

The logo for FEXI, featuring the letters 'FEXI' in a bold, sans-serif font. The 'X' is stylized with two curved lines that sweep upwards and to the right, suggesting motion or a road.

FY2025 EARNINGS RELEASE

Fibra EXI (BMV: FEXI21)

mip
mexico
infrastructure
partners
Empresa del grupo Mexico
Infrastructure Partners

<https://fibraexi.com/>

MESSAGE FROM THE CHIEF FINANCIAL OFFICER

Dear Investors:

For the fiscal year ended December 31, 2025, FEXI21 delivered solid results, driven by strong revenue performance, stable operations, and resilient demand.

In 2025, the FIBRA achieved significant milestones, including: (i) the formalization of the acquisition of a majority stake in the Salamanca–León Highway concession, with financial closing expected prior to March 31, 2026; (ii) the completion of a Private Placement with an international investor, positioning us as the first Fibra E to secure financing of this nature; and (iii) the execution of a capital raise process with domestic and international investors under Rule 144A/Reg S distribution efforts.

In 2025, FEXI21's consolidated toll revenues reached \$4,229 million pesos, representing a 5.4% increase compared to the previous year. This performance was primarily driven by the toll rate adjustments authorized by the Ministry of Infrastructure, Communications, and Transport (SICT) for the four Highway Assets under Federal Concession, as well as the adjustment approved by the Ministry of Finance of the State of Guerrero for the asset under State Concession.

In terms of Average Annual Daily Traffic (AADT), as of year-end 2025, the Highway Assets recorded a total of 38,667 vehicles, reflecting stabilization compared to the 41,346 vehicles registered in 2024. This was mainly attributable to: (i) the normalization of traffic at TUCA following extraordinary traffic levels resulting from toll suspensions after the disasters caused by Hurricane John in 2024; and (ii) the improvement of the alternate LIPSA route during 2024. Notably, Río Verde reported a 3.9% increase in AADT compared to the prior year.

During the third quarter, progress was made toward completing the acquisition of the León–Salamanca Highway. We continue to work with the relevant authorities to complete the required approvals and close the transaction by the end of the first quarter of 2026. This acquisition represents a meaningful step in the expansion of the portfolio and reinforces FEXI21's commitment to sustained and disciplined growth in highway infrastructure.

Additionally, during the third and fourth quarters of 2025, FEXI21 conducted a Non-Deal Roadshow (NDR) to engage with both domestic and international investors, providing updates on the main milestones achieved by the Fibra and the benefits it offers.

In terms of market positioning, as of December 2025, FEXI21 ranked 64th in the Liquidity Index of the Mexican Stock Exchange (BMV), consolidating its position as the third most liquid Fibra E within the Mexican market.

In December 2025, the Holders' Meeting approved an Additional CBFEs Issuance (Follow-On), expected to be launched in April 2026 for an amount of up to US\$500 million. The proceeds will be primarily allocated to fund the prepay the Leon Salamanca debt facility and the acquisition of new highway assets that may soon be incorporated into the FIBRA's portfolio.

In summary, despite a challenging market environment, the strength of the portfolio enabled favorable revenue performance and sustained cash flow generation. For 2026, FEXI21 will focus primarily on: (i) completing and efficiently integrating the Salamanca-León Highway acquisition; (ii) finalizing the capital raising process with domestic and international investors; (iii) continuing to implement strategies aimed at strengthening traffic and enhancing operational efficiency; (iv) advancing the acquisition of new highway assets; and (v) maintaining a prudent capital structure to continue generating sustainable value for our investors.

Raúl Martínez, *Chief Financial Officer, Fibra EXI*

FIBRA EXI FULL YEAR 2025 EARNINGS RELEASE

Mexico City, February 27, 2026 – Fibra EXI (BMV: FEXI21), (“FEXI21” or “the Company”) a FIBRA E whose main objective is to invest in shares and equity interests of Eligible Infrastructure Companies and distribute the earnings generated to Certificate Holders, announced today its results for the fiscal year ended December 31, 2025.

FEXI21 is a Trust managed by MIP F1, S.A.P.I. de C.V., a company within the Mexico Infrastructure Partners group (MIP Group). The Company began operations on July 22, 2021.

FEXI21 offers a diversified portfolio of five highways, spanning over 520 kilometers and with presence across 7 states in Mexico. The Company has 4 Federal and 1 State Government concession titles, which have an average remaining duration of 26 years. FEXI21 manages 4 toll-based projects and 1 mixed project, which combines tolls and the Service Delivery Project model (PPS, by its Spanish acronym), with a total capacity of approximately 39,000 vehicles per year.

VIDEOCONFERENCE: Monday, March 2nd, 2026, at 10:00 am (Mexico City time). Register here: https://zoom.us/webinar/register/WN_WGr7e4c3SqWzOmCQL_VN_A

FY2025 HIGHLIGHTS

- In 2025, **total toll revenue** amounted to **\$4,229 million** pesos, reflecting a 5.4% year-over-year increase.
- During 2025, AADT reached **38,667 vehicles**, representing a **6.5%** decrease compared to 2024. This was primarily attributable to the conclusion of the works in Centro de La Piedad and the upgrades to the alternative public highways, resulting in a partial deviation of traffic of LIPSA, as well as at TUCA, after the temporary measures implemented in response to Hurricanes “Otis” and “John,” which had boosted traffic volumes in the prior year.
- In 2025, the consolidated **EBITDA margin reached 76.3%**, decreasing by **3.0%** compared to 2024. This was mainly due to higher major maintenance expenses, particularly at MAYAB and ICASAL, as well as an increase in the Trust’s administrative and general expenses. Due to the cost associated to the instrumentation of the private placement facility.
- During 2025, distributions were made **totaling \$160 million pesos**, equivalent to \$0.138 pesos per certificate and a Dividend Yield of 0.72% for the year. As a result,

since the issuance of the FIBRA, distributions have been made for a total amount of \$2,419 million pesos.

