, non-voluntary terminations represented 2,5% of the total headcount[20]. In relation to the distribution of these figures, 86% are men, 67% are between 30 and 50 years of age and 60% are manual workers. These data are in line with the distribution of the Group's headcount considering diversity criteria.

The treatment of the setting and management of remuneration at the CAF Group takes place in accordance with the content of the defined remuneration management policy and is applicable to the Group. The purpose of this corporate regulation is to ensure appropriate treatment of remuneration in terms of internal consistency while taking into account external competitiveness and the alignment thereof with the challenges and needs of the lines of business. In this connection, information prepared by specialised consultants is used.

These general criteria have given rise to appropriate remuneration levels and employees'[21] average remuneration[22] is situated in 36.355,22€ (in 2018 was EUR 34,903.91). The difference with regard to average remuneration, by professional group, is as follows: employees' remuneration is 20% higher than the average, and other employees' remuneration is 18% below the average.

Remuneration by professional group

	2019	2018
Employees	(20%)	(18%)
Manual workers	18%	17%

The average remuneration by age at the CAF Group discloses a correlation between age and remuneration earned. Employees aged over 50 earn average remuneration more than 20% above the average, employees aged between 30 and 50 earn average remuneration 2,5% above the average, and the remuneration of employees under 30 is 32% below the average.

The average remuneration of women working at the CAF Group is EUR 36.247,12€ (in 2018 was 34.678,25 €) and is 0,3% lower than men's average remuneration. Length of service was identified as the source of the gender pay gap at the Group.

If we analyse the figures by groups of employees, length of service is identified as a cause of the differences in remuneration by gender, both at the CAF Group and in its activities in Europe. From this standpoint, the salary gap is reduced in the various groups of employees.

General gender pay gap by professional group and length of service – CAF Group

	2019		2018	
	Gender pay gap[23]	Difference in length of service[24]	Gender pay gap	Difference in length of service
Employees	15%	33%	15%	27%
Manual workers	20%	25%	23%	28%

General gender pay gap by professional group and length of service – Europe

	2019		2018	
	Gender pay gap	Difference in length of service	Gender pay gap	Difference in length of service
Employees	14%	34%	15%	28%
Manual workers	12%	29%	12%	33%

If we analyse the figures by age group, the remuneration of women is higher in every age group. On the one hand, in the "Over 50 years old" age group the remuneration of women is 1% higher; in the "30-50 years old" age group it is 2% higher; and in the "Under 30 years old" age group it is 5% higher.

Gender pay gap by age

	2019	2018
Under 30	(5%)	(14%)
Between 30 and 50 years old	(2%)	(1%)
More than 50 years old	(1%)	6%
Total	0.3%	1%

The reason for this pay gap is the asymmetrical nature of the distribution by gender of the various groups and geographies.

In any case, the collective agreements in force, together with the regulations relating to remuneration applicable at the CAF Group companies guarantee equal treatment by setting salary conditions without taking gender into account.

The treatment of remuneration of the Parent's directors responds to transparency criteria applicable to a listed company. In this connection, the detail and individual breakdown of the directors' remuneration conditions are shown in the Annual Report on Directors' Remuneration, which is prepared for this purpose and published pursuant to current legislation.

On the other hand, the total remuneration (monetary and in kind) of senior management[25] is included in the Annual Corporate Governance Report of Listed Public Limited Liability Companies, and no breakdown is provided of the average figure per gender, as there was only one woman in senior management.

The generation of quality employment also gives rise to the need to organise work in accordance with the legislation in force in each country, such as the workers' statutes and the collective agreements. Thus, each Group company determines

18. The Professional Group of Employees includes University Graduates, Middle Management and Clerical Staff.

19. In order to calculate the average by type of contract the distribution at year-end was used as reference, which was extrapolated by applying to it the average headcount at year-end. The average number of part-time contracts is not included as the number thereof in the Group's headcount is not significant.

20. This percentage includes terminations arising from the completion of the contracts, mainly in Brazil and Chile. In 2018 non-voluntary terminations represented 1.2% of the total headcount, not including the collective terminations related to the completion of the activities mainly in Brazil.

21. All available annual fixed items for full-time employees were used, related to at least 99% of the Group's total activities, and took into account the annualised remuneration of Solaris Bus & Coach and its subsidiaries. The average exchange rate for the year was used to translate the data to euros.

22. Excluding directors and senior executives, to whom specific reference is made.

23. (Average remuneration of men by group – average remuneration of women by group)/average remuneration of men by group.

24. (Average length of service of men by group – average length of service of women by group)/average length of service of men by group.

25. Senior executives who are not also executive directors.

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matters relating, inter alia, to working hours, rest periods, work calendars, holidays, special leave and leave of absence. This is included in the defined labour relations policy applicable to the Group. Also, each company establishes measures aimed at facilitating the life-work balance, some of which relate to the regulation of the working day, the follow-up of which is generally performed through the register

Social dialogue

With respect to the organisation of social dialogue, mention must be made of the permanent communication between employees, trade unions and the company with a view to ascertaining their interests and expectations, which should enable agreements to be reached that benefit all. The procedures for informing and consulting employees and negotiating vary across the Group, which provides greater flexibility to enable the most appropriate routes to be followed, according to use and custom in each geographical area and legal jurisdiction.

All the employees of the Parent and the Spanish subsidiaries of all the Group's business lines are covered by industry-specific or company-specific collective agreements, which together are generally applicable to all employees. At international level, mention must be made of the collective bargaining processes held in relation to various matters (remuneration, working days and times, etc.) in various geographies (Algeria, Brazil, Chile, Mexico, New Zealand, Poland, UK and Italy), thus covering 84% of the CAF Group's headcount.

Training

The training process is a basic item in people management activities, and this is evidenced both at the Parent and at the domestic and international subsidiaries associated with its main activities[26].

In order to ensure that the training plan is efficient and effective, three main blocks of activity have been defined, which are monitored periodically using a series of indicators.

The initial phase consists of a diagnosis of training needs integrating the vertical perspective of each function with the horizontal perspective in transversal training matters (e.g. occupational health and safety, quality, product safety, regulatory compliance, etc.). Once this training plan has been approved and announced, it can start to be implemented and assessed on three levels (satisfaction, effectiveness and annual review) so that it can be brought further into line with the activity's priorities and made more effective.

The training process activity and effectiveness indicators were positive at the end of 2019. At Group level, more than 192,000 hours of training were received (2018: more than 196,000), and each employee received an average of 17 hours of training, an average of 4 hours fewer than in 2018. This average is higher in the case of manual workers, who received an average of 19 hours of training, 4 hours more on average than other employees.

Equal opportunities and diversity

One of the cornerstones of CAF's commitment to people, as indicated in CAF's Code of Conduct, Corporate Social Responsibility Policy and Diversity and Director Selection Policy is the respect for diversity and the right of men and women to equal treatment and opportunities. To this end, the Group actively rejects any direct or indirect discrimination, especially gender discrimination, supports the defence and effective application of the principle of equality among men and women at work, and is making progress in the establishment of measures to boost the balance of work and family life.

Accordingly, CAF, S.A.'s collective agreement (for the Beasain, Irún and Madrid centres) expresses the will to promote women's access to employment and the effective implementation of the principle of equal treatment and non-discrimination in working conditions between men and women.

In 2019 women represented 15.3% of the total new hires at the CAF Group, contributing to the increased presence of women in the Group's headcount. In 2018 this proportion was 17%.

The Group is committed to promoting equal opportunities through internal policies and strategy and to ensuring that employees have the same opportunities to develop their potential. Consequently, it will adopt the appropriate measures in response to any action that might constitute or cause gender discrimination.

In order to obtain full control of these commitments and their respective initiatives, all the Group companies comply with legal regulations relating to the preparation of equality plans[27]

and have constituted various management mechanisms such as the action protocol in the event of sexual harassment or gender harassment, and equality committees on which the company and workers are represented. Noteworthy due to its size at the Parent is the existence of an equality committee that is responsible for the preparation, implementation and monitoring of equality plans and analysing possible measures and actions to contribute to the work-life balance. This commission analyses and monitors equality indicators each year, analysing issues such as periodic monitoring of selection processes, monitoring of staff who request and/or avail themselves of the work-life balance measures that apply to the headcount as a whole, broken down by gender, and monitoring of the promotion system for manual workers and employees.

Likewise, over the last years the company has been taking steps in the internal disclosure of the equality plan and the protocol of sexual and sexual harassment through the usual means and the promotion of the use of egalitarian and inclusive language, both in internal and external communications.

The principles of non-discrimination equal opportunities applied at the CAF Group are included in the Code of Conduct. No cases of discrimination in relation to this framework were detected at the CAF Group in 2019.

With a view to encouraging diversity, CAF respects universal accessibility by taking into account criteria that enable both its working environment and its manufactured products to respect human diversity and to be safe, healthy, functional, understandable and aesthetically pleasing.

CAF boosts physical access to its facilities by ensuring that all new investments in industrial buildings and services, and all new investments and all adaptations of its facilities are carried out according to accessibility regulations and standards of that location.

As regards the accessibility of its products and services, CAF's priority from the design stage is the accessibility of its products and services to guarantee universal use for the entire population. The designs must be usable, without special adaptations or modifications, by disabled and able-bodied people alike.

All products manufactured by CAF are designed to meet and, in some cases, exceed the accessibility requirements contained in the legislation of each country in which tenders are held, as well as the requirements of reference EU legislation.

In the case of railway rolling stock manufactured by CAF, the requirements of the technical specification for interoperability relating to persons with reduced mobility of the European Union of 2014 are adhered to. City buses are built in accordance with the specifications of Annex IV of Directive 2007/46 establishing a framework for the approval of motor vehicles, recently modified by Regulation (EU) 2017/2400. These provisions include the requirements of Regulation No 107 of the United Nations Economic Commission for Europe (ECE) on uniform provisions concerning the approval of category M2 or M vehicles with regard to their general construction and in particular their accessibility for passengers with reduced mobility.

CAF's extensive experience in the implementation of accessibility projects enables the Group to offer maximum quality in this regard, guaranteeing facility, since any passenger use such transport without the need for prior experience; usability, as the vehicles' accesses are perfectly signposted and there are mechanisms that ensure that all types of passengers can use them; and simplicity, since

26. The domestic and international subsidiaries associated with the main activities, represent 84% of CAF's headcount.

27. All the companies have implemented the plan in the period subsequent to compliance with the requirements included in the regulation.

passengers' ability or disability does not affect the user experience.

In terms of information accessibility, CAF is firmly committed to the accessibility of its website, and wants it its contents to reach the most users possible, regardless of their disability status. For this purpose, it uses standard technologies established by W3C and follows the WAI 1.0 Accessibility Guidelines. The use of web standards established by the W3C, such as XHTML 1.0 Transitional for valid semantic markup and cascading style sheets (CSS) for design, allows the website to be visualised on various devices and platforms and also enables its content to be printed properly.

Lastly, it must be stated that the CAF Group fulfils the requirements of the legislation relating to the rights of people with disabilities and their social inclusion in each country. This is achieved through direct hiring of workers with a certified disability[28] and with the adoption of alternative measures envisaged in current legislation.

Occupational health and safety

The Occupational Risk Prevention Policy approved by CAF management expressly states CAF's firm commitment to maintaining and improving the accident prevention system in order to ensure compliance with current legislation and undertakes to protect employees from occupational hazards.

The Policy includes prevention management in all of the Group's activities and decisions, both in technical processes and in the organisation of the work and in the conditions in which it is performed, boosting integration at all hierarchical levels: executive, management, employee and trade union representative. To this end, the human and material resources necessary to achieve these objectives are made available.

The Group maintains its comprehensive prevention and environmental policy which is applicable to its core activities[29], in addition to the occupational risk prevention policies in place at the other main subsidiaries[30].

In order to achieve zero accidents and improve occupational health and safety conditions, in addition to the aforementioned policy, CAF has implemented and is fostering the extension of an occupational risk prevention management system. This system is structured to facilitate the development, implementation and monitoring of a series of activities which, together, constitute a system for the prevention of occupational accidents, occupational disease and material damage. This management system establishes the management principles and the system procedures and processes implementing the prevention activities. In the field of occupational risk prevention, the Group has certifications and assessment and monitoring mechanisms exceeding the legal requirements in all the countries in which the Group has a presence.

In this connection, in 2019 the audit for the renewal of the management system certificate pursuant to the requirements of OHSAS 18001:2007, the required audit of the Beasain and Irún plants and the audit for the renewal of the same certificate for the Zaragoza plant and for the CAF T&E and CAF Signalling subsidiaries were conducted.Also, in order to perform an internal follow-up of the management system implemented in accordance with the requirements of the standard, internal audits were conducted at each one.

In view of the extension of CAF's occupational risk prevention management system to the other Vehicle and Bus manufacturing plants, internal audits were conducted at all of those plants; this included the analysis of the situation in relation to the implementation of the management system and actions and objectives were put in place at each plant, e.g. The certification of the management system at all the Vehicles manufacturing plants[31] and of Solaris Bus & Coach's management system based on the ISO 45001:2018 standard for 2020.

There is also a social dialogue managed through formal worker-company committees in the health and safety field. Each of CAF's main rolling stock and bus production plants and those of the CAF T&E, CAF Signalling and CAF Rail Services subsidiaries have occupational health and safety committees, on which management, prevention delegates, the prevention service and, where appropriate, those responsible for production activity participate. These committees are responsible for gathering information from the various operating levels and approving occupational risk prevention plans, involving workers in the definition thereof. These committees also adopt the appropriate decisions and follow up the proposed actions, pursuing achievement of the objectives set. The other companies have defined forums for worker consultation and participation which serve as a channel of communication with interested parties and through which proposals and significant matters of interest are gathered. These mechanisms make it possible for all employees in the various business lines who require special attention and 90% of all Group employees to be represented in occupational health and safety matters.

The occupational risk prevention plans of the Group's main plants and lines of business define the planning of preventive measures and the annual objectives in the occupational risk prevention area. With respect to accident targets, three main indicators are measured, namely the frequency rate, the severity rate and the absolute frequency rate. The following table shows these indicators for the CAF Group's[32] most significant domestic and international operations and the number of occupational disease cases identified.

Occupational risk prevention in figures

CAF Group	2019			2018
	Male	Female	Total	Total
Frequency rate	23.41	4.1	20.89	20.40
Severity rate	0.51	0.17	0.47	0.42
Absolute frequency rate	86.74	28.69	79.16	78.69
Occupational disease rate	11.74	0	10.19	10.28

A common employee indicator at organisations is the absenteeism rate. This indicator measures the hours lost in relation to the theoretical hours. In 2019 this rate was 4.6%[33] at corporate level. In 2018 this indicator was 4%[34].

For more information on aspects related to Human Resources, see Chapter 4 "The excellence of our team" of the "Corporate Social Responsibility Report 2019" available on the CAF Group website.

28. To comply with the legal obligations in this area, as well as the alternative measures, CAF's headcount includes 100 employees with a certified disability.

29. Vehicles activities, Rail Services and MiiRA.

30. CAF T&E, CAF Signalling, CAF P&A and Solaris Bus & Coach.

31. CAF France, CAF USA, CAF México, Trenasa and CAF UK.

32. Including the indicators of 89% of the CAF Group's total headcount. The number of hours worked in the indicated scope amounted to 18,671,821. The frequency rates were calculated based on 1,000,000 hours worked, the severity rate based on 1,000 hours worked and the occupational illnesses rate based on 10,000 workers. The estimate of the hours worked per gender category was made considering the distribution of the headcount by gender, enabling the Group to present a breakdown of the statistics of the aforementioned rates.

33. This absenteeism rate relates to 82% of the Group's headcount and takes into account the lost hours relating to occupational accidents or common illnesses. In the case of Euromaint, the data since the company's inclusion in the Group in July were included.

34. This absenteeism rate related to 82% of the Group's headcount in 2018 and took into account the lost hours relating to occupational accidents or common illnesses.

RESPECT FOR HUMAN RIGHTS

In addition to CAF's commitment to strict observance of the legislation in force in all the territories where it operates, its Code of Conduct and Corporate Social Responsibility Policy include its commitment to adopting measures that ensure unwavering respect for fundamental rights, the principles of equal treatment and non-discrimination, as well as any other principles included in the Universal Declaration of Human Rights and the United Nations Global Compact and the OECD Guidelines for Multinational Enterprises.

The CAF Group adopts the measures that it considers necessary to ensure that employees can exercise their rights to freedom of association and collective bargaining in all the countries where it operates. It also has the required measures in place to prevent child labour, forced or compulsory labour or the assignation of hazardous labour to young people, both in its own operations and upstream among its suppliers, thanks to the collaboration with Ecovadis detailed in the "Social Matters" section, and the oversight activities performed to ensure compliance with the Code of Conduct in CAF's core activity at domestic and international levels. In this connection, in application of the statement against slavery and human trafficking in accordance with the Modern Slavery Act approved in 2015 in the UK, each year CAF publishes a report on the commitments and measures implemented for the prevention and, where applicable, elimination of such practices at CAF and in its supply chain.

The following risks have been identified that might jeopardise the fulfilment of these commitments: (i) violation of the principles of equality and/or non-discrimination in the workplace; (ii) a lack of freedom of association or the right to collective bargaining at own and/or third-party workplaces; (iii) child exploitation at own and/or third-party workplaces; (iv) forced labour at own and/or third-party workplaces; (v) violation of the rights of indigenous peoples; (vi) psychological harassment; and (vii) insufficient integration of people with disabilities.

The impacts resulting from these risks might give rise to fines related to safety at the work place and violation of human rights, in addition to damaging the CAF brand's image and reputation due to such violations being reported in the media. The former has a short-term impact; the latter, however, have an impact in the medium term since they materialise more gradually.

In this connection, in 2019 human rights due diligence measures were adopted, and at the reporting date no breach of human rights resulting from the CAF Group's participation in any project had been detected.

Placing these risks in context, the Group addresses and implements matters relating to respect for human rights from a social responsibility standpoint in order to maximise its contribution to sustainable development. The Group uses ISO 26000:2012 to do so.

That standard shapes the following policies and handbooks: Corporate Social Responsibility Policy, Code of Conduct, Psychological Harassment Prevention Protocol and Corporate Compliance Handbook. These documents specify the basic guidelines, procedures and controls required to address matters relating to the respect for human rights.

In particular, all third parties that enter into contracts with CAF Group companies are required to, inter alia, scrupulously respect the law, human rights, public freedoms and fundamental rights, the principles of equal treatment and non-discrimination, protection against child labour and any other human rights principles included in the UN Global Compact's Universal Declaration of Human Rights.

This framework is supplemented by a corporate risk management and control system that integrates the aforementioned risks and establishes a sequence of activities the sole purpose of which is to manage such risks. This process complies with the requirement to perform the risk and opportunity analysis of the reference framework.

The management and control of human rights risks are included in the framework of the ongoing implementation of this risk management and control system.

In this connection, in 2019 human rights due diligence measures were adopted, and at the reporting date no breach of human rights resulting from the CAF Group's participation in any project had been detected. These measures are adapted to the international benchmark guidelines.

Also, in 2019, as in 2018, no case involving a breach of human rights was detected among the workers employed the Group directly or through business relationships.

The CAF Group has implemented dissemination and training activities relating to commitments adopted in this connection to members of its workforce. 93% of the personnel included in the training plan established to this end have participated in these activities.

Lastly, mention should be made of the existence in this area of the Psychological Harassment Prevention Protocol, which is integrated in the occupational risk prevention system. The purpose of this Protocol is to define situations of psychological harassment in the workplace, establish preventive measures to prevent and avoid these situations, and establish procedures so that, should they arise, the Company's personnel know how to act.

For more information on human rights matters, see the "2019 Corporate Social Responsibility Report", which is available on the CAF Group's website.

FIGHTING CORRUPTION AND BRIBERY

The CAF Group carries on its activity bearing in mind the importance of appropriate, transparent management as an essential factor for generating value, enhancing economic efficiency and strengthening the trust of its shareholders and investors, which is implemented through a corporate governance system based on the "good corporate governance" concept.

This corporate governance system is based on the commitment to ethical principles, best practices and transparency, and is organised around the defence of the corporate interests and the creation of sustainable value for the CAF Group's stakeholders and, at the same time, enables those principles and best practices to pervade the CAF Group's entire internal regulatory system.

Within this framework, fighting corruption and bribery is part of the primordial good governance and corporate social responsibility objectives, and has given rise to the establishment of preventive measures to ensure strict compliance with the legislation in force in the territories in which the CAF Group carries on its activities, including the approval and implementation of a Code of Conduct and a Corporate Compliance Handbook for the CAF Group.

Since 2011 the CAF Group's Code of Conduct has defined the series of general rules and principles of corporate governance and professional conduct applicable to all the Group's professionals and any other entity or party that collaborates or deals with the Group, and also serves as the basis for any other Codes of Conduct on specific matters that might supplement the former.

CAF's Code of Conduct is available on the CAF Group's website (www.caf.net) and has been distributed to all employees via the CAF Group's portal.

In implementing the Code of Conduct, a corporate compliance programme was established, which materialised in the CAF Group's Corporate Compliance Handbook, the initial version of which was approved by CAF, S.A.'s Board of Directors on 29 April 2015; the Code of Conduct is included in the Handbook as an integral part thereof.

Both documents are adapted, where required, to the local legislation of each country where CAF has subsidiaries.

This Handbook, together with its developments and updates, respond to the need to verify the sufficiency and the effective establishment of the procedures and controls at the Company to prevent, as far as possible, the risk of significant offences being committed in relation to the CAF Group's activities and the consequences of such offences.

To such end, among other obligations, the CAF Group's legal representatives and professionals and third parties that enter into agreements with the CAF Group companies are required to respect the general principles of CAF's Code of Conduct.

The general principles of CAF's Code of Conduct are obligatory rules of conduct and ethical standards that materialise in the unwavering observance of laws, human rights, public freedoms and fundamental rights, the principles of equal treatment and non-discrimination, the prevention of child

The CAF's corporate governance system is based on the commitment to ethical principles, best practices and transparency, and is organised around the defence of the corporate interests and the creation of sustainable value for the CAF Group's stakeholders.

labour and any other principle included in the Universal Declaration of Human Rights and the United Nations Global Compact relating to human rights, labour rights, the environment and fighting corruption.

Equally, the CAF Group's Corporate Compliance Handbook is reviewed regularly (more specifically it was reviewed in 2016 and 2018); the most recent modification was approved by CAF, S.A.'s Board of Directors on 18 December 2018. When any new version or development of the Handbook is approved, the appropriate dissemination and training measures are adopted.

The reassessment of criminal compliance risks was rolled out in 2019.

Risks and activities related to fighting corruption, bribery and money laundering

In order to draw up the Corporate Compliance Handbook, an analysis of criminal risks was performed that enabled the definition, from the catalogue of offences that can be committed by legal persons, of the "significant offences", which are those that to a greater or lesser extent can be related to the purpose of the CAF Group's activity and, consequently, are the offences that warrant greater attention from a corporate compliance perspective.

Of the above list, the following are specifically related to fighting corruption and bribery: (i) corruption between individuals; (ii) bribery; and (iii) corruption in international transactions. Money laundering is also included in the catalogue of significant offences for the CAF Group.

The CAF Group's activities that warrant particular attention for the aforementioned purposes can be summarised as follows: (i) public calls for tender, (ii) performance of public and private contracts; and (iii) integrated projects. However, the CAF Group's Corporate Compliance Handbook, and any pertinent developments, provide a detailed analysis of each of the risk activities and how to manage them.

In relation to the legal obligation to report on contributions to foundations and non-profit entities, in 2019, as in 2018, the CAF Group did not make any significant contribution to such organisations

Management of specific risks related to fighting corruption, bribery and money laundering

Specific management of the risks identified in the CAF Group's Corporate Compliance Handbook is performed: (i) through the application of the conduct policies and the establishment of controls (ii) by raising awareness among all individuals of the CAF Group to whom the Handbook applies through training and dissemination activities; (iii) by managing a whistleblowing channel that enables detection of behaviour that violates the Code of Conduct or the aforementioned Handbook; and (iv) adapting the Handbook to the CAF Group subsidiaries to ensure that, as well as the general guidelines being applied to all the Group companies, local regulations are complied with in those countries that require the establishment of specific guidelines in accordance with their own legislation.

The Compliance Committee or Unit is the CAF Group's body, which has independent powers of oversight and control, that

is responsible for overseeing the compliance programme implemented through the Handbook.

The CAF Group's Corporate Compliance Handbook establishes that the Compliance Committee or Unit can designate a Delegate, who will report to the Committee, at those CAF Group subsidiaries or branches in those jurisdictions in which it is either required under the local legislation in force or advisable due to the size or characteristics of the subsidiary or branch.

Similarly, in 2019 a decision was taken for the Group to restructure the Compliance Committee, in light of the need to endow the Compliance body with a multidisciplinary operational function, and separate it from the supervisory function which will be discharged by the directors of the Compliance Committee appointed by the Board of Directors.

The Compliance Operational Committee was set up for such purpose, to act as the functional organisational structure of the Compliance Committee.

Specific conduct policies

The CAF Group's Corporate Compliance Handbook and its pertinent developments specify the risk activities that the Group carries on and links them to potential criminal conduct that might be committed and assigns certain conduct policies that must be observed to avoid the commission of offences.

The classification of an activity as a "risk" does not mean that it is unlawful or criminal, but rather that it is an activity from which, if due precaution is not taken, situations with potential criminal implications might arise.

Also, the conduct policies are protocols or procedures to be followed that are established by the CAF Group to prevent the commission of criminal conduct in the performance of risk activities.

The impacts arising from those risks are regulatory breaches that might result in court proceedings that could conclude with the imposition of fines or other more serious penalties related to the aforementioned offences, in addition to damaging the CAF brand's image or reputation. The foregoing has a direct impact on the Group's activity in the medium- and long-term.

Corporate Compliance Handbook dissemination and training

Employees have permanent access to the Corporate Compliance Handbook through CAF's intranet portal; nevertheless, they are also expressly notified of new versions immediately after approval of any change to the Handbook.

Notwithstanding the foregoing, a specific Compliance section was set up in the CAF Group's corporate app, with a Crime Prevention and Code of Conduct subsection and another subsection concerning Competition. Accordingly, all CAF Group employees have been granted access, in a single, shared space, to all the most relevant regulations in each of these matters and can access them from any device.

In 2019 the Group continued to provide to the CAF Group's personnel the training activities commenced in 2016 aimed at raising awareness of, disseminating and applying the Corporate Compliance Handbook.

At the date of preparation of this document, 94,4% of the personnel at the Parent and Spanish subsidiaries included in the corporate compliance training plan had completed the training. Significant progress was made at international level in 2019; training programmes were launched at 97% of the companies within the scope of consolidation. More than 4,762 people (93% of eligible employees) have received training in this connection. The training programme is currently being studied by 386 employees. Similarly, a training system is in place for new recruits that includes this programme in the on-boarding plans. The training materials are kept up to date. These figures do not take into account the inclusion of the Swedish company Euromaint, as it was a recent acquisition by the CAF Group.

Also, the 100% of the CAF Group's business partners in all regions where it operates are informed of the existence of, and their mandatory compliance with, the CAF Group's General Principles of the Code of Conduct.

Whistleblowing channel

The Corporate Compliance Handbook establishes a single whistleblowing channel to report complaints, which is supervised by the Compliance Committee or Unit. This body regularly analyses the complaints received and, where applicable, takes the appropriate steps based on the specific circumstances of each complaint. If it considers that the complaint warrants greater attention, the Compliance Committee or Unit can send the documentation to the relevant department in order to perform a joint assessment of the facts and determine the measures to be adopted.

The Compliance Committee or Unit reports the complaints and, in general, the detected breaches of the Corporate Compliance Handbook and the Code of Conduct to the Board of Directors, the Audit Committee or General Management, depending on the circumstances and nature of the purported infringements detected.

An appropriate record is kept of all the complaints received, which ensures the confidentiality of the whistleblower and the content thereof.

The Handbook also establishes the possibility of other means of receiving complaints being enabled in those jurisdictions where so required under local legislation.

Two complaints were received via the Whistleblowing Channel in 2019, and one more was received via an alternative channel; all of these complaints related to employment matters and were duly internally investigated, processed and resolved. No complaints were made through the channel in 2018.

Adaptation of the CAF Group's Corporate Compliance Handbook at subsidiaries

The CAF Group's Corporate Compliance Handbook is binding for all the Group's Spanish and international subsidiaries and must also be adapted to the specific features and requirements of the legislation applicable to the international subsidiaries. Consequently, in accordance with the foregoing, a basic adaptation is produced for the international subsidiaries in all cases and a more detailed adaptation produced based on the identified needs.

At 31 December 2019, the CAF Group had 74 foreign subsidiaries in 38 countries around the world.

The basic adaptation of the Corporate Compliance Handbook was fully completed in 2017 for all subsidiaries that were already part of the CAF Group and included: (i) the legal formalities relating to the adoption of the CAF Group's Corporate Compliance Handbook; (ii) the acknowledgement of the Compliance Committee or Unit; and (iii) the training and information provided to governance bodies. Henceforth, that basic adaptation is produced systematically, both when the new subsidiary is incorporated and in the context of the integration plan in the case of a pre-existing company joining the CAF Group.

Crime prevention adaptation at international level can be made for a specific country -and in certain cases for a specific subsidiary- through, on the one hand, adaptation of the content of the general guidelines contained in the Handbook and, on the other, through the implementation of a Compliance sub-programme, which will depend to a large extent on the existing legislation in the country in question and on the degree of flexibility provided by such regulations to either maintain the common corporate model or not.

More specifically, in 2019 the following set of internationally implemented criminal compliance regulations were in place: (i) six countries in which the general guidelines of the Crime Prevention Handbook have been adapted, (ii) two countries in which a complete Criminal Compliance sub-programme is in place, with specific guidelines, and (iii) two more countries in which a sub-programme of these characteristics is being implemented.

For more information on combating corruption and bribery matters, see Chapter 2 "Good Corporate Governance" in the "2019 Corporate Social Responsibility Report", which is available on the CAF Group's website.

SOCIAL MATTERS

The CAF Group fosters corporate social responsibility principles in its activities and at its Group companies, reconciling how it engages in its activities to the interests of the surrounding community and the various stakeholders on a sustainable, long-term basis.

This commitment materialises in various ways, such as: (i) developing initiatives aimed at improving the quality of life in the communities where it operates and the environment of its activity; (ii) fostering responsible practices in the value chain and pursuing competitiveness and quality when selecting suppliers; (iii) offering projects, products and services that best adapt to customers' needs at any given time, providing the best quality and confidence in them; (iv) generating trust and distributing value in the Spanish and international market through responsible action, in particular in relation to tax, employing in order to do so committed personnel who act in good faith, loyally and transparently.

The social matters-related risks are detailed below in each area. However, the Group addresses and implements all social matters from a social responsibility standpoint in order to maximise its contribution to sustainable development. The Group uses ISO 26000:2012 to do so.

This social responsibility framework materialises in a Corporate Social Responsibility Policy that establishes the principles of conduct, commitments to the various stakeholders and monitoring methods and systems.

This framework is supplemented by a corporate risk management and control system that incorporates the risks identified and establishes a sequence of activities intended for their exclusive management. This process complies with the requirement to perform the risk and opportunity analysis of the reference framework.

The Company's commitment to sustainable development

The CAF Group engages in activities that contribute to the wellbeing and improvement of the communities in which it operates; certain of these are intrinsic to the Group's own activities, such as investments in sustainable transport networks, while others relate to collaborative and participatory initiatives that are categorised in four areas: the economic environment, knowledge generation, collaboration with educational and training institutions, and social and cultural matters.

Associated with these undertakings, in addition to respecting the social, economic, cultural and linguistic environments in which it carries on its activity, are the following risks: (i) the adverse impact of its activities on local communities; (ii) lack of alignment between the corporate objectives of the CAF Group and the various communities; (iii) difficulty of establishing sustainable, enduring relationships with local communities; (iv) ineffective cooperation with public authorities and local entities; and (v) lack of respect for social, economic, cultural and linguistic environments.

CAF is committed to supporting quality employment wherever it carries on its activities, both in Spain and abroad. This commitment manifests itself in the creation and conservation of direct employment, through the encouragement of the recruitment of local staff in the geographical areas in which the CAF Group carries on its activities, and of indirect employment, through the contracting of products and services from local suppliers

Evidence of the former is the fact that in 2018 and 2019 more than 90% of the workers were local[35], working under general conditions aligned with the Remuneration and Labour Relations Policies applicable at the Group companies.

The CAF Group fosters corporate social responsibility principles in its activities and at its Group companies, reconciling how it engages in its activities to the interests of the surrounding community and the various stakeholders on a sustainable, long-term basis.

In relation to the creation and conservation of indirect employment, it should be noted that in 2019 the proportion of spending on local suppliers amounted to 58%[36] (2018: 64%[37]). Also, through its purchasing process CAF helps these suppliers to respect the ethical principles included in the Code of Conduct and in the Suppliers Code of Conduct.

