



Promotora y Operadora de Infraestructura, S.A.B. de C.V. Announces Unaudited Results as of the Close of the First Quarter of 2026

Mexico City, April 23, 2026.

Promotora y Operadora de Infraestructura, S.A.B. de C.V. ([BMV: PINFRA](#)), a company dedicated to the promotion, development, construction, financing, and operation of infrastructure projects in Mexico, today announces its unaudited results as of the close of the first quarter ended March 31, 2026.

For the purposes of this document, and unless otherwise indicated, the variation in figures refers to changes in the first quarter of 2026 compared to the same period of 2025.

PINFRA is one of Mexico's leading companies dedicated to the promotion, development, construction, financing, and operation of infrastructure projects. As of the date of this report, the Company holds 23 concession titles (as the sale of the Port Terminal of Altamira was completed on July 9, 2025) comprising 30 toll roads (26 of which are in full operation, 2 in partial construction stage, one in construction stage, and one with a pending proceeding), one bridge operation contract, and one electronic toll collection operation contract for the FONADIN toll road network. In addition to its core business, the company operates 6 asphalt mix plants, as well as a construction segment focused primarily on the management and supervision of construction and maintenance projects for the toll roads under its concession titles.

CEO Comments

“At PINFRA we continue to consolidate a robust infrastructure portfolio, focused on generating sustainable value for Mexico. During the quarter, we reinforced our execution and advanced key initiatives that strengthen connectivity and drive long-term economic growth.”

- David Peñaloza Alanís, Chief Executive Officer of PINFRA.



Significant Events

- **IPM is no longer consolidated** within the group's results during this quarter following the sale of the Port Terminal of Altamira to TIL in July 2025. It is important to consider this difference when comparing the results of this quarter against those of the same quarter of the prior year.
- The **inflation-related toll rate increases for federal toll roads**, which are an integral part of the concession titles, were authorized on April 13, 2026. Therefore, these increases are not reflected in the first quarter of the year. Normally, such increases occur in February of each year.
- We continue with the expansion works on the **Armería-Manzanillo Toll Road**, which began on November 16, 2022. These works consist of widening the toll road from 4 to 6 lanes over 46 km, as well as constructing improvements on sections of the Manzanillo Bypass. The total investment for all works to be carried out on this project will be approximately \$4,000 million pesos. Completion of the main works is expected in October 2026, followed by construction of complementary works.
- Regarding the works for the Michoacán Package:
 - On June 22, 2023, works began on the **Michoacán Package** in the presence of the Secretary of Communications and Transportation of the SICT. The work consisted of expanding from 2 to 4 lanes over 22 km of the Pátzcuaro–Uruapan section, in the Zirahuén–Zirimícuaro segment. The investment in this project segment amounted to \$1,683 million pesos. To date, all 22 km of this section have been completed and are in operation.
 - On November 17, 2023, the groundbreaking ceremony took place for the Uruapan–Nueva Italia section. The works for this section represent an investment of \$6,500 million pesos. Completion of this work is expected in August 2027.
- PINFRA was awarded the bid for the **Macrolibramiento Sur Colima**, which will be developed with an estimated investment of \$5,298 million pesos. The project spans 28.8 km in total and construction began in June 2025, with an estimated completion date of December 2026.
- The toll road **Rumbo Nuevo** is 100% complete and operations commenced on February 14, 2026.
- In 4Q23, the second amendment to the Concession Title of the **Libramiento Elevado de Puebla** was signed, consisting of lane expansion and construction of complementary works. The total investment is \$530 million pesos for the expansion works and \$45 million pesos for the underpass works. The consortium is split 49% for PINFRA and 51% for Aleatica. Works for this project will begin in August of the current year, with an estimated construction duration of approximately 1 year.
- During 2Q24, PINFRA won the bid for the construction project to expand from two to three lanes per direction along 43.1 kilometers on the **Colima-Armería toll road**. The toll road is adjacent to



the route known as Armería–Manzanillo. PINFRA will invest \$5,700 million pesos, with operations tentatively starting in December 2026. Construction progress is approximately 11.5%.