2025 MAIN STRATEGIC ACTIVITIES

- On April 28, 2025, FEXI21 **entered into a private debt notes placement agreement** for up to **\$2,800 million pesos** with PGIM, Inc. ("Prudential"), and drew down the full amount on the same day. The funds obtained were **used to fully repay Tranche A** of the **Syndicated Loan Agreement** executed in June 2023, which had an outstanding balance of \$2,646 million pesos, with the remaining amount allocated to related expenses. This transaction allowed the **refinancing to be completed under improved conditions, with a more favorable amortization profile and prioritizing distributions to investors**. It also positioned FEXI21 as the first Fibra E in Mexico to access the international market through a private debt placement.
- As part of FEXI21's growth strategy, on June 13, 2025, **in association with a partner, FEXI21's acquisition of 81.31% of the share capital of Concesionaria de Infraestructura del Bajío, S.A. de C.V. (CIBSA), holder of the Salamanca-León Highway** concession located in the State of Guanajuato, was formalized. The transaction, with a 51% participation by FEXI21 and 49% by the partner, represents a significant step in portfolio consolidation and in generating sustainable long-term value for investors.
- **The necessary arrangements were carried out to obtain a credit facility from Goldman Sachs for approximately \$5,100 million pesos**. The proceeds from this transaction **will be used to finance the strategic acquisition of the Salamanca-León Highway**, in line with the Trust's objectives of portfolio expansion and strengthening.
- At the Holders' Meeting held on December 10, 2025, **approval was granted to carry out an Additional Issuance of CBFEs** under the Recurring Issuer program authorized by the CNBV on September 6, 2024. **The authorized amount is up to US\$500 million**, depending on demand for the CBFEs, **to be offered in Mexico and abroad**. Additionally, **the possibility was approved to grant the underwriters participating in the offering an over-allotment option for an additional amount equivalent to 15% above the maximum authorized amount**, to cover excess allocations. This transaction was carried out to obtain additional funds for portfolio growth and to enhance the marketability levels of FEXI21's certificates.

- As of December 31, 2025, FEXI21 **ranked 64th** in the BMV **Marketability Index**. Accordingly, the FIBRA was identified, on average, as the third most liquid Fibra E in the Mexican market.

RESULTS BY CONCESSION 2024

Capacity (AADT)

During 2025, the AADT reached **38,667 vehicles**, representing a decrease of **6.5%** compared to the AADT for 2024, which was 41,346 vehicles.

The following table shows the AADT for the 5 assets for 2025, compared to the previous year.

AADT CAPACITY			
CONCESSIONS	2024	2025	Δ %
AQSA	15,869	15,885	0.1%
MAYAB	4,760	4,792	0.7%
RÍO VERDE	3,529	3,668	3.9%
LIPSA	6,922	6,191	-10.6%
TUCA	10,266	8,131	-20.8%
TOTAL	41,346	38,667	-6.5%

*The data corresponds to the period from January 1 to December 31, 2024, and 2025.

**As of October 25, 2023, and as a result of the disaster situation identified by Hurricane Otis, free passage through the Tunnel was allowed. As of January 22, 2024, tolls are being collected in accordance with the rates approved by the State of Guerrero. Starting on September 27, 2024, and as a result of the disaster situation identified by Hurricane John, free passage through the Tunnel was allowed. Starting on November 12, 2024, tolls will be charged in accordance with the rate approved by the State of Guerrero.

During 2025, AQSA maintained AADT in line with the prior year, primarily driven by a 2.1% increase in Class C vehicle traffic. The Entronque Coroneo complemented this performance with an AADT of 1,164 vehicles, generating \$52 million pesos in additional revenue.

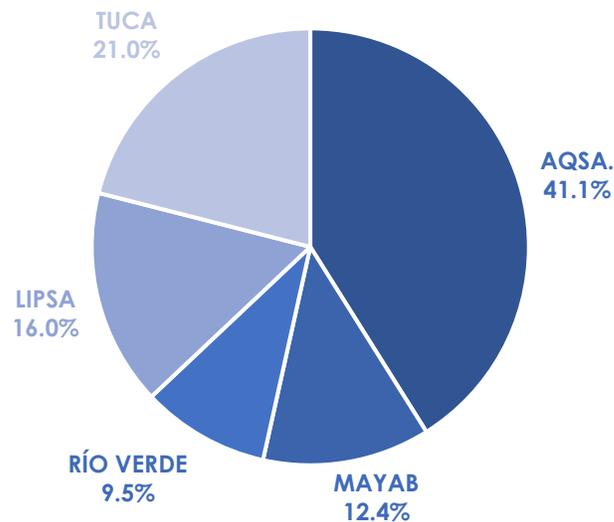
MAYAB recorded a 0.7% increase compared to 2024, supported by operational normalization following the completion of the Tren Maya construction works. This resulted in a 1.6% increase in Class A vehicle traffic, while Class C vehicle traffic decreased by 1.2%.

In 2025, Río Verde reported a 3.9% increase in AADT compared to the prior year, mainly attributable to higher private vehicle and bus traffic, consistent with holiday seasons and the gradual stabilization of the automotive sector in the State of San Luis Potosí.

Conversely, during 2025, LIPSA recorded a 10.5% decline in AADT compared to 2024. As previously reported, this contraction is explained by the completion of construction works in downtown La Piedad and the improvement of a new free-access alternate route, which has diverted part of the traffic from the corridor. Under this scenario, discussions with SICT remain ongoing to pursue the economic rebalancing of the concession, including a potential term extension and a possible toll rate adjustment.

At TUCA, the 20.8% decrease in AADT during 2025 is mainly explained by a high comparison base in 2024, resulting from the measures implemented after the impact of Hurricanes "Otis" and "John" to facilitate traffic for resident and non-resident vehicles, which generated atypical volumes during that period. In 2025, traffic has tended to stabilize, although it remains above the levels recorded in 2023, prior to the weather-related events.