The CAF Group contributes to the promotion of industrial transformation and competitiveness in the area by collaborating with a different intensity and scope with specific initiatives and actions that can affect the economy of the places in which it operates at local and international level. Sticking with indirect activities, mention should also be made of the collaboration at regional level initiated more than ten years ago which resulted in the creation of Goierri Valley and CAF's participation in the project as a driving force and a member of the executive committee. With a different level of intensity and a broader scope, CAF continues to participate in the activities of entities from the economic world which are relevant in business or industry terms: ADEGI (Guipúzcoa Businessmen's Association), Confebask (Basque Employers' Association), FEMZ (Zaragoza Metal Federation), CEOE (Confederation of Employers and Industries of Spain), UITP (International Association of Public Transport), Electric Vehicles Promotion Foundation and UNIFE (Association of the European Rail Industry).

As in previous years, the CAF Group continues to collaborate in order to generate knowledge where it carries on its activities.

CAF participates on the ruling or management bodies of various associations aimed at innovation and knowledge centres, including CEIT, CiC Nanogune, Lortek and the Tecnalia Research & Innovation Foundation. Also worthy of mention are the collaboration with Innobasque, through participation on the Board of Directors, and the cooperation with Donostia International Physics Center, as founding member of the Board of Trustees.

CAF is also a member of various research and innovation committees such as, for example, the committee organised by the Confederation of Employers and Industries of Spain (CEOE) or that promoted by the Chamber of Commerce, in which discussions are held on the research, development and innovation situation and talks are held with the public authorities and various bodies and entities in relation to R&D+i activities and policies.

Also, in order to promote knowledge among students and investigators, the Group collaborates with universities and research centres. In this connection, of note at international level is the collaboration with the CEIT technology centre, the

35. Including available data relating to the Group's employees, understanding local to mean located in the same country of birth.

36. Including the data relating to purchases made at the Group's significant establishments, which represent 90% of CAF's headcount. In the case of Euromaint, the data since its inclusion in the Group in July were included. A provider or supplier is deemed to be local when it is located in the same country.

37. In 2018 including the data relating to purchases made at the Group's significant establishments, which represent 85% of CAF's headcount. For the bus business, data since its inclusion in the Group in September were included.

Tecnun School of Engineering and the Mondragón University Faculty of Engineering, to design syllabuses, provide training and collaborate in the definition of projects or design work experience at companies. At international level, specifically the US, CAF collaborates with "Boards of Cooperative Educational Services of New York" to identify and develop professionals' evolving educational and competency needs. Also, of note in Poland is the doctoral thesis programme implemented by Solaris Bus & Coach together with AGH University of Science and Technology in Krakow, the aim of which is to create the conditions for collaboration between the scientific community and the socioeconomic environment, thereby enabling various employees to complete their doctoral thesis under an agreement between the employees, the university and the company.

Similarly, the Group remains committed to training future professionals and with this in mind establishes agreements to collaborate with educational institutions or entities that foster youth employment in the area in which it operates. It has in-force agreements with the main universities and professional schools. Of note in 2019's international activity is the Group's promotion of internships for graduates at CAF Group headquarters in countries such as Sweden, Finland, The Netherlands, Germany, Chile, Mexico, Hungary or Saudi Arabia, among others.

Lastly, the CAF Group collaborates with public and/or private entities to support social, knowledge and cultural projects that have a positive impact on the communities where it is located.

The main institutions with which CAF actively collaborated in 2019, thereby contributing to their domestic and international development, are as follows: the Goierri Eskola Foundation, which is an educational project based on comprehensive training of individuals, thereby contributing to local social and cultural development: the SuEskola Foundation, which provides fire prevention and extinguishment training using innovative technology that incorporates actual fire; the Green Dachshund Foundation, created in 2012 by Solaris Bus & Coach to help the most needy.

CAF also sponsors, mainly at local level, events and trade fairs related to the industries in which it operates, sporting activities (running races, cycling, chess, etc.) and promotes cultural areas as food bank and exhibitions.

To conclude this section, among these activities, mention should be made of the use of Basque in the Beasain and Irún workplaces; of note is the obtainment of the Silver Bikain certificate. This certificate recognises the quality of the use of Basque in a professional environment. Also, each year CAF, together with the Elhuyar Foundation, gives the CAF-Elhuyar Award for fostering scientific culture in the Basque Language. These awards are aimed at encouraging, rewarding and recognising the dissemination of scientific and technological projects performed the Basque language. In 2019, for the 25th anniversary of the initiative, the awards ceremony was organised at CAF's facilities.

Integration of sustainability in the supply chain management strategy

The suppliers, as the Group's main stakeholder, play a decisive role in the Group's capacity to deliver quality products and services to its customers.

The CAF Group requires that all its suppliers and subcontractors comply with the ethical principles contained in CAF's Code of Conduct, which is published on the corporate website (www.caf.net), and includes social, gender equality and environmental commitments[38].

Also, in 2019 the Suppliers Code of Conduct became corporate in scope following its approval by the Suppliers Forum and ratification by the Executive Committee and is available via the usual means of internal communication and on CAF's website. This Code implements the commitments for compliance with the general principles of the Code of Conduct and working, health and safety, environmental, commercial ethics and confidentiality conditions. Also, CAF reserves the right to verify its direct suppliers' compliance with the Suppliers Code of Conduct. This verification can be performed by various means, for example, self-assessment surveys or audits at supplier facilities.

The following risks were identified in relation to the Procurement Policy and social, gender equality and environmental matters: (i) violation of business ethics by suppliers; (ii) violation of laws and regulations by suppliers; (iii) disregard for protection of human rights; and (iv) corrupt conduct (bribes).

These risks might result in the loss of suppliers and penalties/breaches of contracts with customers and damage to the CAF brand's image or reputation. They both have a direct short-term impact; however, they may spill over into the medium-term due to the need to find replacement suppliers.

In order to evaluate suppliers' compliance with the Code of Conduct, in 2019 the CAF Group performed the following activities which resulted in a significantly stronger Responsible Purchases Programme:

The assessment is performed through Ecovadis, a world leader in this area and a sustainability assessment platform chosen by the members of the Railsponsible initiative to manage the CSR of suppliers. Ecovadis adjusts the assessment survey to each supplier based on the locations in which it operates, its industry and its size in order to assess 21 sustainability aspects aligned with the strictest international rules, regulations and standards, including those of the Global Reporting Initiative (GRI), the International Labour Organization (ILO), the UN Global Compact e ISO 26000. Suppliers' responses are assessed by specialised analysts who pay particular attention to whether the documentary evidence is consistent and recent, and whether it shows that actions have been taken in reviewing the policies, actions and outcomes in the various areas. This analysis results in a general rating of up to 100 points, which represents excellent CSR management. When the outcome of an assessment does not meet the requirements established by CAF, the supplier is requested to implement an action plan to improve any weaknesses identified.

The outcomes of the CAF Vehicles Responsible Purchases Programme are detailed as follows:

- The number of assessed suppliers rose from 23 in 2018 to 39 in 2019.
- The sustainability assessments' coverage of the amount of Materials and Equipment purchases increased from 35% to 55% in the last year.
- The general supplier sustainability indicator for the Vehicles activity is 52.9 points, 10 points above the average for all the suppliers assessed at Ecovadis worldwide.
- 50% of the suppliers of CAF Vehicles improved their assessed rating in 2019 and 20% maintained a stable rating.
- 7% of Materials and Equipment purchases were made from suppliers with an Ecovadis rating of between 45 and 25, and these suppliers were requested to improve their results.
- No purchases were made from suppliers with an Ecovadis rating of under 25, which would be considered to represent a risk.

Excellence in customer and user relationships

The Group's Management Model, personalised attention and ongoing improvement guide the Group to meet its customers' needs and expectations, and make each delivery into a recommendation for future business; this was evidenced by the more than 180 projects and orders awarded in over 48 countries in recent years, which represent a record backlog. A close relationship with customers allows the Group to produce more efficiently and provide an excellent range of assistance and maintenance services.

The following risks were identified in relation to the product quality and safety policy and customer and user claims: (i) breach of contract with the customer and possible customer claims and (ii) customer's dissatisfaction with the CAF product and experience.

These risks may result in claims relating to the projects agreed upon with customers and customers potentially dissociating themselves from future contracts for projects. The foregoing would have a direct impact in the short- and medium-term, respectively.

38. Representative figure of 65% of purchases made at Spanish and international subsidiaries in relation to the main lines of business in 2019 (Rolling Stock, Railway Services, Components, Signalling, Power and Traction Equipment, and Engineering and Buses). In the case of Euromaint Rail AB, the data since its inclusion in the Group in July were included.

Product quality and safety

Based on the commitments to customers defined in the Corporate Social Responsibility Policy, CAF's Management Model describes, inter alia, the entire customer life cycle, from the way in which the marketing strategy is established and offers are prepared to the management of projects or orders awarded and the ongoing relationship with the customer.

Defining and ensuring the roll-out of the aforementioned Model through the Corporate Structure (Corporate Processes and Forums) to the Group's main activities is the aim of the Management Model Committee, led by the Quality, Safety and Approvals Department, with the participation of other members of the Executive Committee.

As the Group operates in an environment of increasingly demanding customers and carries on its activities in various locations, it must stand out from the competition through the quality and safety associated with the products and services that it offers.

In order to do this, the Group's activities are performed in line with a Quality and Safety policy, in general, available on its website, the central pillar of which is the customer. Certain of the most significant principles specified in the policy include the prevalence of safety over all other aspects of goods and services, effective safety management in relation to all products and services throughout the entire organisation and throughout the product or order life cycle and the duty to eliminate safety risks or reduce them to an acceptable level in accordance with industry standards and with the applicable contractual safety regulations and requirements.

To meet customers' expectations throughout the lifecycle and ensure satisfaction of the applicable legal requirements, proprietary quality and safety management systems have been put in place that assess all of the CAF Group's significant product and service categories.

The Quality Management System enables the organisation's effectiveness and the quality of the products and services to be monitored, thereby aiding achievement of the desired quality levels at an optimal cost and increasing customers' satisfaction and trust in CAF's products and services. The Group's various geographic locations have the most cutting-edge technology in the market and use the most advanced techniques to optimise production, in accordance with the ISO 9001:2015 and ISO TS 22163 (IRIS v3). Various of the Group's businesses are ISO 9001:2015 and ISO TS 22163 (IRIS v3) certified.

Furthermore, CAF's businesses' Safety Management System ensures safety throughout the organisation and throughout the entire lifecycle of a project, from the tender process, to development and manufacture of the product, up to the end of the contractual warranty period, including contractors and suppliers. The various CAF businesses' Safety Management Systems are certified. The Safety Management System certificate verifies that the Group satisfies the requirements under Regulations (EU) 402/2013 and 445/2011 on the adoption of a common safety method for risk evaluation and assessment and the benchmark safety standard EN 50126 1:1999 Railway applications - The specification and demonstration of Reliability, Availability, Maintainability and Safety (RAMS).

Customer satisfaction

Customer satisfaction is an indicator deployed across the entire organisation and which forms part of the scorecard at the highest corporate level, which means that it is followed up by the Executive Committee and the Board of Directors.

The Group's process management model positions the organisation to satisfy customers' requirements and meet their expectations, in order to build loyalty and increase its value proposition to the market, which materialises as backlog.

To do so, the Safety and Quality Management Systems include the processes defined to initiate claims and complaints by customers and describe the follow-up and resolution mechanisms.

Also, of note are the meetings held with potential customers (trade fairs, visits, etc.) defined as marketing activities, as well as the customer satisfaction surveys distributed to measure customers' direct perception of the elements of CAF's value proposition and identify factors that enable the Group to improve competitiveness. . It should be noted that the satisfaction rate in the 2019 satisfaction survey remained stable at significantly high levels, indicating that the actions taken were well guided and that the Group responds positively to customer needs and expectations.

Tax information

CAF's objective vis-à-vis taxes, as reflected in the Corporate Tax Policy, consists of ensuring compliance with the tax legislation in force in each territory where it operates, avoiding tax contingencies and fostering cooperation with the tax authorities.

CAF's ultimate objective is to create trust and distribute value in the Spanish and international market through responsible action, particularly with regard to taxes; this objective also makes it possible to design a corporate strategy and ensure the tax policy is consistent throughout the organisation, which ultimately makes it possible to: (i) satisfy the stakeholders; (ii) maintain a relationship based on mutual trust with the tax authorities; and (iii) contribute to improving communities by paying taxes.

CAF's Tax Policy includes its tax principles, which are based on the Code of Conduct, the Corporate Social Responsibility Policy and the General Risk Management and Control Policy, and must act as a blueprint for the conduct of all the personnel and entities to which it applies.

In general, the Audit Committee and, ultimately, the Board of Directors are responsible for ensuring compliance with the Tax Policy by the entire CAF Group. To do so, the Tax Policy expressly establishes internal control mechanisms and envisages the flow of information from the Economic and Financial Department to the Audit Committee, for it to be subsequently relayed to the Board.

As regards income tax, the implementation since 2018 of the Country by Country Report in the various tax jurisdictions where the CAF Group operates should be highlighted. The Country by Country Report provides details on key elements of the financial statements in each of the jurisdictions where the Group operates, and provides visibility on earnings, taxes paid, employees and other relevant information on the business for the local tax authorities.

Significant information on the profits earned country by country and the income tax paid grouped into the main geographic locations where the CAF Group operates is presented below:

	2019 (Thousands of euros)		2018 (Thousands of euros)	
	Profit/Loss before tax (1)	Income tax paid (2)	Profit/Loss before tax	Income tax paid
Spain	25,088	4,928	17,534	1,880
Western Europe	(1,682)	3,117	1,138	2,379
Eastern Europe	1,811	823	(6,582)	630
Middle East	1,663	745	4,191	894
Africa	1,176	52	297	13
North America	44,190	15,446	47,791	27,526
South America	(12,477)	8,182	15,731	6,625
Asia and Oceania	1,369	565	475	407
Total	**61,138**	**33,858**	**80,575**	**40,354**

(1) Profit/Loss before tax in each country includes additional consolidation adjustments to eliminate dividends, internal margins and provisions of investees, among others.

(2) Income tax paid in 2019 is drawn from the consolidated statement of cash flows in the consolidated financial statements.

In relation to grants received, mention should be made of the support received by the Group from the public authorities, especially in research and development and innovation activity, as indicated in the corresponding section of the directors' report. The grants related to income recognised in the accompanying consolidated statement of profit or loss for 2019 amounted to EUR 4,633 thousand (in 2018 EUR 4,495 thousand).

For more information on social matters, see Chapter 6 "The Social Value of Our Activity" in the "2019 Corporate Social Responsibility Report", which is available on the CAF Group's website.

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Association or sponsorship activities	102-13	64
Subcontracting and suppliers		
Inclusion in the procurement policy of social, gender equality and environmental matters	103-2 MA of GRI 308 and 414	64 - 65
Consideration, in relationships with suppliers and subcontractors, of their social and environmental responsibilities	103-2 MA of GRI 308 and 414	64 - 65
Supervisory systems and audits and the findings thereof	103-2 MA of GRI 308 and 414	64 - 65
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Consumer health and safety measures	103-2 MA of GRI 416	65 - 66
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Tax information		
Country by country profit	(1)	67
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Government grants received	(1)	67

(1) This content is reported on the basis of Law 11/2018, of 28 December, amending the Spanish Commercial Code, the Spanish Limited Liability Companies Law approved by Legislative Royal Decree 1/2010, of 2 July, and Spanish Audit Law 22/2015, of 20 July, in the area of non-financial and diversity information, without making reference to the GRI Standards.

39. This content is not material in relation to the CAF Group's business activity, as concluded from the 2016 materiality analysis.

40. This content is not material in relation to the CAF Group's business activity, since none of the Group's sites are located in protected spaces in which biodiversity might be particularly damaged.

AUDITOR'S REPORTS

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Translation of a report originally issued in Spanish based on our work performed in accordance with the audit regulations in force in Spain and of consolidated financial statements originally issued in Spanish and prepared in accordance with the regulatory financial reporting framework applicable to the Group in Spain (see Notes 2 and 28). In the event of a discrepancy, the Spanish-language version prevails.

INDEPENDENT AUDITOR'S REPORT ON CONSOLIDATED FINANCIAL STATEMENTS

To the Shareholders of Construcciones y Auxiliar de Ferrocarriles, S.A.:

Report on the Consolidated Financial Statements

Opinion

We have audited the consolidated financial statements of Construcciones y Auxiliar de Ferrocarriles, S.A. (the Parent) and its subsidiaries (the Group), which comprise the consolidated balance sheet as at 31 December 2019, and the consolidated statement of profit or loss, consolidated statement of comprehensive income, consolidated statement of changes in equity, consolidated statement of cash flows and notes to the consolidated financial statements for the year then ended.

In our opinion, the accompanying consolidated financial statements present fairly, in all material respects, the consolidated equity and consolidated financial position of the Group as at 31 December 2019, and its consolidated results and its consolidated cash flows for the year then ended in accordance with International Financial Reporting Standards as adopted by the European Union (EU-IFRSs) and the other provisions of the regulatory financial reporting framework applicable to the Group in Spain.

Basis for Opinion

We conducted our audit in accordance with the audit regulations in force in Spain. Our responsibilities under those regulations are further described in the *Auditor's Responsibilities for the Audit of the Consolidated Financial Statements* section of our report.

We are independent of the Group in accordance with the ethical requirements, including those pertaining to independence, that are relevant to our audit of the consolidated financial statements in Spain pursuant to the audit regulations in force. In this regard, we have not provided any services other than those relating to the audit of financial statements and there have not been any situations or circumstances that, in accordance with the aforementioned audit regulations, might have affected the requisite independence in such a way as to compromise our independence.

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

Key Audit Matters

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

Recognition of revenue and margins by reference to stage of completion	
Description	**Procedures applied in the audit**
The Group engages mainly in the manufacture of rolling stock material and, in relation to long-term construction contracts, as indicated in Notes 3-f and 12 to the accompanying consolidated financial statements, it generally recognises the revenue and profit or loss on each contract by reference to the estimated stage of completion thereof, obtained on the basis of the hours incurred in the contract as a percentage of the total budgeted hours. The revenue recognised in 2019 on train contracts by reference to the stage of completion amounted to EUR 1,201 million. Determination of the stage of completion involves a high degree of complexity and estimation by management in relation to, inter alia, the estimation of the total costs to be incurred in each contract, the percentage of the total budgeted hours allocated to each contract or the estimation of the margin taking into consideration the expected revenue and the expected contract costs. Therefore, the recognition of revenue and margins by reference to the stage of completion was a key matter in our audit.	Our audit procedures included a combination of tests on the operating effectiveness of the relevant controls that mitigate the risks associated with cost allocation in the projects, as the basis for estimating the total costs yet to be incurred, and substantive analytical tests and tests of details. In this regard, we performed, inter alia, tests to verify that the aforementioned controls operate effectively, including the information system controls, for which we involved our internal technology and systems experts. Also, we performed a detailed and case-by-case analysis of a selection of the main projects, based on qualitative and quantitative factors, in order to evaluate the reasonableness of the assumptions and hypotheses used by the Group, for which purpose we held meetings with Group personnel. In addition, we reviewed the consistency of the estimates made by the Group in 2018 with the actual data for 2019 and conducted other substantive procedures such as: detailed perusal of the most significant contracts and analysis thereof with management in order to obtain an appropriate understanding of the terms and conditions agreed upon; analysis of whether the revenue is properly recognised, taking into account the contractual terms and obligations vis-à-vis the customers; tests of details on a selective basis aimed at evaluating the reasonableness of the estimates made by management, and the review of the most sensitive assumptions; and the performance of combined manual and technology and systems expert-assisted tests in order to obtain and verify the entries recorded in the revenue accounts. Notes 6 and 12 to the accompanying consolidated financial statements contain the disclosures and information relating to the Group's revenue by reference to the stage of completion.

Provisions and contingent liabilities arising from commercial contracts

Description

It is standard practice in the industries in which the Group operates for long-term construction contracts to provide for significant penalties arising primarily from not meeting delivery deadlines or from breaches of other contractual obligations, as well as of obligations of any other kinds relating to its activities that require the recognition of liabilities.

The estimation of the provisions required is a key matter in our audit because normally this type of breach comes to light in the framework of negotiations with the customer in order to acknowledge the incidents or modifications that usually cause the delays or breaches of the terms and conditions accepted during the performance of contracts.

As described in Notes 12 and 20 to the accompanying consolidated financial statements, the provisions recognised by the Group to cater for these obligations amounted to EUR 137 million recorded as a reduction of "Trade Receivables for Sales and Services" and EUR 38 million recognised under "Long-Term Provisions" at 31 December 2019. Also, Notes 12, 20 and 26 include the disclosures of the main litigation and claims involving the Group arising from these obligations.

In this connection, the assessment performed by management to determine, if appropriate, the recognition of those obligations is complex and involves the use of a significant level of judgement based on assumptions with respect to possible events occurring during the product construction process, including the identification of causes not attributable to the Group.

Accordingly, the situation described was considered to be a key matter in our audit.

Procedures applied in the audit

Our audit procedures included, among others, obtaining and analysing the detail of the estimates made by management in relation to the situation of each project and the provisions recognised. For a sample of contracts, obtained on a selective basis, we performed substantive procedures aimed at evaluating the reasonableness of the estimates made by management by comparing those estimates with the terms and conditions included in the aforementioned contracts and with the obligations arising therefrom, the circumstances prevailing in those contracts and historical experience. We also compared the estimates made with the legal documentation (the contract itself, legal opinions, confirmation letters from lawyers, etc.) and with the correspondence with customers in order to evaluate the reasonableness of the judgements applied in relation to the completeness of the provisions recognised. We also performed analytical procedures to review the consistency of the estimates made by the Group in 2018 with the actual data for the contracts in 2019.

Lastly, we also evaluated the adequacy of the disclosures provided in the consolidated financial statements (see Notes 12, 20 and 26).

Sales cutoff at the year-end	
Description	**Procedures applied in the audit**
As described in Note 3-f to the consolidated financial statements, the Group recognises revenue from bus segment contracts when the control of the assets is transferred to the customer and establishes clauses for the delivery terms and conditions and the control thereof. Such clauses usually determine when ownership is transferred, although in order to establish when a transaction accrues, it is also necessary to analyse the specific transfer of the related risks and rewards. The revenue recognised in 2019 relating to bus segment contracts amounted to EUR 650 million. The evaluation of the interpretations made by management was a key matter in our audit for determining the appropriate cutoff for the year ended 31 December 2019.	Our audit procedures included, among others, choosing, on a selective basis, a sample of sales performed at 2019 year-end and at the beginning of 2020, analysing the clauses established in each transaction with the customer and evaluating compliance with the terms and conditions for revenue recognition. Also, we requested written confirmation for the aforementioned sample in order to check with customers that the sales had actually been performed at year-end. Notes 6 and 12 to the accompanying consolidated financial statements contain the Group's disclosures and information.

Other Information: Consolidated Directors' Report

The other information comprises only the consolidated directors' report for 2019, the preparation of which is the responsibility of the Parent's directors and which does not form part of the consolidated financial statements.

Our audit opinion on the consolidated financial statements does not cover the consolidated directors' report. Our responsibility relating to the information contained in the consolidated directors' report is defined in the audit regulations in force, which establish two distinct levels of responsibility in this regard:

a) A specific level that applies to the consolidated non-financial information statement, as well as to certain information included in the Annual Corporate Governance Report, as defined in Article 35.2.b) of Spanish Audit Law 22/2015, which consists solely of checking that the aforementioned information has been provided in the consolidated directors' report, or, as the case may be, that the consolidated directors' report contains the corresponding reference to the separate report on non-financial information as provided for in the applicable legislation and, if this is not the case, reporting this fact.

b) A general level applicable to the other information included in the consolidated directors' report, which consists of evaluating and reporting on whether the aforementioned information is consistent with the consolidated financial statements, based on the knowledge of the Group obtained in the audit of those consolidated financial statements and excluding any information other than that obtained as evidence during the audit, as well as evaluating and reporting on whether the content and presentation of this section of the consolidated directors' report are in conformity with the applicable regulations. If, based on the work we have performed, we conclude that there are material misstatements, we are required to report that fact.

Based on the work performed, as described above, we observed that the information described in section a) above was provided in the consolidated directors' report and that the other information in the consolidated directors' report was consistent with that contained in the consolidated financial statements for 2019 and its content and presentation were in conformity with the applicable regulations.

Responsibilities of the Directors and Audit Committee of the Parent for the Consolidated Financial Statements

The Parent's directors are responsible for preparing the accompanying consolidated financial statements so that they present fairly the Group's consolidated equity, consolidated financial position and consolidated results in accordance with EU-IFRSs and the other provisions of the regulatory financial reporting framework applicable to the Group in Spain, and for such internal control as the directors determine is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

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

The Parent's audit committee is responsible for overseeing the process involved in the preparation and presentation of the consolidated financial statements.

Auditor's Responsibilities for the Audit of the Consolidated Financial Statements

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

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

A further description of our responsibilities for the audit of the consolidated financial statements is included in the Appendix to this auditor's report. This description in the Appendix forms part of our auditor's report.

Report on Other Legal and Regulatory Requirements

Additional Report to the Parent's Audit Committee

The opinion expressed in this report is consistent with the content of our additional report to the Parent's audit committee dated 27 February 2020.

Engagement Period

The Annual General Meeting held on 15 June 2019 appointed us as auditors of the Group for a period of two years from the year ended 31 December 2018.

Previously, we were designated pursuant to a resolution of the General Meeting for the period of one year and have been auditing the consolidated financial statements uninterruptedly since the year ended 31 December 2001, taking into account the content of Article 17.8 of Regulation (EU) No 537/2014 on specific requirements regarding statutory audit of public-interest entities.

DELOITTE, S.L.
Registered in ROAC under no. S0692

Pablo Mugica
Registered in ROAC under no. 18694

27 February 2020

Appendix to our auditor's report

Further to the information contained in our auditor's report, in this Appendix we include our responsibilities in relation to the audit of the consolidated financial statements.

Auditor's Responsibilities for the Audit of the Consolidated Financial Statements

As part of an audit in accordance with the audit regulations in force in Spain, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

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

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

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

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

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

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

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

We also provide the Parent's audit committee with a statement that we have complied with relevant ethical requirements, including those regarding independence, and we have communicated with it to report on all matters that may reasonably be thought to jeopardise our independence, and where applicable, on the related safeguards.

From the matters communicated with the Parent's audit committee, we determine those matters that were of most significance in the audit of the consolidated financial statements of the current period and are therefore the key audit matters.

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

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Translation of a report originally issued in Spanish. In the event of a discrepancy, the Spanish-language version prevails.

INDEPENDENT LIMITED ASSURANCE REPORT ON THE CONSOLIDATED NON-FINANCIAL INFORMATION STATEMENT OF CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES, S.A. AND SUBSIDIARIES FOR 2019

To the Shareholders of Construcciones y Auxiliar de Ferrocarriles, S.A.:

In accordance with Article 49 of the Spanish Commercial Code, we have performed the verification, with a scope of limited assurance, of the accompanying Consolidated Non-Financial Information Statement ("NFIS") for the year ended 31 December 2019 of Construcciones y Auxiliar de Ferrocarriles, S.A. and subsidiaries ("the Group"), which forms part of the accompanying Directors' Report of the Group.

The content of the Directors' Report includes information, additional to that required by current Spanish corporate legislation relating to non-financial reporting, that was not the subject matter of our verification. In this regard, our work was limited solely to verification of the information identified in the "Non-financial information statement content and GRI content reference table" in the accompanying Directors' Report.

Responsibilities of the Directors

The preparation and content of the NFIS included in the Group's Directors' Report are the responsibility of the Board of Directors of CAF. The NFIS was prepared in accordance with the content specified in current Spanish corporate legislation and with the criteria of the selected Global Reporting Initiative Sustainability Reporting Standards (GRI standards), as well as other criteria described as indicated for each matter in the "Non-financial information statement content and GRI content reference table" of the Directors' Report.

These responsibilities of the Board of Directors also include the design, implementation and maintenance of such internal control as is determined to be necessary to enable the NFIS to be free from material misstatement, whether due to fraud or error.

The directors of CAF are also responsible for defining, implementing, adapting and maintaining the management systems from which the information necessary for the preparation of the NFIS is obtained.

Our Independence and Quality Control

We have complied with the independence and other ethical requirements of the Code of Ethics for Professional Accountants issued by the International Ethics Standards Board for Accountants (IESBA), which is based on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behaviour.

Our firm applies International Standard on Quality Control 1 (ISQC 1) and, accordingly, maintains a comprehensive system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Our engagement team consisted of professionals who are experts in reviews of non-financial information and, specifically, in information about economic, social and environmental performance.

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Domicilio social: Plaza Pablo Ruiz Picasso, 1, Torre Picasso, 28020, Madrid.

Our Responsibility

Our responsibility is to express our conclusions in an independent limited assurance report based on the work performed.

We conducted our review in accordance with the requirements established in International Standard on Assurance Engagements (ISAE) 3000 Revised, Assurance Engagements other than Audits or Reviews of Historical Financial Information, currently in force, issued by the International Auditing and Assurance Standards Board (IAASB) of the International Federation of Accountants (IFAC), and with the guidelines published by the Spanish Institute of Certified Public Accountants on attestation engagements regarding Non-Financial Information Statements.

The procedures performed in a limited assurance engagement vary in nature and timing form, and are less in extent than for, a reasonable assurance engagement and, consequently, the level of assurance provided is also substantially lower.

Our work consisted in requesting information from management and the various units of CAF that participated in the preparation of the NFIS, reviewing the processes used to compile and validate the information presented in the NFIS, and carrying out the following analytical procedures and sample-based review tests:

- Meetings held with Group personnel to ascertain the business model, policies and management approaches applied, and the main risks relating to these matters, and to obtain the information required for the external review.
- Analysis of the scope, relevance and completeness of the contents included in the 2019 NFIS based on the materiality analysis performed by the Group and described in the "Introduction" section of the NFIS, also taking into account the contents required under current Spanish corporate legislation.
- Analysis of the processes used to compile and validate the data presented in the 2019 NFIS.
- Review of the information relating to risks and the policies and management approaches applied in relation to the material matters presented in the 2019 NFIS.
- Verification, by means of sample-based tests, of the information relating to the contents included in the 2019 NFIS and the appropriate compilation thereof based on the data furnished by CAF's information sources.
- Obtainment of a representation letter from the directors and management.

Conclusion

Based on the procedures performed in our verification and the evidence obtained, nothing has come to our attention that causes us to believe that the Group's NFIS for the year ended 31 December 2019 was not prepared, in all material respects, in accordance with the content specified in current Spanish corporate legislation and with the criteria of the selected GRI standards, as well as other criteria described as indicated for each matter in the "Non-Financial Information Statement content and GRI content reference table" of the Directors' Report.

Use and Distribution

This report has been prepared in response to the requirement established in corporate legislation in force in Spain and, therefore, it might not be appropriate for other purposes or jurisdictions.

DELOITTE, S.L.

Pablo Mugica

27 February 2020


Queens Wharf

FINANCIAL STATEMENTS OF THE CONSOLIDATED GROUP
YEAR 2019

Translation of consolidated financial statements originally issued in Spanish and prepared in accordance with the regulatory financial reporting framework applicable to the Group in Spain (Notes 2 and 28). In the event of a discrepancy, the Spanish-language version prevails.

Consolidated Balance Sheets

as at 31 December 2019 and 2018 (Notes 1, 2 and 3) (Thousands of Euros)

Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries Composing the CAF Group

Assets	Note	31-12-19	31-12-18 (*)
Non-current assets:			
Intangible assets	**7**		
Goodwill	2-f	109,011	101,827
Other intangible assets		239,241	206,535
		348,252	**308,362**
Property, plant and equipment	**6 & 8**	**449,263**	**365,084**
Investments accounted for using the equity method	**9**	**7,807**	**18,188**
Non-current financial assets	**9**	**538,303**	**537,061**
Non-current hedging derivatives	**17**	**45,001**	**10,720**
Deferred tax assets	**18**	**146,134**	**148,548**
Other non-current assets	**21**	**7,208**	**2,684**
Total non-current assets		**1,541,968**	**1,390,647**
Current assets:			
Inventories	**11**	**487,833**	**375,426**
Trade and other receivables			
Trade receivables for sales and services	10 & 12	1,372,394	1,311,835
Other receivables	9, 10 & 19	216,940	205,122
Current tax assets	19	12,417	13,633
		1,601,751	**1,530,590**
Current financial assets	**13**	**95,151**	**94,293**
Current hedging derivatives	**17**	**40,010**	**5,849**
Other current assets	**21**	**17,130**	**6,343**
Cash and cash equivalents		**538,983**	**602,813**
Total current assets		**2,780,858**	**2,615,314**
Total Assets		**4,322,826**	**4,005,961**

Equity and liabilities	Note	31-12-19	31-12-18 (*)
Equity:	**14**		
Shareholders' equity			
Registered share capital		10,319	10,319
Share premium		11,863	11,863
Revaluation reserve		39,119	39,119
Other reserves of the Parent and of fully consolidated companies and companies accounted for using the equity method		792,935	793,755
Profit for the year attributable to the Parent		24,745	43.462
		878,981	**898,518**
Valuation adjustments			
Hedges		(11,062)	(5,024)
Translation differences		(134,682)	(141,782)
		(145,744)	**(146,806)**
Equity attributable to the Parent		**733,237**	**751,712**
Non-controlling interests		**12,130**	**5,555**
Total equity		**745,367**	**757,267**
Non-current liabilities:			
Long-term provisions	**20**	**47,789**	**6,877**
Non-current financial liabilities	**15 & 16**		
Bank borrowings and debt instruments or other marketable securities		868,072	766,464
Other financial liabilities		90,792	47,774
		958,864	**814,238**
Deferred tax liabilities	**18**	**159,145**	**177,191**
Non-current hedging derivatives	**17**	**45,777**	**11,206**
Other non-current liabilities	**3-f & 21**	**86,637**	**82,186**
Total non-current liabilities		**1,298,212**	**1,091,698**
Current liabilities:			
Short-term provisions	**20**	**237,378**	**224,970**
Current financial liabilities	**15 & 16**		
Bank borrowings and debt instruments or other marketable securities		199,979	255,416
Other financial liabilities		44,144	23,356
		244,123	**278,772**
Trade and other payables			
Payable to suppliers	26	688,104	664,865
Other payables	12, 15 & 19	1,032,114	911,961
Current tax liabilities	19	9,113	6,447
		1,729,331	**1,583,273**
Current hedging derivatives	**17**	**61,140**	**64,167**
Other current liabilities	**21**	**7,275**	**5,814**
Total current liabilities		**2,279,247**	**2,156,996**
Total Equity and liabilities		**4,322,826**	**4,005,961**

(*) Presented for comparison purposes only (see Note 2-e).