ESG Progress

- The **Board of Directors** held its quarterly session in 1Q26 and approved the Company's Quarterly Financial Statements.
- As part of PINFRA's commitments and **commitment to Sustainability**, we continue with our efforts and clear progress on our ESG strategy with the objective of meeting the constantly increasing requirements and best practices in the industry, all in preparation for the upcoming **implementation of the ISSB (IFRS) framework for BMV-listed companies** upon completion of fiscal year 2026.

Below is a summary of the consolidated results for the quarter:

Summary (Millions of Pesos)	1Q26	1Q25	1Q26 VS 1Q25
Net Revenues	5,449.1	4,601.3	18%
EBITDA	3,179.6	3,070.6	4%
EBITDA Margin	58%	67%	
Operating Income (Loss)	2,937.2	2,835.6	4%
Operating Margin	54%	62%	
Net Income (Loss)	2,212.3	1,622.4	36%
Net Margin	41%	35%	
Earnings (Loss) per Share	5.2	3.8	36%
Operating Cash Flow	2,147.8	2,619.2	-18%

The **consolidated revenues** of the company reached \$5,449.1 million pesos, representing an 18% increase compared to the same period of the prior year, even without accounting for the revenues previously contributed by IPM. This is attributed to the positive performance of our toll road assets, which are the core of our business, as well as a high volume of construction work and higher asphalt mix sales compared to the same quarter of 2025. Excluding IPM revenues from the comparison, the group's consolidated revenues would have grown 28%. This comparability effect is reflected across all results for the quarter.

The **EBITDA** for the quarter was \$3,179.6 million pesos. Compared to the same period of the prior year, it is higher by \$108.9 million pesos, representing 4% growth. Excluding IPM from the comparison, the growth in this line item would have been 8.1%.



The **operating income** was \$2,937.2 million pesos, 4% higher than in 1Q25, which derives from the aforementioned positive performance across the company's three segments. Excluding IPM from the comparison, the growth in this line item would have been 8.5%.

The **net income** for 1Q26 reached \$2,212.3 million pesos, 36% above the figure recorded in the first quarter of 2025, largely due to the comprehensive financing result. Excluding IPM from the comparison, growth in this area would have been 46%.

The **operating cash flow** for 1Q26 was \$2,147.8 million pesos compared to \$2,619.2 million pesos for the same period of 2025.

Revenue Summary by Segment

Segment	1Q26	1Q26	1Q25	1Q25	1Q26 VS 1Q25
	Amount (millions)	% of total revenues	Amount (millions)	% of total revenues	
Concessions	3,695.8	68%	3,817.7	83%	-3%
Toll Toll roads:	3,695.8	68%	3,485.3	76%	6%
Securitized Toll roads	81.8	2%	82.5	2%	-1%
Fibra E Toll roads	1,316.5	24%	1,273.2	28%	3%
Securitized Toll roads in Fibra E	1,276.6	23%	1,211.2	26%	5%
Non-Securitized Toll roads	1,021.0	19%	918.4	20%	11%
Port Terminal of Altamira	0.0	0%	332.4	7%	-100%
Construction	1,575.0	29%	771.9	17%	104%
Plants	178.3	3%	11.7	0%	1418%
Total	5,449.1	100%	4,601.3	100%	18%

Note: PINFRA holds a (direct and indirect) participation of approximately 80% of the fiscal result in the Fibra E toll roads.

Note 2: This table includes the revenues of the operators within the Non-Securitized Toll roads.

Note 3: Armería Manzanillo was reclassified as a non-securitized toll road starting from 2Q25, and Tenango-Ixtapan de la Sal starting from 3Q25.

Note 4: Rumbo Nuevo began operations on February 14, 2026.

