Promotora y Operadora de Infraestructura, S.A.B. de C.V. announces Unaudited Results for the Close of the Third Quarter of 2026

Mexico City, October 22, 2026.

Promotora y Operadora de Infraestructura, S.A.B. de C.V. (BMV: PINFRA), a company engaged in the promotion, development, construction, financing and operation of infrastructure projects in Mexico, announces today its unaudited results for the third quarter ended September 30, 2026.

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

PINFRA is one of the leading companies in Mexico engaged in 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 Altamira Port Terminal 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 procedure), 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 has 6 plants that produce asphalt mixes, as well as a construction segment focused primarily on the management and supervision of the construction and maintenance projects of the toll roads under the company's concession titles.

Comments from the Chief Executive Officer

"In 3Q26, PINFRA continued advancing in the execution of its projects and maintained a solid financial position to sustain its investment plan. We continue executing with financial discipline and a long-term vision for Mexico."

- David Peñaloza Alanís, Chief Executive Officer of PINFRA.

Relevant Events

- Beginning this quarter, the comparison of revenues against the same period of the prior year is no longer materially affected by the **deconsolidation of IPM.** The sale of IPM (Altamira Port Terminal) was completed on July 9, 2025, so 3Q25 includes only a few days of its results and the effect on comparability is minimal. However, the items that reflect the gain on the sale of IPM in 3Q25 (EBITDA, operating income, net income and cash flow generated from operations) are not comparable with those of this quarter.
- Mexico's Ministry of Infrastructure, Communications and Transportation (SICT) formalized, effective June 5, 2026, the **amendment to the concession title of Concesionaria de Autopistas de Michoacán** (Nueva Italia–Lázaro Cárdenas section). This amendment consists of widening the road from 2 to 4 lanes over approximately 80 kilometers, for which an investment of Ps. 6,375 million is estimated. The funding of this investment is being carried out through a combined scheme that includes: (i) a toll rate increase for freight vehicles on the Uruapan–Nueva Italia–Lázaro Cárdenas section; (ii) an agreement with the SICT under which, while the investment and its corresponding return are being recovered, the concessionaire may allocate to this purpose the proceeds from the revenue-sharing arrangement established in the concession title, with the original scheme resuming once the investment and its return have been recovered; and (iii) the subscription of rights to FVIA's CBFEs, in which PINFRA participated mainly with capital.
- We continue with the widening 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 building improvements on sections of the so-called Libramiento Manzanillo. The investment for all works to be carried out in this project will be approximately Ps. 4,000 million. The main works are expected to be completed in October 2026, with the construction of complementary works continuing.
- Regarding the works on the Paquete Michoacán:
    - On June 22, 2023, the works on the **Paquete Michoacán** project began in the presence of the Secretary of Communications and Transportation of the SICT. The work consisted of widening from 2 to 4 lanes over 22 km of the Pátzcuaro – Uruapan section, in the Zirahuén - Zirimícuaro stretch. The investment in this section of the project represented Ps. 1,683 million. To date, the 22 km of the section have been completed and are in operation.
    - On November 17, 2023, the official start of construction was given on the **Uruapan – Nueva Italia** section. The works on this section represent an investment of Ps. 6,500 million. Completion of this work is expected for August 2027.

- PINFRA won the tender for the **Macrolibramiento Sur Colima project,** which will be carried out with an estimated investment of Ps. 5,298 million. The project spans 28.8 km in total, construction began in June 2025, and completion is estimated for March 2027.
- In 4Q23, the second amendment to the Concession Title of the **Viaducto Elevado de Puebla** was signed, which consists of a lane expansion and the construction of complementary works. The total investment is Ps. 530 million for the expansion works and Ps. 45 million for the works under the overpass. The consortium is split 49% for PINFRA and 51% for Aleatica. Works on this project will begin in November of the current year, with an approximate duration of 1 year.
- During 2Q24, PINFRA won the tender for the construction project to widen from two to three lanes per direction over 43.1 kilometers of the **Colima-Armería toll road.** The toll road is adjacent to the road known as "Armería – Manzanillo". PINFRA will invest Ps. 5,700 million, with operations tentatively starting in December 2026. Construction progress is approximately 76%.

