



ANNEX III

EUROPEAN GREEN BOND ANNUAL IMPACT REPORT

[Where the impact report is revised, the title shall reflect this]

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| This document and its contents are not subject to any approval or endorsement from ESMA or any other competent authority. | |
|  EUGBS Template – Annex III |  EUGBS Factsheet |
| 1. General information | |
| [Date of publication of the impact report] | 8 May 2026 |
| [Where applicable, the date of publication of the revised impact report] | Not applicable |
| [Date of issuance of the bond(s) or tranches of the bond(s)] | 3 June 2025 |
| [The legal name of the issuer] | Comunidad Autónoma de Madrid (hereinafter the “Community of Madrid”) |
| [Where available, the legal entity identifier (LEI) of the issuer] | 959800KASH3LCM57Q344 |
| [Website address providing investors with information on how to contact the issuer] | http://www.comunidad.madrid/inversion/relacion-inversores |
| [Where available, the name of the bond(s) assigned by the issuer] | European Green Bond |
| [Where available, the international securities identification numbers (ISIN) of the bond(s) and its/their tranches] | ES00001010R3 |
| [Where the impact report was assessed by an external reviewer, the identity and contact details of the external reviewer] | Not applicable; the Community of Madrid does not intend to have the impact report reviewed by an external reviewer, in accordance with Article 12(3) of Regulation (EU) 2023/2631. |
| [Where applicable, the name of the competent authority that has approved the bond prospectus(es)] | Not applicable; the Community of Madrid is exempt from the obligation to produce a prospectus. |
| 2. Important information | |
| [The following statement: “[This bond uses] [These bonds use] the designation ‘European Green Bond’ or ‘EuGB’ in accordance with Regulation (EU) 2023/2631 of the European Parliament and of the Council (1) .”] | This bond uses the designation ‘European Green Bond’ or ‘EuGB’ in accordance with Regulation (EU) 2023/2631 of the European Parliament and of the Council. |

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| <p>[Where bond proceeds have been allocated in accordance with Article 5 of that Regulation, the following statement: “[This European Green Bond makes] [These European Green Bonds make] use of the flexibility permitting a partial non-alignment with the technical screening criteria set out in the delegated acts adopted pursuant to Article 10(3), 11(3), 12(2), 13(2), 14(2) or 15(2) of Regulation (EU) 2020/852 of the European Parliament and of the Council (2) (‘the technical screening criteria’), as further described in Section 4 of this impact report.”]</p> | <p>Not applicable</p> |
| <p>3. Environmental strategy and rationale</p> | |
| <p><u>Overview</u></p> | |
| <p>[Information on the manner in which the bond(s) has (have) contributed to the broader environmental strategy of the issuer.]</p> | <p>The issuance of this European Green Bond supports the Community of Madrid’s broader sustainability strategy and long-term climate commitments.</p> <p>In particular, the Community of Madrid is implementing an ambitious set of measures to address climate change and contribute to the EU objective of achieving carbon neutrality by 2050, as set out in its <i>Estrategia de Energía, Clima y Aire Horizonte 2030</i>.</p> <p>The proceeds of the European Green Bond have financed the Community of Madrid’s Eligible Green Projects (see section “4. Allocation of bond proceeds” below for the basis of Eligible Green Projects) to achieve the EU Environmental Objective of Climate Change Mitigation as referred to in Article 9 of Regulation (EU) 2020/852.</p> |
| <p>[Where applicable, an explanation of any changes to the broader environmental strategy of the issuer since the publication of the European Green Bond factsheet.]</p> | <p>Not applicable</p> |
| <p>[The environmental objectives referred to in Article 9 of Regulation (EU) 2020/852 pursued by the bond(s).]</p> | <p>Climate Change Mitigation</p> |
| <p><u>Capital expenditure and operating expenditure key performance indicators</u></p> | |
| <p>[Where the issuer is subject to Article 8 of Regulation (EU) 2020/852, a description of how, to what extent (e.g., expressed as a percentage change year-on-year) and in which financial periods bond proceeds have contributed to the issuer’s key performance indicators for taxonomy-aligned assets, turnover, capital expenditure and operating expenditure.]</p> | <p>Not applicable; the Community of Madrid is not subject to Article 8 reporting under Regulation (EU) 2020/852.</p> |
| <p><u>Link to the transition plan</u></p> | |
| <p>[Where the issuer is subject to an obligation to publish plans pursuant to Article 19a(2), point (a)(iii), or, where applicable, Article 29a(2), point (a)(iii), of Directive</p> | <p>Not applicable; the Community of Madrid is not in scope of Directive 2013/34/EU.</p> |