AADT PER CONCESSION 2025



Revenue

Below is a summary of the toll revenue generated by each of the Concessions during 2025 and 2024.

TOLL REVENUE*			
CONCESSIONS	2024	2025	Δ %
AQSA.	\$1,268	\$1,351	6.5%
MAYAB	\$1,829	\$1,908	4.3%
RÍO VERDE	\$442	\$456	3.2%
LIPSA	\$253	\$239	-5.5%
TUCA	\$220**	\$275	25%
TOTAL	\$4,012	\$4,229	5.4%

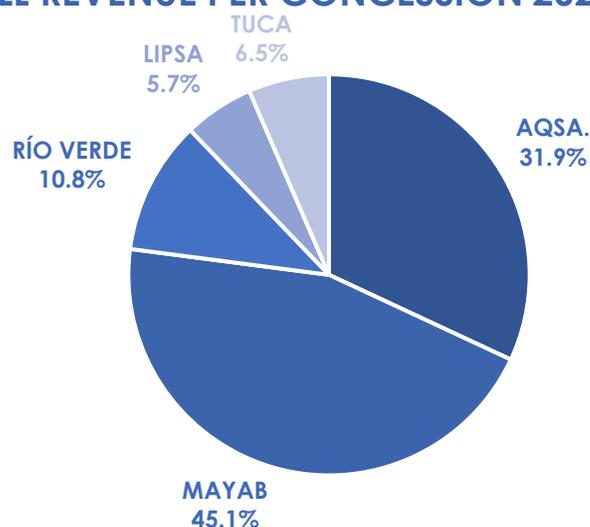
*Total toll revenue from January 1 to December 31, 2024, and 2025. Figures in millions of pesos.

**As of October 25, 2023, and as a result of the disaster situation identified by Hurricane Otis, free passage through the Tunnel was allowed. As of January 22, 2024, tolls are being collected in accordance with the rates approved by the State of Guerrero. As of September 27, 2024, and as a result of the disaster situation identified by Hurricane John, free passage through the Tunnel was allowed. As of November 12, 2024, tolls are being collected in accordance with the rate approved by the State of Guerrero.

During 2025, toll revenue increased by **5.4%** compared to 2024, reaching a total of **\$4,229 million pesos**. This growth was mainly driven by the toll rate adjustments implemented across the four Highway Assets under Federal Concession, effective January 10, 2025, as well as by the adjustment applied to the asset under State Concession, effective February 1, 2025, which strengthened the portfolio's revenue generation.

It should also be noted that discussions with the Authority remain ongoing to obtain the pending 4.8% nominal toll rate increase corresponding to fiscal year 2024. Such increase is pending for all toll roads granted by the Federal Authorities.

TOLL REVENUE PER CONCESSION 2025



Annual performance (Revenue)

As of the end of fiscal year 2025, FEXI21 recorded a total revenue of **\$4,666 million pesos**, of which **\$4,229 million pesos** were derived from toll revenues.

The following table presents a summary of consolidated total revenues and toll revenues corresponding to fiscal years 2024 and 2025.

PERIOD	TOTAL REVENUE*	Δ %	TOLL REVENUE	Δ %
2024	\$4,500	-	\$4,012	-
2025	\$4,666	3.7%	\$4,229	5.4%

*Total toll revenue and other concession revenue. Figures in millions of pesos.

FEXI21's **total revenue** increased by 3.7% from 2024 to 2025, reaching **\$4,666 million pesos** in 2025 compared to **\$4,500 million pesos** recorded in the previous year. This performance was supported by toll revenue **totaling \$4,229 million pesos**, benefiting from the toll rate update implemented during the first quarter of 2025.

HIGHWAY INFORMATION

AQSA

Following its opening in the second half of 2024, the Coroneo Junction has strengthened AQSA's performance during 2025, in conjunction with the increase of the toll rates authorized by the SICT. The Macrolibramiento continues to position itself as a strategic corridor for regional connectivity, offering a safe and efficient alternative to the south of Querétaro via Highway 413, helping to reduce congestion on the San Juan del Río–Querétaro section of Federal Highway 57.

In line with the strategy of continuous improvement of the asset, cellular coverage was achieved across 100% of the section (80 km), reinforcing the safety and connectivity of the corridor.

These actions are in addition to initiatives previously implemented in the corridor, such as the installation of Intelligent Transportation Technology (ITS), which includes cameras, sensors, and radars, as well as the launch of a free mobile application for real-time roadside assistance, consolidating a comprehensive approach to safety and user service.

In 2025, the EBITDA margin increased by 0.5%, consistent with Quantum's operating mechanics, allowing us to remain within optimal levels close to 85%.

Notably, truck traffic at AQSA increased, reflecting its positioning as the safest and most efficient route for transportation between Mexico City and the Bajío region.

The following chart presents the traffic composition by class for AQSA:

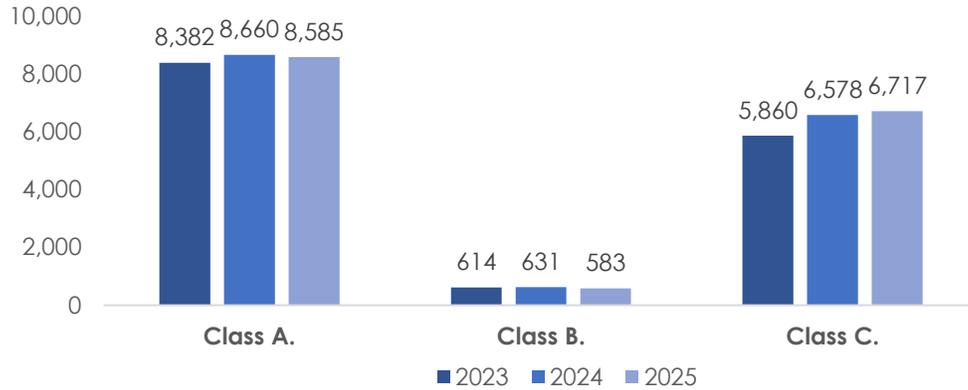


AQSA				
PERIOD	TOTAL REVENUE*	EBITDA**	EBITDA MARGIN	AADT
2023	\$1,183	\$998	84.4%	14,856
2024	\$1,299	\$1,090	83.9%	15,869
2025	\$1,377	\$1,163	84.4%	15,885