ESG Progress

- The **Board of Directors** held its quarterly meeting in 3Q26 and approved the company's Quarterly Financial Statements.
- The **Audit and Corporate Practices Committees** met prior to the Board of Directors meeting and submitted their reports to it.
- As part of the convictions and the **commitment of PINFRA to Sustainability,** we continue our efforts and clear progress in our ESG strategy, with the goal of meeting the constantly increasing requirements and best practices in the industry, all in view of the upcoming **implementation of the ISSB (IFRS) framework for BMV issuers** after the close of fiscal year 2026.

The following is a summary of the consolidated results for the quarter:

Summary (Millions of Pesos)	3Q26	3Q25	3Q26 VS 3Q25
Net Revenues	**6,639.7**	**4,993.2**	**33%**
EBITDA	**3,304.2**	**14,492.4**	**-77%**
EBITDA Margin	50%	290%	
Operating Income (Loss)	**3,053.5**	**14,194.7**	**-78%**
Operating Margin	46%	284%	
Net Income (Loss)	**3,001.3**	**9,606.2**	-69%
Net Margin	45%	192%	
Earnings (Loss) per Share	**7.0**	**22.4**	-69%
Cash Flow Generated from Operations	**2,476.5**	**17,046.0**	**-85%**

The **consolidated revenues** of the company reached Ps. 6,639.7 million, representing a 33% increase compared with the same period of the prior year. This is attributed to the positive performance of our toll road assets and their toll rate increases, which are the core of our business, as well as a high volume of work in the construction sector and higher asphalt mix sales compared with the same quarter of 2025.

The **EBITDA** for the quarter was Ps. 3,304.2 million. Compared with the same period of the prior year, it is lower by Ps. 11,188.2 million, or 77%, since in the prior year this item reflected the gain from the sale of IPM. Excluding the gain from the sale of IPM in 3Q25, consolidated EBITDA for that quarter would have been Ps. 2,212.3 million, so this quarter would be 49% higher.

The **operating income** was Ps. 3,053.5 million, 78% lower than in 3Q25, which stems from the aforementioned gain on the sale of the port. Excluding the gain from the sale of IPM in 3Q25, operating income would have been Ps. 1,914.6 million, so 3Q26 would be higher by Ps. 1,138.9 million, or 59%.

The **net income** was Ps. 3,001.3 million, lower than in 3Q25 by Ps. 6,604.9 million, or 69% lower, also due to the effect of the sale of the port. Excluding the gain from the sale of IPM in 3Q25, net income for that quarter would have been Ps. 1,070.6 million, so 3Q26 would be higher by Ps. 1,930.7 million, or 180%. This improvement is explained, among other things, by the favorable comprehensive financing result, as well as by the operating performance of the 3 business lines.

The **cash flow generated from operations** for 3Q26 was Ps. 2,476.5 million versus Ps. 17,046.0 million in the same period of 2025. This also reflects the cash inflow from the sale of IPM to TIL.

Revenue Summary by Segment

	3Q26	3Q26	3Q25	3Q25	
Segment	**Amount (millions)**	**% of total revenues**	**Amount (millions)**	**% of total revenues**	**3Q26 VS 3Q25**
Concessions	**4,158.6**	**63%**	**3,690.0**	**74%**	**13%**
Concession Toll Roads:	**4,158.6**	**63%**	**3,653.6**	**73%**	**14%**
Securitized Toll Roads	89.9	1%	84.6	2%	6%
Fibra E Toll Roads	1,488.3	22%	1,372.1	27%	8%
Securitized Toll Roads in Fibra E	1,442.3	22%	1,207.7	24%	19%
Non-Securitized Toll Roads	1,138.1	17%	989.3	20%	15%
Altamira Port Terminal	**0.0**	**0%**	**36.3**	**1%**	**-100%**
Construction	**2,384.0**	**36%**	**1,263.0**	**25%**	**89%**
Plants	**97.1**	**1%**	**40.3**	**1%**	**141%**

Total	**6,639.7**	**100%**	**4,993.2**	**100%**	**33%**

Note: PINFRA holds a (direct and indirect) interest of approximately 82% of the taxable result in the Fibra-structured toll roads.