The accompanying Notes 1 to 27 are an integral part of the consolidated balance sheet as at 31 December 2019.

Consolidated Statements of Profit or Loss

for the years ended 31 December 2019 and 2018 (Notes 1, 2 and 3) (Thousands of Euros)

Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries Composing the CAF Group

(Debit) Credit	Note	2019	2018 (*)
Continuing operations:			
Revenue	6, 9 & 10	2,597,655	2,048,419
+/- Changes in inventories of finished goods and work in progress		18,235	73,250
In-house work on non-current assets		13,901	14,488
Procurements	22	(1,388,778)	(1,089,940)
Other operating income	22	27,518	21,339
Staff costs	23	(654,607)	(518,473)
Other operating expenses	22	(408,098)	(347,605)
Depreciation and amortisation charge	7 & 8	(80,667)	(46,738)
Impairment and gains or losses on disposals of non-current assets	7, 8 & 9	(165)	(10,572)
Profit from Operations		**124,994**	**144,168**
Finance income	9, 10, 13 & 15	17,402	7,627
Finance costs	9, 16 & 17	(72,885)	(64,160)
Changes in fair value of financial instruments		33	7
Exchange differences		(6,120)	(6,673)
Impairment and gains or losses on disposals of financial instruments	9	(337)	9
Financial Loss		**(61,907)**	**(63,190)**
Result of companies accounted for using the equity method	9	(1,949)	(403)
Profit before Tax		**61,138**	**80,575**
Income tax	18	(36,048)	(40,955)
Profit for the year from continuing operations		**25,090**	**39,620**
Consolidated Profit for the Year		**25,090**	**39,620**
Attributable to:			
The Parent		24,745	43,462
Non-controlling interests		345	(3,842)
Earnings per share (euros)			
Basic		0.72	1.27
Diluted		0.72	1.27

(*) Presented for comparison purposes only (see Note 2-e).

The accompanying Notes 1 to 27 are an integral part of the consolidated statement of profit or loss for 2019.

Consolidated Statements of Comprehensive Income

for 2019 and 2018 (Notes 1, 2 and 3) (Thousands of Euros)

Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries Composing the CAF Group

	Note	2019	2018 (*)
A) Consolidated profit for the year:		**25,090**	**39,620**
B) Other comprehensive income - Items not reclassified to profit or loss:		**(3,568)**	**10,917**
Arising from actuarial gains and losses	3-j	(5,816)	(2,403)
Equity instruments at fair value through other comprehensive income	9	2,248	13,320
Tax effect	18	-	-
C) Items that may be reclassified subsequently to profit or loss:		**970**	**(22,988)**
Cash flow hedges:		**1,688**	**1,700**
Revaluation gains/losses	17	1,453	1,620
Amounts transferred to profit or loss		235	80
Translation differences:		**6,953**	**(24,635)**
Revaluation gains/losses	14	6,953	(24,635)
Amounts transferred to profit or loss		-	-
Share of other comprehensive income recognised for investments in joint ventures and associates:		**(7,266)**	**442**
Revaluation gains/losses			
Cash flow hedges	9 & 17	(7,641)	31
Translation differences		55	91
		(7,586)	122
Amounts transferred to profit or loss			
Cash flow hedges	17	320	320
Translation differences		-	-
		320	320
Tax effect		**(405)**	**(495)**
Total comprehensive income (A+B+C)		**22,492**	**27,549**
Attributable to:			
The Parent		22,074	31,391
Non-controlling interests		418	(3,842)

(*) Presented for comparison purposes only (see Note 2-e).

The accompanying Notes 1 to 27 are an integral part of the consolidated statement of comprehensive income for 2019.

Consolidated Statements of Changes in Equity

for 2019 and 2018 (Notes 1, 2 and 3) (Thousands of Euros)

Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries Composing the CAF Group

	Equity attributable to the Parent								
	Shareholders' equity								
	Share capital	Share premium	Reserve for unrealised fair value gains and losses	Other reserves	Net profit for the year	Valuation adjustments	Translation differences	Non-controlling interests	Total equity
Balances at 31 December 2017	**10,319**	**11,863**	**39,119**	**770,489**	**42,406**	**(6,541)**	**(117,238)**	**9,783**	**760,200**
Adjustments due to changes in accounting policies (Notes 2-b & 7)	-	-	-	(7,432)	-	(39)	-	-	(7,471)
Adjusted balances at 1 January 2018	**10,319**	**11,863**	**39,119**	**763,057**	**42,406**	**(6,580)**	**(117,238)**	**9,783**	**752,729**
Total comprehensive income	**-**	**-**	**-**	**10,917**	**43,462**	**1,556**	**(24,544)**	**(3,842)**	**27,549**
Transactions with shareholders or owners	**-**	**-**	**-**	**-**	**(22,625)**	**-**	**-**	**(386)**	**(23,011)**
Dividends distribution	-	-	-	-	(22,625)	-	-	(1,555)	(24,180)
Business Combination	-	-	-	-	-	-	-	97	97
Other transactions with non-controlling interests (Note 2-f)	-	-	-	-	-	-	-	1,072	1,072
Other changes in equity	**-**	**-**	**-**	**19,781**	**(19,781)**	**-**	**-**	**-**	**-**
Transfers between equity items (Note 14)	-	-	-	19,781	(19,781)	-	-	-	-
Balances at 31 December 2018	**10,319**	**11,863**	**39,119**	**793,755**	**43,462**	**(5,024)**	**(141,782)**	**5,555**	**757,267**
Total comprehensive income	**-**	**-**	**-**	**(3,568)**	**24,745**	**(6,038)**	**6,935**	**418**	**22,492**
Transactions with shareholders or owners	**-**	**-**	**-**	**(36,429)**	**(4,285)**	**-**	**165**	**6,157**	**(34,392)**
Dividends distribution	-	-	-	(21,940)	(4,285)	-	-	(1,327)	(27,552)
Other transactions with non-controlling interests (Note 2-f)	-	-	-	(14,489)	-	-	165	7,484	(6,840)
Other changes in equity	**-**	**-**	**-**	**39,177**	**(39,177)**	**-**	**-**	**-**	**-**
Transfers between equity items (Note 14)	-	-	-	39,177	(39,177)	-	-	-	-
Balances at 31 December 2019	**10,319**	**11,863**	**39,119**	**792,935**	**24,745**	**(11,062)**	**(134,682)**	**12,130**	**745,367**

(*) Presented for comparison purposes only (see Note 2-e).

The accompanying Notes 1 to 27 are an integral part of the consolidated statement of changes in equity for the year ended 31 December 2019.

Translation of consolidated financial statements originally issued in Spanish and prepared in accordance with the regulatory financial reporting framework applicable to the Group in Spain (Notes 2 and 28). In the event of a discrepancy, the Spanish-language version prevails.

Consolidated Statements of Cash Flows

for 2019 and 2018 (Notes 1, 2 and 3) (Thousands of Euros)

Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries Composing the CAF Group

	Note	2019	2018 (*)
Cash flows from operating activities:			
Profit before tax		61,138	80,575
Adjustments for			
Depreciation and amortisation charge	7 & 8	80,667	46,738
Impairment losses	7, 8 & 9	2,161	10,634
Changes in provisions	3 & 20	34,003	40,078
Other income and expenses		(33,870)	22,389
Gains and losses on disposals of non-current assets	8	300	(175)
Investments accounted for using the equity method	9	1,949	403
Finance income		(17,402)	(7,627)
Finance costs		72,885	64,160
Changes in working capital			
Trade receivables and other current assets	3-d & 12	(79,412)	(57,630)
Inventories	11	(65,658)	(105,264)
Trade payables	12	102,379	352,938
Other current liabilities		(5,699)	(3,877)
Other non-current assets and liabilities		12,312	(11,087)
Other cash flows from operating activities			
Income tax paid	19	(33,858)	(40,354)
Other amounts paid relating to operating activities		(3,118)	(2,575)
Net cash (used in) / from operating activities (I)		**128,777**	**389,326**
Cash flows from investing activities:			
Payments due to investment			
Group companies and associates		(206)	-
Business units	2-f	(50,829)	(171,664)
Property, plant and equipment, intangible assets and investment property	7 & 8	(72,260)	(90,588)
Other financial assets	9 & 13	(12,278)	(17,387)
Proceeds from investments			
Group companies and associates	9	1,036	9,081
Property, plant and equipment, intangible assets and investment property	7 & 8	333	921
Other financial assets	9 & 13	30,354	24,717
Interest received	9 & 13	10,222	6,560
Net cash (used in) / from investing activities (II)		**(93,628)**	**(238,360)**
Cash flows from financing activities:			
Proceeds from issue of equity instruments - non-controlling interests	2-f	7,484	1,072
Purchase of equity instruments - non-controlling interests	2-f	(7,646)	-
Proceeds/(Payments) relating to financial liability instruments			
Issue	15 & 16	680,870	544,557
Repayment	15 & 16	(691,130)	(376,346)
Dividends and returns on other equity instruments paid	14	(27,552)	(24,180)
Other cash flows from financing activities			
Interest paid	16	(64,448)	(64,539)
Net cash (used in) / from financing activities (III)		**(102,422)**	**80,564**
Net increase / (decrease) in cash and cash equivalents (I+II+III)		**(67,273)**	**231,530**
Cash and cash equivalents at beginning of year		602,813	371,625
Effect on cash of foreign exchange rate changes		3,443	(342)
Cash and cash equivalents at end of year		**538,983**	**602,813**

(*) Presented for comparison purposes only (see Note 2-e).

The accompanying Notes 1 to 27 are an integral part of the consolidated statement of comprehensive income for 2019.

Notes to the Consolidated Financial Statements

for the year ended 31 December 2019

Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries (the CAF Group)

1. DESCRIPTION AND ACTIVITIES OF THE PARENT

Construcciones y Auxiliar de Ferrocarriles, S.A. ("CAF" or "the Parent") was incorporated in 1917 for an indefinite period of time in San Sebastián (Guipúzcoa), and its registered office is in Beasain (Guipúzcoa).

The Parent's object is described in Article 2 of its bylaws.

The Parent currently engages mainly in the manufacture of rolling stock materials.

The Parent, as part of its business activities, holds majority ownership interests in other companies (Note 2-f).

2. BASIS OF PRESENTATION OF THE CONSOLIDATED FINANCIAL STATEMENTS

a) Basis of presentation

The consolidated financial statements for 2019 of the CAF Group were formally prepared by the directors:

– In accordance with International Financial Reporting Standards (IFRSs) as adopted by the European Union, in conformity with Regulation (EC) no. 1606/2002 of the European Parliament and of the Council, including International Accounting Standards (IASs) and the interpretations issued by the International Financial Reporting Interpretations Committee (IFRIC) and by the Standing Interpretations Committee (SIC). The principal accounting policies and measurement bases applied in preparing the Group's accompanying consolidated financial statements are summarised in Note 3.

– Taking into account all the mandatory accounting policies and rules and measurement bases with a material effect on the consolidated financial statements, as well as the alternative treatments permitted by the relevant standards in this connection, which are specified in Note 3.

– So that they present fairly the CAF Group's consolidated equity and consolidated financial position at 31 December 2019 and the results of its operations, the changes in consolidated equity and the consolidated cash flows in the year then ended.

– On the basis of the accounting records kept by the Parent and by the other Group companies. However, since the accounting policies and measurement bases used in preparing the Group's consolidated financial statements (IFRSs) differ from those used by the Group companies (local standards), the required adjustments and reclassifications were made on consolidation to unify the policies and methods used and to make them compliant with International Financial Reporting Standards.

The CAF Group's consolidated financial statements for 2018 were approved by the shareholders at the Annual General Meeting of CAF on 15 June 2019. The 2019 consolidated financial statements of the Group and the 2019 financial statements of the Group companies have not yet been approved by their shareholders at the respective Annual General Meetings. However, CAF's Board of Directors considers that the aforementioned financial statements will be approved without any changes.

b) Adoption of new standards and interpretations issued

IFRS 16, Leases came into force on 1 January 2019, superseding IAS 17. The main change is the introduction of a single lessee accounting model which requires a lessee to recognise all leases (with certain limited exceptions) as if they were financed purchases, i.e. similar to finance lease accounting up until that date. However, in the case of lessor accounting, a dual model continues to be used, similar to that established in IAS 17.

The transition to IFRS 16 was carried out by applying the modified retrospective approach and, accordingly, the Group did not restate the comparative information either for 2018 or for prior years.

The impact, by line item, on the statement of financial position as at 1 January 2019 was as follows (thousands of euros):

	Balance at 01/01/19	Transition to IFRS 16	Adjusted balance at 01/01/19
Non-current assets	**1,390,647**	**52,519**	**1,443,166**
Intangible assets	308,362	-	308,362
Property, plant and equipment	365,084	52,519	417,603
Investments accounted for using the equity method	18,188	-	18,188
Non-current financial assets	537,061	-	537,061
Non-current hedging derivatives	10,720	-	10,720
Deferred tax assets	148,548	-	148,548
Other non-current assets	2,684	-	2,684
Current assets	**2,615,314**	**-**	**2,615,314**
Inventories	375,426	-	375,426
Trade and other receivables	1,530,590	-	1,530,590
Other current financial assets	94,293	-	94,293
Current hedging derivatives	5,849	-	5,849
Other current assets	6,343	-	6,343
Cash and cash equivalents	602,813	-	602,813
Total Assets	**4,005,961**	**52,519**	**4,058,480**
Equity	**757,267**	**-**	**757,267**
Non-current liabilities	**1,091,698**	**41,007**	**1,132,705**
Long-term provisions	6,877	-	6,877
Non-current financial liabilities	814,238	41,007	855,245
Deferred tax liabilities	177,191	-	177,191
Non-current hedging derivatives	11,206	-	11,206
Other non-current liabilities	82,186	-	82,186
Current liabilities	**2,156,996**	**11,512**	**2,168,508**
Short-term provisions	224,970	-	224,970
Current financial liabilities	278,772	11,512	290,284
Trade and other payables	1,583,273	-	1,583,273
Current hedging derivatives	64,167	-	64,167
Other current liabilities	5,814	-	5,814
Total Equity and Liabilities	**4,005,961**	**52,519**	**4,058,480**

In summary, the aforementioned impacts of transition to IFRS 16 amount to the recognition of a right-of-use asset and a corresponding financial liability in the balance sheet. The right-of-use asset is depreciated on a straight-line basis over the contractual lease term and is subject to impairment.

The impact of this standard at 1 January 2019 took into consideration the following aspects:

– The Group identified all the leases which at the end of the year were not classified as leases of low-value assets (taking the value provided in IFRSs -USD 5,000- as a reference), and focused the analysis on those that convey the right to control the use of an asset. Following the cost/benefit model permitted under IFRSs, or the simplified approach for practical purposes, leases of low-value assets or short-term leases (with a term of 12 months or less from the commencement date) are accounted for using the foregoing accounting policy, with the lease payments associated with such leases recognised as an expense on a straight-line basis over the lease term.

– The Group analysed whether the identified contracts meet the requirements for recognition as leases laid down in the standard, i.e.:

  a) There is an identified asset (either an individual asset or a "physically distinct portion" of an asset), the use of which the Group has the right to direct, in accordance with the clauses of the contract.

  b) The Group has the right to obtain substantially all of the economic benefits from use of the identified asset throughout the term of the lease.

– The leases affected by this new standard relate mainly to commercial buildings and to various machines for warehouse use.

– The fixed lease payments (less any incentives granted by the lessor) were used for the initial recognition of the liability. The sum of these lease payments is discounted using the Group's incremental borrowing rate, as provided for in the standard, since the interest rate implicit in the leases cannot be readily determined. In relation to this rate, the Group used a specific rate for each lease depending on the country in which the lessee is located and on the lease term. The weighted average rate used to discount the financial liabilities was around 4%.

The reimbursement of the lease liabilities is presented as cash flows from financing activities in accordance with IFRS 16, whereas it was previously presented as cash flows from operating activities.

Notes 8 and 15 to the accompanying consolidated financial statements present all the disclosures required under IFRS 16.

Also, other amendments and interpretations came into force from 1 January 2019 onwards which did not have a significant impact on these consolidated financial statements.

Standards and interpretations issued but not yet in force

At the date of preparation of these consolidated financial statements, the most significant new standards, amendments and interpretations that had been published by the IASB but which had not come into force, either because their effective date is subsequent to the date of the consolidated financial statements or because they had not yet been adopted by the European Union, were as follows:

New standards, amendments and interpretations	Obligatory application in annual reporting periods beginning on or after
Approved for use in the European Union	
Amendments and/or interpretations	
Definition of a business (Amendments to IFRS 3) (issued October 2018)	1 January 2020
Interest Rate Benchmark Reform (Amendments to IFRS 9, IAS 39 and IFRS 7) (issued September 2019)	1 January 2020
Not yet approved for use in the European Union	
New standards	
IFRS 17, Insurance Contracts (issued May 2017)	1 January 2021
Amendments and/or interpretations	
Definition of Material (Amendments to IAS 1 and IAS 8) (issued October 2018)	1 January 2020

The Group performed a preliminary assessment of the impact that the future application of the standards that come into force in annual reporting periods beginning on or after 1 January 2020 will have on the consolidated financial statements. The Group considers that the application of the new standards and amendments will not have a significant impact on its consolidated financial statements.

c) Functional currency

These consolidated financial statements are presented in euros, since it is the currency of the main economic area in which the Group operates. Foreign operations are accounted for in accordance with the policies described in Note 2-f.

d) Use of estimates

In the consolidated financial statements of the CAF Group for 2019 estimates were occasionally made. These estimates, which were made on the basis of the best information available, relate basically to the following:

– The assessment of possible impairment losses on certain assets (Notes 7, 8, 9, 10, 11, 12 and 13);

– The assumptions used in the actuarial calculation of pension and other obligations to employees (Note 15);

– The useful life of the property plant and equipment and intangible assets (Notes 3-a and 3 b);

– The fair value of certain financial assets (Note 3-d);

– The calculation of provisions (Note 20);

– The assessment of the probability of having future taxable profits against which unused recognised tax assets can be utilised (Note 18);

– Changes in estimated costs in the budgets for construction projects performed and percentage of completion (Note 3-f).

Although these estimates were made on the basis of the best information available at 31 December 2019 on the events analysed, events that take place in the future might make it necessary to change these estimates (upwards or downwards) in coming years. Changes in accounting estimates would be applied prospectively in accordance with the requirements of IAS 8, recognising the effects of the change in estimates in the related consolidated statement of profit or loss.

There have been no changes in accounting estimates with respect to 2018 that might have had a significant impact on these consolidated financial statements in addition to those described in Notes 20 and 26-a to these consolidated financial statements.

e) Comparative information

As required by IAS 1, the information relating to 2019 contained in these notes to the consolidated financial statements is presented, for comparison purposes, with information relating to 2018.

The 2018 consolidated financial statements, which are included for comparison purposes, were also prepared in accordance with IFRSs as adopted by the European Union on a basis consistent with that applied in 2019. However, for an appropriate understanding, it should be taken into account that the Group availed itself of the option not to restate information in the transition to the new IFRS 16. The main items affected are detailed in Note 2-b to the consolidated financial statements.

In addition, with a view to performing an appropriate comparison between the consolidated financial statements for 2019 and 2018, the changes in scope described in Note 2-f should be taken into account.

f) Consolidated Group and basis of consolidation

Scope of consolidation

The accompanying consolidated financial statements include the Parent and the companies over which it exercises control; control is defined as the power to govern the financial and operating policies of an investee so as to obtain benefits from its activities.

The accompanying consolidated financial statements for the year ended 31 December 2019 were prepared from the separate accounting records of Construcciones y Auxiliar de Ferrocarriles, S.A. (the Parent - Note 1) at that date and of the subsidiaries and associates listed below:

Rolling stock segment	% of control or influence	Location	Line of business
Fully consolidated companies			
Construcciones y Auxiliar de Ferrocarriles, S.A.	Parent	Gipuzkoa	Marketing and manufacture of rolling stock equipment and components
Actren Mantenimiento Ferroviario, S.A.	51%	Madrid	Maintenance
BWB Holdings Limited (**)	100% (*)	Nottingham	Engineering
CAF Arabia Company	100%	Riyadh	Manufacturing and maintenance
CAF Argelia (EURL)	100%	Argel	Manufacturing and maintenance
Construcciones y Auxiliar de Ferrocarriles Argentina, S.A.	100%	Buenos Aires	Repairs and maintenance
CAF Brasil Indústria e Comércio, S.A.	100%	Sao Paulo	Manufacturing and maintenance
CAF Belgium, S.P.R.L.	100%	Bruselas	Manufacturing and maintenance
CAF Chile, S.A.	100%	Santiago de Chile	Manufacturing and maintenance
Construcciones y Auxiliar de Ferrocarriles CAF Colombia, S.A.S.	100%	Medellín	Manufacturing and maintenance
CAF Deutschland GmbH	100%	Munich	Manufacturing and maintenance
CAF Digital & Design Solutions, S.A.U.	100%	Jaén	Manufacturing and engineering
CAF Diversified Business Development, S.A.U.	100%	Gipuzkoa	Holding company
CAF Engineered Modernizations, S.L.U.	100%	Gipuzkoa	Engineering
CAF France, SAS	100%	París	Manufacturing and maintenance
CAF Group UK Limited	100%	Coventry	Holding company
CAF Hungary Kft	100%	Budapest	Manufacturing and maintenance
CAF I+D, S.L.U.	100%	Gipuzkoa	R&D
CAF Investment Projects, S.A.U.	100%	Gipuzkoa	Business development
CAF India Private Limited	100%	Delhi	Manufacturing and maintenance
CAF IP Colombia, S.A.S.	100%	Bogotá	Lease services
CAF Israel Rails Ltd.	100%	Tel Aviv	Building, manufacturing and maintenance
CAF Italia, S.R.L.	100%	Roma	Repairs and maintenance
CAF México, S.A. de C.V.	100%	México D.F.	Manufacturing and maintenance
CAF Netherlands, B.V.	100%	Utrecht	Manufacturing and maintenance
CAF New Zealand Limited	100%	Auckland	Manufacturing and maintenance
CAF Norway AS	100%	Oslo	Manufacturing and maintenance
CAF Power & Automation, S.L.U.	100%	Gipuzkoa	Electronic and power equipment
CAF Rail Australia Pty Ltd	100%	Sydney	Building, manufacturing and maintenance
CAF Rail Digital Services S.L.U.	100%	Gipuzkoa	Maintenance
CAF Rail Luxembourg, S.À R.L.	100%	Luxemburgo	Manufacturing and maintenance
CAF Rail UK Limited	100%	Belfast	Manufacturing and maintenance
CAF Rolling Stock UK Limited	100%	Newport	Manufacturing
CAF Sisteme Feroviare S.R.L.	100%	Bucarest	Manufacturing and maintenance
CAF Signalling, S.L.U.	100%	Gipuzkoa	Signalling

Rolling stock segment	% of control or influence	Location	Line of business
CAF Sinyalizasyon Sistemleri Ticaret Limited Sirketi	100%	Estambul	Signalling
CAF Taiwan Ltd.	100%	Kaohsiung	Manufacturing and maintenance
CAF Track Test Center, S.L.U.	100%	Navarra	Track testing
CAF Turnkey & Engineering, S.L.U.	100%	Bizkaia	Engineering
CAFTurk Tren Sanayí Ve Tícaret Límíted Sírketí	100%	Estambul	Manufacturing and maintenance
CAF USA, Inc.	100%	Delaware	Manufacturing and maintenance
Centro de Ensayos y Análisis Cetest, S.L.	100%	Gipuzkoa	Tests
Ctrens - Companhia de Manutençao, S.A.	100%	Sao Paulo	Lease services
Construcciones Ferroviarias de Madrid, S.L.U.	100%	Madrid	Maintenance
Construcción, Mantenimiento, Ferrovías y Subsistemas, S.A. de C.V.	100%	México D.F.	Building and Maintenance
Corporación Sefemex, S.A. de C.V.	100%	México D.F.	Rendering of services
Corporación Trainemex, S.A. de C.V.	100%	México D.F.	Rendering of services
Ennera Kaihatsu CO., Ltd.	100%	Tokyo	Power generation
EuroMaint Bemanning AB	100%	Solna	Maintenance
EuroMaint Components and Materials AB	100%	Solna	Maintenance
EuroMaint Gruppen AB	100%	Solna	Maintenance
EuroMaint Rail AB	100%	Solna	Maintenance
EuroMaint Rail AS	100%	Oslo	Maintenance
Geminys, S.L.	100%	Gipuzkoa	Operating manuals
Jarade, S.A.	100%	Montevideo	Signalling
Lander Simulation and Training Solutions, S.A.	64.13%	Gipuzkoa	Simulators
Metro CAF (Mauritius) Ltd.	100%	Mauricio	Building, manufacturing and maintenance
Provetren, S.A. de C.V.	100%	México D.F.	Lease services
Rail Line Components, S.L.U.	100%	Gipuzkoa	Marketing
Regiotren, S.A. de C.V.	100%	México D.F.	Lease services
Rifer SRL	100% (*)	Milán	Component maintenance
Sermanbra - Serviços de Manutençao Brasil Ltda.	100%	Sao Paulo	Maintenance
Sermanfer, S.A.U.	100%	Madrid	Maintenance
Sermantren, S.A. de C.V.	100%	México D.F.	Rendering of services
Tradinsa Industrial, S.L.	100%	Lleida	Repairs and maintenance
Tram Liège Maintenance S.A.	65%	Lieja	Maintenance
Trenes CAF Venezuela, C.A.	100%	Caracas	Manufacturing and maintenance
Trenes de Navarra, S.A.U.	100%	Navarra	Manufacturing
Vectia Mobility Research & Development, A.I.E.	100%	Navarra	R&D
Companies accounted for using the equity method (Note 9)			
Arabia One for Clean Energy Investments PSC.	40%	Ma'an	Power generation
Asiris Vision Technologies, S.A.	22.33%	Gipuzkoa	Automated production
CAF Tiansheng Power System Limited Company	49%	Changzhou	Electronic and power equipment
Consorcio Traza, S.A. (***)	25%	Zaragoza	Holding company
Ferrocarril Interurbano S.A. de C.V.	49.63%	México D.F.	Manufacturing and equipment
Ferrocarriles Suburbanos, S.A.P.I. de C.V.	43.35%	México D.F.	Transport services

Rolling stock segment	% of control or influence	Location	Line of business
Great River City Light Rail Pty Ltd	30%	Sydney	Operation and maintenance
Momentum Trains Holding Pty Ltd	25.50%	Sydney	Lease services
Nuevas Estrategias de Mantenimiento, S.L.	50%	Gipuzkoa	Technology solutions
Orbital Sistemas Aeroespaciales, S.L.	30%	Navarra	Aeronautical solutions
Plan Metro, S.A.	40%	Gipuzkoa	Lease services
Purple Line Transit Operators LLC	20%	Delaware	Operation and maintenance
TransJerusalem J-Net Ltd.	50%	Petah Tikva	Lease services
Tumaker, S.L.	21.11%	Gipuzkoa	Printing equipment

(*) Considering the options described in Note 15 to these consolidated financial statements.
(**) This company owns all the shares of Quincey Mason Practice, Ltd., BWB Consulting, Ltd. and BWB Regeneration, Ltd.
(***) This company holds an 80% ownership interest in S.E.M. Los Tranvías de Zaragoza, S.A.

Buses segment	% of control or influence	Location	Line of business
Fully consolidated companies			
Solaris Bus & Coach, S.A.	97.20%	Bolechowo	Solutions for urban transport
Solaris Austria GmbH	97.20%	Viena	Solutions for urban transport
Solaris Bus Iberica, S.L.U	97.20%	Navarra	Solutions for urban transport
Solaris Bus Israel Ltd.	97.20%	Tel Aviv	Solutions for urban transport
Solaris Bulgaria EOOD	97.20%	Sofia	Solutions for urban transport
Solaris Bus & Coach Latvia Ltd.	97.20%	Riga	Solutions for urban transport
Solaris Bus & Coach Romania S.R.L.	97.20%	Bucarest	Solutions for urban transport
Solaris Czech spol. S.R.O.	97.20%	Ostrava	Solutions for urban transport
Solaris Danmark Bus A/S	97.20%	Padborg	Solutions for urban transport
Solaris Deutschland GmbH	97.20%	Berlin	Solutions for urban transport
Solaris France S.A.R.L.	97.20%	Ennery	Solutions for urban transport
Solaris Hellas, S.A.	68.04%	Atenas	Solutions for urban transport
Solaris Italia S.R.L.	97.20%	Roma	Solutions for urban transport
Solaris Norge AS	97.20%	Oslo	Solutions for urban transport
Solaris Schweiz GmbH	97.20%	Hausen	Solutions for urban transport
Solaris Slovakia S.R.O.	97.20%	Kosice	Solutions for urban transport
Solaris Sverige AB	97.20%	Malmö	Solutions for urban transport
Openaco Trading Co. Ltd.	100%	Chipre	Holding company
Companies accounted for using the equity method (Note 9)			
JBM Solaris Electric Vehicles Private Limited	20%	Ballabhgarh, India	Solutions for urban transport

Changes in the scope of consolidation

On 2 July 2019, the Parent acquired control of EuroMaint Gruppen AB and subsidiaries, which includes the subsidiaries Euro Maint Rail AB, EuroMaint Components and Materials AB, EuroMaint Bemanning AB and EuroMaint Rail AS ("the EuroMaint Group"), which were included in the CAF Group's scope of consolidation. A detail of the companies, together with the percentages of ownership of each company, is provided in the previous section of the present note.

The costs incurred by the Group in relation to this transaction amounted to EUR 1,416 thousand and were recognised as expenses in the accompanying consolidated statement of profit or loss for 2019.

The detail of the fair value assets acquired and liabilities assumed in the aforementioned transaction is as follows:

	Thousands of euros
Non-current assets	
Intangible assets	23,918
Property, plant and equipment	39,889
Non-current financial assets	757
Deferred tax assets	440
Current assets	
Inventories	38,236
Trade and other receivables	21,575
Other current assets	4,249
Non-current liabilities	
Long-term provisions	(213)
Non-current financial liabilities	(26,141)
Lease financial liabilities	(13,413)
Deferred tax liabilities	(7,366)
Current liabilities	
Short-term provisions	(416)
Current financial liabilities	(4,448)
Lease financial liabilities	(6,976)
Trade and other payables	(28,604)
Other current liabilities	(394)
Total net assets	**41,093**
% acquired	100%
Total net assets acquired	41,093

At 31 December 2019, the business combination had been provisionally accounted for and determined and was within the one-year period provided for under applicable legislation to determine the fair value of the assets acquired and liabilities assumed. The work required to obtain a market measurement of the assets acquired and liabilities assumed will be completed before the end of that period. The provisional calculation of the goodwill is broken down as follows:

	Thousands of euros
Consideration	50,829
Net assets acquired	41,093
Goodwill (Note 7)	9,736

This acquisition strengthens the commercial and industrial presence of all the railway activities in the Nordic countries, mainly in the area of component maintenance and supply (services).

The net cash flow generated by this transaction at 31 December 2019 is broken down in the following table:

	Thousands of euros
Cash paid in the transaction	50,829
Cash acquired in the transaction	-
Net cash transferred	50,829

The contribution of the EuroMaint Group to the accompanying consolidated statement of profit or loss for 2019 amounted to a loss of EUR 567 thousand and a revenue of EUR 71,336 thousand.