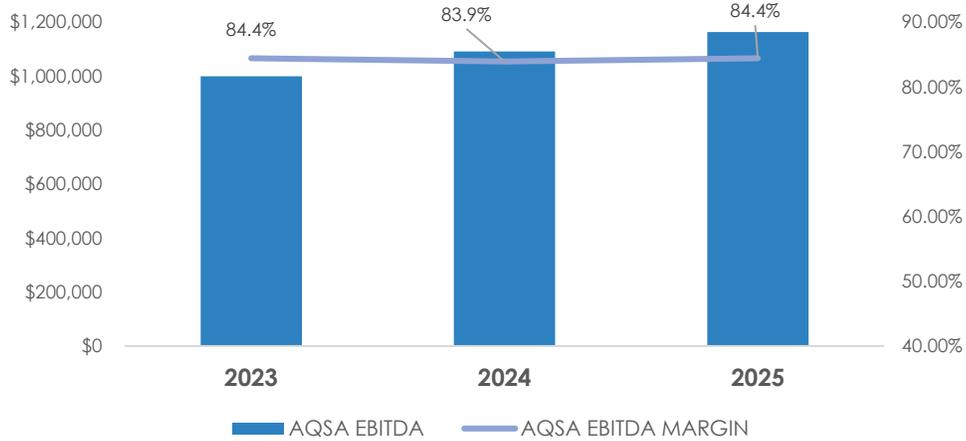
*Does not include Construction Revenue.

** Does not include Construction Revenue and Construction Expenses.

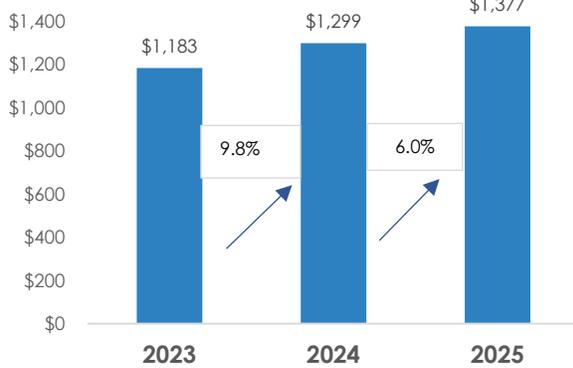
AQSA AADT PER CLASS



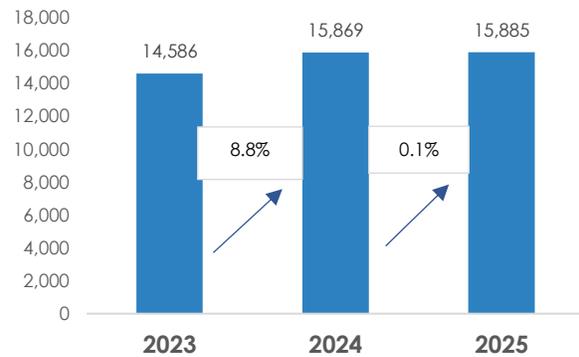
AQSA EBITDA & EBITDA MARGIN



AQSA TOTAL REVENUES



AQSA AADT



MAYAB

The project is located between the states of Yucatán and Quintana Roo, with a total length of 304 km and more than 30 years of operation and traffic history. As part of the works associated with the Tren Maya, the MAYAB Highway was rebuilt. Currently, the necessary technical and administrative validations are being carried out to confirm that the new infrastructure complies with regulatory standards.



The Tren Maya

The construction of the Tren Maya has been completed. It is important to note that, given the operational and connectivity characteristics of the project, it is not identified as a direct substitute or alternative for current MAYAB users. This is evidenced by the performance of Class A vehicle traffic, which has maintained a favorable dynamic.

During 2025, MAYAB's toll revenues grew 4.8% compared to 2024, driven by the update of authorized rates and the increase in the AADT, consolidating it as the most relevant asset within FEXI21's equity.

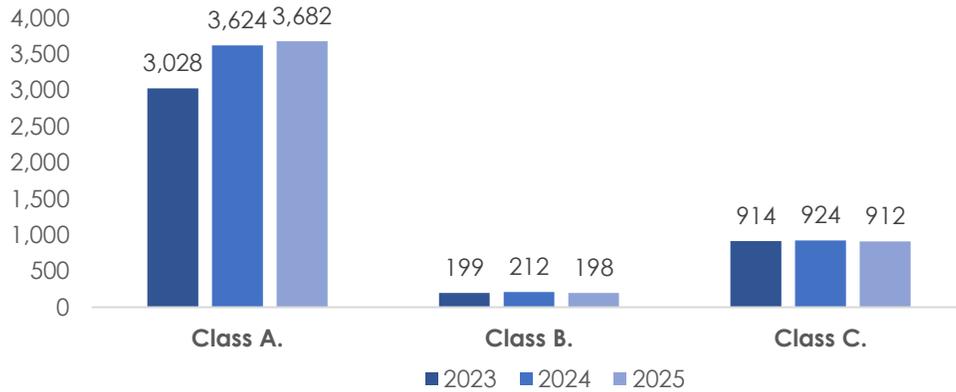
During 2025, EBITDA contracted by 4.5% compared to the previous year, mainly attributable to higher major maintenance expenses, particularly due to pavement works on the highway.

In parallel, efforts are underway to expand the Asset's current commercial offering.