Toll roads, which represent 68% of the company's revenues during 1Q26, recorded 6% revenue growth, driven by organic and sustained traffic increases. This occurred despite the fact that inflation-related federal toll road toll rate increases were authorized on April 13, 2026, rather than in February as is customary. However, at the total concessions segment level, a 3% decrease is observed, resulting from the absence of revenues from the Port Terminal of Altamira, which was still part of the group's assets in 1Q25.

In the **construction** sector, which represented 29% of the company's revenues during 1Q26, revenues amounted to MXN \$1,575 million. This represents an increase of MXN \$803.2 million, or 104%, compared to the same period of the prior year, driven by a higher volume of construction work



executed. During the quarter, revenues recognized under IFRIC 12 were \$355.5 million, compared to \$191.6 million in 1Q25, representing a favorable variance of \$164.0 million.

As for the **plants**, they recorded revenues of \$178.3 million pesos, representing a significant increase from the \$11.7 million in 1Q25, driven by higher production and sales of asphalt mix.

As a result of the above, **the company's consolidated revenues** grew 18%, driven by the performance of the toll road segment, growth in construction, and higher asphalt mix sales, even considering the absence of IPM revenues during the quarter, which did contribute in 1Q25.

EBITDA by Segment

Segment	1Q26	1Q26	1Q26	1Q25	1Q25	1Q25	1Q26 VS 1Q25
	Amount (millions)	% of total EBITDA	EBITDA Margin	Amount (millions)	% of total EBITDA	EBITDA Margin	
Concessions	2,977.8	94%	81%	3,035.0	99%	79%	-2%
Construction	126.9	4%	8%	26.6	1%	3%	377%
Plants	74.9	2%	42%	9.1	0%	77%	725%
Total	3,179.6	100%	58%	3,070.6	100%	67%	4%

Note: PINFRA holds a (direct and indirect) participation of approximately 80% of the fiscal result in the Fibras E toll roads.

Note 2: This table includes the operators within the Non-Securitized Toll roads.

Note 3: Armería Manzanillo was reclassified as a non-securitized toll road starting from 2Q25, and Tenango-Ixtapan de la Sal starting from 3Q25.

Note 4: Rumbo Nuevo began operations on February 14, 2026.

The **consolidated EBITDA** was \$3,179.6 million pesos, 4% higher than in 1Q25, even without revenues recorded by IPM; Excluding IPM from the comparison, the growth would have been 8.1%, as mentioned above. As previously noted, this is due to traffic growth in our toll road assets and revenues from the construction and asphalt plant segments.

EBITDA

(Millions of Pesos)	1Q26	1Q25	1Q26 VS 1Q25
Net Income (Loss)	2,212.3	1,622.4	36%
Plus: Non-Controlling Interest	424.2	453.4	-6%
Tax Provisions and Other	359.0	645.1	-44%
Discontinued Operations	-	-	N.C.
Share of Results of Associates	-35.9	-21.6	66%
Plus: Comprehensive Financing Cost	(22.4)	136.3	-116%
Plus: Depreciation and Amortization	242.4	235.0	3%
EBITDA	3,179.6	3,070.6	4%

Figures in red or in parentheses are positive.

Consolidated Results

(Millions of Pesos)	1Q26	1Q25	1Q26 VS 1Q25
Net Revenues	5,449.1	4,601.3	18%
Cost of Sales	2,451.3	1,688.7	45%
Administrative Expenses	178.2	127.8	39%
Other (Income) Expenses, Net	-117.6	- 50.85	131%
Operating Income (Loss)	2,937.2	2,835.6	4%
Comprehensive Financing Cost	-22.4	136.3	-116%
Income Tax	359.0	645.1	-44%
Discontinued Operations	0.0	0.0	N.C.
Share of Results of Associates	-35.9	-21.6	66%
Minority Interest	424.2	453.4	-6%
Net Income (Loss)	2,212.3	1,622.4	36%

Figures in red or in parentheses are positive.

In 1Q26, the **operating income** was \$2,937.2 million pesos, 4% higher than in 1Q25, driven by the favorable results across the company's three segments.