Note 2: This table includes the revenues of the operating companies within the Non-Securitized Toll Roads.

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

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

The concession toll roads, which represented 63% of the company's revenues during 3Q26, recorded 14% revenue growth, driven by organic and sustained traffic growth, the growth of the toll road asset portfolio, as well as the toll rate increase on our assets.

In the **construction** sector, which represented 36% of the company's revenues during 3Q26, revenues amounted to Ps. 2,384.0 million. This represents an increase of Ps. 1,121.0 million, or 89%, compared with the same period of the prior year, driven by a higher volume of work executed; the increases in construction reflect future growth in concessions-sector revenues, due to PINFRA's business model, in which all the resources invested in construction go toward generating new concessions. IFRIC in 3Q26 recorded Ps. 125.8 million compared with Ps. 290.9 million in 3Q25, a decrease of Ps. 165.0 million.

As for the **plants**, they recorded revenues of Ps. 97.1 million, a significant increase compared with Ps. 40.3 million in 3Q25, driven by higher production and sales of asphalt mix.

As a result of the above, the **company's consolidated revenues** grew 33%, driven by the performance of the toll road segment, growth in construction and higher asphalt mix sales.

EBITDA by Segment

	3Q26	3Q26	3Q25	3Q25	
Segment	**Amount (millions)**	**% of total EBITDA**	**Amount (millions)**	**% of total EBITDA**	**3Q26 VS 3Q25**
Concessions	**3,108.5**	**94%**	**14,571.0**	**101%**	**-79%**
Construction	**163.1**	**5%**	**-82.6**	**-1%**	**N.M.**
Plants	**32.6**	**1%**	**4.0**	**0%**	**721%**
Total	**3,304.2**	**100%**	**14,492.4**	**100%**	**-77%**

Note: PINFRA holds a (direct and indirect) interest of approximately 82% of the taxable result in the Fibra-structured toll roads.

Note 2: This table includes the operating companies within the Non-Securitized Toll Roads.

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

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

The **consolidated EBITDA** was Ps. 3,304.2 million, or 77% lower than in 3Q25, since last year this item reflected the gains from the Altamira Port Terminal transaction.

EBITDA

(Millions of Pesos)	3Q26	3Q25	3Q26 VS 3Q25
Net Income (Loss)	**3,001.3**	**9,606.2**	**-69%**
Plus: Non-Controlling Interest	480.3	364.2	32%
Tax and Other Provisions	1,022.0	4,219.0	-76%
Discontinued Operations	-	-	N.M.
Share of Results of Associates	-31.3	-27.2	15%
Plus: Comprehensive Financing Cost	(1,418.8)	32.5	N.M.
Plus: Depreciation and Amortization	250.7	297.7	-16%
EBITDA	**3,304.2**	**14,492.4**	**-77%**

Figures in red or in parentheses are positive.

Consolidated Results

(Millions of Pesos)	3Q26	3Q25	3Q26 VS 3Q25
Net Revenues	**6,639.7**	**4,993.2**	**33%**
Cost of Sales	3,488.2	2,478.1	41%
Administrative Expenses	119.8	91.8	31%
Other (Income) Expenses, Net	-21.8	- 11,771.3	-99.8%
Operating Income (Loss)	**3,053.5**	**14,194.7**	**-78%**
Comprehensive Financing Cost	-1,418.8	32.5	N.M.
Income Taxes	1,022.0	4,219.0	-76%
Discontinued Operations	0.0	0.0	N.M.
Share of Results of Associates	-31.3	-27.2	15%
Non-Controlling Interest	480.3	364.2	32%
Net Income (Loss)	**3,001.3**	**9,606.2**	**-69%**

Figures in red or in parentheses are positive.

In 3Q26, the **operating income** was Ps. 3,053.5 million, 78% lower than in 3Q25, because in 2025 this item reflected the gains from the sale of the Port of Altamira.

The **comprehensive financing result** in 3Q26 was favorable by Ps. 1,418.8 million, compared with an unfavorable result of Ps. 32.5 million in 3Q25. This represents a year-over-year improvement of Ps. 1,451.3 million, mainly explained by: (i) an improvement in the foreign exchange result of Ps. 1,050.1 million, going from a foreign exchange loss of Ps. 527.0 million in 3Q25 to a foreign exchange gain of Ps. 523.2 million in 3Q26; (ii) higher interest income of Ps. 350.3 million; and (iii) lower interest expense of Ps. 51.0 million.