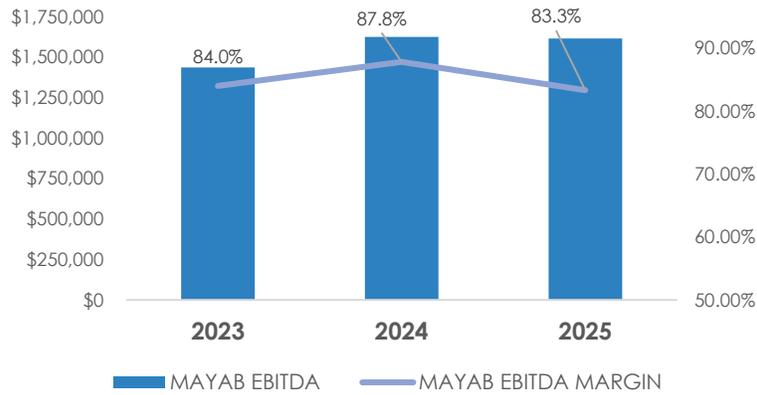
The following chart presents the traffic composition by class for MAYAB:

MAYAB				
PERIOD	TOTAL REVENUE	EBITDA	EBITDA MARGIN	AADT
2023	\$1,709	\$1,436	84.0%	4,141
2024	\$1,851	\$1,625	87.8%	4,760
2025	\$1,939	\$1,615	83.3%	4,792

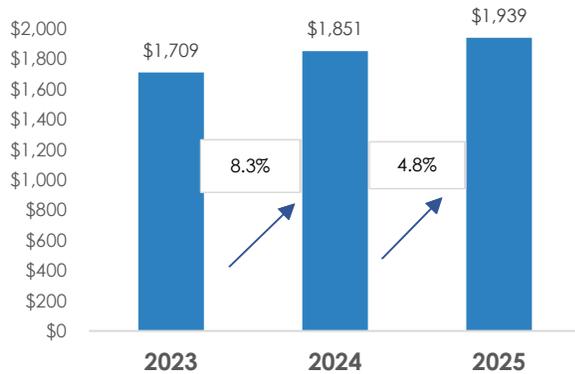
MAYAB AADT PER CLASS



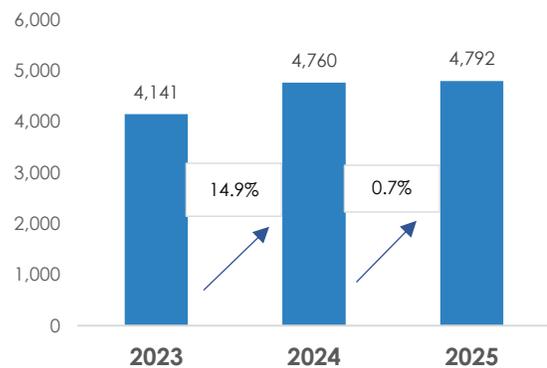
MAYAB EBITDA & EBITDA MARGIN



MAYAB TOTAL REVENUES



MAYAB AADT



RÍO VERDE

During 2025, the restriction on articulated trucks (CA I and CA II) using the toll-free road has remained in effect, forcing cargo trucks to use the Río Verde-Ciudad Valles Highway.

During this period, the asset's AADT increased by 3.9%, driven by a 6.9% growth in light vehicle traffic and a 10.3% growth in bus traffic, consistent with the higher traffic recorded during holiday periods, improvements in security conditions in the area, and a gradual reactivation of the automotive sector in the state.

The EBITDA margin decreased by 2.4% due to an extraordinary event on September 30, 2025, when heavy rains caused a landslide at kilometer 49, resulting in the temporary closure of the road. The major maintenance work required to restore operations impacted costs for the period.

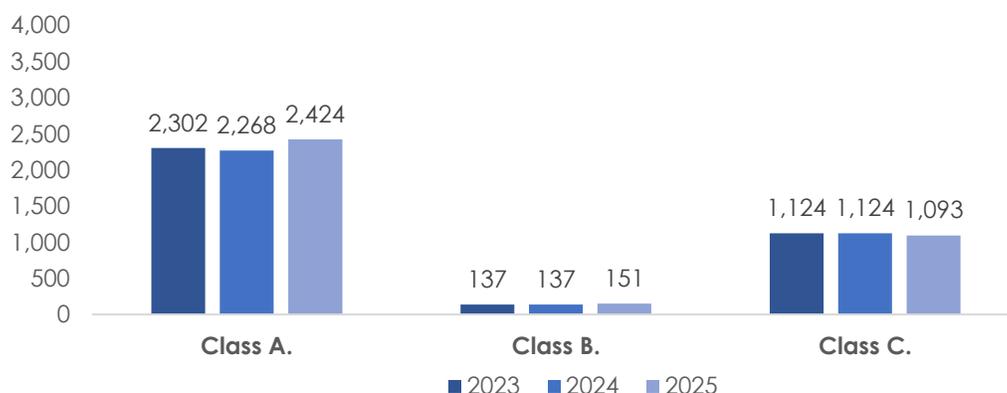
The following chart shows the composition of traffic by class at Río Verde:



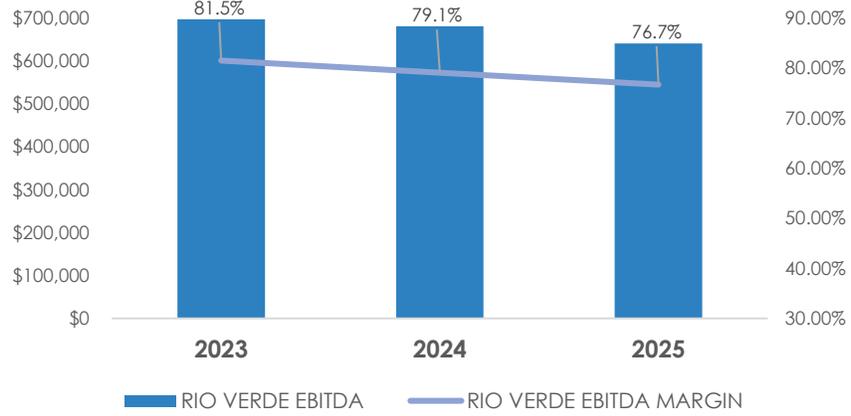
RÍO VERDE				
PERIOD	TOTAL REVENUE*	EBITDA	EBITDA MARGIN	AADT
2023	\$446	\$697	81.5%	3,563
2024	\$448	\$681	79.1%	3,529
2025	\$459	\$641	76.7%	3,668

*Does not include financing income, which corresponds to the recognition of accrued income derived from the Service Agreement.