Had the acquisition of the EuroMaint Group been completed on the first day of the year, Group revenue for the year would have been EUR 76,463 thousand higher and the profit contributed would have been EUR 141 thousand higher.

Also, in 2019 CAF Diversified Business Development, S.A.U. acquired an additional 7.06% ownership interest in Lander Simulation and Training Solutions S.A. for EUR 1,125 thousand, bringing the Group's ownership interest to 64.13%.

In addition, in 2019 two corporate restructuring transactions were carried out within the Group.

The first relates to the merger by absorption of Ennera Energy and Mobility S.L. into CAF Turnkey & Engineering, S.L.U.

In June 2019 the Group acquired the shares of the non-controlling interest of Vectia Mobility, S.L. and Vectia Mobility Research & Development, A.I.E. (ownership interest of 30%, respectively) for a total of EUR 7 million, and this non-controlling interest was included in the shareholder structure of the Solaris Bus & Coach, S.A. Group through the acquisition of a 2.8% holding and a payment of EUR 7 million. On 5 July 2019, the merger of Solaris Bus Ibérica, S.L.U. and Vectia Mobility S.L. was performed. The impact on consolidated equity gave rise to a charge of approximately EUR 7 million to “Other Reserves” with a credit to “Non-Controlling Interests”.

The following companies were incorporated in 2019: CAF Engineered Modernizations S.L.U., CAF Norway AS, CAF Rail Luxembourg, S.À R.L., Jarade, S.A., CAF Rail Digital Services, S.L.U., CAF Israel Rails Ltd and CAF IP Colombia S.A.S., with a 100% ownership interest; Momentum Trains Holding Pty Ltd, in which the subsidiary CAF Investment Projects, S.A.U. has a 25.50% interest; TransJerusalem J-Net Ltd, which is 50%-owned by the Parent; and CAF Tiansheng Power System Limited Company, which is 49%-owned by the subsidiary CAF Power & Automation, S.L.U.

Lastly, NEM USA, Inc. was liquidated.

In 2018 the most significant change in the scope of consolidation was the Parent's obtainment of control of Solaris Bus and Coach, S.A. and Subsidiaries ("Solaris"), which were consolidated in the CAF Group on 4 September 2018 as described in Note 2-f to the consolidated financial statements for 2018.

In 2019, within the periods established by the legislation, the measurement of all the assets acquired and liabilities assumed was reviewed with the assistance of an independent expert (Note 2-e). In relation to the foregoing, the detail of the assets acquired and liabilities assumed in the aforementioned transaction measured at fair value is as follows:

	Thousands of euros		
	Provisional amounts	**Adjustments (Note 7)**	**Definitive amounts**
Non-current assets			
Intangible assets	142,068	1,785	143,853
Property, plant and equipment	106,207	-	106,207
Investments in Group companies and associates	1,586	-	1,586
Long-term financial investments	84	-	84
Deferred tax assets	15,316	-	15,316
Other non-current assets	2,684	-	2,684
Current assets			
Inventories	165,824	-	165,824
Trade and other receivables	89,232	(1,063)	88,169
Current financial assets	2,725	-	2,725
Other current assets	3,764	-	3,764
Cash and cash equivalents	31,939	-	31,939
Non-current liabilities			
Long-term provisions	(206)	-	(206)
Non-current financial liabilities	(111,891)	-	(111,891)
Deferred tax liabilities	(27,016)	(339)	(27,355)
Other non-current liabilities	(40,976)	-	(40,976)
Current Liabilities			
Current provisions	(44,556)	-	(44,556)
Current financial liabilities	(74,388)	-	(74,388)
Trade and other payables	(149,177)	803	(148,374)
Other current liabilities	(8,862)	-	(8,862)
Total net assets	**104,357**	**1,186**	**105,543**
% acquired	100%	100%	100%
Total net assets acquired	104,357	1,186	105,543

The calculation of the goodwill is broken down as follows (in thousands of euros):

	Solaris
Consideration	197,979
Net assets acquired	105,543
Goodwill	92,436

In 2018 the Parent also acquired a 30% ownership interest in Orbital Sistemas Aeroespaciales, S.L. for EUR for EUR 5,500 thousand and incorporated Metro CAF (Mauritius) Ltd., CAF Belgium S.P.R.L., CAF Track Test Center, S.L.U., Tram Liège Maintenance S.A. and Great River City Light Rail Pty Ltd. Also, there was a change in the percentage of ownership of Tumaker, S.L. resulting in a 21.11% holding.

Consolidation method

"Subsidiaries" are defined as companies over which the Parent has the capacity to exercise control; control exists when the Parent has the power to govern the financial and operating policies of an investee so as to obtain benefits from its activities. The financial statements of the subsidiaries are fully consolidated with those of the Parent. Accordingly, all balances and effects of the transactions between consolidated companies were eliminated on consolidation.

Also, "associates" are companies over which the Parent is in a position to exercise significant influence, but not control or joint control. A "joint venture" is an arrangement whereby the parties that have joint control of the arrangement have rights to the net assets of the arrangement. In the consolidated financial statements, investments in associates are accounted for using the "equity method", i.e. at the Group's share of net assets of the investee, after taking into account the dividends received therefrom and other equity eliminations, less any impairment of the individual investments (in the case of transactions with an associate, the related profits or losses are eliminated in proportion to the Group's ownership interest).

A joint operation is a joint arrangement whereby the parties that have joint control of the arrangement have rights to the assets, and obligations for the liabilities, relating to the arrangement. Joint control is the contractually agreed sharing of control, which exists only when decisions on significant activities require the unanimous consent of the parties sharing control. When a Group company carries on its activities under the framework of a joint operation, the Group as a joint operator will recognise the following in relation to its ownership interest in the joint operation:

– its assets and liabilities, including its share of any assets and liabilities held or incurred jointly;

– its share of the revenue and expenses arising from the joint operation.

Translation of foreign currency financial statements

The financial statements in foreign currencies were translated to euros using the "year-end exchange rate" method, which consists of translating all the assets, rights and obligations to euros at the closing exchange rates and the statement of profit or loss items at the average exchange rates for the year.

The difference between the amount of the foreign companies' equity translated at historical exchange rates (except for the profit or loss for the year, which is translated as stated above) and the asset value arising from the translation of the assets, rights and obligations at the closing exchange rates from 1 January 2004 is presented in equity under "Translation Differences" in the consolidated balance sheet, net of the portion of the difference that relates to non-controlling interests, which is recognised under "Equity - Non-Controlling Interests".

g) Correction of errors

In preparing the accompanying consolidated financial statements no significant errors were detected that would have made it necessary to restate the amounts included in the consolidated financial statements for 2018.

3. ACCOUNTING PRINCIPLES AND POLICIES AND MEASUREMENT BASES APPLIED

The principal accounting policies used by the CAF Group in preparing its consolidated financial statements as at 31 December 2019 and 2018 were as follows:

a) Intangible assets

Goodwill

Goodwill is recognised as an asset when it arises in an acquisition for valuable consideration in the context of a business combination. Goodwill is allocated to the cash-generating units to which the economic benefits of the business combination are expected to flow and is not amortised. Instead, these cash-generating units are tested for impairment at least once a year using the methodology described in Note 3-c and, where appropriate, are written down.

Other intangible assets

Intangible assets (internal computer software developments and development projects for which there are no doubts as to their technical and commercial success) are measured at their acquisition cost or accumulated production cost applied in accordance with inventory measurement bases (Note 3-e).

Commercial relationships, customer portfolio and trademarks arise mainly from business combinations (acquisitions of Solaris, EuroMaint, BWB and Rifer) and are recognised initially at acquisition-date fair value, which is their deemed cost (Note 2-f).

Other intangible asset items are amortised on a straight-line basis at rates based on the following years of estimated useful life:

	Years of estimated useful life
Commercial relationships and customer portfolio	1,5 - 18
Patents, licences and trademarks	20 - indefinite useful life
Development expenditure	5
Computer software and other	2 - 10

Development projects are amortised on a straight-line basis over five years from their acquisition or completion, or are recovered as an addition to the cost of the development-related contracts obtained over that period, in which case they are transferred to inventories (Note 7).

b) Property, plant and equipment

Items of "Property, plant and equipment" are carried at cost revalued, where appropriate, pursuant to the applicable legislation, including Guipúzcoa Regulation 11/1996, of 5 December, and the surplus resulting therefrom was treated as part of the cost of these assets, in accordance with IFRSs and pursuant to the alternative accounting treatment provided for by IFRS 1, whereby the fair value at the date of transition is used as the deemed cost for certain specific assets.

The costs of expansion, modernisation or improvements leading to increased productivity, capacity or efficiency or to a lengthening of the useful lives of the assets are capitalised.

In-house work performed by the consolidated companies on items of property, plant and equipment is recognised at the related accumulated production cost allocated in accordance with inventory measurement bases (Note 3-e).

The items of property, plant and equipment are depreciated on a straight-line basis at rates based on the following years of estimated useful life:

	Years of estimated useful life
Buildings	25 - 50
Plant and machinery	3 - 10
Transport equipment (Leasing)	5 - 10
Other fixtures, tools and furniture	3 - 10
Other items of property, plant and equipment	5 - 20

In general, for items of property, plant and equipment that necessarily take a period of more than twelve months to get ready for their intended use, the capitalised costs include such borrowing costs as might have been incurred before the assets are ready for their intended use and which have been charged by the supplier or relate to loans borrowed specifically or generally directly attributable to the acquisition or production of the assets.

c) Impairment of assets

At each balance sheet date, the CAF Group reviews the carrying amounts of its non-current assets to determine whether there is any indication that those assets might have suffered an impairment loss. If any such indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss (if any). Recoverable amount is the higher of fair value less costs to sell and value in use. Value in use is deemed to be the present value of estimated future cash flows.

The recoverable amounts are calculated for each cash-generating unit, although in the case of property, plant and equipment, wherever possible, the impairment tests are performed individually for each asset.

If an impairment loss has to be recognised for a cash-generating unit to which all or part of an item of goodwill has been allocated, the carrying amount of the goodwill relating to that unit is written down first. If the loss exceeds the carrying amount of this goodwill, the carrying amount of the other assets of the cash-generating unit is then reduced, on the basis of their carrying amount, down to the limit of the highest of the following values: fair value less costs to sell; value in use; and zero.

Where an impairment loss subsequently reverses (not permitted in the specific case of goodwill), the carrying amount of the asset or cash-generating unit is increased to the revised estimate of its recoverable amount, but so that the increased carrying amount does not exceed the carrying amount that would have been determined had no impairment loss been recognised in prior years. A reversal of an impairment loss is recognised as income.

d) Financial instruments

In accordance with the classification criteria established by IFRS 9, the Group classifies its financial assets in the following categories:

Financial assets

The financial assets held by the Group are classified on the basis of the nature of the financial asset's contractual cash flows and the business model for managing its financial assets, in the following categories:

1. Financial assets at amortised cost

This category includes financial assets that are held for the purpose of collecting contractual cash flows and the contractual terms of the financial asset give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

These assets are initially recognised at fair value and are subsequently measured at amortised cost.

The Group calculates a loss allowance for expected credit losses taking as a reference the expected losses in the next 12 months, unless the credit risk has increased significantly, in which case the Group calculates the loss allowance taking as a reference the expected life of the financial instrument.

In order to calculate this impairment, the Group uses as reference the creditworthiness of the borrowers, which is estimated using information available in the market (ratings) and adjusted following a case-by-case analysis of the collection guarantees available.

The Group derecognises a financial asset when all the risks and rewards of ownership of the asset have been transferred to another entity or when the contractual rights to the cash flows from the asset expire. At 31 December 2019, the Group had derecognised receivables amounting to EUR 60,639 thousand (31 December 2018: EUR 28,108 thousand) as a result of non-recourse factoring agreements.

2. Financial assets measured at fair value through other comprehensive income

Equity instruments that the Group has made the irrevocable election to classify as financial assets at fair value through other comprehensive income are recognised in this category.

The financial assets included in this category are initially recognised at fair value including any transaction costs. These assets are subsequently measured at fair value through other comprehensive income. The cumulative gain or loss is not transferred to profit or loss on disposal of these equity instruments. Dividends are recognised under "Finance Income" in the consolidated statement of profit or loss.

The Group has designated all its investments in equity instruments as measured at fair value through other comprehensive income (Note 9).

3. Financial assets at fair value through profit or loss

Assets that do not meet the requirements to be included in either of the other two categories are included in this category. The financial assets included in this category are initially recognised at fair value which, in the absence of evidence to the contrary, is the transaction price, which is the fair value of the consideration given. Directly attributable transaction costs are recognised in profit or loss. After initial recognition, the assets in this category are measured at fair value through profit or loss.

Financial Liabilities

Accounts payable are initially recognised at market value and are subsequently measured at amortised cost using the effective interest rate. The Group derecognises financial liabilities when the obligations giving rise to them cease to exist.

Borrowings are recognised initially at fair value less the transaction costs incurred. They are subsequently measured at amortised cost, and any difference between the funds obtained (net of the costs required to obtain them) and the repayment value is recognised in the statement of profit or loss over the term to maturity of the debt using the effective interest method.

The Group only derecognises financial liabilities when the obligations giving rise to them are cancelled, eliminated or expire.

Derivative financial instruments

The Group uses derivative financial instruments to hedge the foreign currency risk to which its project contracts and certain investments in investees are exposed, and to hedge the interest rate risk arising from loan drawdowns (Notes 5 and 17).

The fair value of the derivative financial instruments was calculated including the credit risk, the entity's own credit risk for liability derivative financial instruments, and the counterparty's credit risk for asset derivative financial instruments.

The Group reviews the conditions for a financial derivative to qualify for hedge accounting to ensure that such conditions are met, i.e.: (1) it hedges one of the following three types of risk: fair value hedge, cash flow hedge or hedge of a net investment in a foreign operation; (2) it effectively eliminates any risk inherent to the hedged item or position throughout the projected term of the hedge; and (3) there is suitable documentation to evidence that the financial derivative was arranged specifically to hedge certain balances or transactions and how it was intended to achieve and measure the effectiveness of the hedge, provided that this was consistent with the Group's risk management policy.

The CAF Group has defined financial risk management objectives and policies which set forth, in writing, the policy in respect of the arrangement of derivatives and hedging strategy.

These financial instruments are initially recognised at acquisition cost. The changes in the fair value of the derivative financial instruments that were designated and effective as hedges are subsequently recognised as follows:

– In fair value hedges, the gains or losses arising on both the hedging instrument and the hedged item attributable to the type of risk being hedged are recognised directly under "Financial Loss" in the accompanying consolidated statement of profit or loss. The Group recognises as fair value hedges the hedges arranged for construction work when the necessary conditions are met for hedges of this nature (existence of a firm commitment).

– In cash flow hedges, the gains or losses attributable to the effective portion of the hedging instrument are recognised temporarily in equity under "Valuation Adjustments - Hedges". This method is used by the Group to hedge projects in which the hedged risk is not a firm and signed commitment but rather a highly probable forecast transaction, and for interest rate hedges. To the extent that a highly probable transaction gives rise to a firm commitment, the amounts previously recognised in equity are reclassified to profit or loss.

– In hedges of net investments in foreign operations, the gains or losses attributable to the portion of the hedging instrument qualifying as an effective hedge are recognised temporarily in equity under "Translation Differences".

Fair value measurements of financial assets and liabilities are classified according to the following hierarchy established in IFRS 13:

– Level 1: quoted prices in active markets for identical assets or liabilities.

– Level 2: inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly (i.e. as prices) or indirectly (i.e. derived from prices).

– Level 3: inputs for the asset or liability that are not based on observable market data.

The detail of the CAF Group's assets and liabilities measured at fair value according to the levels indicated above at 31 December 2019 and 2018 is as follows (in thousands of euros):

2019

	Level 1	Level 2	Level 3	Total
Assets				
Equity instruments (Note 9-b)	-	-	24,911	24,911
Derivatives (Note 17)	-	85,011	-	85,011
Other financial assets (Note 13)	60,564	-	-	60,564
Total assets	**60,564**	**85,011**	**24,911**	**170,486**
Liabilities				
Derivatives (Note 17)	-	106,917	-	106,917
Other financial liabilities (Note 15)	-	-	12,110	12,110
Total liabilities	**-**	**106,917**	**12,110**	**119,027**

2018

	Level 1	Level 2	Level 3	Total
Assets				
Equity instruments (Note 9-b)	-	-	22,834	22,834
Derivatives (Note 17)	-	16,569	-	16,569
Other financial assets (Note 13)	59,281	-	-	59,281
Total assets	**59,281**	**16,569**	**22,834**	**98,684**
Liabilities				
Derivatives (Note 17)	-	75,373	-	75,373
Other financial liabilities (Note 15)	-	-	8,656	8,656
Total liabilities	**-**	**75,373**	**8,656**	**84,029**

The fair value of the derivative financial instruments was calculated using mainly variables based on observable market data (year-end exchange rates and yield curves).

To calculate the fair value of equity instruments, the Group uses appropriate measurement techniques based on the circumstances and on the volume of inputs available for each ownership interest, attempting to maximise the use of relevant observable inputs. These investments were measured at fair value using the business model of each one and the contractual terms and conditions thereof, assessing different scenarios and using discount rates checked with independent experts (Note 9-b).

The Group considers that, due to their characteristics, the fair value of the financial assets and liabilities measured at amortised cost does not significantly differ from their amortised cost.

e) Inventory measurement bases

Raw materials and other supplies and goods held for resale are measured at the lower of average acquisition cost or net realisable value.

Work in progress and finished and semi-finished goods are presented net of costs already settled as described in Note 3-f and are measured as follows:

– Materials and expenses allocated to each project: at the average acquisition or production cost.

– Processing costs: based on standard hourly absorption rates for labour and direct and indirect production overheads, which do not differ significantly from actual hourly rates.

– For inventories that require a period of more than twelve months to be ready for sale, cost includes borrowing costs.

f) Recognition of contract revenue and profit

The Group recognises revenue from the following main sources:

Construction and engineering contracts

For train and traction equipment construction contracts, the Group generally recognises the income and profit or loss on each contract by reference to the estimated stage of completion of the contract, calculated on the basis of the actual hours incurred in each contract as a percentage of the estimated total hours, which is in keeping with other methods for determining the stage of completion on the basis of the costs incurred compared with the budgeted costs.

Once the projected profit or loss on each contract has been determined, the Group applies the following correcting coefficients to determine actual profit or loss and revenue:

– With a percentage of completion of between 0% and 10%, no profit or revenue is recognised, in order to take into account the initial margin of uncertainty of the contracts in the long term.

– From 10% onwards, a percentage of profit and revenue equal to the percentage of completion is recognised.

For civil engineering construction contracts, signalling and engineering services, revenue and the profit or loss on these contracts are recognised by reference to the estimated stage of completion of the contract, calculated on the basis of the costs incurred compared with the total budgeted costs.

Potential losses on project contracts are recognised in full when they become known or can be estimated.

The Group only recognises income arising from claims when the customer has accepted the claim and there is evidence of such acceptance by means of a contractual amendment or a similar legal document.

Based on the revenue realised, the projected profit or loss on each contract (calculated as described above) and the stage of completion, inventories are derecognised for the amount of the costs settled with a charge to the related consolidated statement of profit or loss and a credit to "Inventories" on the asset side of the consolidated balance sheet (Note 11).

Lastly, since the guarantees that are offered on these contract are not higher than those offered in the industry and are not additional guarantees, they are considered to be a single performance obligation together with the construction of the train or traction equipment.

Sale of buses, wheel sets, replacement parts and lesser refurbishments

Revenue from sales of buses, wheel sets, replacement parts and lesser refurbishments is recognised when control of the asset is transferred to the customer and the entity satisfies a performance obligation deemed to be the point in time when the bus is delivered.

In certain bus contracts there are repurchase options (buybacks) in which a case-by-case analysis is performed to determine whether control has been transferred to the customer. The transfer criterion in these cases is based on whether or not the customer has a significant economic incentive to exercise that right. If it is considered that the customer has a significant economic incentive to exercise that right, the entity shall account for the revenue as an operating lease over the term of the transaction until the date of the repurchase option (Notes 3-m and 21).

The main factor taken into consideration in order to conclude as to whether there is an economic incentive for the client is the relationship of the repurchase price to the expected market value of the bus at the date of the repurchase.

If it is concluded that the customer does not have a significant economic incentive to exercise its right, the revenue is recognised as if it were the sale of a product with a right of return. In this case, a large proportion of the revenue is recognised when the bus is delivered. Also, a liability for the amount to be returned to the customer and an asset for the right of return are recognised in the consolidated balance sheet. If finally the bus is not returned at the right date, the Group recognises the liability as revenue and the asset as an expense (Note 21).

Maintenance contracts

Maintenance revenue is recognised over the term of the contract. In general, revenue is recognised on a straight-line basis over the aforementioned time interval, unless there is evidence that another method better reflects the stage of completion at any time. That is, in multi-year projects with constant monthly billings where the resources available to perform the service are recognised on a straight-line basis, the billings made are assumed to be equal to the corresponding revenue.

However, when major repairs take place over specific periods of time, the percentage of completion of a contract is postponed and the recognition of a portion of the revenue from the billings received is deferred until the periods when the major repairs take place.

In these cases, this difference is recognised with a charge to "Revenue" in the accompanying consolidated statement of profit or loss and a credit to "Other Non-Current Liabilities" in the accompanying consolidated balance sheet (Note 21).

Income for financial assets

Interest income from financial assets is recognised using the effective interest method and dividend income is recognised when the shareholder's right to receive payment is established. In any case, interest and dividends from financial assets accrued after the date of acquisition are recognised as income in the consolidated statement of profit or loss.

g) Consolidated balance sheet balances relating to revenue recognition

Unlike the method used to recognise contract revenue, the amounts billed to the customer are based on achievement of the various milestones established in the contract and on acknowledgement thereof by the customer. Thus, the amounts recognised as revenue for a given year do not necessarily coincide with the amounts billed to the customer. The difference between revenue recognised on each project (Note 3-f) and the amount billed for the project is recognised as follows:

– If the difference is positive, “Contract Assets” under “Trade and Other Receivables - Trade Receivables for Sales and Services” (Note 12).

– If the difference is negative, “Contract Liabilities” under “Trade and Other Payables – Other Payables” and “Other non-current assets” (Note 12).

h) Current/Non-current classification

Items are classified under "Current Assets" and "Current Liabilities" (contract assets, contract liabilities and short-term provisions) which may be realised or settled in more than twelve months, since they form part of the Group's normal cycle as established in the applicable legislation. Considering the items as a whole, the directors' estimates indicate that the current assets will be realised essentially in the short term and, in any event, the current liabilities to be settled in more than twelve months exceed the current assets that would be realised in more than twelve months (Notes 12 and 20).

i) Government grants

The Group companies recognise government grants received as follows:

– Grants related to assets are recognised at the amount granted, as a reduction of the value of the subsidised asset when they are definitively granted and are credited to profit or loss in proportion to the period depreciation on the assets for which the grants were received.

– Grants related to income are recognised in profit or loss when they are definitively granted.

j) Post-employment benefits

The consolidated Group companies' legal and contractual obligations to certain of their employees in relation to supplementary retirement and death benefits are met through premiums under defined benefit plans to external funds deposited, or in the process of being externalised, at independent insurance companies. The contributions made in 2019 for various groups of employees amounted to EUR 8,466 thousand (2018: EUR 8,543 thousand). The impact of these obligations on the consolidated statement of profit or loss for 2019 amounted to EUR 3,410 thousand (2018: EUR 3,308 thousand) with a charge to “Staff costs”. In 2019 a net actuarial loss of EUR 5,816 thousand arising from changes in the actuarial assumptions was recognised directly in equity (2018: a net actuarial loss of EUR 2,403 thousand).

In accordance with the accrual basis of accounting, at 31 December 2019 the Group recognised a current asset of EUR 105 thousand and a current liability of EUR 597 thousand, calculated by an independent valuer, in the consolidated balance sheet. This amount is the difference between the present value of the defined benefit obligations accrued and the fair value of the assets qualifying as "plan assets" (31 December 2018: EUR 268 thousand). The future modifications to the obligations assumed will be recognised in profit or loss for the related year (Notes 15 and 23).

In the assumptions applied in the actuarial study performed by an independent third party, the future obligations were discounted at a market rate, taking into account salary increases similar to those made in the past.

In accordance with the applicable collective agreement, the Parent contributes an additional 2.3% of the annual base salary of all its employees to an employee benefit entity (EPSV) (Notes 23, 24 and 25).

Lastly, certain subsidiaries have other obligations to their employees pursuant to the legislation in the countries in which they are located, and the related provisions at 31 December 2019 were recognised under "Long-Term Provisions" and "Short-Term Provisions" for EUR 6,319 thousand and EUR 3,953 thousand, respectively (31 December 2018: EUR 3,946 thousand and EUR 3,456 thousand, respectively) (Note 20).

k) Early retirements and termination benefits

At 31 December 2019, "Non-Current Financial Liabilities - Other Financial Liabilities" and "Trade and Other Payables - Other Payables" in the accompanying consolidated balance sheet included EUR3,153 thousand and EUR 2,712 thousand, respectively (31 December 2018: EUR 3,408 thousand and EUR 2,799 thousand), relating to the present value estimated by the Parent's directors of the future payments to be made to employees who in December 2019 with whom hand-over contracts had been entered into. The net provision for 2019 was recognised with a charge of EUR 3,050 thousand (2018: EUR 575 thousand) to "Staff costs" in the consolidated statement of profit or loss (Note 23).

l) Income tax

The expense for income tax and other similar taxes applicable to the foreign consolidated entities are recognised in the consolidated statement of profit or loss, except when it results from a transaction the result of which is recognised directly in equity, in which case the related tax is also recognised in equity.

Deferred tax liabilities are recognised for all taxable temporary differences, unless, in general, the temporary difference arises from the initial recognition of goodwill. Also, deferred tax assets are recognised for tax loss and tax credit carryforwards and temporary differences to the extent that it is considered probable that the consolidated companies will have sufficient taxable profits in the future against which the deferred tax assets can be utilised, which at the consolidated CAF Group are deemed to be those that will be earned in the period covered by its backlog.

Pursuant to IFRSs, deferred tax assets and deferred tax liabilities are classified as non-current assets and liabilities.

m) Leases

The Group as lessee:

At inception of a contract, the Group assesses whether the contract is, or contains, a lease. The Group recognises a right-of-use asset and its corresponding liability for all leases, except for short-term or low-value asset leases. In such cases, the Group recognises the lease payments as an operating expense on a straight-line basis over the lease term.

The lease liability is recognised initially at the present value of the outstanding lease payments at the date of initial measurement, discounted using the Group's incremental borrowing rate.

The lease payments included in the calculation are as follows:

– Fixed lease payments.

– Amounts expected to be payable under residual value guarantees.

– The exercise price of a purchase option if the lessee is reasonably certain to exercise that option.

– Payments of penalties for terminating the lease, if the lease term reflects the lessee exercising an option to terminate the lease.

The lease liability is subsequently measured by increasing its carrying amount to reflect the interest on the liability (using the effective interest method) and reducing the carrying amount to reflect the lease payments made.

The Group remeasures its lease liability (and makes the corresponding adjustment to the right-of-use asset) when:

– There is a change in the lease term or the assessment of an option to purchase the underlying asset, in which case the lease liability is remeasured using a revised discount rate.

– There is a change in future lease payments resulting from a change in an index or a change in the residual value, in which case the lease liability is recalculated using an unchanged discount rate.

– A lease is modified and is not considered to be a separate lease, in which case the lease liability is remeasured using the new lease term and a revised discount rate.

The right-of-use asset consists of: the amount of the initial measurement of the lease liability; any lease payments made before the commencement date, less any lease incentives received; and any initial costs. This asset is subsequently measured at cost less any accumulated depreciation and impairment.

Right-of-use assets are depreciated over the term of the lease. If the asset reflects the value of the purchase option, the depreciation period will be the useful life of the leased asset. Depreciation begins at the commencement date of the lease.

The Group as lessor

The Group acts as lessor in certain bus contracts (see Note 3-f). Leases in which the contract establishes that the risks and rewards of ownership are transferred to the lessee are classified as finance leases, and all others are classified as operating leases.

Operating lease income is recognised on a straight-line basis over the lease term. The initial direct costs incurred in negotiating and entering into the operating lease are added to the carrying amount of the leased asset and recognised on a straight-line basis over the lease term.

n) Administrative concessions

Concessions represent arrangements between a public sector grantor and CAF Group companies to provide public services such as preventative, corrective and inspection services for various railway lines through the operation of infrastructure. Revenue from providing the service may be received directly from the users or, sometimes, through the concession grantor itself, which regulates the prices for providing the service.

The concession right generally means that the concession operator has an exclusive right to provide the service under the concession for a given period of time, after which the infrastructure assigned to the concession and required to provide the service is returned to the concession grantor, generally for no consideration. The concession arrangement must provide for the management or operation of the infrastructure. Another common feature is the existence of obligations to acquire or construct all the items required to provide the concession service over the concession term.

These concession arrangements are accounted for in accordance with IFRIC 12, “Service Concession Arrangements”. In general, a distinction must be drawn between two clearly different phases: the first in which the operator provides construction or upgrade services which are recognised as intangible or financial assets by reference to the stage of completion pursuant to IFRS 15 “Revenue from Contracts with Customers”, and a second phase in which the operator provides a series of maintenance or operation services for the aforementioned infrastructure, which are recognised in accordance with the same standard.

An intangible asset is recognised when the demand risk is borne by the operator and a financial asset is recognised when the demand risk is borne by the grantor, since the operator has an unconditional contractual right to receive cash for the construction or upgrade services. Finance income arising from measurement of the financial asset of concessions at amortised cost is recognised under "Revenue" in the consolidated statement of profit or loss. Since they meet the required conditions, the concessions recognised by the Group (Note 9) are classified as financial assets.

4. DISTRIBUTION OF THE PROFIT OF THE PARENT

The proposed distribution of the profit for 2019 that the Parent's directors will submit for approval by the shareholders at the Annual General Meeting is as follows:

Distribution	Thousands of euros
Distributable profit	
Profit for the year	1,950
Voluntary reserves	26,914
	28,864
Distribution	
Dividends	28,864

5. FINANCIAL RISK MANAGEMENT

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

These risks include financial risks: market risk (including exchange rate risk, interest rate risk and commodity price risk), credit risk, liquidity risk and financing risk.

The financial risk management policy adopted by the CAF Group focuses on managing the uncertainty of financial markets and aims to minimise the potential adverse effects on the achievement of the Group's objectives.

The Group's Financial Department identifies, analyses, assesses and defines the treatment, and performs the monitoring and control, of the financial risks in accordance with the General Risk Management and Control Policy and the specific policies for the management of financial risk established by the Board of Directors.

a) Market risk

The CAF Group manages market risk in accordance with the principles set out in the Market Risks Policy.

a.1) Cash flow and fair value interest rate risk

The interest rate risk arises from the possibility that changes may occur in the value of the Group's financial assets and liabilities as a result of changes in market interest rates. In accordance with the policy, financing transactions are performed under appropriate cost, term and risk terms and conditions, considering at all times optimal use of the various instruments and sources of financing. Specifically, the Group sets an objective, to the extent permitted by the markets, of maintaining a borrowing structure balanced between fixed and floating interest rates (usually Euribor) the goal of which is to maintain an adequate balance between the cost of financing and the risk of changes in interest rates.

In this regard, a significant portion of the financial debt at 31 December 2019 related, on the one hand, to the concessions obtained in Brazil and Mexico (Notes 9 and 16), and, on the other, to the Parent's debt for the financing of its activity and that of the other Group companies.

The debt relating to the train lease company in Brazil is a structured project finance loan without recourse to the other Group companies which is tied to the TJLP (a long-term reference rate published by the Central Bank of Brazil). For the debt relating to the train lease company in Mexico, the Group entered into an interest rate swap in order to convert the loan's floating interest rate into a fixed rate, for 80% of the amount drawn down on the loan, affecting in turn 80% of its term.

With regard to the Parent's debt at 31 December 2019, it has a liability exposure of EUR 219 million in relation to changes in market interest rates (31 December 2018: EUR 205.8 million) and EUR 457,3 million in relation to fixed interest rates (31 December 2018: EUR 410.2 million), of which EUR 25 million were fixed as a result of interest rate derivatives(31 December 2018: EUR 31.7 million) (Notes 16 and 17). The debt of the subsidiaries CAF Investment Projects, S.A.U. and Solaris Group are tied to market interest rates (Note 16).

Taking into consideration the balance at 31 December 2019 and 2018, if the average of the market-tied interest rates of third-party borrowings had been 100 basis points higher or lower, with all other variables remaining constant, and considering the hedging policies described above, the finance costs arising from the financial debt would have risen by approximately EUR 5,937 thousand and EUR 5,283 thousand, respectively.

a.2) Foreign currency risk

The various CAF Group companies operate on an international stage and, therefore, are exposed to foreign currency risk in their foreign currency transactions (currently the US dollar, the Brazilian real, the pound sterling, the Polish zloty, the Swedish krona, the Australian dollar, the Saudi riyal, the Mexican peso, the Japanese yen, the Colombian peso, the New Zealand dollar and the Hungarian forint, among others).