The **comprehensive financing result** in 1Q26 was favorable by \$22.4 million pesos, compared to an unfavorable result of \$136.3 million pesos in the same period of the prior year, representing an improvement of \$158.7 million pesos. This variance is explained primarily by a reduction in interest expense of \$894.6 million pesos, partially offset by lower interest income of \$751.8 million pesos, as well as higher foreign exchange gains of \$15.9 million pesos.

Regarding the **share of results of associates**, this quarter represented \$35.9 million pesos in profit.

Concessions Segment

(Millions of Pesos)	1Q26	1Q25	1Q26 VS 1Q25
Concessions			
Net Revenues	3,695.8	3,817.7	-3.2%
Gross Income (Loss)	2,860.9	2,889.1	-1.0%
Operating Income (Loss)	2,760.5	2,812.5	-1.9%
EBITDA	2,977.8	3,035.0	-1.9%

The **concessions segment**, the most important in the group, represented 68% of consolidated revenues with a revenue decrease of 3.2% compared to the same period of 2025. This decrease is due to the fact that, during this quarter, revenues from IPM were no longer recorded, which affects the comparability of this segment's results. If we exclude the port from this comparison, the actual revenue growth is 6%, as mentioned previously.

Traffic

		1Q26	1Q25	ADTV
		ADTV	ADTV	1Q26 VS 1Q25
Toll roads:				
Securitized	Santa Ana-Altar	4,652	4,605	1.0%
FVIA	México-Toluca	58,947	58,251	1.2%
	Marquesa-Lerma	18,075	18,497	-2.3%
	Ecatepec - Pirámides	24,287	22,835	6.4%
	Pirámides - Texcoco (Tezoyuca)	18,049	17,492	3.2%
	Pirámides - Texcoco (Nabor-Carrillo)	6,505	5,992	8.6%
	Ecatepec-Pirámides-Tezcoco ⁽¹⁾	31,895	30,041	6.2%
	Peñón-Tezcoco	41,850	41,132	1.7%
Securitized in FVIA	Vía Atlixcáyotl	23,545	22,924	2.7%
	Virreyes-Teziutlán	5,183	4,959	4.5%
	Apizaco-Huauchinango	4,162	3,941	5.6%
	Atlixco-Jantetelco	5,605	5,529	1.4%
	Paquete Michoacán	32,158	32,108	0.2%
Non-Securitized	Zitácuaro-Lengua de Vaca	4,396	4,584	-4.1%
	San Luis Río Colorado-Estación Dr.	586	484	21.0%
	Tlaxcala – San Martín Texmelucan	5,922	5,624	5.3%
	Tlaxcala - Xoxtla	13,387	10,728	24.8%
	Armería - Manzanillo	12,931	13,674	-5.4%
	Tenango-Ixtapan de la Sal	8,845	8,620	2.6%
	Monterrey - Nuevo Laredo	9,195	9,618	-4.4%
	Siglo XXI	3,181	2,885	10.2%
	Libramiento de Aguascalientes	7,101	7,113	-0.2%
	Rumbo Nuevo ⁽⁴⁾	2,175	-	-
	Puente El Prieto ⁽²⁾	3,933	3,822	2.9%
Puente JOLOPO	1,912	2,117	-9.7%	
Total Toll roads to Consolidate		316,582	307,537	3%

(1) Ecatepec-Pirámides-Tezcoco is comprised of the Ecatepec-Pirámides and Pirámides-Tezcoco toll roads; to combine the traffic of both toll roads, individual traffic figures are weighted against revenue to obtain the traffic corresponding to the combination of the two toll roads.

(2) The ADTV of the JOLOPO bridge is derived from the operating contract assigned to PINFRA; these are calculated on 42.5% of total toll revenue.

(3) Armería Manzanillo was reclassified as a non-securitized toll road starting from 2Q25, and Tenango-Ixtapan de la Sal starting from 3Q25.