RÍO VERDE AADT PER CLASS



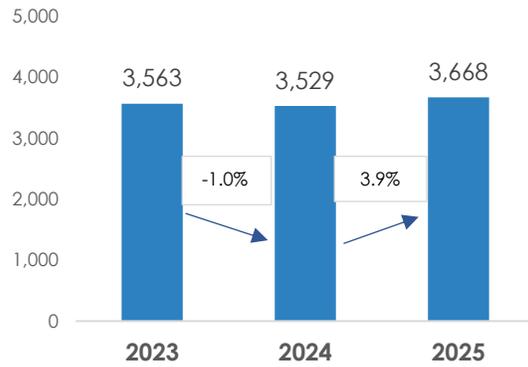
RÍO VERDE EBITDA & EBITDA MARGIN



RÍO VERDE TOTAL REVENUES



RÍO VERDE AADT



LIPSA

At the end of 2024, the vehicle restriction agreement with the Municipal Government of La Piedad was extended for three years, with the aim of maintaining traffic levels in the corridor. However, the entry into operation of a new toll-free road between La Piedad and Ecuandureo generated a traffic diversion, impacting the asset's performance.

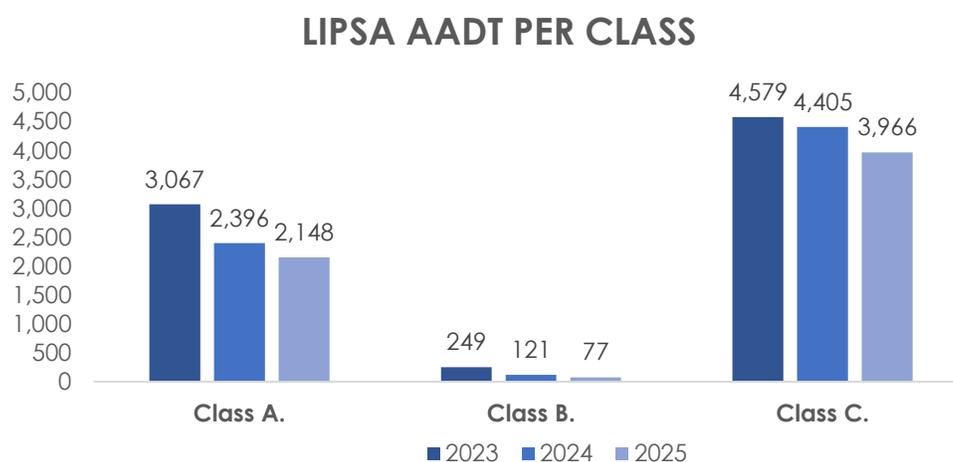


In response, discussions with the SICT remain ongoing to pursue the economic rebalancing of the concession, evaluating mechanisms such as term extensions and tariff updates.

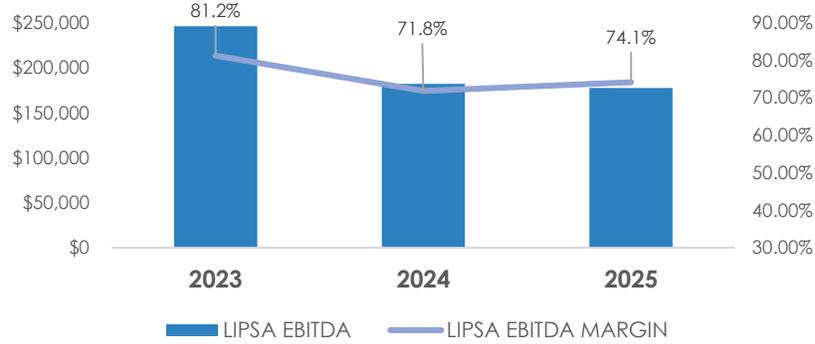
During fiscal year 2025, EBITDA increased by 2.3% compared to the previous year, driven by a reduction in costs and expenses as part of a strategy to mitigate the revenue decline identified during the period. LIPSA represents approximately 5% of the consolidated portfolio, so the impact on the Trust's overall results is limited.

LIPSA				
PERIOD	TOTAL REVENUE	EBITDA	EBITDA MARGIN	AADT
2023	\$303	\$246	81.2%	7,895
2024	\$253	\$182	71.8%	6,922
2025	\$239	\$178	74.1%	6,191

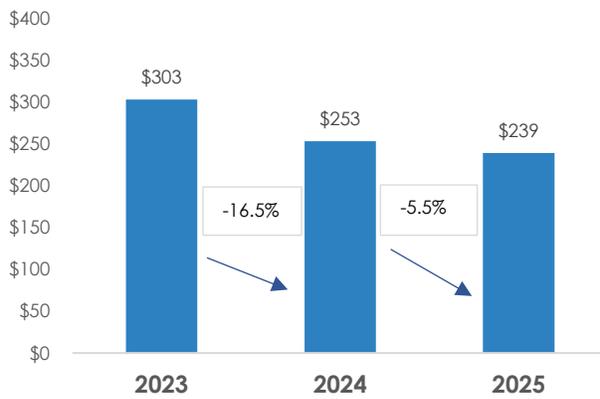
The following chart shows the composition of LIPSA traffic by class:



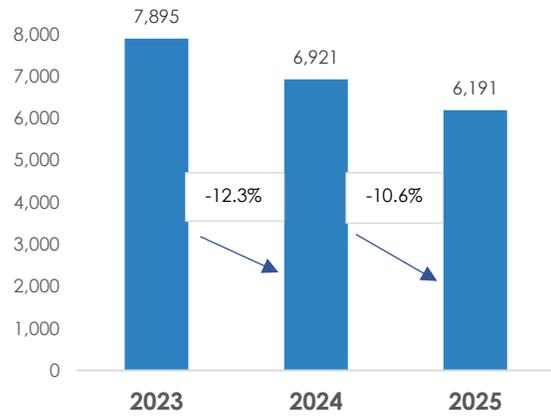
LIPSA EBITDA & EBITDA MARGIN



LIPSA TOTAL REVENUES



LIPSA AADT



TUCA

In fiscal year 2025, TUCA showed stabilization in its traffic volumes following the extraordinary levels recorded in prior years as a result of temporary measures implemented after Hurricanes "Otis" and "John."