The foreign currency risk to which the Group is exposed as a result of its operations in the international sphere is managed in accordance with the Market Risks Policy, which envisages various strategies aimed at reducing that risk, such as, for example, the arrangement of financial or natural hedges, ongoing monitoring of exchange rate fluctuations and other complementary measures.

In line with the principles of this policy, as a general rule the Group transfers to third parties, provided that the cost is reasonable, the foreign currency risk associated with its contracts denominated in currencies other than the functional currency. The hedges are intended to avoid the impact of currency fluctuations on the various contracts entered into, so that the Group's results present fairly its industrial and services activity. The impact on the consolidated statement of profit or loss (sensitivity) for 2019 of a 10% depreciation of the Brazilian real against the euro at 31 December 2019 would be a loss of EUR 5,554 thousand (31 December 2018: EUR 3,297 thousand). Also, the impact of a 10% devaluation of the pound sterling against the euro with respect to its closing exchange rate would be a gain of EUR 4,400 thousand. In the event of a 10% devaluation of its functional currency (Polish zloty) against the euro with respect to its closing exchange rate at 31 December 2019, the Group company Solaris Bus & Coach, S.A. would obtain a gain of EUR 6,381 thousand (31 December 2018: EUR 4,429 thousand). The exchange rate fluctuation described above would have an opposite sign effect on the net investment in a foreign operation denominated in Polish zlotys. The sensitivity of the consolidated statement of profit or loss to the other foreign currencies was not material.

At 31 December 2019 and 2018, the Group was exposed to the foreign currency risk on the net investment in those subsidiaries whose functional currency is not the euro, except in the case of the US dollar, the exposure to which is partially hedged.

The detail of the equivalent value in thousands of euros of the assets and liabilities of the subsidiaries with functional currencies other than the euro at 31 December 2019 and 2018 is as follows:

	Equivalent value in thousands of euros					
		31/12/19			31/12/18	
Currency	**Assets**	**Liabilities**	**Net exposure**	**Assets**	**Liabilities**	**Net exposure**
Chilean peso	16,502	13,536	2,966	27,615	24,547	3,068
Mexican peso	248,779	226,582	22,197	145,372	124,414	20,958
Argentine peso	628	275	353	980	492	488
Brazilian real	430,845	262,100	168,745	451,589	265,408	186,181
US dollar (Note 3-d) (*)	535,861	288,320	49,843	557,795	304,907	47,284
Pound sterling	131,930	75,939	55,991	91,805	35,972	55,833
Algerian dinar	5,868	3,179	2,689	4,540	2,641	1,899
Turkish lira	3,691	1,856	1,835	4,139	2,578	1,561
Venezuelan bolivar	65	62	3	59	59	-
Indian rupee	9,115	689	8,426	8,509	83	8,426
Australian dollar	21,375	20,738	637	1,091	964	127
Colombian peso	1,335	946	389	2,126	1,589	537
Saudi riyal	18,976	13,858	5,118	12,134	8,388	3,746
New Zealand dollar	10,792	8,381	2,411	5,675	3,896	1,779
Romanian leu	320	194	126	307	187	120
New Taiwan dollar	12,641	6,518	6,123	13,224	7,409	5,815
Hungarian forint	602	330	272	625	380	245
Japanese yen	110	7	103	1,141	1,056	85
Mauritian rupee	4,240	4,015	225	1,491	1,476	15
Polish zloty	727,233	491,445	235,788	659,046	419,945	239,101
Swiss franc	10,116	6,952	3,164	4,275	1,689	2,586
Norwegian krone	7,016	9,656	(2,640)	5,545	8,606	(3,061)
Swedish krona	215,929	163,282	52,647	7,047	6,070	977
Uruguayan peso	1	-	1			
Total	**2,413,970**	**1,598,860**	**617,412**	**2,006,130**	**1,222,756**	**577,770**

(*) At 31 December 2019, there were hedges of net investments in foreign operations (Note 17) amounting to EUR 197,698 thousand, applying the year-end exchange rate (31 December 2018: EUR 205,604 thousand).

In the event of a 10% appreciation or depreciation of all the foreign currencies, the pre-tax impact on the Group's equity would amount to EUR 61,741 thousand at 31 December 2019, before considering its fiscal impact (31 December 2018: EUR 57,777 thousand).

The detail of the main foreign currency balances of subsidiaries is as follows:

	Equivalent value in thousands of euros			
	31/12/19		**31/12/18**	
Nature of the balances	**Assets**	**Liabilities**	**Assets**	**Liabilities**
Goodwill	108,804	-	101,620	-
Other intangible assets	165,940	-	156,466	-
Property, plant and equipment	233,290	-	184,733	-
Non-current financial assets and deferred tax assets	551,017	-	513,249	-
Other non-current assets	7,208	-	2,684	-
Inventories	384,954	-	314,042	-
Trade and other receivables	711,857	-	544,254	-
Other current financial assets	88,966	-	50,703	-
Cash and cash equivalents	161,934	-	138,379	-
Non-current liabilities	-	639,069	-	503,645
Current liabilities	-	959,791	-	719,111
Total	**2,413,970**	**1,598,860**	**2,006,130**	**1,222,756**

a.3) Commodity price risk

For the most significant commodities, the Group's orders are placed and prices closed when each new project commences. The risk of a rise in commodity prices having an adverse effect on the contractual margins is thus hedged.

b) Credit risk

Most of the Group's accounts receivable and work in progress relate to various customers in different countries. Contracts generally include progress billings.

The Group’s standard practice is to hedge against certain risks of termination or default associated with export contracts by taking out export credit insurance policies, pursuant to the rules in the OECD Consensus concerning instruments of this nature. The decision on whether or not to hedge is taken on the basis of the type of customer and the country in which it operates.

At 31 December 2019 and 2018, the Group had insured a portion of its accounts receivable from customers in certain countries abroad, taking into account the risk of each of them, through credit insurance policies (Note 12).

c) Liquidity and financing risk

As determines the Liquidity and Financing Policy, prudent liquidity and financing risk management entails maintaining sufficient cash, marketable securities and available funds to cover all the Group's financial obligations fully and effectively (Notes 14-h and 16).

The CAF Group manages liquidity and financing risk using the following mechanisms:

– Seeking and selecting business opportunities with the highest possible level of self-financing, within existing market conditions, for each of the contracts. In vehicle manufacturing projects of an average term of approximately three years, the milestones for billing and executing the work may not be in the same timeframe, which results in financial resources being consumed.

– Implementing and maintaining an active working capital management policy through ongoing monitoring of compliance with billing milestones for each project commissioned.

– Maintaining a strong short-term liquidity position.

– Maintaining surplus undrawn credit balances.

d) Brexit: impact on financial risks

The emergence of Brexit in June 2016 gave rise to the need to conduct an analysis of its consequences and its effect on the Group's various lines of business. Following this analysis, a series of mechanisms were activated to anticipate and manage such effects.

Identified among the consequences with the greatest impact were the operational risks of the contracts in the Group's backlog (amounting to EUR 1,600 million at 31 December 2019) and future calls for tender. For this area in particular, the Company identified and analysed projects that could have an impact due to changes in customs and/or import tariff processes and due to the movement of people for the various Brexit scenarios and time horizons and, consequently, the appropriate action measures for each situation were established.

Similarly, as in the other countries in which CAF operates, an analysis was conducted of the impacts related to the financial risks. In the case of the pound sterling exchange rate risk, its potential impact is detailed in Note 5-a.2) above, and there is no exposure in the case of LIBOR interest rate risk.

Worthy of mention is the continuous monitoring and control used in the measures and action plans created to mitigate the consequences of Brexit.

6. SEGMENT REPORTING

a) Basis of segmentation

Segment reporting on the CAF Group in the accompanying consolidated financial statements is structured as follows:

– By business unit, distinguishing between the “Rolling Stock” and the “Buses” operating activities. The latter is the result of the acquisition of Solaris (Note 2-f).

– Information based on the Group's geographical location and products and services group is also included.

b) Basis and methodology for segment reporting

Segment revenue and expenses relate to those directly attributable to the segment and, accordingly, do not include interest, dividends or gains or losses arising from the disposal of investments or on debt redemption or repayment transactions. Segment assets and liabilities are those directly related to the segment's operating activities or to the ownership interests in companies engaged in that activity.

In accordance with the basis for primary segment reporting set forth in IFRSs (IFRS 8 “Operating Segments”), the CAF Group considered the two business units operated by it as its primary segments, since it considers that its organisational and management structure and its system of internal reporting to its managing and executive bodies are such that the risks and returns are affected predominantly by the fact that its operations are performed in one or the other business area, taken to be all of the related products and services. Accordingly, the segmentation is made up of the CAF Group's identifiable components that are subject to risks and returns that are different from those of components operating in other economic environments.

Therefore, the Group defined the following segments, which it considers fulfil the internal consistency requirements with regard to the similarity of their economic conditions, policies or the risks arising from the applicable regulations, exchange rates or proximity of activities and are differentiated with respect to the other segments for the same reasons:

- Rolling stock
- Buses

Segment information about the businesses is as follows:

	2019 (Thousands of euros)				
Segmentation by business unit	**Rolling stock**	**Buses**	**General**	**Inter-segment**	**Total**
External sales	1,947,550	650,105	-	-	2,597,655
Inter-segment sales	3,433	-	-	(3,433)	-
Total sales	**1,950,983**	**650,105**	**-**	**(3,433)**	**2,597,655**
Adjusted EBITDA	**204,193**	**39,505**	**-**	**-**	**243,698**
Depreciation and amortisation charge (Notes 7 and 8)	(54,991)	(25,676)	-	-	(80,667)
Impairment and gains or losses on disposals of non-current assets (expense) (Notes 7, 8 and 9)	(51)	(114)	-	-	(165)
Adjusted EBIT	**149,151**	**13,715**	**-**	**-**	**162,866**
Non-recurring items (Note 26)	(37,872)	-	-	-	(37,872)
EBIT	**111,279**	**13,715**	**-**	**-**	**124,994**
Financial loss	(32,739)	(12,100)	(17,068)	-	(61,907)
Share of net results of associates	(1,921)	(28)	-	-	(1,949)
Profit (Loss) before tax	**76,619**	**1,587**	**(17,068)**	**-**	**61,138**
Income tax					(36,048)
Profit (Loss) for the year from continuing operations					**25,090**
Profit (Loss) attributable to non-controlling interests					345
Profit (Loss) attributable to the Parent					**24,745**
ASSETS	**3,035,005**	**740,167**	**547,645**	**9**	**4,322,826**
LIABILITIES	**2,216,639**	**494,649**	**865,471**	**700**	**3,577,459**
Intangible asset and property, plant and equipment additions (Notes 7 and 8)	69,343	10,194	-	-	79,537

Segmentation by business unit	2018 (Thousands of euros) Rolling stock	Buses	General	Inter-segment	Total
External sales	1,887,731	160,688	-	-	2,048,419
Inter-segment sales	-	-	-	-	-
Total sales	**1,887,731**	**160,688**	**-**	**-**	**2,048,419**
EBITDA	**192,916**	**8,562**	**-**	**-**	**201,478**
Depreciation and amortisation charge (Notes 7 and 8)	(38,583)	(8,155)	-	-	(46,738)
Impairment and gains or losses on disposals of non-current assets (expense) (Notes 7, 8 and 9)	(10,703)	131	-	-	(10,572)
Adjusted EBIT	**143,630**	**538**	**-**	**-**	**144,168**
Non-recurring items	-	-	-	-	-
EBIT	**143,630**	**538**	**-**	**-**	**144,168**
Financial loss	(47,184)	(4,551)	(11,455)	-	(63,190)
Share of net results of associates	(488)	85	-	-	(403)
Profit (Loss) before tax	**95,958**	**(3,928)**	**(11,455)**	**-**	**80,575**
Income tax					(40,955)
Profit (Loss) for the year from continuing operations					**39,620**
Profit (Loss) attributable to non-controlling interests					(3,842)
Profit (Loss) attributable to the Parent					**43,462**
ASSETS	**2,734,913**	**674,343**	**596,694**	**11**	**4,005,961**
LIABILITIES	**2,033,208**	**421,995**	**793,486**	**5**	**3,248,694**
Intangible asset and property, plant and equipment additions (Notes 7 and 8)	78,220	2,771	-	-	80,991

Assets and liabilities for general use and the results generated by them, of which the Parent's net financial debt and the deferred and current tax assets and liabilities are noteworthy, were not allocated to the other segments. Similarly, the reconciling items arising from the comparison of the result of integrating the financial statements of the various business segments (prepared using management criteria) with the CAF Group's consolidated financial statements were not allocated.

The breakdown of sales, by product group and type of service provided, is as follows (in thousands of euros):

	2019	2018
High-speed	11,905	33,121
Regional and commuter	549,743	738,456
Metros	202,760	317,307
Tram and light rail	408,131	174,743
Bogies, refitting and other	28,549	51,541
Trains	**1,201,088**	**1,315,168**
Services	**454,939**	**362,096**
Buses	**650,105**	**160,688**
Wheel sets and components	**91,678**	**83,821**
Other (*)	**199,845**	**126,646**
Total	**2,597,655**	**2,048,419**

(*) Mainly civil construction, signalling and engineering contract revenue.

The information based on geographical location is as follows:

a) The breakdown of sales by geographical area at 31 December 2019 and 2018, including the most significant countries (those accounting for more than 5% of total sales), is as follows (in thousands of euros):

	2019	2018
United Kingdom	358,755	480,198
Spain	285,628	236,646
The Netherlands	242,327	249,780
Germany	183,603	60,142
Poland	165,155	40,950
Belgium	144,017	78,789
Sweden	139,490	2,365
Other European Union	316,888	125,622
European Union	**1,835,863**	**1,274,492**
Mexico	90,494	239,690
Other	671,298	534,237
Rest of the world	**761,792**	**773,927**
Total	**2,597,655**	**2,048,419**

In 2019 no customers have represented 10% of the Group's revenue. In 2018 two customers represented 11% and 10% of the Group's revenue.

b) The breakdown of net investments in property, plant and equipment by geographical area at 31 December 2019 and 2018 is as follows (in thousands of euros):

Geographical area	2019	2018
Spain	203,670	171,378
Poland (*)	100,122	101,389
Rest of the world	145,471	92,317
Total	**449,263**	**365,084**

(*) Including buses leased under the operating lease model not in operation in that country.

7. INTANGIBLE ASSETS

a) Goodwill

The changes in goodwill the years ended 31 December 2019 and 2018 were as follows:

2019

	Thousands of euros						
	Balance at 31/12/18	Adjustments to preliminary goodwill - transfers (Note 2-f)	Adjusted balance at 01/01/19	Changes in the scope of consolidation (Note 2-f)	Impairment	Translation differences	Balance at 31/12/19
BWB Holdings Limited	8,038	-	8,038	-	(2,680)	335	5,693
Solaris	93,582	(1,186)	92,396	-	-	955	93,351
EuroMaint	-	-	-	9,736	-	24	9,760
Other	207	-	207	-	-	-	207
Total	**101,827**	**(1,186)**	**100,641**	**9,736**	**(2,680)**	**1,314**	**109,011**

The goodwill of Euromaint was allocated in full to the railway segment (see Notes 2-f and 6).

2018

	Thousands of euros						
	Balance at 31/12/17	Adjustments to preliminary goodwill - transfers (Note 2-f)	Adjusted balance at 01/01/18	Changes in the scope of consolidation (Note 2-f)	Impairment	Translation differences	Balance at 31/12/18
Rifer, S.R.L.	4,265	(2,887)	1,378	-	(1,186)	-	192
BWB Holdings Limited	19,844	(11,497)	8,347	-	-	(309)	8,038
Solaris	-	-	-	93,622	-	(40)	93,582
Other	15	-	15	-	-	-	15
Total	**24,124**	**(14,384)**	**9,740**	**93,622**	**(1,186)**	**(349)**	**101,827**

The goodwill of Solaris was allocated in full to the buses segment (Notes 2-f and 6).

In 2019, the Parent tested the recoverability of the goodwill of BWB Holdings Limited and Solaris. The main parameters used in the recoverability test were as follows:

	Solaris	BWB Holdings Limited
Adjusted carrying amount at 01/01/19 (thousands of euros)	92,396	8,038
Value considered representative to determine the recoverable amount	Value in use	Value in use
Estimated number of years covered by cash flow projections	6	5
Long-term growth rate used	1.5%	2%
Discount rate used (*)	8.6%	10.4%

(*) Discount rate after tax.

The projections are prepared for each cash-generating unit on the basis of past experience and of the best estimates available, which are consistent with the Company's business plans. The main components are:

– Earnings projections

– Investment and working capital projections

Following is a sensitivity analysis of the main assumptions used in the model:

Amounts in thousands of euros	**Solaris**		**BWB Holdings Limited**	
	-100 p.b.	+100 p.b	-100 p.b	+100 p.b.
Growth rate:	-6,658	8,857	-1,405	+ 1,783
Discount rate:	+88,998	-67,042	+ 3,048	- 2,377

Following this analysis, EUR 2,680 thousand of goodwill of BWB Holdings Limited was written off with a charge to "Impairment and Gains or Losses on Disposals of Non-Current Assets" in the accompanying consolidated statement of profit or loss. The estimated enterprise value of Solaris exceeds its carrying amount, even in the worst-case scenario of the sensitivity analysis shown above.

b) Other intangible assets

The changes in the year ended 31 December 2019 in "Other Intangible Assets" and in the related accumulated amortisation were as follows:

	Thousands of euros				
	Commercial relationships and customer portfolio	**Patents, licenses and trademarks**	**Development expenditure**	**Computer software and other**	**Total**
Cost at 31/12/18	**26,356**	**113,042**	**170,549**	**36,861**	**346,808**
Changes in the scope of consolidation	18,466	-	308	5,144	23,918
Additions or charge for the year	-	-	20,242	10,975	31,217
Transfers	-	-	2,210	1,145	3,355
Transfers to inventories	-	-	(344)	-	(344)
Disposals or reductions	-	-	(1)	(24)	(25)
Translation differences	803	1,220	197	229	2,449
Cost at 31/12/19	**45,625**	**114,262**	**193,161**	**54,330**	**407,378**
Accumulated amortisation at 31/12/18	**(2,642)**	**(1,926)**	**(89,244)**	**(20,516)**	**(114,328)**
Additions or charge for the year	(2,569)	(5,589)	(13,682)	(4,678)	(26,518)
Transfers	-	-	90	(1,145)	(1,055)
Disposals or reductions	-	-	-	10	10
Translation differences	(120)	(74)	(36)	(55)	(285)
Accumulated amortisation at 31/12/19	**(5,331)**	**(7,589)**	**(102,872)**	**(26,384)**	**(142,176)**
Impairment at 31/12/18	**-**	**-**	**(25,932)**	**(13)**	**(25,945)**
Recognised in 2019	-	-	-	(16)	(16)
Transfers in 2019	-	-	-	-	-
Impairment at 31/12/19	**-**	**-**	**(25,932)**	**(29)**	**(25,961)**
Net balance at 31/12/19	**40,294**	**106,673**	**64,357**	**27,917**	**239,241**

The changes in the year ended 31 December 2018 in “Other Intangible Assets” and in the related accumulated amortisation were as follows:

	Thousands of euros				
	Commercial relationships and customer portfolio	Patents, licenses and trademarks	Development expenditure	Computer software and other	Total
Cost at 31/12/17	**-**	**68**	**133,387**	**25,030**	**158,485**
Changes in the scope of consolidation	9,537	111,215	13,931	7,385	142,068
Additions or charge for the year	-	-	23,655	4,513	28,168
Transfers	16,962	1,821	80	(12)	18,851
Transfers to inventories	-	-	(497)	-	(497)
Disposals or reductions	-	-	-	(13)	(13)
Translation differences	(143)	(62)	(7)	(42)	(254)
Cost at 31/12/18	**26,356**	**113,042**	**170,549**	**36,861**	**346,808**
Accumulated amortisation at 31/12/17	**-**	**(59)**	**(77,249)**	**(18,115)**	**(95,423)**
Changes in the scope of consolidation	(698)	-	-	-	(698)
Additions or charge for the year	(1,962)	(1,868)	(12,585)	(2,427)	(18,842)
Transfers	-	-	589	2	591
Disposals or reductions	-	-	-	-	-
Translation differences	18	1	1	24	44
Accumulated amortisation at 31/12/18	**(2,642)**	**(1,926)**	**(89,244)**	**(20,516)**	**(114,328)**
Impairment at 31/12/17	**-**	**-**	**(16,621)**	**(20)**	**(16,641)**
Recognised in 2018	-	-	(9,311)	-	(9,311)
Transfers in 2018	-	-	-	7	7
Impairment at 31/12/18	**-**	**-**	**(25,932)**	**(13)**	**(25,945)**
Net balance at 31/12/18	**23,714**	**111,116**	**55,373**	**16,332**	**206,535**

Research and development expenditure incurred in 2019 amounted to EUR 36,501 thousand (EUR 16,259 thousand were recognised in the consolidated statement of profit or loss and EUR 20,242 thousand were capitalised). Research and development expenditure incurred in 2018 amounted to EUR 40,983 thousand (EUR 17,328 thousand were recognised in the consolidated statement of profit or loss and EUR 23,655 thousand were capitalised). These amounts do not include basic engineering costs associated with contracts.

The additions to "Development Expenditure" in 2019 and 2018 correspond to the costs incurred in the development of new products, including most notably the development of highly automated signalling systems, the development of the onboard registration of the digital train, the development of the big data architecture and the development of a TCMS platform for the implementation of critical security functions.

As discussed in Note 3-a, in 2019 the Group transferred approximately EUR 344 thousand of development expenditure to various contracts it had won that incorporated the technology developed (2018: EUR 497 thousand).

With regard to "Computer Software", in 2019 the Group began to implement a new ERP, with most additions in the year relating to this process. At 31 December 2019, the Group had investment obligations of EUR 16,200 thousand, mainly in relation to the new IT system which is expected to be put into operation in 2021.

Lastly, in 2018, as a result of the acquisition of Solaris, an impairment loss of EUR 9,311 thousand was recognised with a charge to “Impairment and Gains or Losses on Disposals of Non-Current Assets” in the accompanying consolidated statement of profit or loss in relation to the development expenditure recognised in prior years in which the recoverability and economic and financial feasibility of the projects were not guaranteed.

8. PROPERTY, PLANT AND EQUIPMENT AND RIGHT-OF-USE ASSETS

The detail of "Property, Plant and Equipment" is as follows (in thousands of euros):

	31/12/19	31/12/18
Property, plant and equipment	382,136	365,084
Right-of-use assets	67,127	-
Total	**449,263**	**365,084**

a) Property, plant and equipment

The changes in the year ended 31 December 2019 in "Property, Plant and Equipment" and in the related accumulated depreciation were as follows:

	Thousands of euros						
	Land and buildings	Plant and machinery	Transport equipment (leasing) (Note 3-m)	Other fixtures, tools and furniture	Other items of property, plant and equipment	Advances and property, plant and equipment in the course of construction	Total
Cost at 31/12/18	**352,627**	**309,737**	**39,897**	**34,105**	**39,523**	**1,330**	**777,219**
Reclassification of assets for the right to use under IFRS 16	-	(1,896)	-	(1,221)	-	-	(3,117)
Adjusted opening balance at 01/01/19	**352,627**	**307,841**	**39,897**	**32,884**	**39,523**	**1,330**	**774,102**
Changes in the scope of consolidation (Note 2-f)	-	17,089	-	2,360	290	17	19,756
Additions	6,731	16,797	1,740	2,296	1,918	11,011	40,493
Transfers	323	(3,644)	4,272	635	2,437	(2,972)	1,051
Disposals or reductions	(24)	(2,875)	(5,902)	(597)	(203)	(43)	(9,644)
Translation differences	2,746	563	413	153	128	13	4,016
Cost at 31/12/19	**362,403**	**335,771**	**40,420**	**37,731**	**44,093**	**9,356**	**829,774**
Accumulated depreciation at 31/12/18	**(108,976)**	**(242,284)**	**(2,508)**	**(20,186)**	**(27,398)**	**-**	**(401,352)**
Reclassification of assets for the right to use under IFRS 16	-	1,556	-	332	-	-	1,888
Adjusted opening balance at 01/01/19	**(108,976)**	**(240,728)**	**(2,508)**	**(19,854)**	**(27,398)**	**-**	**(399,464)**
Additions	(9,764)	(14,663)	(6,511)	(3,204)	(3,416)	-	(37,558)
Transfers	(334)	271	(4,272)	(98)	287	-	(4,146)
Disposals or reductions	4	1,577	2,424	281	156	-	4,442
Translation differences	(162)	(90)	(109)	(38)	(63)	-	(462)
Accumulated depreciation at 31/12/19	**(119,232)**	**(253,633)**	**(10,976)**	**(22,913)**	**(30,434)**	**-**	**(437,188)**
Impairment at 31/12/18	**(6,205)**	**(4,142)**	**-**	**(423)**	**(13)**	**-**	**(10,783)**
Recognised in 2019	-	-	-	(272)	(155)	-	(427)
Transfers	-	-	-	-	(342)	-	(342)
Disposals or reductions	-	1,107	-	-	-	-	1,107
Translation differences	-	-	-	-	(5)	-	(5)
Impairment at 31/12/19	**(6,205)**	**(3,035)**	**-**	**(695)**	**(515)**	**-**	**(10,450)**
Net balance at 31/12/19	**236,966**	**79,103**	**29,444**	**14,123**	**13,144**	**9,356**	**382,136**

The change in the year ended 31 December 2018 in the various property, plant and equipment accounts and in the related accumulated depreciation were as follows:

	Thousands of euros						
	Land and buildings	Plant and machinery	Transport equipment (leasing) (Note 3-m)	Other fixtures, tools and furniture	Other items of property, plant and equipment	Advances and property, plant and equipment in the course of construction	Total
Cost at 31/12/17	**272,406**	**291,516**	**-**	**26,077**	**44,528**	**10,695**	**645,222**
Changes in the scope of consolidation (Note 2-f)	46,347	13,507	39,914	3,092	2,349	998	106,207
Additions	25,855	17,120	-	5,190	2,432	2,226	52,823
Transfers	10,521	(443)	-	595	(9,641)	(12,584)	(11,552)
Disposals or reductions	(681)	(10,914)	-	(792)	(117)	-	(12,504)
Translation differences	(1,821)	(1,049)	(17)	(57)	(28)	(5)	(2,977)
Cost at 31/12/18	**352,627**	**309,737**	**39,897**	**34,105**	**39,523**	**1,330**	**777,219**
Accumulated depreciation at 31/12/17	**(102,623)**	**(242,912)**	**-**	**(16,923)**	**(27,735)**	**-**	**(390,193)**
Additions	(7,837)	(11,332)	(2,508)	(3,390)	(2,829)	-	(27,896)
Transfers	363	167	-	(23)	3,025	-	3,532
Disposals or reductions	647	10,896	-	99	116	-	11,758
Translation differences	474	897	-	51	25	-	1,447
Accumulated depreciation at 31/12/18	**(108,976)**	**(242,284)**	**(2,508)**	**(20,186)**	**(27,398)**	**-**	**(401,352)**
Impairment at 31/12/17	**(6,231)**	**(4,141)**	**-**	**(131)**	**(13)**	**-**	**(10,516)**
Recognised in 2018	-	-	-	(292)	-	-	(292)
Translation differences	26	(1)	-	-	-	-	25
Impairment at 31/12/18	**(6,205)**	**(4,142)**	**-**	**(423)**	**(13)**	**-**	**(10,783)**
Net balance at 31/12/18	**237,446**	**63,311**	**37,389**	**13,496**	**12,112**	**1,330**	**365,084**

The most significant investments in 2019 were aimed at improving the Group's production capacity, the most notable of these investments being those relating to the new finishing warehouse in France, the investments at the Solaris production plants in Poland to adapt the facilities to the increased bus production and the production improvements at the Mexico plant.

In prior years the Group transferred to "Property, Plant and Equipment" the estimated recoverable amount of locomotives manufactured for a customer the contract for which was subsequently cancelled. At the end of 2018 the ownership of eight of the nine locomotives was transferred, and the ownership of the final unit was transferred at the end of 2019 following its lease to third parties.

At 2019 year-end and 2018 year-end, "Transport Equipment (Leasing)" included buses leased under operating leases (as indicated in Note 3-f) for a carrying amount of EUR 29,444 thousand (2018: EUR 37,389 thousand). Note 21 to the consolidated financial statements details the deferred income that will be recognised on a straight-line basis until the established repurchase date.

At 31 December 2019, the Group had firm capital expenditure commitments amounting to approximately EUR 7,805 thousand mainly in Poland (31 December 2018: EUR 10,376 thousand mainly in Spain).

At 31 December 2019, the Group had payables to property, plant and equipment suppliers amounting to EUR 7,594 thousand (31 December 2018: EUR 9,572 thousand) under "Current Financial Liabilities - Other Financial Liabilities" in the accompanying consolidated balance sheet.

The consolidated companies take out insurance policies to adequately cover their property, plant and equipment. At 31 December 2019 and 2018, the insurance policies taken out covered the carrying amount of the property, plant and equipment at those dates.

At 31 December 2019, the gross cost of fully depreciated assets in use amounted to approximately EUR 327,569 thousand (31 December 2018: EUR 283,271 thousand).

The losses recognised on property, plant and equipment disposals in 2019 amounted to approximately EUR 300 thousand and were recognised under "Impairment and Gains or Losses on Disposals of Non-Current Assets" in the accompanying consolidated statement of profit or loss (2018: gains of EUR 175 thousand). In 2019 the Group sold items of property, plant and equipment amounting to EUR 319 thousand (2018: EUR 921 thousand).

The Group deducts the amount of any grants received for the acquisition of an asset from the carrying amount of the asset acquired. At 31 December 2019, the net amount of the grants received not yet allocated to profit or loss totalled EUR 2,832 thousand (31 December 2018: EUR 1,055 thousand). EUR 211 thousand were allocated to profit or loss in this connection in 2019 (2018: EUR 212 thousand), and this amount was recognised under "Depreciation and Amortisation Charge" in the accompanying consolidated statement of profit or loss.

The directors consider that there were no indications of impairment of the Group's assets at 31 December 2019 other than those described in this Note.

b) Right-of-use assets

The detail of and changes in "Right-of-Use Assets" in 2019 were as follows:

	Thousands of euros				
	Land and buildings	**Plant and machinery**	**Other fixtures, tools and furniture**	**Other items of property, plant and equipment**	**Total**
Cost at 31/12/18	-	-	-	-	-
Initial application of IFRS 16	44,716	3,805	3,049	949	52,519
Reclassification of finance leases under IFRS 16	-	1,896	1,221	-	3,117
Adjusted beginning balance at 01/01/19	**44,716**	**5,701**	**4,270**	**949**	**55,636**
Changes in the scope of consolidation (Note 2-f)	-	24,091	2,059	-	26,150
Additions	5,922	194	1,574	137	7,827
Transfers	1,061	(529)	48	-	580
Disposals or reductions	(18)	(1,027)	(154)	(5)	(1,204)
Translation differences	265	68	30	12	375
Cost at 31/12/19	**51,946**	**28,498**	**7,827**	**1,093**	**89,364**
Accumulated depreciation at 31/12/18	-	-	-	-	-
Reclassification of finance leases under IFRS 16	-	(1,556)	(332)	-	(1,888)
Adjusted beginning balances at 01/01/19	**-**	**(1,556)**	**(332)**	**-**	**(1,888)**
Changes in the scope of consolidation (Note 2-f)	-	(4,180)	(1,837)	-	(6,017)
Additions	(9,543)	(4,814)	(1,807)	(427)	(16,591)
Transfers	-	1,426	201	-	1,627
Disposals or reductions	4	615	107	-	726
Translation differences	(54)	(20)	(13)	(7)	(94)
Accumulated depreciation at 31/12/19	**(9,593)**	**(8,529)**	**(3,681)**	**(434)**	**(22,237)**
Net balance at 31/12/18	-	-	-	-	-
Net balance at 31/12/19	**42,353**	**19,969**	**4,146**	**659**	**67,127**

The Group leases various assets, including land, buildings, transport equipment and machinery. The average lease term is not an indicative figure, since there is a significant dispersion between the term of land and building leases and that of other leased assets. Generally, lease terms were taken to be the minimum non-cancellable lease term, applying a specific rate to each lease, as described in Note 2-b to these consolidated financial statements.

As described in Note 2-b, the Group availed itself of the exemptions available for short-term leases, recognising the accrued expense under "Other Operating Expenses" in the accompanying consolidated statement of profit or loss. The Group has no significant leases with variable lease payments.

The main additions relate to the lease of plant and machinery due to the inclusion of the Euromaint Group in the scope of consolidation (see Note 2-f). Also, there were no transactions relating to subleases to non-Group third parties and no sale & leaseback agreements.

The total amount of lease-related cash outflows in 2019 was EUR 15,794 thousand.