(4) Rumbo Nuevo began operations on February 14, 2026.

Regarding the **toll roads consolidated** in the company's results, the ADTV was 316,582 vehicles, 3% above the same period of the prior year, with revenues of \$3,629.7 million pesos, 5% higher than those reported in 1Q25; as previously noted, these revenues do not include toll rate increases on federal toll roads.

1Q26

1Q25

ADTV



		ADTV	ADTV	1Q26 VS 1Q25
Toll roads:				
Non-Consolidated	Morelia-Aeropuerto	1,728	1,657	4%
	Viaducto Elevado de Puebla	7,133	6,811	5%
Total Non-Consolidated Toll roads		8,861	8,468	5%

The Morelia – Airport Toll Road and the Puebla Elevated Viaduct **are not consolidated** in PINFRA's income statement; in Morelia-Airport, the company is a 50% partner, and in the Puebla Elevated Bypass, 49%. The traffic figures shown are equivalent to the results attributable to PINFRA based on those ownership percentages.

Revenues from the aforementioned concessions grew 14%, recording \$130.3 million pesos. The ADTV was 8,861 vehicles, 5% higher than the same period of 2025.

Traffic and Revenue Summary – Toll roads (Consolidated)

Annualized Average Daily Traffic	1Q26	1Q25	1Q26 VS 1Q25
Securitized Toll roads	4,652	4,605	1%
Fibra E Toll roads	167,714	164,199	2%
Securitized Toll roads in Fibra E	70,652	69,462	2%
Non-Securitized Toll roads	73,565	69,271	6%
Total toll roads	316,582	307,537	3%

Revenues (millions of pesos)	1Q26	1Q25	1Q26 VS 1Q25
Securitized Toll roads	82	83	-1%
Fibra E Toll roads	1,316	1,273	3%
Securitized Toll roads in Fibra E	1,277	1,211	5%
Non-Securitized Toll roads	955	874	9%
Operadora Metropolitana de Carreteras	42.6	35.5	20%
Operadora de Autopistas de Michoacán	14.5	7.7	88%
Operadora La Sultana	9.0	1.2	670%
Total toll roads	\$ 3,695.8	\$ 3,485.3	6%

OMC

(Millions of Pesos)	1Q26	1Q25	1Q26 VS 1Q25
OMC - Operadora Metropolitana de Carreteras			
Net Revenues	389	359	8.2%

*The results presented in the table represent OMC's individual figures, without the intercompany eliminations performed in PINFRA's consolidated financial statements.



OMC recorded revenues of \$389 million pesos from toll road and bridge tolls, an 8.2% increase compared to 1T25.

It is important to note that these companies, upon consolidation, eliminate the revenue effect as they charge the group's concessionaires. However, when reviewing the concessions individually, the operating expense effect is reflected and impacts each project differently; it is important to note that the cash flow is real and remains within the operators. The operators' income is reflected in the toll road concessions segment.

Construction Segment

(Millions of Pesos)	1Q26	1Q25	1Q26 VS 1Q25
Construction			
Net Revenues	1,575.0	771.9	104.1%
Gross Income (Loss)	72.5	21.6	236.0%
Operating Income (Loss)	124.1	26.1	376.1%
EBITDA	126.9	26.6	377.3%
Gross Margin	5%	3%	
Operating Margin	8%	3%	
EBITDA Margin	8%	3%	

The revenues of the **construction segment** increased 104% compared to the same quarter of the prior year, with revenues of \$1,575 million pesos that represent 29% of the group's total quarterly revenues. As already mentioned, this growth is due to the multiple construction works executed during this quarter. During the quarter, revenues recognized under IFRIC 12 were \$355.5 million, compared to \$191.6 million in 1Q25, representing a favorable variance of \$164.0 million, as previously noted. The projects with the highest construction volumes executed during the quarter were the Michoacán Package and the Colima projects.