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| <p>2013/34/EU of the European Parliament and of the Council ⁽³⁾, or where the issuer voluntarily publishes transition plans:</p> <ul style="list-style-type: none"> - the manner in which bond proceeds have contributed to funding and implementing those plans. The information may be given at an aggregate economic activity level or at a project-by-project level; and - a link to the website where those plans are published.] | <p>With respect to voluntary transition plan disclosure, the European Green Bond proceeds support the transition to a low-carbon economy under the <i>Clean Transportation</i> category by enabling the funding, development, expansion, improvement, promotion and maintenance of public transport infrastructure. These investments are aimed at encouraging modal shifts towards public transport, soft mobility and multimodal transport solutions.</p> <p>The Community of Madrid's <i>Estrategia de Energía, Clima y Aire Horizonte 2030</i> (Energy, Climate and Air Strategy – EECAM) further sets out the region's overarching decarbonization objectives: link.</p> |
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4. Allocation of bond proceeds

[The information listed below shall be provided at least at the level of the economic activity, and ideally at the level of the project or group of projects. Confidentiality agreements, competitive considerations or a large number of underlying qualifying projects and similar considerations may justify limiting the amount of detail that is made available. Where bond proceeds are allocated to expenditure as referred to in Article 4(3) of Regulation (EU) 2023/2631 the information may be provided at programme level.]

Allocation to specific taxonomy-aligned economic activities

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| <p>[The proportion of bond proceeds that was allocated to activities that are environmentally sustainable under Article 3 of Regulation (EU) 2020/852, according to the methodology set out in Annex II to Regulation (EU) 2023/2631:] [XX] % of the bond proceeds.]</p> | <p>100% = Clean Transportation</p> <p>100% = 6.3 Urban and suburban transport, road passenger transport:</p> <ul style="list-style-type: none"> - 70% = Electric metro (Metro) - 15% = Light rail (Light trains / trams) - 8% = Interurban buses (Intercity bus) - 7% = Urban buses (EMT bus) |
| <p>[Where bond proceeds were allocated to an enabling or transitional economic activity, specifying the enabling or transitional economic activity and the amount and proportion of proceeds allocated to each type of enabling or transitional economic activity.]</p> | <p>No proceeds were allocated to enabling or transitional economic activities.</p> |
| <p>[Where applicable, the amount and proportion of assets relating to taxonomy-aligned activities related to nuclear energy and fossil gas in accordance with Article 10(2) and 11(3) of Regulation (EU) 2020/852.]</p> | <p>No proceeds were allocated to taxonomy-aligned activities related to nuclear energy and fossil gas in accordance with Articles 10(2) and 11(3) of Regulation (EU) 2020/852.</p> |

Allocation to economic activities not aligned with the technical screening criteria

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| <p>[Where bond proceeds were allocated in accordance with Article 5 of Regulation (EU) 2023/2631, a statement that the [net] proceeds of the bond were partially allocated to economic activities which are not aligned with the technical screening criteria. The issuer shall describe such non-alignment, the activities concerned and the percentage of the proceeds that have been allocated to such activities as a total and on a per-activity basis, including a breakdown describing which point(s) of Article 5(1) of Regulation (EU) 2023/2631 was/were used. Furthermore, an explanation why the technical screening criteria could not be applied and an explanation of the manner in which the</p> | <p>Not applicable; European Green Bond proceeds were allocated to economic activities that are aligned with the relevant technical screening criteria.</p> |
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issuer has ensured that those activities comply with Article 5(3) and (4) of Regulation (EU) 2023/2631 and Article 3, points (a), (b) and (c), of Regulation (EU) 2020/852.]

5. Environmental impact of bond proceeds

[An estimate of positive and adverse environmental impacts in aggregated form.]

European Green Bond proceeds were allocated exclusively to *Clean Transportation* activities under Activity 6.3 (Urban and suburban transport, road passenger transport).

The positive environmental impact is measured through the indicator of emissions avoided (tCO₂):

- Electric metro (Metro) = 417,817
- Light rail (Light trains / trams) = 8,077
- Interurban buses (Intercity bus) = 29,255
- Urban buses (EMT bus) = 21,155

Aggregated emissions avoided (tCO₂) impact of EU Green Bond proceeds, total = 476,304

No material adverse environmental impacts have been identified.

[Information on the methodology and assumptions used to evaluate the impacts of projects, where the European green bond factsheet of the bond did not include this information.]

To quantify the emissions avoided by the use of regular public passenger transport in relation to hybrid or electric buses and rail modes (metro and rail concessions), it is assumed that if these trips had not been made by public transport, they would have been made by using private vehicles.

In this way:

Emissions Avoided = Emissions generated by the private vehicle
- Emissions generated by public transport

To calculate the emissions that would have been produced by the travel of passengers in private vehicles, the number of passenger-km¹ that have used public transport in electric or hybrid modes will be multiplied by an emission factor based on the circulating fleet of passenger cars in the Community of Madrid, according to data from the DGT for 2020 (latest available).