During 2023 and 2024, there were atypical months in which free access to the road was allowed, which reduced the comparative revenue base in those periods. In this context, although the AADT showed a normalization compared to the previous year, the tariff adjustment in effect since January 10 allowed revenues to grow by 16.9%, offsetting the lower traffic base observed during the year.

Although AADT recorded during the free-access months was higher than that observed in the current year, this measure allowed a greater number of local users to become familiar with and use the highway, strengthening its positioning in the region.

The following graph shows the composition of traffic by TUCA class:

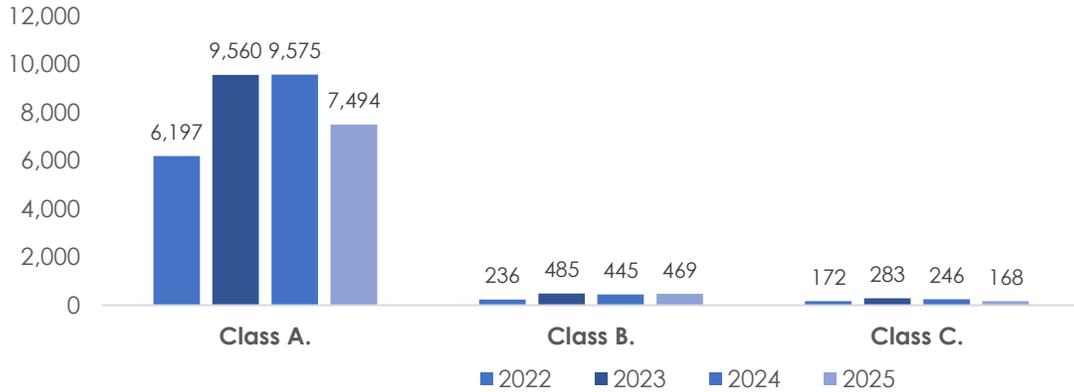


TUCA				
PERIODO	INGRESOS TOTALES	EBITDA	EBITDA MARGIN	TPDA
2022	\$218	\$162	74.0%	6,605
2023	\$193*	\$135	70.0%	10,328
2024	\$236**	\$159	67.4%	10,266
2025	\$276	\$193	69.8%	8,131

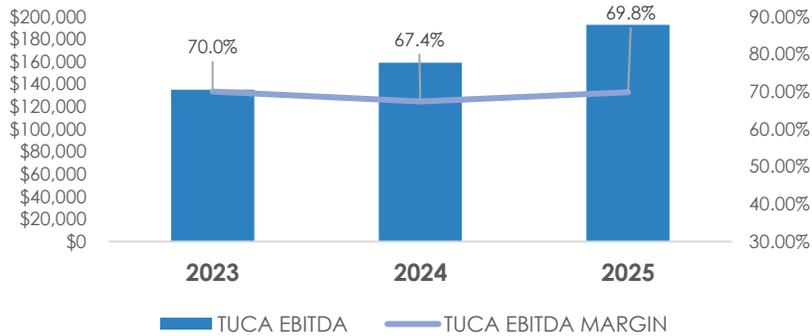
*As of October 25, 2023, due to the disaster situation caused by Hurricane Otis, free passage through the Tunnel was allowed. As of January 22, 2024, toll collection resumed in accordance with the rates approved by the State of Guerrero.

** As of September 27, 2024, due to the disaster situation caused by Hurricane John, free passage through the Tunnel was allowed. As of November 12, 2024, toll collection resumed in accordance with the rates approved by the State of Guerrero.

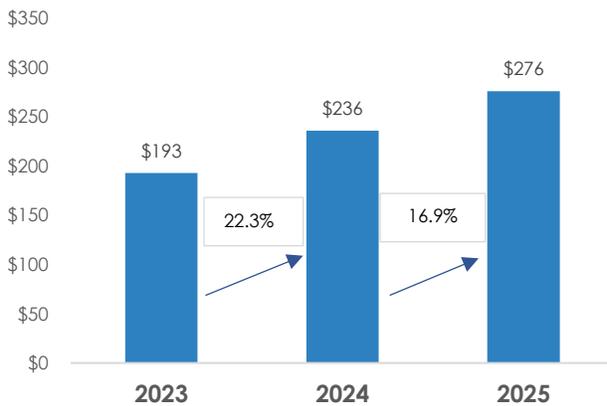
TUCA AADT PER CLASS



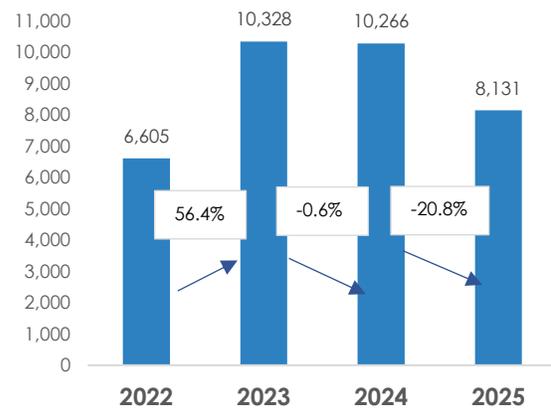
TUCA EBITDA & EBITDA MARGIN



TUCA TOTAL REVENUES



TPDA de TUCA



ESG Indicators Information

Below are some of our indicators that help support our ESG analysis.