It is important to emphasize, as in every quarter, that the results of the construction segment are non-recurring and do not represent a significant contribution to the company's consolidated EBITDA given the nature of the business.

Key Construction Updates:

- Expansion works continue on the **Armería–Manzanillo toll road**, which include the expansion from 4 to 6 lanes over 46 km, as well as improvements to the Manzanillo Bypass. The estimated



investment is \$4,000 million pesos and completion of the main works is expected in October 2026.

- In the **Michoacán Package**:
 - The Pátzcuaro–Uruapan (Zirahuén–Zirimícuaro) section, 22 km, with an investment of \$1,683 million pesos, is completed and in operation.
 - The Uruapan–Nueva Italia section, with an investment of \$6,500 million pesos, is under construction, with an estimated completion date of August 2027.
- The **Macrolibramiento Sur Colima**, spanning 28.8 km, is under construction, with an estimated investment of \$5,298 million pesos and an expected completion date of December 2026.
- The toll road **Rumbo Nuevo** is fully completed and began operations on February 14, 2026.
- The expansion project for the **Colima–Armería**, which contemplates the expansion from two to three lanes per direction over 43.1 km, has an investment of \$5,700 million pesos, shows approximately 11.5% progress, and is estimated to be completed in December 2026.

Construction Materials Sales Segment

(Millions of Pesos)	1Q26	1Q25	1Q26 VS 1Q25
Plants			
Net Revenues	178.3	11.7	1417.5%
Gross Income (Loss)	64.5	1.9	3297.7%
Operating Income (Loss)	52.6	- 3.0	-1847.6%
EBITDA	74.9	9.1	725.0%
Gross Margin	36%	16%	
Operating Margin	29%	-26%	
EBITDA Margin	42%	77%	

This segment is comprised of **Grupo Corporativo Interestatal, Suministros Especializados de Puebla, and Mexicana de Cales**. Segment revenues reached \$178.3 million pesos. They are higher by \$166.5 million pesos compared to the same period of the prior year. This this is due to higher production and sales of asphalt mix during this quarter, as detailed above.

Balance Sheet

Ps. Millions	1Q26	4Q25	% Var
Cash and short-term investments	27,091.4	27,335.0	-1%
Non-restricted funds in trusts	744.5	500.6	49%
Restricted funds in trusts	9,745.6	9,663.1	1%
Derivative financial instruments	8.5	11.0	n/a
Accounts receivable	394.9	316.3	25%



Inventories	474.1	411.2	15%
Other	2,078.1	1,476.1	41%
Current Assets	40,537.0	39,713.2	2%
Investment in non-consolidated subsidiaries and associates	991.6	955.7	4%
Other accounts receivable (associates)	388.8	391.0	-1%
Long term funds in trusts	560.1	551.9	1%
Plant, property, and equipment, net	2,577.6	2,589.3	0%
Concessions investments, Net	46,149.4	44,730.1	3%
Differed income tax	3,674.6	3,620.9	1%
Other	2,932.4	2,836.9	3%
Total Assets	97,811.5	95,389.1	3%
Bank credits	1,026.9	982.8	4%
Major maintenance reserve	415.3	449.7	-8%
Assigned collection rights	409.9	407.0	1%
Accounts payable	4,861.8	4,706.0	3%
Others	-	-	-
Current Liabilities	6,713.9	6,545.5	3%
Bank credits	2,670.9	2,952.1	n/a
Assigned collection rights (securitizations)	6,754.9	6,705.6	1%
Taxes to pay	345.0	350.1	n/a
Other	441.1	435.7	1%
Total Liabilities	16,925.8	16,989.0	0%
Total Stockholder's Equity	80,885.7	78,400.0	3%

Total Assets totaled \$97,811.5 million pesos, 3% above the last quarter.

Short-Term Liabilities of \$6,713.9 million pesos, 3% higher than the prior quarter.

Total Liabilities of \$16,925.8 million pesos, very similar to that reported in 4Q25.