As for the **share of results of associates,** this quarter represented Ps. 31.3 million of income.

Concessions Segment

(Millions of Pesos)	3Q26	3Q25	3Q26 VS 3Q25
Concessions			
Net Revenues	**4,158.6**	**3,690.0**	**12.7%**
Gross Income (Loss)	**2,969.0**	**2,451.9**	21.1%
Operating Income (Loss)	**2,878.2**	**14,294.7**	-79.9%
EBITDA	**3,108.5**	**14,571.0**	**-78.7%**

The **concessions segment**, the Group's most important, represented 63% of consolidated revenues, with revenue growth of 13% compared with the same period of 2025. This is the result of the natural growth in traffic on our toll roads, inflation-based toll rate increases under the concession titles and the toll rate increase for freight vehicles on the Paquete Michoacán.

Traffic

		3Q26 ADTV	3Q25 ADTV	ADTV 3Q26 VS 3Q25
Concession Toll Roads:				
Securitized	**Santa Ana-Altar**	4,646	4,700	-1.1%
Fibra	**México-Toluca**	61,446	59,771	2.8%
	Marquesa-Lerma	19,263	18,567	3.7%
	Ecatepec - Pirámides	25,691	26,279	-2.2%
	Pirámides - Texcoco (Tezoyuca)	18,805	17,680	6.4%
	Pirámides - Texcoco (Nabor-Carrillo)	7,152	6,347	12.7%
	Ecatepec-Pirámides-Texcoco(1)	33,810	33,749	0.2%
	Peñón-Texcoco	43,464	41,820	3.9%
Securitized in Fibra	**Vía Atlixcáyotl**	22,979	22,914	0.3%
	Virreyes-Teziutlán	5,569	5,372	3.7%
	Apizaco-Huauchinango	4,653	4,503	3.3%
	Atlixco-Jantetelco	5,479	5,475	0.1%
	Paquete Michoacán	32,683	31,486	3.8%
Non-Securitized	**Zitácuaro-Lengua de Vaca**	4,459	4,277	4.3%
	San Luis Rio Colorado-Estación Dr.	623	657	-5.2%
	Tlaxcala – San Martín Texmelucan	6,098	6,783	-10.1%
	Tlaxcala - Xoxtla	14,139	13,665	3.5%
	Armería - Manzanillo (3)	11,855	12,970	-8.6%
	Tenango-Ixtapan de la Sal (3)	8,386	8,138	3.0%
	Monterrey - Nuevo Laredo	9,453	9,240.08	2.3%
	Siglo XXI	3,018	2,812.81	7.3%
	Libramiento de Aguascalientes	7,604	7,305.57	4.1%
	Rumbo Nuevo (4)	4,241	-	-
	Puente El Prieto	3,776	3,787	-0.3%
	Puente JOLOPO (2)	2,047	1,895	8.0%
Total Consolidated Toll Roads		**327,527**	**316,446**	**4%**

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

(2) The Average Daily Traffic Volume of the JOLOPO bridge is derived from the operating contract assigned to PINFRA and is calculated on 42.5% of total toll revenue.

(3) Armería Manzanillo was reclassified as a non-securitized toll road beginning in 2Q25, and Tenango - Ixtapan de la Sal beginning in 3Q25.
(4) Rumbo Nuevo began operating on February 14, 2026.

With regard to the **toll roads that consolidate** in the company's results, the Average Daily Traffic Volume was 327,527 vehicles, 4% above the same period of the prior year, with revenues of Ps. 4,082.7 million, 14% higher than those reported in 3Q25. This, as already mentioned, reflects the organic traffic growth of our toll road assets, the growth of the toll road asset portfolio, as well as the toll rate increases that take place every year.