Amounts recognised in profit or loss

	2019
	Thousands of euros
Depreciation of the right-of-use assets	16,591
Interest expense on the financial liability	3,017
Short-term or low-value asset lease expense	6,380

9. INVESTMENTS ACCOUNTED FOR USING THE EQUITY METHOD AND NON-CURRENT FINANCIAL ASSETS

a) Investments accounted for using the equity method

The changes in the years ended 31 December 2019 and 2018 in “Investments Accounted for Using the Equity Method” in the accompanying consolidated balance sheet were as follows:

	Thousands of euros	
	31/12/19	**31/12/18**
Beginning balance	**18,188**	**19,752**
Amounts charged to profit or loss	(1,949)	(403)
Hedges (Note 17)	(7,321)	351
Changes in the scope of consolidation	-	1,586
Additions	196	5,500
Disposals	(1,362)	(8,689)
Exchange differences	55	91
Ending balance	**7,807**	**18,188**

In 2019 the investees Consorcio Traza, S.A. and Orbital Sistemas Aeroespaciales, S.L. distributed dividends of EUR 650 thousand and EUR 245 thousand, respectively.

Relevant information on the investments in significant associates accounted for using the equity method is as follows (in thousands of euros):

2019

Name	Basic financial data (1)								
	Non-current assets	Current assets	Non-current liabilities	Current liabilities	Equity of the Parent	Non-controlling interests	Sales	Profit (Loss) of the Parent	Other comprehensive income
Nuevas Estrategias de Mantenimiento, S.L.	5,238	2,871	653	979	6,477	-	3,516	(2,550)	-
Plan Metro, S.A. (2)	286,343	8,031	314,976	32,948	(53,550)	-	57,202	2,697	-
Consorcio Traza, S.A. (3)	216,220	42,286	231,752	8,559	17,061	1,134	25,309	(2,975)	1,281
Ferrocarriles Suburbanos, S.A.P.I. de C.V.	101,122	76,183	122,388	54,917	-	-	47,628	-	-
Arabia One for Clean Energy Invest. PSC.	19,327	2,468	17,091	902	3,802	-	3.098	43	71
Orbital Sistemas Aeroespaciales, S.L.	19,420	4,201	3,449	525	19,647	-	4,950	1,330	-
Momentum Trains Holding Pty Ltd	105,252	1,375	104,650	32,873	(30,896)	-	95,027	(919)	(29,967)

Name	Equity	% of share capital	Equity attributable to CAF Group	Investment accounted for using the equity method	Recognised profit (loss)
Nuevas Estrategias de Mantenimiento, S.L.	6,477	50	3,238	3,238	(1,275)
Plan Metro, S.A. (2)	(53,550)	40	(21,420)	-	-
Consorcio Traza, S.A. (3)	17,061	25	4,265	4,265	(744)
Ferrocarriles Suburbanos, S.A.P.I. de C.V.	-	43.35	-	-	-
Arabia One for Clean Energy Investments PSC.	3,802	40	1,521	1,521	17
Orbital Sistemas Aeroespaciales, S.L.	19,647	30	5,894	5.894	399
Momentum Trains Holding Pty Ltd	(30,896)	25.50	(7,878)	(7,878)	(234)
Otras participaciones (4)	-	-	767	767	(112)
			(13,613)	**7,807**	**(1,949)**

(1) After adjustments and unifying entries for consolidation purposes (in thousands of euros).

(2) This company's shares are pledged to certain banks.

(3) Consorcio Traza, S.A. holds an 80% ownership interest in S.E.M. Los Tranvías de Zaragoza, S.A.

(4) Dormant companies or companies with no significant activity.

2018

Name	Basic financial data (1)								
	Non-current assets	Current assets	Non-current liabilities	Current liabilities	Equity of the Parent	Non-controlling interests	Sales	Profit (Loss) of the Parent	Other comprehensive income
Nuevas Estrategias de Mantenimiento, S.L. (2)	5,862	5,338	725	1,448	9,027	-	4,875	85	-
Plan Metro, S.A. (3)	306,043	10,303	339,305	33,288	(56,247)	-	55,676	(3,020)	-
Consorcio Traza, S.A. (4)	218,595	36,014	225,964	5,353	21,355	1,937	24,678	(3,882)	1,406
Ferrocarriles Suburbanos, S.A. de C.V.	94,955	60,098	112,327	42,726	-	-	42,998	58,606	159
Arabia One for Clean Energy Invest. PSC.	20,026	2,395	17,890	843	3,688	-	3,050	339	167
Orbital Sistemas Aeroespaciales, S.L.	18,894	3,867	3,018	610	19,133	-	3,376	800	-

Name	Equity	% of share capital	Equity attributable to CAF Group	Investment accounted for using the equity method	Recognised profit (loss)
Nuevas Estrategias de Mantenimiento, S.L. (2)	9,027	50	4,513	4,513	43
Plan Metro, S.A. (3)	(56,247)	40	(22,499)	-	-
Consorcio Traza, S.A. (4)	21,355	25	5,339	5,339	(970)
Ferrocarriles Suburbanos, S.A. de C.V.	-	43.35	-	-	-
Arabia One for Clean Energy Investments PSC.	3,688	40	1,475	1,475	136
Orbital Sistemas Aeroespaciales, S.L.	19,133	30	5,740	5,740	240
Other investments (5)	-	-	1,121	1,121	148
			(4,311)	**18,188**	**(403)**

(1) After adjustments and unifying entries for consolidation purposes (in thousands of euros).
(2) Nuevas Estrategias de Mantenimiento, S.L. holds an 100% ownership interest in Nem Solutions USA, Inc.
(3) This company's shares are pledged to certain banks.
(4) Consorcio Traza, S.A. holds an 80% ownership interest in S.E.M. Los Tranvías de Zaragoza, S.A.
(5) Dormant companies or companies with no significant activity.

In consolidating the ownership interests, the Group took the necessary fair value adjustments into account and eliminated the sales margins on rolling stock material in proportion to its ownership interest. Since the CAF Group has not incurred any legal or explicit obligations or made payments on behalf of the associates it is not necessary to consolidate the additional losses incurred by these associates valued at zero. At 31 December 2019, the unrecognised losses exceeding the cost of the investment amounted to EUR 21,420 thousand (31 December 2018: EUR 22,499 thousand).

As described in Note 2-f, in 2019 the Group entered into the shareholder structure of Momentum Trains Holding Pty Ltd with an ownership interest of 25.50%. The shareholders agreement provides for the future contribution of AUD 30 million in 2024, in proportion to the Group's stake in the aforementioned associate (see Note 26).

b) Non-current financial assets

The detail of "Non-Current Financial Assets" in the accompanying consolidated balance sheet is as follows:

	Thousands of euros			
	31/12/19		31/12/18	
	% of ownership	Amount	% of ownership	Amount
Equity instruments				
Alquiler de Trenes, A.I.E	5%	3,885	5%	3,587
Ferromovil 3000, S.L.	10%	11,152	10%	9,660
Alquiler de Metros, A.I.E.	-	-	5%	107
Plan Azul 07, S.L.	5.20%	3,273	5.20%	3,158
Arrendadora de Equipamientos Ferroviarios, S.A.	15%	5,012	15%	4,542
Iniciativa FIK, A.I.E.	14.18%	776	14.18%	838
Albali Señalización, S.A.	3%	561	3%	641
Other		252		301
Total equity instruments		**24,911**		**22,834**
Other financial assets				
Amortised cost				
Guarantees and other financial assets		16,663		16,250
Loans to employees		3,908		4,238
Non-current tax receivables (Note 19)		41,295		42,231
Non-current trade and other receivables		435,044		439,761
Loans to associates (Note 10)		28,753		26,823
		525,663		**529,303**
Provisions				
Provision for tax payables (Note 19)		(9,237)		(12,176)
Impairment losses		(3,034)		(2,900)
		(12,271)		**(15,076)**
Total Other financial assets		**513,392**		**514,227**
Total		**538,303**		**537,061**

The changes in the non-current financial assets in 2019 and 2018 were as follows:

	Thousands of euros			
	Equity instruments	Other financial assets		
		Amortised cost	Provisions	Total
Balance at 31/12/17	**9,506**	**564,820**	**(13,666)**	**560,660**
Initial adjustment due to IFRS 9	-	-	(3,054)	(3,054)
Adjusted balance 01/01/18	**9,506**	**564,820**	**(16,720)**	**557,606**
Changes in the scope of consolidation	-	84	-	84
Changes in fair value with a charge to reserves	13,320	-	-	13,320
Translation differences	2	(24,745)	1,522	(23,221)
Additions	6	105,020	-	105,026
Charges to profit or loss for the year	-	-	(62)	(62)
Transfers (Note 3-n)	-	(114,647)	-	(114,647)
Disposals or reductions	-	(1,229)	184	(1,045)
Balance at 31/12/18	**22,834**	**529,303**	**(15,076)**	**537,061**
Changes in the scope of consolidation	-	757	-	757
Changes in fair value with a charge to reserves	2,248	-	-	2,248
Translation differences	2	(247)	161	(84)
Additions	-	106,704	-	106,704
Charges to profit or loss for the year	-	-	2,644	2,644
Transfers (Note 3-n)	-	(109,247)	-	(109,247)
Disposals or reductions	(173)	(1,607)	-	(1,780)
Balance at 31/12/19	**24,911**	**525,663**	**(12,271)**	**538,303**

c) Other financial assets

The detail, by maturity, of "Other Financial Assets" is as follows (in thousands of euros):

2019

	2021	2022	2023	2024 and subsequent years	Total
Assets at amortised cost	138,841	125,665	126,799	122,087	513,392
Total	**138,841**	**125,665**	**126,799**	**122,087**	**513,392**

2018

	2020	2021	2022	2023 and subsequent years	Total
Assets at amortised cost	105,533	136,587	117,410	154,697	514,227
Total	**105,533**	**136,587**	**117,410**	**154,697**	**514,227**

Guarentees and other financial assets

These guarantees are related mainly to the increase in borrowings taken by the subsidiary Ctrens Companhia Manutençao, S.A. (Note 16) amounting to EUR 12,179 thousand (31 December 2018: EUR 13,194 thousand). This guarantee, which bears interest at market rates and relates to six monthly repayments of the loan, will be discharged in the last six loan repayments from November 2025 to April 2026.

Loans to employees

In accordance with the agreements entered into with employees, the Parent grants various loans earning interest at below market rates and maturing between 10 and 15 years. The Group does not discount these amounts since it considers that this effect is scantly material.

Non-current tax receivables

At 31 December 2019, the Group recognised EUR 41,295 thousand under "Non-Current Financial Assets – Other Financial Assets" in connection with VAT equivalent amounts refundable by foreign tax authorities (31 December 2018: EUR 42,231 thousand). This amount decreased by EUR 650 thousand in 2019 as a result of translation differences.

The above amounts may be recovered by offsetting them against the output VAT charged to customers or selling them to third parties once they have been claimed from the tax authorities. The Group is currently taking the steps required to claim them and expects to recover them mainly through sale to third parties. At 31 December 2019, the Group had recognised impairment losses of EUR 9,237 thousand (31 December 2018: EUR 12,176 thousand) to adjust the face value of these receivables to their recoverable amount, with a reversal of EUR 2,814 thousand in 2019 (2018: a reversal of EUR 42 thousand) recognised under "Impairment and Gains or Losses on Disposals of Non-Current Assets" in the accompanying consolidated statement of profit or loss. The effect of the translation differences was a reduction in the impairment losses of EUR 125 thousand in 2019.

Non-current trade and other receivables

The detail of "Non-Current Trade Receivables and Loans" at 31 December 2019 and 2018 is as follows (in thousands of euros):

	31/12/19	31/12/18
Concessions - Financial asset model	413,057	433,642
Other non-current trade receivables and loans	21,987	6,119
Total	**435,044**	**439,761**

Concessions – Financial asset

On 19 March 2010, the Group company Ctrens-Companhía de Manutençao, S.A. and Companhia Paulista de Trens Metropolitanos (CPTM) entered into a 20-year concession arrangement for the manufacture of 36 trains and the provision of lease, preventative and corrective maintenance and general overhaul services and services to modernise the trains on Diamante line 8 in Sao Paulo (Brazil).

The main features of this arrangement, in addition to those indicated above, are as follows:

– The payments are guaranteed by CPTM through monthly bank deposits of BRL 11.6 million made to a bank account (in 2009 real terms, amounting to BRL 19.4 million at 31 December 2019 following an adjustment in line with the Sao Paulo State general inflation rate). This account is managed by a Security Agent and can be used to pay the concession operator in the event of default by CPTM on its payment obligations.

– The concession operator must meet certain minimum capital requirements, in both absolute terms and in terms of a percentage of assets.

– The concession operator secures with a bank guarantee the proper performance of its obligations to CPTM (Note 26-a). At 31 December 2019, this guarantee amounted to BRL 39,667 thousand (EUR 8,784 thousand).

– All the assets associated with the concession, except for the capital goods, acquired, produced or implemented by the concession operator to provide the services under the concession arrangement must be returned to CPTM at the end of the concession term for no consideration.

On 31 May 2010, the Group company Provetren, S.A. de C.V. and Sistema de Transporte Colectivo (STC) entered into a 15-year concession arrangement for the construction of 30 trains and the provision of lease and integral and general overhaul services for Line 12 of the Mexico City metro.

The main features of this arrangement, in addition to those indicated above, are as follows:

– The consideration payable by STC is secondarily guaranteed by a system of trusts with funds from the Federal Participation Surpluses (Federal District Government payment risk). In 2019 this guarantee comfortably fulfilled STC's payment obligations in the year.

– The concession operator must secure the correct performance of its obligations to STC with a bank guarantee of 10% of the payments expected to be received by it in the current year (Note 26 a).

– All the assets associated with the concession, except for the capital goods, acquired, produced or implemented by the concession operator to provide the services under the concession arrangement must be returned to STC at the end of the concession term for no consideration.

These concessions are accounted for in accordance with IFRIC 12 Service Concession Arrangements, since the related requirements are met, and, pursuant to IFRIC 12, the various services provided (construction, operation/maintenance and financing) were separated.

Consequently, at 31 December 2019 the Group recognised balances of EUR 413,057 thousand under "Non-Current Financial Assets – Other financial assets" (31 December 2018: EUR 433,642 thousand) and EUR 112,084 thousand under "Trade and Other Receivables – Other Receivables" (31 December 2018: EUR 110,211 thousand) relating to construction activities and services performed to date, net of billings made. There were no investing activities in this regard in 2019 or 2018.

The lease and maintenance services started to be provided basically in the first half of 2011 in the case of the Line 8 (Brazil) concession and in the second half of 2012 in the case of the Line 12 (Mexico) concession.

In the case of both contracts the future cash flows from the lease payments are determined and guaranteed in full from the date the contracts are signed. The only potentially variable amount in the payments relates solely to any possible penalties relating to the technical performance of the rolling stock material made available to the customers. This matter was taken into consideration when determining the cash flows to be received. There is no demand risk for the CAF Group in these contracts, since the financial flows to be received are unrelated to passenger numbers.

Other non-current trade receivables and loans

In 2019 and 2018, long-term collection schedules were established with five customers in the Buses segment, and an amount of EUR 14,159 thousand was recognised in this connection under this heading in the accompanying consolidated balance sheet. These loans earn interest at market rates and are amortised on a straight-line basis over a period of between two and ten years.

This balance also includes an account receivable amounting to EUR 2,507 thousand at long term (31 December 2018: EUR 3,765 thousand) and EUR 1,407 thousand at short term (31 December 2018: EUR 1,324 thousand) relating to a finance lease of rolling stock for a total amount receivable of EUR 10,570 thousand, under which the Group will receive constant monthly lease payments over a period of 120 months, which began in 2012. In 2019 EUR 1,500 thousand (31 December 2018: EUR 1,500 thousand) were billed, and EUR 326 thousand (2018: EUR 411 thousand) were recognised with a credit to “Finance Income” in the accompanying consolidated statement of profit or loss, based on the interest rate implicit in the transaction.

10. BALANCES AND TRANSACTIONS WITH RELATED PARTIES

The detail of the transactions performed with associates that were not eliminated on consolidation (Note 2-f) is as follows:

	Thousands of euros					
	2019			2018		
Company	**Services provided or sales recognised**	**Services received or purchases recognised**	**Finance income**	**Services provided or sales recognised**	**Services received or purchases recognised**	**Finance income**
Nuevas Estrategias de Mantenimiento, S.L.	19	2,065	-	17	2,382	-
Plan Metro, S.A.	13,330	4	1,998	13,611	3	1,848
Ferrocarriles Suburbanos, S.A. de C.V.	12,660	31	-	11,363	127	-
Ferrocarril Interurbano, S.A. de C.V.	14,024	-	-	88,747	-	-
Other	3,356	285	44	247	2,083	38
Total	**43,389**	**2,385**	**2,042**	**113,985**	**4,595**	**1,886**

The margins earned on transactions performed with associates were duly eliminated on consolidation in proportion to the percentage of ownership therein (Note 9-a).

As a result of the transactions performed in 2018, those performed in previous years and the advances granted, the Group's main balances with investees that were not fully consolidated at 31 December 2019 and 2018 were as follows:

	Thousands of euros							
	31/12/19				31/12/18			
Company	**Accounts receivable/ Short-term loans**	**Accounts payable**	**Contract assets**	**Long-term loans (Note 9-c)**	**Accounts receivable**	**Accounts payable**	**Contract assets**	**Long-term loans (Note 9-c)**
Nuevas Estrategias de Mantenimiento, S.L.	54	370	-	-	23	337	-	-
Plan Metro, S.A.	456	-	(1,238)	27,858	1,294	-	(1,054)	25,860
Ferrocarriles Suburbanos, S.A. de C.V.	947	6	(53)	-	2,043	21	(800)	-
Ferrocarril Interurbano, S.A. de C.V.	-	-	(31,427)	-	26,272	856	(42,362)	-
Other	-	129	-	895	525	159	-	963
Total	**1,457**	**505**	**(32,718)**	**28,753**	**30,157**	**1,373**	**(44,216)**	**26,823**

In 2011 the subsidiary CAF Investment Projects, S.A.U. granted a loan of EUR 15,104 thousand to Plan Metro, S.A. to enable it to temporarily meet certain financial obligations incurred due to the change in the end client's payment profile. This loan does not form part of the net investment, since it has, in any case, a maturity date and collection is sufficiently guaranteed. Plan Metro, S.A.'s current economic and financial model supports the recovery of the loaned amounts and the interest accrued thereon by the CAF Group. Also, the Group recognised finance income of EUR 1,998 thousand in relation to the interest accrued on the loan with a credit to "Finance Income" in the accompanying consolidated statement of profit or loss (2018: EUR 1,848 thousand).

11. INVENTORIES

The detail of "Inventories" at 31 December 2019 and 2018 is as follows:

	Thousands of euros	
	31/12/19	31/12/18
Raw materials and other procurements, work in progress and finished and semi-finished goods (Note 22)	450,973	339,093
Advances to suppliers	36,860	36,333
Total	**487,833**	**375,426**

At 2019 year-end the Group had recognised write-downs totalling EUR 32,660 thousand (31 December 2018: EUR 31,184 thousand).

At 31 December 2019, the Group had firm raw materials purchase commitments amounting to approximately EUR 748,373 thousand (31 December 2018: EUR 792,375 thousand).

The consolidated companies take out insurance policies to adequately insure their inventories. At 31 December 2019 and 2018, the insurance policies taken out covered the carrying amount of the inventories at those dates.

12. TRADE AND OTHER RECEIVABLES

The detail of "Trade Receivables for Sales and Services" at 31 December 2019 and 2018 is as follows:

	Thousands of euros	
	31/12/19	31/12/18
Trade receivables - in euros	806,897	793,698
Trade receivables - in foreign currency	584,627	534,509
Write-downs	(19,130)	(16,372)
Total	**1,372,394**	**1,311,835**

The detail of this heading, by trade receivables and contract assets, is as follows:

	Thousands of euros	
	31/12/19	31/12/18
Contract assets (Note 3-f)	812,742	856,258
Customers billed	578,782	471,949
Write-downs	(19,130)	(16,372)
Total	**1,372,394**	**1,311,835**

Contract assets and liabilities

The detail of contract assets and liabilities is as follows:

	Thousands of euros	
	31/12/19	**31/12/18**
Current contract assets (Note 3-f)	812,742	856,258
Current contract liabilities (Note 3-f)	(852,532)	(763,104)
Non-current contract liabilities (Note 21)	(51,059)	(41,228)
Net balance	**(90,849)**	**51,926**

EUR 400,707 thousand of "Current Contract Liabilities" at 31 December 2018 were recognised as revenue in 2019 (2018: EUR 425,248 thousand). Moreover, no significant revenue was recognised for performance obligations satisfied in prior periods.

The unrecognised revenue for performance obligations not satisfied at year-end relates to what is usually referred to as backlog (see definition in the Alternative Performance Measures section of the Directors' Report) (Note 27). 28% of that amount is expected to be recognised under "Revenue" in 2020, 22% in 2021 and the remainder in 2022 and subsequent years.

The provisions for third-party liabilities reducing "Contract Assets" amounted to EUR 53,865 thousand at 31 December 2019 (31 December 2018: EUR 30,342 thousand).

Customers billed

The amount of customers billed is recognised net of provisions for third-party liability. The provisions for third-party liability reducing the balance of customers billed at 31 December 2019 amounted to EUR 83,080 thousand (31 December 2018: EUR 86,193 thousand).

At 31 December 2019, the balances billed included EUR 58,601 thousand in relation to the agreement signed in prior years with Metro de Caracas, the balance of which is past due and relates to work performed, net of contractual provisions, and billed to the customer and the collection of which is considered to be covered by the insurance policy in force.

The unincorporated temporary joint venture (Spanish UTE) CSM, as policyholder, keeps arranged a supplier credit policy with credit risk coverage for the Metro de Caracas Line 1 refurbishment project. The insureds under this policy are the venturers in the aforementioned unincorporated temporary joint venture, including CAF. At 31 December 2019, the maximum amount payable to CAF was EUR 59 million. At the date of preparation of these consolidated financial statements all the objective conditions necessary for filling a claim under the aforementioned insurance policy had been met, but no claims had been made. The decision on whether to file claims lies within the remit of the governing bodies of UTE CSM. The terms and conditions of the credit insurance set the payment period for a potential indemnity payment at within six months.

In relation to the contract with Metro de Caracas, the Group's accounting policy was to recognise only as revenue the collection of which was considered probable, considering as such revenue already collected, revenue insured under credit policies and revenue that can be offset against other liabilities to the same customer. At 31 December 2019 and 2018, the CAF Group had balances billed to Metro de Caracas amounting to EUR 37 million (now past-due) which had not been recognised for accounting purposes since the performance of the related projects as there was uncertainty in relation to their collectability.

At 31 December 2019, 39% of the billed receivables related to the top five customers (31 December 2018: 39%). "Trade Receivables" includes retentions at 31 December 2019 amounting to EUR 6,144 thousand (31 December 2018: EUR 7,734 thousand).

The past-due balances recognised under "Trade and Other Receivables" at 31 December 2019 and 2018 in addition to the past-due balances with Metro de Caracas are as follows:

	Thousands of euros	
	31/12/19	**31/12/18**
Past due > 90 days	71,377	12,445
Past due > 180 days	134,267	161,448
Total	**205,644**	**173,893**

Approximately 56% of this balance is concentrated in two countries and six agreements in relation to which the Group is implementing active collection management measures, although no significant losses that had not been provisioned are expected.

The CAF Group is part of a consortium in Brazil, the purpose of which is the performance of a construction contract for a new tramway and the supply of rolling stock for the tramway. CAF's scope in the consortium basically entails the supply of the rolling stock and the signalling. The consortium and the customer are currently involved in various proceedings in which, among other issues, the potential termination of the contract and the potential breach of contract by both parties is under analysis, mainly in relation to the civil engineering work. Firstly, the consortium currently continues to take legal action to defend itself against the termination of the contract. In relation to the potential breach of the contract, CAF's legal advisers consider that the consortium has solid arguments to justify its defence and to conclude that the non-completion of the work is the result of the customer not complying with its commitments. In any case, should a court rule against the consortium for breach, since the breaches are mainly attributable to other members of the consortium, CAF could claim the potential losses from such members. At 31 December 2019, the amount, past-due by more than 180 days, recognised under "Trade Receivables for Sales and Services" in relation to this contract, net of advances received, amounted to EUR 13.1 million, without taking into account the impairment losses or the provisions recognised, which cover the entire amount.

Write-downs

The changes in write-downs in 2019 and 2018 were as follows:

2019

	Thousands of euros
Balance at 31/12/18	**16,372**
Changes in the scope of consolidation	345
Translation differences	21
Amount used	(22)
Provisions reversed with a credit to "Other Operating Expenses"	2,164
Reclassifications	250
Balance at 31/12/19	**19,130**

2018

	Thousands of euros
Balance at 31/12/17	**8,584**
Initial adjustment due to IFRS 9	3,626
Adjusted balance at 01/01/18	**12,210**
Changes in the scope of consolidation	5,961
Translation differences	(309)
Amount used	(758)
Provisions reversed with a credit to "Other Operating Expenses"	(732)
Balance at 31/12/18	**16,372**

In 2018 the increase in provisions is due to the changes in the scope of consolidation, mainly the inclusion of Solaris Bus & Coach, S.A.

13. OTHER CURRENT FINANCIAL ASSETS

The detail of "Other Current Financial Assets" at 31 December 2019 and 2018 is as follows:

2019

	Thousands of euros		
Financial assets: type/category	**At Amortised Cost**	**At Fair Value through Profit or Loss**	**Total**
Other financial assets	34,587	60,564	95,151
Short-term/current	**34,587**	**60,564**	**95,151**

2018

	Thousands of euros		
Financial assets: type/category	**At Amortised Cost**	**At Fair Value through Profit or Loss**	**Total**
Other financial assets	35,012	59,281	94,293
Short-term/current	**35,012**	**59,281**	**94,293**

"Financial Assets at Amortised Cost" includes, mainly, the cash surpluses invested in government debt securities, repos, short-term deposits and term deposits. "Financial Assets at Fair Value through Profit or Loss" includes the fixed-income investment funds. In both cases, these are short-term investments, the results of which are recognised with a credit to "Finance Income" in the accompanying consolidated statement of profit or loss. In 2019 and 2018 the Group recognised income in this connection and in relation to the cash surpluses amounting to EUR 6,703 thousand (2018: EUR 5,077 thousand).

14. EQUITY

a) Share capital of the Parent

At both 31 December 2019 and 2018, the Parent's share capital was represented by 34,280,750 fully subscribed and paid shares of EUR 0.301 par value each, traded by the book-entry system, all of which are listed on the stock exchange.

The shareholder companies or entities that had notified the Spanish National Securities Market Commission (CNMV) that they held voting rights representing over 3% of the Parent's share capital at 31 December 2018 and 2018 were as follows:

	% 2019	% 2018
Cartera Social, S.A. (1)	24.87%	25.16%
Kutxabank, S.A. (2)	14.06%	14.06%
Indumenta Pueri S.L.(3)	5.02%	5.02%
EDM Gestión, S.A. S.G.I.I.C. (4)	3.02%	3.02%
Templeton Investment Counsel, LLC. (5)	-	3.01%

(1) The shareholders of this company are employees of the Parent

(2) Kutxabank S.A. holds the direct ownership interest, although the indirect holder is Bilbao Bizkaia Kutxa Fundación Bancaria, which controls Kutxabank S.A.

(3) Indumenta Pueri, S.L. is the indirect holder. The direct holder is Global Portfolio Investments, S.L., a company controlled by Indumenta Pueri, S.L.

(4) EDM Gestión, S.A. S.G.I.I.C is the indirect holder. It controls the voting rights of different companies of the Gorup.

(5) Templeton Investment Counsel, LLC. is the indirect holder. As an investment management company it manages the assets of T Global Smaller Co Fd, and others.

The Annual General Meeting held on 13 June 2015 resolved to empower the Board of Directors to acquire treasury shares for a period of five years from that date. At the date of preparation of these consolidated financial statements, no treasury shares had been acquired since that resolution.

The Annual General Meeting held on 10 June 2017 resolved to empower the Parent's Board of Directors, with express powers of delegation, for a period of five (5) years from that date, to issue debt instruments and fixed-income or other securities (including warrants) convertible into shares of the Parent or other Group companies, including the power to disapply shareholders' pre-emption rights for a maximum of 20% of the share capital at the authorisation date. This decision rendered null and void the resolution adopted by the Parent's Annual General Meeting held on 7 June 2014. At the date of preparation of these consolidated financial statements no convertible securities had been issued since that resolution.

On 2 June 2018, at the Annual General Meeting, the Board of Directors empowered to increase the share capital on one or more occasions, through the issuance of new shares against monetary contributions, over a period of five years and up to half of the amount of the share capital. At the date of preparation of these consolidated financial statements, no capital increase had been performed since that resolution.

b) Share premium

The share premium account balance has no specific restrictions on its use.

c) Revaluation reserve

The amount held in this reserve in 2019 and 2018 is as follows:

	Thousands of euros	
	31/12/19	**31/12/18**
Revaluation of property, plant and equipment:		
Land (IFRS 1)	30,418	30,418
Revaluation reserve Guipúzcoa Regulation 11/1996	8,701	8,701
Total	**39,119**	**39,119**

Revaluation reserve Guipúzcoa Regulation 11/1996

This balance can be used to offset accounting losses, to increase share capital, and the remainder, if any, can be taken to restricted reserves. If this balance was used in a manner other than that provided for in Guipúzcoa Regulation 11/1996, it would be subject to tax.

d) Legal reserve

Under the Consolidated Spanish Limited Liability Companies Law, 10% of net profit for each year must be transferred to the legal reserve until the balance of this reserve reaches at least 20% of the share capital. The legal reserve can be used to increase capital provided that the remaining reserve balance does not fall below 20% of the increased share capital amount. Otherwise, until the legal reserve exceeds 20% of share capital, it can only be used to offset losses, provided that sufficient other reserves are not available for this purpose. At the end of 2019 and 2018 the balance of this reserve had reached the legally required minimum.

e) Restricted and unavailable reserves

The individual financial statements of the consolidated companies include reserves amounting to approximately EUR 91,601 thousand at 31 December 2019 (31 December 2018: approximately EUR 89,943 thousand) relating to the legal reserve, revaluation reserve, productive investment reserve (Guipúzcoa Regulation 2/2014), reserve for retired capital and other reserves which are restricted as to their use. Also, certain companies have reserves that are restricted as a result of financing agreements (Note 16).

In addition, until the balance of “Development Expenditure” has been fully amortised, no dividends may be distributed unless the balance of the unrestricted reserves is at least equal to the amount of the unamortised balances. Accordingly, at 2019 year-end EUR 70,642 thousand of the reserves were restricted as to their use (2018 year-end: EUR 59,473 thousand).

f) Translation differences

The breakdown, by company, of "Translation Differences" at 31 December 2019 and 2018 is as follows:

	Thousands of euros	
	31/12/19	**31/12/18**
CAF México, S.A. de C.V.	(1,532)	(1,998)
CAF Brasil Indústria e Comércio, S.A.	(45,093)	(45,800)
Construcciones y Auxiliar de Ferrocarriles Argentina, S.A.	(2,946)	(2,768)
CAF USA, Inc.	1,632	816
Construcción, Mantenimiento, Ferrovías y Subsistemas, S.A. de C.V.	(1,579)	(2,282)
CAFTurk Tren Sanayí Ve Tícaret Límíted Sírketí	(1,672)	(1,510)
CAF Argelia (EURL)	(498)	(519)
CAF India Private Limited	(1,008)	(1,008)
Ctrens Companhia de Manutençao, S.A.	(89,140)	(86,565)
Trenes CAF Venezuela, C.A.	(647)	(650)
Provetren, S.A. de C.V.	1,897	1,480
Solaris Bus & Coach, S.A.	2,324	-
CAF Rolling Stock UK Limited	1,583	(184)
Euromaint Gruppen AB	1,474	-
BWB Holdings Limited	615	-
Other companies	(92)	(794)
Total	**(134,682)**	**(141,782)**

g) Non-controlling interests

The detail of "Equity - Non-Controlling Interests" in the accompanying consolidated balance sheets and of the changes there in 2019 and 2018 is as follows:

	Thousands of euros
Balance at 31 December 2017	**9,783**
Profit attributable to non-controlling interests	(3,842)
Business combination	97
Transactions with non-controlling shareholders	1,072
Dividends	(1,555)
Balance at 31 December 2018	**5,555**
Profit attributable to non-controlling interests	345
Business combination	73
Transactions with non-controlling shareholders	7,484
Dividends	(1,327)
Balance at 31 December 2019	**12,130**

h) Capital management

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

The directors of the CAF Group consider that the fact that the leverage ratio with recourse to the Parent is minimal is a good indicator that the objectives set are being achieved. At 31 December 2019 and 2018, a substantial portion of the borrowings were directly assigned to activities such as the concessions in Brazil and Mexico (Note 9-c). Leverage is taken to be the ratio of net financial debt to equity:

	Thousands of euros	
	31/12/19	31/12/18
Net financial debt:		
Interest-bearing refundable advances (Note 15)	11,363	12,451
Bank borrowings - Non-current liabilities (Note 16)	868,072	766,464
Bank borrowings and debt instruments – Current liabilities (Note 16)	199,979	255,416
Financial assets - Non-current assets (Note 9-c)	(12,144)	(13,194)
Current financial assets (Note 13)	(94,709)	(94,230)
Cash and cash equivalents	(538,983)	(602,813)
	433,578	**324,094**
Equity:		
Attributable to the Parent	733,237	751,712
Non-controlling interests	12,130	5,555
	745,367	**757,267**

15. OTHER CURRENT AND NON-CURRENT FINANCIAL LIABILITIES AND OTHER OBLIGATIONS

The detail of the Group's financial liabilities at 31 December 2019 and 2018, by type and category for measurement purposes, is as follows:

	Thousands of euros			
	31/12/19		31/12/18	
	Long-term	Short-term	Long-term	Short-term
Refundable advances	33,151	10,002	32,929	11,620
Employee benefit obligations (Notes 3-k and 23)	3,153	-	3,408	-
Share purchase liabilities	4,591	7,519	8,465	1,137
Payable to non-current asset suppliers (Note 8)	-	7,594	-	9,572
Obligations under finance leases (Note 8-b)	49,024	18,939	2,037	980
Other liabilities	873	90	935	47
Total	**90,792**	**44,144**	**47,774**	**23,356**

The detail, by maturity in the coming years, of other non-current financial liabilities is as follows (in thousands of euros):

	2019
2021	28,970
2022	18,070
2023	14,668
2024	8,176
2025 and subsequent years	20,908
Total	**90,792**

	2018
2020	19,726
2021	7,873
2022	6,553
2023	4,804
2024 and subsequent years	8,818
Total	**47,774**

Refundable advances

Through research and development programmes the Group has received certain grants to conduct research and development projects. These aids are recognised on the date it is effectively collected or, if applicable, when collected by the coordinator of the joint project. These grants consist of:

– Grants to partially meet the expenses and costs of these projects.