Stockholders' Equity of \$80,885.7 million pesos, increasing 3% compared to the prior quarter.

Debt

(Thousands of Pesos)	1Q26	Issuance Costs	Net Book Debt	Reserve Fund	Net Debt after Reserve Fund



Balance in					
Securitized and	11,007,182	(164,928)	10,842,254	(360,361)	10,481,893
Bank Loans					

32.7% of the issued debt is denominated in UDIs.

Leverage

Regarding current financing, the following payments were made during the quarter (including principal payments and prepayments):

Concesionaria de Autopistas de Michoacán, S. A. de C. V.:	\$	245,700,000
Promotora PP, S. A. de C. V.:		
Peso Series:	\$	-
UDIs Series:	\$	-
Concesionaria ASM, S. A. de C. V.:		
Peso Series:	\$	-
UDIs Series:	\$	-
Concesionaria Santa Ana Altar, S.A. de C. V.:		
Preferred Series:	\$	-
Subordinated Series:	\$	-



Clarifying Notes

Disclosure of Management's Objectives and Strategies to Achieve Them

PINFRA considers its main advantage as a concession manager and operator to be its focused and efficient business model, which is based on identifying infrastructure projects, making strategic investments in them, and subsequently managing them efficiently to generate consistent and predictable cash flows. We develop self-sufficient concessions that generate rates of return with cash flows that the company considers attractive.

To achieve the above, the company considers it essential to have the cash resources that allow it to seize opportunities that, given their time-sensitive nature, would not otherwise be feasible.

Company Policies: Management's vision is to sustain this low-cost strategy and remain attentive to developments in the economic environment, which will allow it to take the necessary measures in response to future events. It is worth noting that the company's value creation policy, as mentioned in the past, seeks clear profitability through the following strategies:

- The debt issued by the company is project debt obtained through securitizations whose sole source of repayment is the future cash flows from toll collections.
- The company has no corporate debt or cross-guarantees between the various subsidiaries of the group.
- All securitizations are reflected in the accounting records and there are no off-balance-sheet operations.
- The construction segment is essentially internal or primarily for concessions; it carries a revenue, cost, and profit component.

Exchange rate increases do not affect the company's results because toll road revenues, as well as the debt of these toll roads, are denominated in UDIS.

Tax Consolidation: The company has not consolidated for tax purposes since fiscal year 1999; therefore, the figures presented in this report will not be affected by this area of the tax reform.

Unaudited Financial Statements: The figures and Financial Statements presented in this press release are unaudited figures for fiscal year 2026.



Prior Period: Unless otherwise indicated, comparisons of operating and financial figures are made against the figures for the same period of the prior year.

Method of Expressing Figures: All figures in pesos.

This press release may contain forward-looking information and statements. Forward-looking statements do not constitute historical facts. These statements are solely predictions based on our expectations and projections with respect to future events. Forward-looking statements may be identified by words such as “consider,” “expect,” “anticipate,” “direct,” or similar expressions. Although PINFRA’s management considers that the expectations reflected in such forward-looking statements are reasonable, investors are hereby informed that forward-looking information and statements are subject to various risks and uncertain events, which are difficult to predict and are generally outside of PINFRA’s control, and could cause actual results and performance to differ materially from those expressed in, implied by, or projected by the forward-looking information and statements. These risks and uncertain events include, without limitation, those included in... PINFRA assumes no obligation to publicly update its forward-looking statements or information, whether as a result of new information, future events, or any other circumstance.

Disclosure of General Information on the Financial Statements

The unaudited condensed interim consolidated financial statements as of March 31, 2026 have been prepared in accordance with International Accounting Standard No. 34 “Interim Financial Reporting.”