		3Q26	3Q25	ADTV
		ADTV	ADTV	3Q26 VS 3Q25
Concession Toll Roads:				
Non-Consolidated	Morelia-Aeropuerto	1,774	1,745	2%
	Viaducto Elevado de Puebla	7,257	6,960	4%
Total Non-Consolidated Toll Roads		**9,030**	**8,705**	**4%**

The Morelia – Aeropuerto toll road and the Viaducto Elevado de Puebla **do not consolidate** in PINFRA's income statement; in Morelia-Aeropuerto, the company is a 50% partner, and in the Viaducto Elevado de Puebla, 49%. The traffic figures shown are the equivalent of the results corresponding to PINFRA based on those ownership percentages.

Revenues from the aforementioned concessions grew 5%, recording Ps. 125.5 million. The Average Daily Traffic Volume was 9,030 vehicles, 4% higher than in the same period of 2025.

Traffic and Revenue Summary, Toll Roads (Consolidated)

Average Daily Traffic Volume	3Q26	3Q25	3Q26 VS 3Q25
Securitized Toll Roads	4,646	4,700	-1%
Fibra E Toll Roads	175,821	170,463	3%
Securitized Toll Roads in Fibra E	71,362	69,752	2%
Non-Securitized Toll Roads	75,699	71,531	6%
Total toll roads	**327,527**	**316,446**	**4%**

Revenues (millions of pesos)	3Q26	3Q25	3Q26 VS 3Q25
Securitized Toll Roads	90	85	6%
Fibra E Toll Roads	1,488	1,372	8%
Securitized Toll Roads in Fibra E	1,442	1,208	19%
Non-Securitized Toll Roads	1,062	920	15%
Operadora Metropolitana de Carreteras	42.5	42.7	-1%

Operadora de Autopistas de Michoacán	25.6		16.1	59%
Operadora La Sultana	7.8		10.8	-28%
Total toll roads	**$ 4,158.6**	**$**	**3,653.6**	**14%**

OMC

(Millions of Pesos)	3Q26	3Q25	3Q26 VS 3Q25
OMC - Operadora Metropolitana de Carreteras			
Net Revenues	**389**	**359**	**8.2%**

*The results presented in the table represent OMC's figures on a standalone basis, that is, without the intercompany eliminations made in PINFRA's consolidated financial statements.

OMC had revenues of Ps. 389 million from payments by the toll roads and bridges, an increase of 8.2% compared with 3Q25.

It is important to emphasize that these companies, upon consolidation, eliminate the revenue effect since they bill the group's concessionaires. However, when the concessions are reviewed individually, the effect of the operating expense is reflected and affects each project differently, and it is important to mention that the cash flow is real and remains within the operating companies. The operating companies' income is reflected in the toll road concessions segment.

Construction Segment

(Millions of Pesos)	3Q26	3Q25	3Q26 VS 3Q25
Construction			
Net Revenues	**2,384.0**	**1,263.0**	**88.8%**
Gross Income (Loss)	**156.0**	**58.6**	166.3%
Operating Income (Loss)	**159.5**	**- 84.3**	N.M.
EBITDA	**163.1**	**- 82.6**	**N.M.**
Gross Margin	7%	5%	
Operating Margin	7%	-7%	
EBITDA Margin	7%	-7%	

The revenues of the **construction segment** increased by 89% compared with the same quarter of the prior year, with revenues of Ps. 2,384.0 million, which represent 36% of the group's total quarterly revenues. As already mentioned, this growth is due to the multiple works executed during this quarter. IFRIC in 3Q26 recorded Ps. 125.8 million compared with Ps. 290.9 million in 3Q25, a decrease of Ps. 165.0 million. The projects with the largest amounts of work executed in the quarter were the Paquete Michoacán and the projects in Colima.

We note, 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 inherent nature of the business.

Important progress on the works:

- The widening works continue on the **Armería–Manzanillo toll road,** which contemplate expanding from 4 to 6 lanes over 46 km, as well as improvements to the Libramiento Manzanillo. The estimated investment is Ps. 4,000 million and completion of the main works is expected in October 2026.
- In the **Paquete Michoacán:**
    - The Pátzcuaro–Uruapan section (Zirahuén–Zirimícuaro), 22 km, with an investment of Ps. 1,683 million, has been completed and is in operation.
    - The Uruapan–Nueva Italia section, with an investment of Ps. 6,500 million, is under construction, with estimated completion in August 2027.
- The **Macrolibramiento Sur Colima,** 28.8 km, is under construction, with an estimated investment of Ps. 5,298 million and expected completion in March 2027.
- The widening project of the **Colima–Armería** toll road, which contemplates expanding from two to three lanes per direction over 43.1 km, has an investment of Ps. 5,700 million, shows approximate progress of 76% and is expected to be completed in December 2026.