– Refundable advances in the form of loans which are generally interest-free and which usually have an initial grace period of 3 years and are taken to income in a period of over 10 years.

The changes in 2019 and 2018 in relation to the long-term portion of the aforementioned programmes (at present value) were as follows:

	Thousands of euros
	Refundable advances
Balance at 31/12/17	**34,753**
Changes in the scope of consolidation	16
Additions	5,444
Adjustments and other	244
Transfers to short term	(7,528)
Balance at 31/12/18	**32,929**
Additions	8,293
Adjustments and other	331
Translation differences	3
Transfers to short term	(8,405)
Balance at 31/12/19	**33,151**

Employee benefit obligations

The Group has recognised the future obligations to the employees who have entered into pre-retirement plans (Note 3-k). Short-term obligations of EUR 2,712 thousand were recognised under "Other Payables" in the accompanying consolidated balance sheet as at 31 December 2019 (31 December 2018: EUR 2,799 thousand).

Also, the detail of the present value of the obligations assumed by the Group relating to post-employment benefits and long-term employee benefits, net of the fair value of the plan assets allocated for the coverage thereof, at the end of 2019 and 2018, is as follows (Note 3-j):

	Thousands of euros	
	31/12/19	**31/12/18**
Present value of the obligations assumed	51,374	44,738
Less – Fair value of plan assets	(50,882)	(45,006)
Other current (assets) liabilities, net	**492**	**(268)**

The present value of the obligations assumed by the Group was determined by qualified independent actuaries using the following actuarial techniques:

– Valuation method: "Projected unit credit method", which sees each period of service as giving rise to an additional unit of benefit entitlement and measures each unit separately.

– Actuarial assumptions used: unbiased and mutually compatible. In general, the most significant actuarial assumptions used in the calculations were as follows:

Actuarial assumptions	2019	2018
Discount rate	0.99%-1.05%	1.75-2.47%
Mortality tables	PERM/F/2000P	PERM/F/2000P
Annual salary or pension increase rate	1-2%	1-2%
Retirement age	65-67	65-67

The fair value of the plan assets was calculated at year-end using the projected unit credit method.

Share purchase liabilities

"Share Purchase Liabilities" includes the amounts foreseeably payable for the cross call options to acquire the remaining share capital of Rifer SRL (25% of the remaining share capital), BWB Holdings Limited (26% of the remaining share capital), and the put options granted to the non-controlling interest of Lander Simulation and Training Solutions, S.A. The strike price of these transactions varies, depending on the certain financial parameters of both companies on the date the options are exercised. In 2019 the Group recognised income of EUR 3,721 thousand under "Finance Income" in the accompanying consolidated statement of profit or loss, as a result of a reduction in the estimated strike price of the options.

The put options on the rest of the share capital of Lander Simulation and Training Solutions, S.A. are exercisable in 2020 for 7.06% of its capital and until 2021 for the 28.81% remaining. The initial price established in the options is based on the appraisal of the Company conducted by an independent expert on the exercise date, and this amount is estimated at EUR 5,716 thousand.

Obligations under finance leases

In 2019 "Obligations under Finance Leases" includes all the assets the Group holds as a lessee (see Note 8-b).

The detail, by maturity in the coming years, of obligations under finance leases is as follows (in thousands of euros):

	2019
2021	15,590
2022	10,956
2023	9,440
2024	3,823
2025 and subsequent years	9,215
Total	**49,024**

	2018
2020	989
2021	275
2022	296
2023	477
2024 and subsequent years	-
Total	**2,037**

16. BANK BORROWINGS AND DEBT INSTRUMENTS OR OTHER MARKETABLE SECURITIES

The detail of "Bank Borrowings" in the accompanying consolidated balance sheet is as follows:

		Thousands of euros					
		31/12/19			31/12/18		
	Nominal currency	Non-current	Current	Total	Non-current	Current	Total
Loans and credit accounts							
Ctrens – BNDES	BRL	107,159	15,826	122,985	124,343	14,689	139,032
Provetren - Banking syndicate	USD	61,976	16,371	78,347	76,539	22,298	98,837
Parent (CAF, S.A.)	EUR	585,658	9,631	595,289	463,618	76,259	539,877
CAF Investment Projects, S.A.U.	EUR	19,866	-	19,866	19,832	-	19,832
Solaris Group	PLN/EUR	92,710	75,459	168,169	81,319	63,847	145,166
Other Group companies	EUR	703	223	926	813	391	1,204
		868,072	**117,510**	**985,582**	**766,464**	**177,484**	**943,948**
Debt instruments or other marketable securities							
Commercial paper issue	EUR	-	80,000	80,000	-	75,000	75,000
Accrued interest payable		-	2,469	2,469	-	2,932	2,932
Total		**868,072**	**199,979**	**1,068,051**	**766,464**	**255,416**	**1,021,880**

In 2019 the changes in "Bank borrowigs and debt instruments or other marketable securities" were as follows (in thousands of euros):

Balance at 31 December 2018	**1,018,948**
Cash flows	
New drawdowns	679,170
Maturity payments	(658,013)
	21,157
Other changes (without cash flows)	
Changes in the scope (Note 2-f)	23,280
Translation differences	1,767
Amortised cost adjustments and other	430
	25,477
Balance at 31 December 2019	**1,065,582**

The bank borrowings are presented in the consolidated balance sheet adjusted by the costs incurred in the arrangement of the loans.

Ctrens - BNDES

In relation to the CPTM train lease transaction described in Note 9-c, on 10 May 2011, the subsidiary Ctrens-Companhia de Manutençao, S.A. (Ctrens) arranged with Banco Nacional de Desenvolvimiento Econômico e Social (BNDES) financing for a maximum amount of BRL 946,890 thousand. The loan bears interest at TJLP (Taxa de Juros de Longo Prazo) plus a spread. The loan principal will be repaid in 160 successive monthly instalments, the first of which was paid in January 2013.

The related agreement contains certain restrictive clauses limiting the ability of Ctrens-Companhia de Manutençao, S.A., inter alia, to obtain new bank loans, provide guarantees, reimburse capital, distribute dividends, and establishing the obligation to achieve certain financial conditions from January 2013 onwards, including a debt service coverage ratio (which must be over 1.2) and minimum capital structure ratio (which must be over 0.24). These clauses were met in 2019 and 2018.

Also, on 15 June 2011 the subsidiary entered into a "fiduciary" transfer of title agreement with BNDES whereby it assigned as a guarantee such collection rights as CTRENS might have vis-à-vis CPTM, as well as the guarantees provided by CPTM for the subsidiary and any amount claimable by the subsidiary from CPTM, the Parent and CAF Brasil Indústira e Comércio, S.A.

Provetren - Banking syndicate

In relation to the long-term agreement to provide services for the lease of trains (PPS - Line 12) described in Note 9-c, on 7 December 2012 the subsidiary Provetren, S.A. de C.V. entered into a long-term financing agreement amounting to a maximum of USD 300 million with a syndicate of banks comprising BBVA Bancomer, S.A., Banco Nacional de México, S.A., Banco Santander (Mexico) S.A., Sumitomo Mitsui Banking Corporation and Caixabank, S.A. The aforementioned loan bears interest at a rate tied to LIBOR. In order to avoid fluctuations in the yield curve and, as is habitual in financing of this kind, Provetren entered into an interest rate hedge agreement for 80% of the financing and 80% of the term (Note 17).

The loan principal will be repaid in 39 consecutive quarterly instalments, in line with the collection profile under the PPS, the first maturity date being October 2013.

The related agreement contains certain restrictive clauses limiting the ability of Provetren, S.A., de C.V., inter alia, to obtain new bank loans, provide guarantees, reimburse capital, distribute dividends if certain ratios have not been achieved, and establishing the obligation to achieve certain financial conditions from October 2013 onwards, including a debt service coverage ratio (which must be over 1.15). These clauses were met in 2019 and 2018.

Also, on the same date, 7 December 2012, the subsidiary with Banco Invex acting as Trustee and BBVA Bancomer, S.A. acting as Primary Beneficiary, entered into a trust agreement, whereby it assigned as a guarantee such collection rights as Provetren might have under the PPS, any collection rights arising from the interest rate hedge agreement, any collection rights under the manufacture and maintenance agreements, any income from VAT refunds and amounts arising from insurance policies.

The shares of the subsidiaries Ctrens-Companhia de Manutençao, S.A. and Provetren, S.A. de C.V. have been pledged to BNDES and the syndicate of banks mentioned above, respectively. In neither of the long-term financing agreements described above can the lenders have recourse to any of the companies composing the CAF Group other than those of a technical nature.

Loans of the Parent

In 2019 the Parent arranged six new loans with banks for a total of EUR 135 million. EUR 90 million had been drawn down against these loans at 31 December 2019.

In addition, in 2019 the Parent repaid EUR 15 million on maturity and two loans for EUR 25 million early.

The Parent also negotiated new terms and conditions for six existing loans with banks amounting to EUR 138 million, extending the amount to be repaid by EUR 8 million, at a fixed market rate, and extending the terms of the loans by between three and six years.

At 31 December 2019, total bank borrowings included EUR 377.3 million tied to a fixed interest rate (EUR 25 million through an interest rate swap, see Note 17).

In 2018 the Parent arranged five new loans with banks for a total of EUR 175 million. These loans had been drawn down in full at 31 December 2018. EUR 6.5 million were repaid in 2018. At 31 December 2018, EUR 410.2 million of the amount drawn down were tied to a fixed interest rate (EUR 31.7 million through an interest rate swap, see Note 17).

Solaris

On 28 October 2016, Solaris Bus & Coach, S.A. (Solaris) was granted financing by a consortium of banks. This financing has two tranches (A and B). Tranche A's financing is limited to PLN 400 million and Tranche B's is limited to PLN 100 million. Both tranches mature in October 2021 and at 31 December 2019 PLN 394 million (EUR 93 million at the closing exchange rate) had been drawn down against them. The financing is secured mainly by Solaris' assets and receivables (property, plant and equipment, trademarks, current accounts and accounts receivable, among others).

The loan accrues interest at market rates and is subject to fulfilment of certain financial conditions, which include maintaining a debt/equity ratio lower than 4 (or 4.5 if recourse factoring is taken into account in the debt-equity ratio), a debt service coverage ratio equal to or higher than 1.25, an equity-to-asset ratio equal to or higher than 10%, positive equity and a maximum investment amount. These conditions were met at 31 December 2019.

On 21 December 2018, the agreement of 28 October 2016 was amended, whereby the banks released the company from fulfilling the financial conditions on the reporting date.

Solaris also has a current payable amounting to PLN 287 million (EUR 67,332 million at the closing exchange rate) relating to discounted drafts, which accrue interest at market rates.

Lastly, there are current payables amounting to EUR 8 million drawn down by Solaris Norge AS, Solaris France SARL and Solaris Sverige AB mainly, which accrue interest at a market rate and are secured by Solaris Bus & Coach, S.A.

CAF Investment Projects, S.A.U. and others

In July 2016 the subsidiary CAF Investment Projects, S.A.U. drew down a loan for EUR 20,000 thousand. This loan is guaranteed by the Parent, has a term of eight years and a grace period of six years, and bears interest tied to Euribor. This loan establishes the obligation to maintain a minimum ratio between the contribution received from the lender and the amount invested by CAF Investment Projects, S.A.U. in foreign companies. At 31 December 2019 and 2018, this ratio was achieved.

The remaining financial debt relates to loans received by various subsidiaries that are tied to a market interest rate.

Commercial paper issue

On 21 December 2017, the Parent arranged a Euro-Commercial Paper Programme for an aggregate maximum principal amount of EUR 200 million ("the Programme"), which was registered at the Irish Stock Exchange The programme was extended for periods of 12 months in December 2018 and subsequently on 19 December 2019, increasing the aggregate maximum principal amount to EUR 250 million. In 2019 EUR 392.95 million were issued with a charge to this programme, which were repaid on maturity. Under the terms and conditions of the Information Memorandum relating to the Programme and for a period of 12 months, CAF is able to issue ordinary fixed-income securities with a maturity of less than 364 days, which may be listed on the regulated market of the Irish Stock Exchange, or on any other stock exchange or trading system. At 31 December 2019, EUR 80 million had not yet matured. This amount is related to issues maturing in the first few months of 2020 (31 December 2018: EUR 75 million).

Undrawn credit facilities and maturities

The Group's companies have undrawn credit facilities amounting to EUR 280,100 thousand (31 December 2018: 246,525 thousand) in the form of undrawn loans, credit facilities and factoring arrangements, which are tied mainly to Euribor plus a market spread.

The repayment schedule of non-current bank borrowings is as follows (in thousands of euros):

	31/12/19
2021	213,457
2022	146,821
2023	89,107
2024	181,754
2025 and subsequent years	236,933
Total	**868,072**

	31/12/18
2020	142,152
2021	173,723
2022	138,249
2023	77,149
2024 and subsequent years	235,191
Total	**766,464**

17. DERIVATIVE FINANCIAL INSTRUMENTS

The CAF Group uses derivative financial instruments to hedge the risks to which its activities, transactions and future cash flows are exposed, mainly risks arising from changes in exchange rates (Note 5-a). The CAF Group arranges foreign currency hedges in order to mitigate the potential adverse effect that changes in exchange rates might have on future cash flows relating to transactions and loans in currencies other than the functional currency of the company concerned.

Also, certain fully consolidated companies and certain companies accounted for using the equity method have arranged interest rate hedges (Note 5-a).

The breakdown of the net balances of derivatives, basically fair value hedges, recognised in the consolidated balance sheets as at 31 December 2019 and 2018 is as follows:

2019

	Maturity (in currency)		
Currency put options at 31/12/19	**2020**	**2021**	**2022 and subsequent years**
Fair value hedges:			
USD currency forwards (*)	354,790,102	68,655,183	-
GBP currency forwards	264,369,800	54,448,371	243,824,029
EUR currency forwards	2,318,940	-	-
BRL currency forwards	70,870,207	-	-
SEK currency forwards	856,207,895	-	-
AUD currency forwards	16,842,010	45,922,439	645,802,427
TWD currency forwards	77,422,500	-	-
SAR currency forwards	81,139,390	-	-
MXN currency forwards	1,842,418,091	15,934,685	-
CAD currency forwards	-	-	-
TRY currency forwards	2,410,882	-	-
JPY currency forwards	6,791,754,460	6,975,456,165	-
ARS currency forwards	122,000,000	-	-
ZAR currency forwards	-	-	-
NZD currency forwards	3,500,687	-	-
HUF currency forwards	215,790,000	-	-

(*) Including the partial hedge of a net investment in CAF USA, Inc. amounting to USD 22,300 thousand and the hedge of a net investment in Provetren amounting to USD 199,782 thousand.

	Maturity (in currency)		
Currency call options at 31/12/19	**2020**	**2021**	**2022 and subsequent years**
Fair value hedges:			
USD currency forwards	44,344,161	6,632,384	-
EUR currency forwards	39,289,240	-	-
BRL currency forwards	6,439,468	-	-
MXN currency forwards	1,021,333,911	-	-
JPY currency forwards	1,265,916,000	-	-
GBP currency forwards	110,208,756	39,792,125	-
AUD currency forwards	-	7,682,932	28,078,510
Cash flow hedges:			
COP currency forwards	48,000,000,000	-	-
JPY currency forwards	1,759,692,274	-	-

	Loan maturity (in currency)		
Interest rate derivatives	**2020**	**2021**	**2022 and subsequent years**
Euribor swap	-	-	25,000,000
LIBOR swap	USD 16,150,923	USD 58,988,067	-

	Thousands of euros			
	Fair value		**Cash flow**	
	31/12/19	**31/12/18**	**31/12/19**	**31/12/18**
Hedges:				
USD currency forwards	(6,769)	(23,945)	-	31
GBP currency forwards	(4,845)	(19,552)	-	-
MXN currency forwards	(9,677)	(14,962)	-	-
BRL currency forwards	(2,005)	(2,766)	-	-
EUR currency forwards	(143)	(1,071)	-	-
SEK currency forwards	(1,009)	(2,331)	-	-
SAR currency forwards	2,621	1,218	-	-
TWD currency forwards	(460)	798	-	-
JPY currency forwards	2,702	4,295	901	-
AUD currency forwards	(3,369)		-	
Currency forwards in other currencies	(140)	35	977	(29)
Forward rate agreements	-	-	(690)	(525)
Measurement at year-end (*)	**(23,094)**	**(58,281)**	**1,188**	**(523)**

(*) Before considering the related tax effect.

2018

Currency put options at 31/12/18	Maturity (in currency) 2019	2020	2021 and subsequent years
Fair value hedges:			
USD currency forwards (*)	471,705,519	13,714,275	-
GBP currency forwards	244,987,890	183,117,700	249,852,362
EUR currency forwards	3,218,940	159,470	-
BRL currency forwards	158,048,888	-	-
SEK currency forwards	583,657,791	86,664,170	-
AUD currency forwards	50,561,761	10,516,460	106,827,784
TWD currency forwards	103,345,637	-	-
SAR currency forwards	100,632,687	-	-
MXN currency forwards	2,940,465,872	15,934,685	-
CAD currency forwards	47,047	-	-
TRY currency forwards	11,565,720	-	-
JPY currency forwards	13,589,382,335	4,081,705,774	-
ARS currency forwards	76,866,717	-	-
ZAR currency forwards	3,984,534	-	-

(*) Including the partial hedge of a net investment in CAF USA, Inc. amounting to USD 22,300 thousand and the hedge of a net investment in Provetren amounting to USD 213,106 thousand.

Currency call options at 31/12/18	Maturity (in currency) 2019	2020	2021 and subsequent years
Fair value hedges:			
USD currency forwards	40,544,900	31,873,000	-
EUR currency forwards	77,998,398	-	-
BRL currency forwards	7,020,251	-	-
MXN currency forwards	59,767,000	1,382,694,596	-
JPY currency forwards	-	3,297,090,500	-
GBP currency forwards	1,389,063	76,400,000	-
Cash flow hedges:			
COP currency forwards	-	48,000,000,000	-
GBP currency forwards	24,397,052	-	-

Interest rate derivatives	Loan maturity (in currency) 2019	2020	2021 and subsequent years
Euribor swap	EUR 6,666,667	-	EUR 25,000,000
LIBOR swap	USD 20,494,634	USD 16,150,923	USD 58,988,067

At 2019 and 2018 year-end the associate S.E.M. Los Tranvías de Zaragoza, S.A. (Note 9-a) had arranged various financial swaps relating to the nominal value of its financial debt. These swaps were designated as cash flow interest rate hedges, and the negative value thereof attributable to the Group amounted to EUR 4,332 thousand at 31 December 2019, net of the related tax effect (31 December 2018: EUR 4,643 thousand). Also, the associate Momentum Trains Holding Pty Ltd (see Note 9-a) has arranged an interest rate swap. This derivative was designated as cash flow hedge, and the negative value thereof attributable to the Group amounted to EUR 7,642 thousand at 31 December 2019. These amounts were recognised under "Equity - Valuation Adjustments - Hedges" in the consolidated balance sheet as at 31 December 2019.

The hedging instruments expire in the same year in which the cash flows are expected to occur.

Following is a reconciliation of the remeasurement at each year-end to the carrying amounts recognised in the consolidated balance sheet (in thousands of euros):

	2019	2018
Non-current assets	45,001	10,720
Current assets	40,010	5,849
Non-current liabilities	(45,777)	(11,206)
Current liabilities	(61,140)	(64,167)
Balance sheet net total	**(21,906)**	**(58,804)**
Fair value	(23,094)	(58,281)
Cash flow	1,188	(523)
Total derivatives, remeasured	**(21,906)**	**(58,804)**

In 2019 the ineffective portion of the hedging transactions charged to profit or loss resulted in an expense of EUR 1,731 thousand (2018: expense of EUR 3,618 thousand) mainly as a result of changes in the estimated amounts of the hedged items.

Also, the settlement in the value of the fair value derivatives resulted in an expense of EUR 34,456 thousand in 2019 (2018: expense of EUR 4,861 thousand), which is similar to the changes in value of the hedged items.

The items hedged by the Group, as indicated in Note 5-a on market risks, are currency transactions included in each of the commercial agreements. When the hedges are initially arranged these transactions comprise either firm commitments (in which case they are recognised as fair value hedges) or highly probable transactions (in which case they are recognised as cash flow hedges).

18. CURRENT AND DEFERRED TAXES

The Group calculated the provision for income tax at 31 December 2019 in accordance with the applicable tax legislation. On 10 May 2018, Guipúzcoa Income Tax Regulation 1/2018 was approved, which substantially changed the tax regime applicable to the Tax Group headed by the Parent. Therefore, as a result of the reduction in the tax rate from 28% to 26% in 2018 and to 24% in 2019, and of changes in the limit on the use of tax credits and the offset of prior years' tax losses, the amount of the deferred tax assets and liabilities was adjusted, which gave rise to an income tax expense of EUR 13,753 thousand in 2018. However, if the tax treatment were to differ from that provided for in current legislation as a result of tax reforms, such treatment would be applied immediately in the financial statements issued subsequent to the approval thereof.

Since 2007 the Parent has filed consolidated income tax returns in the province of Guipúzcoa with certain subsidiaries.

The reconciliation of the Group's accounting profit for the year to the income tax expense is as follows:

	Thousands of euros	
	2019	**2018**
Accounting profit before tax	**61,138**	**80,575**
Tax rate of the Parent	24%	26%
Income tax calculated at the tax rate of the Parent	**14,672**	**20,950**
Effect of the different tax rate of subsidiaries	2,602	3,168
Effect of exempt income and non-deductible expenses for tax purposes	24,630	4,069
Effect of tax credits and other tax relief recognised in the year	(5,162)	(2,269)
Effect of tax assets and deferred taxes not recognised in previous years	(2,312)	1,027
Adjustments recognised in the year relating to prior years' income tax	1,616	257
Change in tax rate	2	13,753
Total income tax expense recognised in the consolidated statement of profit or loss	**36,048**	**40,955**
Current tax expense (*)	**37,577**	**36,130**
Deferred tax expense	**(1,529)**	**4,825**

(*) Including prior years' adjustments and income tax.

In 2013 the Parent availed itself of the tax incentive provided for in Article 39 of Guipúzcoa Income Tax Regulation 7/1996. At 31 December 2019, the Parent had fulfilled all the investment commitments related to this incentive (Note 14).

In 2016 the Parent availed itself of the tax incentive provided for in Article 36 of Guipúzcoa Income Tax Regulation 2/2014, thereby reducing its taxable profit by EUR 6,337 thousand. The reinvestment commitment, which totalled EUR 13,500 thousand, was fulfilled mainly in investments already made in 2016 by the Parent and the other companies in the consolidated tax group in property, plant and equipment and intangible assets.

The difference between the tax charge allocated and the tax payable for 2016 is presented under "Deferred Tax Assets" and "Deferred Tax Liabilities" on the asset and liability sides, respectively, of the accompanying consolidated balance sheet.

	Thousands of euros					
	31/12/18	Inclusions in the scope of consolidation	Additions	Disposals	Translation differences	31/12/19
Deferred tax assets:						
Tax credit and tax loss carryforwards (Note 3-l)	70,084	-	116	(9.784)	3	60.419
Provisions temporarily not deductible	70,796	440	25,263	(18,466)	19	78,052
Effect of asset revaluation						
Guipúzcoa Regulation 1/2013	2,451	-	1	(193)	-	2,259
Elimination of profits on consolidation and other	5,217	-	427	(184)	(56)	5,404
	148,548	**440**	**25,807**	**(28,627)**	**(34)**	**146,134**
Deferred tax liabilities:						
Unrestricted and accelerated						
depreciation (Notes 7, 8 and 9)	135,939	221	4,625	(27,668)	766	113,883
Revaluation of intangible and material						
assets (Notes 2-f and 14)	39,134	7,145	242	(4,109)	373	42,785
Exchange differences	74	-	542	(68)	1	549
Goodwill	16	-	-	-	-	16
Elimination of profits on consolidation and other	2,028	-	(107)	-	(9)	1,912
	177,191	**7,366**	**5,302**	**(31,845)**	**1,131**	**159,145**

	Thousands of euros								
	31/12/17	Initial adjustments (Notes 2-b, 2-f and 7)	Adjusted opening balance at 01/01/18	Inclusions in the scope of consolidation	Additions	Disposals	Translation differences	Regularisations and changes in rates	31/12/18
Deferred tax assets:									
Tax credit and tax loss									
carryforwards (Note 3-l)	86,560	-	86,560	2,366	22,046	(27,157)	(1,060)	(12,671)	70,084
Provisions temporarily not									
deductible	50,486	2,795	53,281	12,728	23,510	(12,801)	(1,399)	(4,523)	70,796
Effect of asset revaluation									
Guipúzcoa Regulation 1/2013	3,109	-	3,109	-	-	(215)	-	(443)	2,451
Elimination of profits on									
consolidation and other	4,834	-	4,834	222	885	(29)	(348)	(347)	5,217
	144,989	**2,795**	**147,784**	**15,316**	**46,441**	**(40,202)**	**(2,807)**	**(17,984)**	**148,548**
Deferred tax liabilities:									
Unrestricted and accelerated									
depreciation									
(Notes 7, 8 and 9)	140,160	-	140,160	363	5,153	(6,380)	(842)	(2,515)	135,939
Revaluation of intangible									
and material assets									
(Notes 2-f and 14)	11,829	3,684	15,513	26,515	-	(1,167)	(37)	(1,690)	39,134
Exchange differences	58	-	58	138	12	(135)	1	-	74
Goodwill	28	-	28	-	-	(2)	-	(10)	16
Elimination of profits on									
consolidation and other	1,730	-	1,730	-	324	-	(10)	(16)	2,028
	153,805	**3,684**	**157,489**	**27,016**	**5,489**	**(7,684)**	**(888)**	**(4,231)**	**177,191**

In 2019 the Group expects to take tax credits amounting to EUR 16,285 thousand (2018: EUR 13,279 thousand) mainly in relation to tax credits for R&D expenditure and international double taxation tax credits. Unused tax credits after projected income tax for 2019 amounted to EUR 120,583 thousand (2018: EUR 113,250 thousand), of which EUR 27,320 thousand (arising mainly from the Parent's tax group) are recognised under "Deferred Tax Assets - Tax Credit and Tax Loss Carryforwards" (2018 EUR 32,293 thousand). The tax loss carryforwards recognised amounted to EUR 33,099 thousand at 31 December 2019 (31 December 2018: EUR 37,791 thousand). The tax loss carryforwards relate mainly to the Parent's tax group EUR 32,185 thousand (31 December 2018: EUR 36,708 thousand). At 31 December 2019, Provetren, S.A. de C.V. also recognised deferred tax liabilities of EUR 68,569 thousand to reflect the temporary difference between the assets' carrying amounts in the financial statements and their tax bases measured by applying the 30% tax rate in accordance with current Mexican tax legislation (31 December 2018: EUR 72,148 thousand).

Lastly, at 31 December 2019 the subsidiary Ctrens recognised a deferred tax liability amounting to EUR 41,734 thousand as a result of the difference between the tax base and the carrying amount of the concession's financial asset caused by differences in the timing of recognition of amortisation (31 December 2018: EUR 38,820 thousand).

In general terms, the assets or equity items subject to the aforementioned tax credits must remain in operation in the Group, and be assigned, where applicable, to their intended purpose, for a minimum period of five years, or of three years in the case of movable property, unless the useful life is less, without being transferred, leased or assigned to third parties for their use, with the exception of justified losses.

In view of the uncertainty inherent to the recoverability of deferred tax assets, the Group's recognition policy is based on an assessment of its backlog. As required by this policy, the Group did not recognise tax credits and tax loss carryforwards amounting to EUR 154,196 thousand (2018: EUR 133,760 thousand), which will be recognised to the extent that they can be used in the coming years based on the limits and deadlines provided for in current legislation. Also, the Group has unrecognised deferred tax assets, with no defined last year for deduction, amounting to EUR 12,785 thousand (2018: EUR 11,182 thousand).

The amount of the (unrecognised) tax credits, tax loss carryforwards and deferred tax assets and their schedule for use by the Group is as follows:

	Thousands of euros	
	31/12/19	**31/12/18**
Expiring in 2020	316	7
Expiring in 2021	1,988	1,994
Expiring in 2022	666	8
Expiring in 2023	430	712
Expiring in 2024	380	788
Expiring in 2025	557	380
Expiring in 2026	1,604	352
Expiring in 2027	825	1,399
Expiring in 2028	657	817
Expiring in 2029 and subsequent years	106,093	88,625
Unlimited	53,465	49,860
	166,981	**144,942**

The differences between the estimated income tax for 2018 and the tax return ultimately filed gave rise to income of EUR 1,616 thousand (2018: expense of EUR 257 thousand).

Under current legislation, taxes cannot be deemed to have been definitively settled until the tax returns filed have been reviewed by the tax authorities or until the four-year statute-of-limitations period has expired. At 2019 year-end the Group had 2015 and subsequent years open for review by the tax authorities for income tax and 2016 and subsequent years for the other taxes to which it is subject at the companies which file tax returns in Spain and, at the foreign companies, in accordance with local legislation. The Parent's directors consider that they have settled the aforementioned taxes adequately and, therefore, although discrepancies might arise in the interpretation of the tax legislation in force in terms of the tax treatment of transactions, the resulting liabilities, if any, would not have a material effect on the accompanying consolidated financial statements.

On 14 May 2013, the Municipal Council of Beasain notified the Parent of the commencement of its general audit of various local taxes for the years 2009-2013 and in this connection the Parent had filed pleadings at the Regional Economic-Administrative Tribunal of Guipúzcoa. In 2019 the tribunal's decision was rendered with no adverse effect on the Parent and it is estimated that it will give rise to income of EUR 145 thousand.

Also, on 20 June 2017, the Parent was notified by the provincial tax authorities of Guipúzcoa of the commencement of partial tax audits in relation to the income tax of the Parent and of Tax Group no. 03/07/G for 2012 to 2015. The Parent submitted the information required for those proceedings, but the tax inspectors have yet to make any statement in relation thereto. The Group's directors do not expect any liabilities to arise as a result of these audits.

19. PUBLIC AUTHORITIES

The detail of the receivables from and payables to public authorities at 31 December 2019 and 2018 is as follows:

	Thousands of euros							
	31/12/19				31/12/18			
	Assets		Liabilities		Assets		Liabilities	
Concept	**Non-current**	**Current**	**Non-current**	**Current**	**Non-current**	**Current**	**Non-current**	**Current**
Accrued social security taxes	-	11	-	22,102	-	3	-	15,260
Regular taxes								
VAT (Note 9-b)	32,058	79,247	-	38,441	30,055	80,802	-	45,785
Other	-	4,705	-	72	-	3,335	-	382
Personal income tax withholdings	-	-	-	13,192	-	-	-	11,358
Income Tax (Note 3-l)	-	12,417	-	9,113	-	13,633	-	6,447
Grants receivable	-	12,991	-	-	-	1,729	-	-
Total	**32,058**	**109,371**	**-**	**82,920**	**30,055**	**99,502**	**-**	**79,232**

In 2011 the Parent and certain subsidiaries were authorised to file consolidated VAT returns.