The condensed interim consolidated statements of financial position of the Entity as of March 31, 2026, and the condensed interim consolidated statements of income and other comprehensive income, changes in stockholders' equity, and cash flows for the period ended March 31, 2026, have not been audited. In the opinion of the Entity's management, all adjustments, and ordinary recurring adjustments necessary for a fair presentation of the accompanying condensed interim consolidated financial statements, have been duly included. The results of the periods are not necessarily indicative of the results for the full year. These unaudited condensed interim consolidated financial statements should be read in conjunction with the audited financial statements of the Entity and the corresponding notes for the period ended March 31, 2025, as certain information and disclosures normally included in consolidated financial statements prepared in accordance with International Financial Reporting Standards have been condensed or omitted.

Disclosure of the Entity’s Most Significant Resources, Risks and Relationships



All investments in the Company's Shares carry risks. Investors should carefully evaluate the risks described in this document and the financial information included in the last published Annual Report before making any decision in this regard. Any of these risks could adversely affect the Company's activities, financial condition, and results of operations, in which case the trading price and liquidity of its Shares could decrease and investors could lose all or part of their investment. The risks described in this section are those that in the Company's current opinion could have an adverse effect on it.

For the purposes of this section, when we state that a risk, uncertainty, or issue may, could, or will have an "adverse effect" on the Company or "adversely affect" the Company's business, financial condition, or results of operations, it means that such risk, uncertainty, or issue may have an adverse effect on the Company's business, financial condition, results of operations, cash flow, prospects, and/or the market price of the Company's Shares, unless otherwise indicated. Similar expressions may be found in this section with similar meaning.

Risks Related to the Company's Operations

Returns generated by some of the Company's concessions could be lower than those forecasted at the time of the respective investment.

Concessions are subject to termination or revocation by authorities under certain circumstances.

Traffic volume on the Company's concessions could be lower than projected.

Approximately 14% of the Company's 2024 annual revenues come from the operation of a single concession title.

The provisions applicable to the establishment and adjustment of maximum toll rates do not permit guaranteeing that the concessions will be profitable or will generate the expected levels of return.

The Company is exposed to risks related to the construction, operation, and maintenance of its projects.

The Company may be unable to obtain new concessions.

The Company's performance could be adversely affected by decisions of government authorities regarding the granting of new concessions for infrastructure works

The Company is subject to regulation by the government at the federal, state, and municipal levels, and current laws and regulations and their amendments could significantly affect the Company's activities, financial condition, and results of operations.

The Company is subject to a large number of legal provisions in environmental and safety matters that could become more stringent in the future and therefore impose greater responsibilities and give rise to the need to make additional investments in assets.

The Company's participation in Brownfield Projects entails certain risks.

The Federal Government and state and municipal governments could extend third-party concessions or grant new concessions that compete with the Company's, or build free-to-use roads or alternative



ports, which could have an adverse effect on the Company's activities, financial condition, and results of operations.

Increases in construction costs and delays in the construction process, including delays in obtaining Right-of-Way Clearance and environmental permits, could adversely affect the Company's ability to meet the construction requirements and schedules set forth in some of its concessions and adversely affect the Company's activities, financial condition, and results of operations.

The failure of any of the Company's subsidiaries to meet its payment obligations under securities instruments may affect the Company's condition.

The Company could experience difficulties in raising additional capital, which could affect its ability to carry out its activities or achieve its growth objectives.

Collective labor disputes and labor litigation could arise.

The Company's continued growth requires the hiring and retention of qualified personnel.

The operation of the Company's construction and materials sector could be affected by asphalt supply shortages.

Quantitative and qualitative disclosures regarding market risks.

Risks Related to Conditions in Mexico

Changes in economic, political, and social conditions in Mexico could affect the Company's activities, financial condition, and results of operations.

Changes in economic, political, and social conditions in the states of the Mexican Republic where the Company operates could adversely affect the Company's business, financial condition, and results of operations.

Changes in state legal regulations in the states where the Company operates or by the Federal Government could affect the Company's activities, financial condition, and results of operations.

Events in other countries could have an adverse effect on the national economy or on the Company's activities, financial condition, results of operations, or the market price of the Company's shares.

Mexico is going through a period of increasing violence and crime that could affect the Company's operations.