Construction Materials Sales Segment

(Millions of Pesos)	3Q26	3Q25	3Q26 VS 3Q25
Plants			
Net Revenues	**97.1**	**40.3**	**140.9%**
Gross Income (Loss)	**26.5**	**4.6**	474.2%
Operating Income (Loss)	**15.8**	**- 15.6**	N.M.
EBITDA	**32.6**	**4.0**	**720.6%**
Gross Margin	27%	11%	
Operating Margin	16%	-39%	
EBITDA Margin	34%	10%	

This segment is made up of **Grupo Corporativo Interestatal, Suministros Especializados de Puebla and Mexicana de Cales.** The segment's revenues reached Ps. 97.1 million. They are higher by Ps. 56.8 million compared with the same period of the prior year. This is due to higher production and sales of mix in this quarter, as detailed above.

Balance Sheet

(Millions of pesos)	3Q26	2Q26	% Var
Cash and Temporary Investments	26,947.6	26,124.0	3%
Unrestricted Trust Funds	452.6	547.3	-17%
Restricted Trust Funds	9,460.2	8,736.6	8%
Derivative Financial Instruments	0.3	0.3	n/a
Receivables and Customers	391.0	380.2	3%
Inventories	424.3	430.5	-1%
Other	2,471.9	2,399.7	3%
Current Assets	**40,147.8**	**38,618.7**	**4%**
Investments in Shares of Non-Consolidated Subsidiaries and Associates	995.9	1,006.4	-1%
Other Receivables from Associates	382.1	386.3	-1%
Long-Term Trust Funds	574.6	567.3	1%
Property, Plant and Equipment, Net	2,569.1	2,465.7	4%
Investment in Concessions, Net	49,962.0	47,775.2	5%
Deferred Income Tax	3,312.4	3,404.1	-3%
Other	3,376.7	3,392.1	0%
Total Assets	**101,320.5**	**97,615.7**	**4%**
Bank Loans	1,115.1	1,071.0	4%
Major Maintenance Reserve	486.7	260.6	87%
Trust-Assigned Collection Rights	182.2	182.0	0%
Accounts Payable	4,477.2	4,166.0	7%
Other (Dividends payable)	892.1	873.5	2%
Short-Term Liabilities	**7,153.3**	**6,553.0**	**9%**
Bank Loans	2,108.1	2,390.7	-12%
Trust-Assigned Collection Rights (Securitizations)	6,712.8	6,702.3	0%
Taxes Payable	407.1	384.6	6%
Other	449.2	439.9	2%
Total Liabilities	**16,830.5**	**16,470.5**	**2%**
Total Equity	**84,490.0**	**81,145.2**	**4%**

Assets of Ps. 101,320.5 million, 4% higher than in the last quarter.

Short-Term Liabilities of Ps. 7,153.3 million, 9% higher than in the prior quarter.

Total Liabilities of Ps. 16,830.5 million, 2% above that reported in 2Q26.

Total Equity of Ps. 84,490 million, 4% above the prior quarter.

Debt

(Thousands of Pesos)	3Q26	Issuance Costs	Net Book Debt	Reserve Fund	Net Debt Net of Reserve Fund
Balance of Securitizations and Bank Loans	10,238,838	(120,593)	10,118,245	(368,768)	9,749,477

*Figures in thousands of pesos

33.29% of the debt issued is denominated in UDIs.