To calculate the emissions generated by trips made by public transport users in electric or hybrid modes, the energy consumed in these trips is multiplied by the following emission factors:

- CO₂ emission factors for fossil fuels published by the Spanish Office of Climate Change (OECC), year 2022
 - Diesel fuel B7: 2.519 gr CO₂eq/liter
 - CNG: 2.783 gr CO₂eq/kg
- Electricity emission factors year 2022. (Published by the CNMC):
 - Marketer without REC 2022: 273 gr CO₂eq/kWh
 - Marketer with REC: 0 gr CO₂eq/kWh
- Average private vehicle emissions: Prepared by the authors based on the number of cars in circulation in the Community of Madrid, according to Dirección General de Trafico data for 2020 (latest available).
 - Average private vehicle (occupancy 1.2 passengers): 146 g CO₂eq/km

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| | ¹ Travelers-km = Number of trips x Average trip length |
| <p>[Information about the projects' positive and negative environmental impacts and, where available, related metrics. Where this information is not available at project level, this must be explained.]</p> | <p>European Green Bond proceeds were allocated exclusively to <i>Clean Transportation</i> activities under Activity 6.3 (Urban and suburban transport, road passenger transport).</p> <p>The positive environmental impact is measured through the indicator of emissions avoided (tCO₂):</p> <ul style="list-style-type: none"> - Electric metro (Metro) = 417,817 - Light rail (Light trains / trams) = 8,077 - Interurban buses (Intercity bus) = 29,255 - Urban buses (EMT bus) = 21,155 <p>Aggregated emissions avoided (tCO₂) impact of EU Green Bond proceeds, total = 476,304</p> |
| <p>[Where the issuer wishes to include it, information about whether and how the project has contributed to other sustainability aspects of the bond, including the social aspects of the transition towards climate neutrality, such as by providing new jobs, re-skilling and local infrastructure to communities affected by the transition of economic activities towards sustainability.]</p> | <p>The allocation of proceeds to clean public transportation generates measurable social co-benefits across all age groups in the City of Madrid, reflecting the central role of public transport in everyday urban life.</p> <ul style="list-style-type: none"> - Older residents (65+) benefit from accessible and reliable transport that supports independent living, social inclusion and active ageing, particularly in districts where public transport is essential for daily mobility. - Working-age residents (25–65) rely on well-connected networks for daily commuting and access to employment and essential services, reinforcing economic participation across the city. - Children and young people (7–25) benefit from strong connectivity to schools, universities and early employment opportunities, supporting equal access to education. - Families with young children (under 7) benefit from safe and reliable transport enabling access to early-years education, healthcare and everyday services. <p>In the Madrid Region (excluding the City of Madrid), proceeds deliver significant social co-benefits across metropolitan municipalities, where public transportation is a core enabler of daily life.</p> <ul style="list-style-type: none"> - Older residents (65+) show higher usage in large, well-connected municipalities, highlighting the role of public transport in supporting active ageing and access to essential services. - Working-age residents (25–65) rely on transport networks developed around rail and metro corridors to access jobs, services and daily activities, reinforcing economic participation across the metropolitan area. - Children and young people (7–25) benefit from strong connectivity to education, training and early employment opportunities, particularly in municipalities linked to major educational hubs. - Families with young children (under 7) depend on public transport for daily “trip-chaining” related to childcare, healthcare and commuting, making it an essential mobility tool for caregivers. <p>Overall, by financing clean transportation infrastructure, green bond proceeds go beyond environmental benefits to deliver</p> |

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| | inclusive mobility, improved access to services and enhanced quality of life across all demographic groups, strengthening social cohesion and supporting a just urban transition. |
| [Where bond proceeds are allocated in accordance with Article 5 of Regulation (EU) 2023/2631, the issuer shall report this information separately for those projects and activities.] | Not applicable |
| 6. Information on reporting | |
| [A link to the issuer's website referred to in Article 15(1) of Regulation (EU) 2023/2631.] | All relevant information in relation to the European Green Bond can be found on the Community of Madrid's website: link . |
| [Where applicable, a link to the issuer's relevant reports, such as the consolidated management report or the consolidated sustainability report pursuant to Directive 2013/34/EU.] | General Accounts are published on the Community of Madrid's website: link . |
| 7. CapEx plan | |
| [Where applicable, progress made in the implementation of the CapEx plan referred to in Article 7 of Regulation (EU) 2023/2631.] | Not applicable; a CapEx plan referred to in Article 7 of Regulation (EU) 2023/2631 is not required as the Community of Madrid will allocate European Green Bond proceeds to activities that are environmentally sustainable under Article 3 of Regulation (EU) 2020/852. |
| 8. Other relevant information | |
| | EU Green Bond impact reporting is integrated into the ICMA reporting framework, with Community of Madrid combining standard ICMA metrics with clear methodological and attribution assumptions. |