20. SHORT AND LONG-TERM PROVISIONS

The changes in "Short-term Provisions" and "Long-term Provisions" in 2019 and 2018 were as follows (in thousands of euros):

		Short-term provisions				
	Long-term provisions	Contractual liability	Warranty and support services	Litigation	Other provisions	Total short-term provisions
Balance at 31/12/17	**7,071**	**128,531**	**93,288**	**1,900**	**4,220**	**227,939**
Adjustment due to IFRS 15	-	(83,612)	-	-	-	(83,612)
Adjusted balance at 01/01/18	**7,071**	**44,919**	**93,288**	**1,900**	**4,220**	**144,327**
Changes in the scope of consolidation	206	478	42,018	284	1,776	44,556
Net charge for the year (Note 3-j)	1,834	13,703	73,473	1,550	1,751	90,477
Amounts used charged to profit or loss	(2,574)	(236)	(50,309)	(848)	(1,180)	(52,573)
Translation differences	(1)	(258)	(552)	(88)	(300)	(1,198)
Transfers	341	(294)	(279)	-	(46)	(619)
Balance at 31/12/18	**6,877**	**58,312**	**157,639**	**2,798**	**6,221**	**224,970**
Changes in the scope of consolidation	213	-	135	-	281	416
Net charge for the year (Note 3-j)	44,474	15,868	69,316	274	6,311	91,769
Amounts used charged to profit or loss	(3,117)	(20,537)	(57,943)	(1,131)	(317)	(79,928)
Translation differences	(761)	(60)	671	3	12	626
Transfers	103	(656)	816	-	(635)	(475)
Balance at 31/12/19	**47,789**	**52,927**	**170,634**	**1,944**	**11,873**	**237,378**

Long-term provisions

As a result of the administrative decision in July 2019, arising as result of the investigation initiated in 2013 into the participation of various rolling stock manufacturers in possible anti-competitive practices described in Note 26, the Group recognised a provision amounting to EUR 38 million.

Also, the Group recognises employment-related provisions under "Long-term Provisions" for present obligations arising from past events that it expects to settle when they fall due through an outflow of resources. The amount is based on the best estimate made by the Parent's directors at the reporting date and the obligations are recognised at the present value whenever the financial effect is material.

Contractual liability and warranty and support services

The provisions for contractual liability relate mainly to provisions for onerous contracts. The provisions for warranty and support services relate to estimated future costs (based on historic data and technical analyses) to which the Group is committed in accordance with the warranty period provided for in the contracts. The expected period to settle the provisions varies on the basis of their nature, the average approximate period being:

– Contractual liability: 1-2 years

– Warranty: 1-4 years (varies on the basis of the contractual arrangement to which it relates)

The consolidated companies recognised an income of EUR 10,756 thousand under "Other Operating Expenses" in the accompanying consolidated statement of profit or loss for 2019 (2018: expense of EUR 37,904 thousand) relating to the difference between the provisions required in this connection at 2019 year-end and the provisions recognised at 2018 year-end.

The expenses incurred in 2019 and 2018 in connection with the provision of contractual warranty services (approximately EUR 57,943 thousand and EUR 50,309 thousand, respectively) were recognised under "Procurements" and "Staff Costs" in the accompanying consolidated statements of profit or loss for 2019 and 2018.

21. OTHER NON-CURRENT/CURRENT ASSETS AND LIABILITIES

The detail of the Group's "Other Assets" at 31 December 2019 and 2018 is as follows:

	Thousands of euros	
	31/12/19	**31/12/18**
Assets for the right to recover (Note 3-f)	7,208	2,684
Other non-current assets	**7,208**	**2,684**
Prepayments	17,130	6,203
Assets for the right to recover (Note 3-f)	-	140
Other current assets	**17,130**	**6,343**

The detail of the Group's "Other Liabilities" at 31 December 2019 and 2018 is as follows:

	Thousands of euros	
	31/12/19	**31/12/18**
Advances received on sales or services rendered (Note 12)	51,059	41,228
Advances received on operating leases (Note 8)	28,935	37,993
Refund liabilities	6,643	2,965
Other non-current liabilities	**86,637**	**82,186**
Advances received on operating leases (Note 8)	4,257	4,964
Unearned revenue	1,666	631
Refund liabilities	1,352	219
Other current liabilities	**7,275**	**5,814**

As detailed in Note 3-f, certain bus sale agreements grant a right to recover to the customers. If it is determined that the contract is an operating lease, the billings received in advance are recognised under "Advances Received on Operating Leases". If, on the other hand, it is concluded that the contract is a sale with a right of return, the value of the asset to be repurchased by the company is recognised under "Assets for the Right of Return" and the amount expected to be paid to recover the asset is recognised under "Refund Liabilities".

22. INCOME AND EXPENSES

a) Procurements

	Thousands of euros	
	2019	**2018**
Materials used (*)	1,157,466	948,354
Work performed by other companies	231,312	141,586
Total	**1,388,778**	**1,089,940**

(*) 66% in euros, and the remainder mainly in US dollars, pounds sterling and Polish zlotys (2018: 78% in euros).

b) Other operating expenses

	Thousands of euros	
	2019	**2018**
Outside services	371,072	305,499
Taxes other than income tax	4,710	4,739
Change in operating provisions and allowances and other (Notes 12 and 20)	23,605	35,279
Other current operating expenses	8,711	2,088
Total	**408,098**	**347,605**

The fees for audit services relating to Construcciones y Auxiliar de Ferrocarriles, S.A. and Subsidiaries amounted to EUR 1,263 thousand in 2019 (2018: EUR 1,112 thousand). Of this amount, EUR 659 thousand relate to the annual audit of companies audited by member firms of the Deloitte worldwide organisation (2018: EUR 726 thousand). In addition, fees for other professional services provided by the principal auditor amounting to EUR 165 thousand were billed in 2019 (2018: EUR 230 thousand), EUR 144 thousand for audit-related attest services including six-monthly reviews (2018: EUR 146 thousand), EUR 7 thousand for tax services (2018: EUR 38 thousand) and the remainder for other services.

c) Information on the environment

In 2019 investments made in systems, equipment and facilities designed for environmental protection and improvement amounted to EUR 2,256 thousand (2018: EUR 0 thousand).

The Group did not receive any environmental grants in 2019.

At 31 December 2019 and 2018, the Group did not have any litigation in progress or contingencies relating to environmental protection and improvement. The Group companies' Directors do not expect any material liabilities to arise as a result of the Group's environmental activities and, accordingly, the accompanying consolidated balance sheet does not include any provisions in this connection.

In 2019 the Group incurred environmental expenses amounting to EUR 825 thousand (2018: EUR 436 thousand).

d) Grants related to income

Most of the grants transferred to profit or loss in 2019 and 2018 related to grants awarded under various Spanish ministerial and European programme calls, in respect of which all the costs to be supported were incurred.

Grants must be refunded together with the related market interest if the R&D investments envisaged under the projects are not ultimately made.

The grants related to income recognised in 2019 under “Other Operating Income” in the accompanying consolidated statement of profit or loss amounted to EUR 4,633 thousand (2018: EUR 4,495 thousand).

23. AVERAGE HEADCOUNT AND STAFF COSTS

The average headcount in 2019 and 2018 is as follows:

	Average number of employees	
Professional category	**2019**	**2018**
Board members	2	2
Senior executives	11	10
Employees	5,894	4,590
Manual workers	6,577	5,028
Total (*)	**12,484**	**9,630**

(*) At 31 December 2019, there were 13,179 employees (31 December 2018: 11,433 employees).

The breakdown, by gender, of the average headcount in 2019 and 2018 is as follows:

	2019		2018	
Professional category	**Men**	**Women**	**Men**	**Women**
Board members	1	1	1	1
Senior executives	10	1	9	1
Employees	4,364	1,530	3,364	1,226
Manual workers	6,282	295	4,852	176
Total	**10,657**	**1,827**	**8,226**	**1,404**

At 31 December 2019, the Parent's Board of Directors comprised 7 men and 3 women. At 31 December 2018, the Parent's Board of Directors comprised 7 men and 3 women.

The detail of staff costs is as follows (in thousands of euros):

	2019	2018
Wages and salaries (Note 3-k)	490,537	389,987
Social security costs	138,050	107,248
Other expenses (Note 3-j)	26,020	21,238
Total	**654,607**	**518,473**

24. INFORMATION ON THE BOARD OF DIRECTORS

a) Remuneration and other benefits of directors

In 2019 additional to the portion relating to the note 3-j description, the total remuneration of the Parent's Board of Directors amounted to approximately EUR 1,907 thousand (2018: EUR 1,902 thousand) in relation to salaries, life insurance, attendance fees and fixed compensation. During 2019, the Parent made contributions to long-term savings plans, instrumented by a long-term collective savings insurance under the defined contribution system, from which the Parent is a policy holder and beneficiary, for an amount of EUR 1,300 thousand (2018: EUR 1,000 thousand). At 31 December 2019 and 2018, neither the Board of Directors of the Parent nor the boards of the subsidiaries had granted any advances, guarantees or loans to their current or former directors.

In 2019 EUR 59 thousand were paid in connection with the third-party liability insurance premium of the directors for damage caused by acts or omissions (2018: EUR 59 thousand).

b) Information regarding situations of conflict of interest involving the directors

In 2019 and 2018 neither the members of the Board of Directors of Construcciones y Auxiliar de Ferrocarriles, S.A. nor persons related to them as defined in the Spanish Limited Liability Companies Law notified the other members of the Board of any direct or indirect conflict of interest that they might have with the Parent.

25. REMUNERATION OF SENIOR EXECUTIVES

Remuneration of the Parent's senior executives, per the binding definition of "Senior Executives" in the Corporate Governance Report, additional to the remuneration that may be payable to them as described in Note 3-j, amounted to EUR 3,008 thousand in 2019 (2018: EUR 2,613 thousand).

In 2019 and 2018 there were no other transactions with senior executives outside the ordinary course of business.

26. OTHER DISCLOSURES

a) Guarantees and other contingent assets and liabilities

At 31 December 2019, the guarantees provided to the Group by banks and insurance companies for third parties amounted to EUR 3,330,658 thousand (31 December 2018: EUR 3,259,219 thousand) relating basically to technical guarantees in compliance with the orders received. Of this amount, EUR 10,556 thousand related to guarantees for the refundable grants and advances granted by the Ministry of Science and Technology (Note 15) and other government agencies (31 December 2018: EUR 12,973 thousand); and EUR 17.5 million related to the guarantee provided for the future contribution the Group will make in 2024 in the investee Momentum Trains Holding Pty Ltd.

In March 2014, following completion of an administrative investigation process initiated in May 2013 into the participation of several rolling stock manufacturers, one of which is a subsidiary of the CAF Group in Brazil, in public tenders, the Brazilian Administrative Council for Economic Defence (CADE) initiated administrative proceedings arising from possible anti-competitive practices. The subsidiary submitted its preliminary pleas and has cooperated on an ongoing basis with the authorities and provided them with the information requested. In July 2019 the CADE tribunal rendered its administrative decision and thereby ordered the subsidiary to pay a penalty amounting to BRL 167,057,982.53 (EUR 37,872 thousand) and recommended the competent authorities not to grant the subsidiary certain tax benefits for five years. The Group recognised this amount with a charge to "Other Operating Expenses" in the accompanying consolidated statement of profit or loss and a credit to "Long-Term Provisions" in the accompanying consolidated balance sheet (see Note 20). The amount of the fine was increased by the related interest cost in accordance with the Brazilian Special System for Settlement and Custody (SELIC) interest rate and EUR 958 thousand were recognised in 2019 with a charge to "Finance Costs" in the accompanying consolidated statement of profit or loss. At the date of authorisation for issue of these consolidated financial statements, CADE's decision was not effective for legal purposes, as various outstanding administrative matters had not been resolved; however the directors do not expect any change in the final decision rendered by the CADE tribunal.

The subsidiary rejects CADE's assessment of events when imposing the aforementioned penalty and alleges that its actions in relation to the matter under investigation were always carried out in strict compliance with the applicable legislation. Once the CADE's decision comes into effect, the subsidiary will file the corresponding appeal at the Brazilian courts. The subsidiary's legal advisers consider that there is reasonable chance that the final amount of the penalty imposed will be reduced to a quantity substantially lower than the aforementioned amount, all without prejudice to the possibility of the fine being completely annulled. Also, at the date of authorisation for issue of these consolidated financial statements, there are no other claims in this connection relating to the various Group companies that are not described in these consolidated financial statements. Also, as a result of the information obtained in these proceedings, an order was issued to block a current account amounting to EUR 203 thousand. At the present date, the decision on an extraordinary appeal to unblock the account is currently being awaited.

Also, as a result of the investigations conducted by CADE, other authorities, including the Sao Paulo State Public Prosecutor, initiated court against which the Group has filed the corresponding defences. Similarly, and as a result of CADE's investigations, an administrative proceeding was initiated by the Brazilian Court of Auditors in relation to which the subsidiary submitted its preliminary pleas in the first half of 2016. Subsequent to the ruling of the Court of Auditors which considered the existence of irregularities of any kind to be unproven, a request was made for these proceedings to be closed and dismissed. This request is awaiting a decision. Lastly, also as a result of CADE's investigations, an administrative proceeding was initiated by the São Paulo Court of Auditors in relation to which the subsidiary submitted its initial pleadings in the second half of 2018.

The CAF Group continues to defend its interests in these proceedings. However, at the reporting date it was not possible to determine the result or the impact that these proceedings might have on the Group's consolidated financial statements should the outcome be unfavourable and, therefore, no liabilities were recognised therein in this connection.

At 31 December 2019, the Group was involved in litigation with a customer as a result of a project in which mutually submitted claims were made due to delays in achieving the contractual milestones signed by the consortium to which CAF belongs. The litigation is in progress and, therefore, it is difficult to assess its possible impact; however, the Parent's directors consider that the likelihood of this situation giving rise to losses for the Group is low, since there are causes that have given rise to delays that can in no case be attributed to the consortium, the amounts claimed are greater than the damage caused to the customer, and there are claims for cost overruns incurred by the consortium attributable to the customer. At 2019 year-end, a report justifying the delays was issued by an independent expert and no decision had yet been handed down in this proceeding at the date of authorisation for issue of these consolidated financial statements.

On 27 August 2018, the Spanish National Markets and Competition Commission (“CNMC”) instituted penalty proceedings in connection with purported anti-competitive practices against various companies, which included CAF Signalling, S.L.U. and its parent Construcciones y Auxiliar de Ferrocarriles, S.A. as it is jointly and severally liable.

CAF is employing the legal actions to which it is entitled to defend its interests, and is at present unaware of the conduct and practices of which CAF Signalling, S.L.U. and Construcciones y Auxiliar de Ferrocarriles, S.A. are accused. The investigation is ongoing at 31 December 2019.

b) Disclosures on the average period of payment to suppliers

Set forth below are the disclosures required by Additional Provision Three of Law 15/2010, of 5 July (amended by Final Provision Two of Law 31/2014, of 3 December), prepared in accordance with the Spanish Accounting and Audit Institute (ICAC) Resolution of 29 January 2016 on the disclosures to be included in notes to financial statements in relation to the average period of payment to suppliers in commercial transactions.

	2019	**2018**
	Days	**Days**
Average period of payment to suppliers	86.18	80.77
Ratio of transactions settled	86.90	84.41
Ratio of transactions not yet settled	83.94	69.95
	Thousands of euros	**Thousands of euros**
Total payments made	905,557	731,817
Total payments outstanding	234,650	246,651

In accordance with the ICAC Resolution, the average period of payment to suppliers was calculated by taking into account the commercial transactions relating to the supply of goods or services for which payment has accrued since the date of entry into force of Law 31/2014, of 3 December.

For the sole purpose of the disclosures provided for in the Resolution, suppliers are considered to be the trade creditors for the supply of goods or services included in “Payable to Suppliers” and “Other Payables” under current liabilities in the balance sheet.

The statutory maximum payment period applicable to the Parent in 2019 under Law 3/2004, of 29 December, on combating late payment in commercial transactions and pursuant to the transitional provisions contained in Law 15/2010, of 5 July, was 60 days, unless no payment date or period has been agreed, in which case the maximum payment period would be 30 days.

27. EVENTS AFTER THE REPORTING PERIOD

At 31 December 2019, the firm backlog, net of progress billings, amounted to approximately EUR 9,446,468 thousand (31 December 2018: EUR 7,716,487 thousand) (Note 11).

Also, in January 2020 the subsidiary Euromaint entered into an agreement the operator VY for the maintenance of the Bergan (Norway) railway fleet. It will also supply five additional metro units to the operator of the Helsinki metro. The sum of these contracts exceeds EUR 100 million.

28. EXPLANATION ADDED FOR TRANSLATION TO ENGLISH

These consolidated financial statements are presented on the basis of the regulatory financial reporting framework applicable to the Group in Spain (Note 2-a). Certain accounting practices applied by the Group that conform with that regulatory framework may not conform with other generally accepted accounting principles and rules.

Approval by the Board of Directors

Mr. ANDRÉS ARIZKORRETA GARCÍA	Chairman
Mr. JUAN JOSÉ ARRIETA SUDUPE	Director
Ms. CARMEN ALLO PÉREZ	Director
Mr. JAVIER MARTÍNEZ OJINAGA	Director
Mr. LUIS MIGUEL ARCONADA ECHARRI	Director
Ms. ANE AGIRRE ROMARATE	Director
Mr. JOSE ANTONIO MUTILOA IZAGUIRRE	Director
Mr. JULIÁN GRACIA PALACÍN	Director
Mr. IGNACIO CAMARERO GARCÍA	Director
Ms. MARTA BAZTARRICA LIZARBE	Director-Secretary

Certificate issued by the Secretary of the Board of Directors attesting that, following the authorisation for issue of the consolidated financial statements and consolidated directors' report of CONSTRUCCIONES Y AUXILIAR DE FERROCARRILES, S.A. and Subsidiaries composing the CAF Group (consolidated) for the year ended 31 December 2019 by the Board of Directors at its meeting on 27 February 2020, the directors have signed this document, consisting of 204 sheets numbered sequentially from 1 to 204, inclusive, signed by each of the directors at the end of the document.

San Sebastián, 27 February 2020.

Approved by	Signed
THE CHAIRMAN	THE SECRETARY OF THE BOARD
Mr. ANDRÉS ARIZKORRETA GARCÍA	Ms. MARTA BAZTARRICA LIZARBE

Resolutions submitted by the Board of Directors for approval by the Shareholders' meeting

Annual General Meeting to be held at the registered office in Beasain, Gipuzkoa, on 13 June 2020 at 12:00 pm at first call and, if necessary, on 14 June 2020 at the same time and place at second call:

AGENDA

First: Examination and approval, if appropriate, of the financial statements and management report of Construcciones y Auxiliar de Ferrocarriles, S.A. and the financial statements and management report of its consolidated group of companies for the year 2019, and of the management of the Board of Directors.

Second: Approval of the consolidated statement of non-financial information for the year 2019.

Third: Approval of the proposed appropriation of earnings for 2019, with a gross dividend distribution of 0.842 Euro per share.

Fourth: Appointment of auditors for the financial years 2021, 2022 and 2023.

Fifth: Re-election, appointment and setting the number of Directors:

5.1. Appointment of Ms. Idoia Zenarrutzabeitia Beldarrain as Proprietary Director.

5.2. Re-election of Ms. Carmen Allo Pérez as Independent Director.

5.3. Re-election of Ms. Marta Baztarrica Lizarbe as Executive Director.

5.4. Appointment of Mr. Manuel Domínguez de la Maza as a Proprietary Director.

5.5. In the event that the re-elections and appointments proposed to the General Meeting are approved as items 5.1 to 5.4. both inclusive, set the number of Directors at eleven (11) members.

Sixth: Authorization to the Board of Directors of the Company for the derivative acquisition of shares in accordance with the limits and requirements established in Articles 146 and 509 of the Capital Companies Act.

Seventh: Approval of the Directors' Remuneration Policy applicable to the financial years 2021, 2022 and 2023.

Eighth: Advisory vote on the Annual Report on Remuneration of Directors for the 2019 financial year.

Ninth: Delegation of powers to the Board of Directors for the formalization and execution of the above resolutions.

Tenth: Reading and approval, if appropriate, of the minutes of the meeting.

Proposed distribution of income

Allocate EUR 28,864 thousand to the distribution of dividends, EUR 1,950 thousand paid out of profit for the year and EUR 26,914 thousand charged to voluntary reserves.

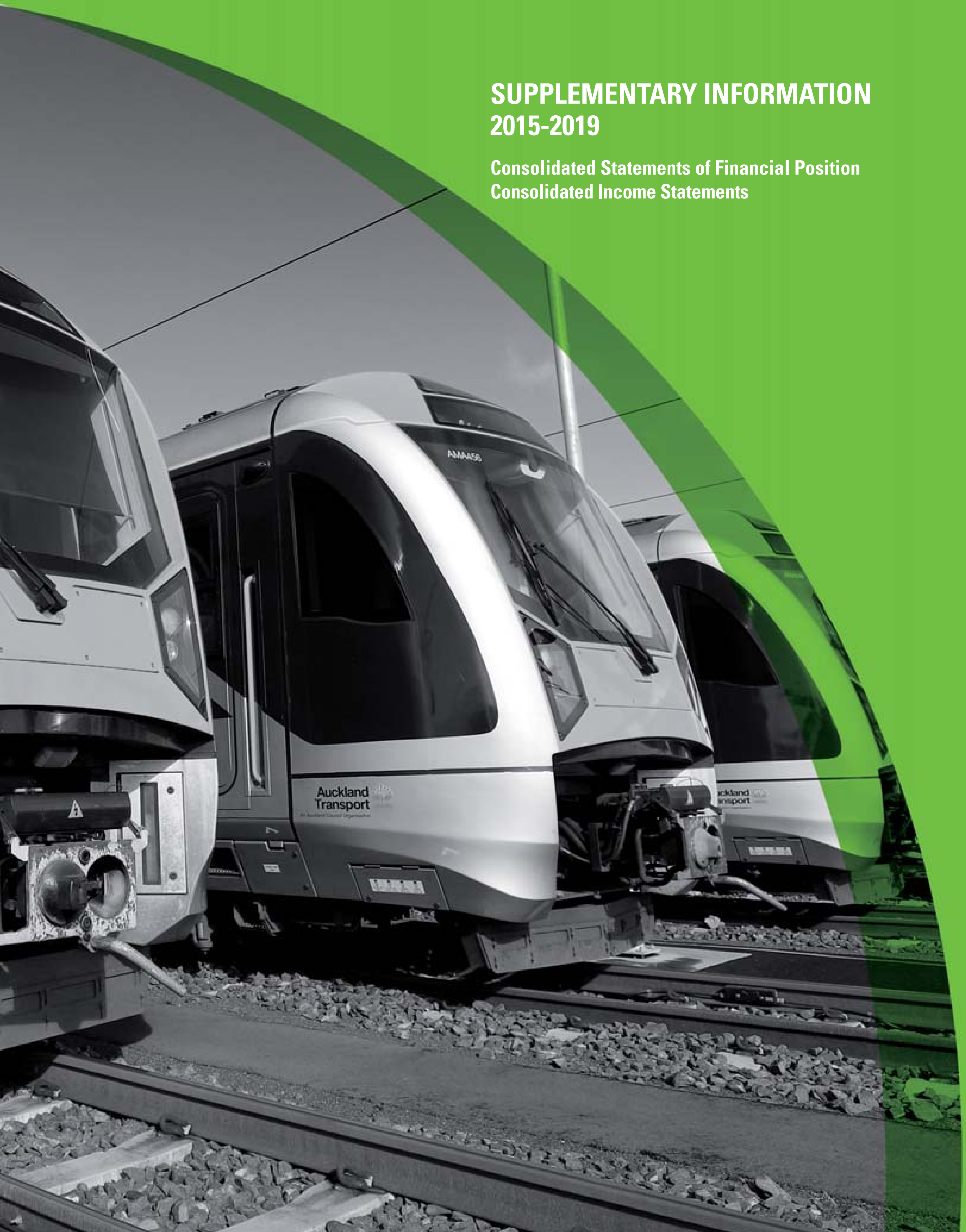
Board of Directors

Mr. ANDRÉS ARIZKORRETA GARCÍA	Chairman
Mr. JUAN JOSÉ ARRIETA SUDUPE	Director
Ms. CARMEN ALLO PÉREZ	Director
Mr. JAVIER MARTÍNEZ OJINAGA	Director
Mr. LUIS MIGUEL ARCONADA ECHARRI	Director
Ms. ANE AGIRRE ROMARATE	Director
Mr. JOSE ANTONIO MUTILOA IZAGUIRRE	Director
Mr. JULIÁN GRACIA PALACÍN	Director
Mr. IGNACIO CAMARERO GARCÍA	Director
Ms. MARTA BAZTARRICA LIZARBE	Director-Secretary

This information relates to the composition of the Company's Board of Directors at 27 February 2020, date on which the Financial Statements of the Company and its consolidated group for financial year 2019 were formally issued. At the aforementioned date, the members of the Company's Board of Directors held 0.005% of the share capital.

SUPPLEMENTARY INFORMATION 2015-2019

Consolidated Statements of Financial Position
Consolidated Income Statements



Consolidated Statements of Financial Position

as of December 31st 2019, 2018, 2017, 2016, 2015 (Thousands of Euros)

Assets	2019	2018	2017	2016	2015
Non-current assets:					
Intangible assets					
Goodwill	109,011	101,827	24,124	15	15
Other intangible assets	239,241	206,535	46,421	40,129	34,719
	348,252	**308,362**	**70,545**	**40,144**	**34,734**
Property, plant and equipment	**449,263**	**365,084**	**244,513**	**229,309**	**240,787**
Investments accounted for using the equity method	**7,807**	**18,188**	**19,752**	**18,572**	**14,308**
Non-current financial assets	**538,303**	**537,061**	**560,660**	**653,558**	**590,829**
Non-current hedging derivatives	**45,001**	**10,720**	**15,842**	**12,861**	**22,068**
Deferred tax assets	**146,134**	**148,548**	**144,989**	**159,176**	**161,108**
Other non-current assets	**7,208**	**2,684**	**-**	**-**	**-**
Total non-current assets	**1,541,968**	**1,390,647**	**1,056,301**	**1,113,620**	**1,063,834**
Current assets:					
Inventories	**487,833**	**375,426**	**71,654**	**60,287**	**86,253**
Trade and other receivables					
Trade receivables for sales and services	1,372,394	1,311,835	1,277,243	1,306,363	1,120,483
Other receivables	216,940	205,122	198,470	204,033	169,306
Current tax assets	12,417	13,633	10,030	13,426	8,451
	1,601,751	**1,530,590**	**1,485,743**	**1,523,822**	**1,298,240**
Current financial assets	**95,151**	**94,293**	**84,838**	**95,098**	**89,559**
Current hedging derivatives	**40,010**	**5,849**	**41,864**	**45,382**	**32,864**
Other current assets	**17,130**	**6,343**	**3,229**	**3,206**	**5,939**
Cash and cash equivalents	**538,983**	**602,813**	**371,625**	**392,022**	**297,440**
Total current assets	**2,780,858**	**2,615,314**	**2,058,953**	**2,119,817**	**1,810,295**
Total Assets	**4,322,826**	**4,005,961**	**3,115,254**	**3,233,437**	**2,874,129**

Equity and liabilities	2019	2018	2017	2016	2015
Equity:					
Shareholders' equity					
Registered share capital	10,319	10,319	10,319	10,319	10,319
Share premium	11,863	11,863	11,863	11,863	11,863
Revaluation reserve	39,119	39,119	39,119	39,119	39,119
Other reserves of the Parent and of fully consolidated companies and companies accounted for using the equity method	792,935	793,755	770,489	758,268	734,288
Profit for the year attributable to the Parent	24,745	43,462	42,406	35,013	41,041
	878,981	**898,518**	**874,196**	**854,582**	**836,630**
Valuation adjustments					
Available-for-sale financial assets	-	-	39	-	-
Hedges	(11,062)	(5,024)	(6,580)	(5,908)	(5,142)
Translation differences	(134,682)	(141,782)	(117,238)	(76,703)	(127,748)
	(145,744)	**(146,806)**	**(123,779)**	**(82,611)**	**(132,890)**
Equity attributable to the Parent	**733,237**	**751,712**	**750,417**	**771,971**	**703,740**
Non-controlling interests	**12,130**	**5,555**	**9,783**	**11,706**	**11,187**
Total equity	**745,367**	**757,267**	**760,200**	**783,677**	**714,927**
Non-current liabilities:					
Long-term provisions	**47,789**	**6,877**	**7,071**	**4,646**	**4,526**
Non-current financial liabilities					
Bank borrowings and debt instruments or other marketable securities	868,072	766,464	625,645	648,145	662,168
Oher financial liabilities	90,792	47,774	52,039	47,854	51,833
	958,864	**814,238**	**677,684**	**695,999**	**714,001**
Deferred tax liabilities	**159,145**	**177,191**	**153,805**	**172,137**	**156,817**
Non-current hedging derivatives	**45,777**	**11,206**	**18,131**	**13,574**	**23,091**
Other non-current liabilities	**86,637**	**82,186**	**55,821**	**58,039**	**63,996**
Total non-current liabilities	**1,298,212**	**1,091,698**	**912,512**	**944,395**	**962,431**
Current liabilities:					
Short-term provisions	**237,378**	**224,970**	**227,939**	**227,937**	**228,766**
Current financial liabilities					
Bank borrowings and debt instruments or other marketable securities	199,979	255,416	46,262	103,075	203,722
Other financial liabilities	44,144	23,356	40,725	23,059	18,202
	244,123	**278,772**	**86,987**	**126,134**	**221,924**
Trade and other payable					
Payable to suppliers	688,104	664,865	423,385	376,531	352,153
Other payables	1,032,114	911,961	646,593	657,056	355,596
Current tax liabilities	9,113	6,447	5,009	969	647
	1,729,331	**1,583,273**	**1,074,987**	**1,034,556**	**708,396**
Current hedging derivatives	**61,140**	**64,167**	**52,313**	**116,468**	**35,498**
Other current liabilities	**7,275**	**5,814**	**316**	**270**	**2,187**
Total current liabilities	**2,279,247**	**2,156,996**	**1,442,542**	**1,505,365**	**1,196,771**
Total Equity and liabilities	**4,322,826**	**4,005,961**	**3,115,254**	**3,233,437**	**2,874,129**

Consolidated Statements of Profit or Loss

as of December 31st 2019, 2018, 2017, 2016, 2015 (Thousands of Euros)

(Debit) Credit	2019	2018	2017	2016	2015
Continuing operations:					
Revenue	2,597,655	2,048,419	1,477,039	1,318,200	1,283,591
+/- Changes in inventories of finished goods and work in progress	18,235	73,250	(77,035)	(15,474)	(126,137)
In-house work on non-current assets	13,901	14,488	8,977	9,778	6,490
Procurements	(1,388,778)	(1,089,940)	(542,771)	(608,669)	(435,014)
Other operating income	27,518	21,339	7,886	15,792	4,245
Staff costs	(654,607)	(518,473)	(446,381)	(397,634)	(402,164)
Other operating expenses	(370.226)	(347,605)	(247,463)	(186,723)	(164,996)
Adjusted Ebitda	**243.698**	**201,478**	**180,252**	**135,270**	**166,015**
Depreciation and amortisation charge	(80,667)	(46,738)	(34,690)	(34,669)	(38,399)
Impairment and gains or losses on disposals of non-current assets	(165)	(10,572)	148	11,239	(833)
Adjusted EBIT	**162,866**	**144,168**	**145,710**	**111,840**	**126,783**
Non-recurring items	(37.872)	-	-	-	-
EBIT	**124,994**	**144,168**	**145,710**	**111,840**	**126,783**
Finance income	17,402	7,627	7,309	13,643	10,476
Finance costs	(72,885)	(64,160)	(68,551)	(72,819)	(56,632)
Changes in fair value of financial instruments	33	7	35	870	3
Exchange differences	(6,120)	(6,673)	(17,591)	5,916	(19,632)
Impairment and gains or losses on disposals of financial instruments	(337)	9	4	(594)	(589)
Financial Loss	**(61,907)**	**(63,190)**	**(78,794)**	**(52,984)**	**(66,374)**
Result of companies accounted for using the equity method	(1,949)	(403)	594	473	-
Profit before Tax	**61,138**	**80,575**	**67,510**	**59,329**	**60,409**
Income tax	(36,048)	(40,955)	(24,993)	(22,049)	(17,795)
Profit for the year from continuing operations	**25,090**	**39,620**	**42,517**	**37,280**	**42,614**
Adjusted Consolidated Profit for the Year	**62,962**	**39,620**	**42,517**	**37,280**	**42,614**
Consolidated Profit for the Year	**25,090**	**39,620**	**42,517**	**37,280**	**42,614**
Attributable to:					
The Parent	24,745	43,462	42,406	35,013	41,041
Non-controlling interests	345	(3,842)	111	2,267	1,573
Earnings per share (euros)					
Basic	0.72	1.27	1.24	1.02	1.20
Diluted	0.72	1.27	1.24	1.02	1.20

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