Leverage

Regarding current financings, during the quarter the following payments were made (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:	$	-
UDI Series:	$	-
Concesionaria ASM, S. A. de C. V.:		
Peso Series:	$	-
UDI Series:	$	-
Concesionaria Santa Ana Altar, S.A. de C. V.:		
Senior Series:	$	-
Subordinated Series:	$	-

Information to be disclosed on management's objectives and its strategies for achieving those objectives

PINFRA believes that its main advantage as an administrator and operator of concessions is its focused and effective business model, which is based on identifying infrastructure projects, investing strategically in them, and subsequently managing them efficiently, in order 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 cash resources that allow it to take advantage of opportunities that, due to 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 mentioning that the company's value creation policy, as has been mentioned in the past, seeks a clear return through the following strategies:

- The debt issued by the company is project debt obtained through securitizations whose only source of payment is the future flows from toll collections.
- The company has no corporate debt or cross-guarantees among the group's various subsidiaries.
- All securitizations are reflected in the accounting records and there are no off-balance-sheet transactions.
- The construction segment is basically internal or, for the most part, for concessions, and entails revenue, cost and profit.

Changes in the exchange rate do not affect the company's cash flows because toll road revenues, as well as their debt, are denominated in UDIs. The foreign exchange effects reflected in the comprehensive financing result are accounting (virtual) effects and do not represent cash flow.

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 in this regard by the tax reform.

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

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

Method of expressing figures: All figures are in pesos.

This release may contain forward-looking information and statements. Forward-looking statements do not constitute historical facts. These statements are only predictions based on our expectations and projections regarding future events. Forward-looking statements may be identified by words such as “consider,” “expect,” “anticipate,” “direct,” or similar expressions. Although PINFRA's Management believes that the expectations reflected in such forward-looking statements are reasonable, investors are advised that forward-looking information and statements are subject to various risks and uncertain events, which are difficult to predict and are generally beyond 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 responsibility for publicly updating its forward-looking statements or information, whether as a result of new information, future events or any other circumstance.

Information to be disclosed on general information about the financial statements

The unaudited condensed consolidated interim financial statements as of September 30, 2026 have been prepared in accordance with International Accounting Standard No. 34 “Interim Financial Reporting”.

The condensed consolidated interim statements of financial position of the Entity as of September 30, 2026, and the condensed consolidated interim statements of income and other comprehensive income, changes in equity and cash flows for the period ended September 30, 2026, have not been audited. In the opinion of the Entity's management, all adjustments, including normal recurring adjustments, necessary for a fair presentation of the accompanying condensed consolidated interim 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 consolidated interim financial statements should be read together with the Entity's audited financial statements and the related notes for the period ended December 31, 2025, because certain information and disclosures normally included in

consolidated financial statements prepared in accordance with International Financial Reporting Standards have been condensed or omitted.

Information to be disclosed on the entity's most significant resources, risks and relationships

Any investment in the Company's Shares involves risks. Investors should carefully evaluate the risks described in this document and the financial information included in the latest published Annual Report before making any decision in that 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 decline 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 purposes of this section, when we state that a risk, uncertainty or problem may, could or will have an “adverse effect” on the Company or “adversely affect” the business, financial condition or results of operations of the Company, it means that such risk, uncertainty or problem may have an adverse effect on the business, financial condition, results of operations, cash flow, prospects, and/or the market price of the Company's Shares, unless otherwise stated. Similar expressions may be found in this section, with a similar meaning.

Risks related to the Company's activities

The returns generated by some of the Company's concessions could be lower than forecast at the time the respective investment was made.

The concessions are subject to rescue or revocation by the authorities under certain circumstances.

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

Approximately 13% of the Company's 2025 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 guarantee that the concessions will be profitable or generate the expected levels of return.

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

The Company could be unable to obtain new concessions.

The Company's performance could be adversely affected by decisions of governmental 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 environmental and safety legal provisions that could become stricter in the future and, therefore, impose greater liabilities 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 expand third-party concessions or grant new concessions that compete with those of the Company, or build free (non-toll) 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 the Release of Right of Way and environmental permits, could adversely affect the Company's ability to comply with the construction requirements and schedules provided for in some of its concessions and adversely affect the Company's activities, financial condition and results of operations.

Default by any of the Company's subsidiaries on 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 hiring and retaining trained personnel.

The operation of the Company's works and materials sector could be affected by a shortage of asphalt supply.

Quantitative and qualitative disclosures about market risks.

Risks related to the situation 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 the state legal frameworks of the states in which the Company operates or of the Federal Government could affect the Company's activities, financial condition and results of operations

Developments 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.