Environmental Indicators

During 2025, FEXI21 continued its commitment to sustainability by implementing strategic initiatives aimed at mitigating the environmental impact of its operations. As a result, the efficient use of its assets resulted in the avoidance of 2,692 tons of CO₂ equivalent emissions, contributing to the reduction of greenhouse gases.



Additionally, a 26.3% reduction in water consumption was achieved across Operational and Service Areas, reflecting more efficient resource management. An advanced primary waste separation program is implemented across all assets, achieving a recycling rate of 71.0% of total waste generated.

These initiatives consolidate FEXI21's ESG strategy and reinforce its commitment to generating sustainable value for its investors.

Social Indicators



In the social dimension, during 2025 FEXI21 strengthened its contribution to economic development by maintaining direct employment levels compared to 2024 and generating 642 indirect jobs.

Regarding gender equity, women's participation in operational roles remained stable, reflecting initiatives implemented by the Operator to promote greater inclusion and balanced representation; currently, 40% of direct employees are women.

In addition, the implementation of social responsibility programs across all assets generated a positive impact on surrounding communities, benefiting approximately 2,043 people and reaffirming FEXI21's commitment to creating sustainable social value.

ANALYST COVERAGE

Institution	Analyst	Recommendation	Contacto
Miranda Global Research	Martín Lara	Buy	martin.lara@miranda-gr.com

CALL DETAILS WITH INVESTORS

Date and time: Monday, March 2nd, 2026, at 10:00 am (Mexico City time).

Register here: https://zoom.us/webinar/register/WN_WGr7e4c3SqWzOmCQL_VN_A

RELEVANT EVENTS

- **January 6th, 2025:** Auditor Ratification
- **March 7th, 2025:** Distribution Payment
- **April 28th, 2025:** FEXI announces debt financing for refinancing
- **June 13th, 2025:** FEXI signs agreement for the sale of shares
- **August 8th, 2025:** Market Maker

ABOUT FEXI21

Fibra EXI (BMV: FEXI21) is a FIBRA E whose main objective is to invest in shares and equity interests of Eligible Infrastructure and Energy Companies and distribute earnings to the Certificate Holders. It is managed by MIP F.1., S.A. de C.V., a company member of Mexico Infrastructure Partners (MIP), a leading manager of Infrastructure and Energy Investment Funds. MIP is formed by a team with extensive regional and international experience in asset management, a long track record in structuring and raising investment funds, and strong relationships with key players in the sector.

ABOUT MEXICO INFRASTRUCTURE PARTNERS

Mexico Infrastructure Partners (MIP Group) is the leading manager of infrastructure and energy investment funds in Latin America. Its funds include: EXI 1, EXI 2, EXI AL, CIEF, EXI 3, FEXI, and FSocial. It is made up of a team with regional and international experience that has a long track record in structuring and raising investment funds, strong relationships with key players in the sector, and extensive experience in asset management. MIP's objective is to invest in long-term productive projects that generate attractive returns for its investors.

LEGAL NOTICE

This report has been prepared by the Administrator for informational purposes only. The information contained in this document is presented in summary form and is not intended to be complete. Similarly, this report does not constitute and should not be construed as an investment recommendation. No representation or warranty, express or implied, is made as to the accuracy, adequacy, or reliability of the information contained herein. Any opinions included in this report are subject to change without notice, and the Manager assumes no obligation to update the information presented. The Administrator, FIBRA EXI, and its affiliates, directors, officers, agents, or employees assume no responsibility for any damage or loss arising or that may arise in connection with the use (whether partial or total) of the report and the information contained therein.

FINANCIAL STATEMENTS

Consolidated Statement of Income

From January 1 to December 31, 2024, and from January 1 to December 31, 2025.

(In thousands of Mexican pesos)

Thousands of pesos	2024	2025
Revenue:		
Toll services	\$ 4,012,572	\$ 4,228,010
Financing income	\$ 412,636	\$ 375,612
Subsidy	\$ 4,428	\$ 4,611
Other income	\$ 70,571	\$ 58,278
Total Revenue	\$ 4,500,207	\$ 4,666,511
Costs and expenses for:		
Amortization of intangible assets by concession	\$ 4,772,727	\$ 1,629,576
Operation and maintenance of concession assets	\$ 762,879	\$ 877,472
Administrative and general expenses	\$ 168,738	\$ 230,757
Other expenses	\$ 96	\$ 187
Interest expense	\$ 1,952,167	\$ 1,996,768
Interest income	\$ (331,257)	\$ (281,048)
Fair value gain	\$ 367	\$ -
Total costs and expenses	\$ 7,325,717	\$ 4,453,712
Consolidated net income (loss) for the period	\$ (2,825,510)	\$ 212,799
Revenue (Loss) attributable to:		
% of controlling interest		
Controlling interest	\$ (3,106,723)	\$ (80,331)
Non-controlling interest	\$ 281,213	\$ 293,130

Consolidated statement of financial position

As of December 31, 2023, and December 31, 2024
(In thousands of Mexican pesos)

ASSETS	2024	2025	LIABILITIES AND EQUITY	2023	2024
Current assets			Short-term liabilities		
Cash and cash equivalents	\$1,112,759	\$1,576,547	Short-term debt	\$1,449,530	\$1,218,702
Restricted cash	\$1,655,076	\$1,725,056	Accounts payable and accrued short term liabilities including interest	\$475,276	\$529,014
Accounts receivable	\$316,999	\$395,330	TOTAL SHORT-TERM LIABILITIES	\$1,924,806	\$1,747,716
Taxes recoverable and other	\$219,875	\$255,328			
Financial assets under concession	\$621,601	\$646,025	Long-term liabilities		
TOTAL CURRENT ASSETS	\$3,926,310	\$4,598,286	Long-term debt	\$19,564,071	\$18,690,412
			Government Grants	\$170,979	\$166,368
Non-current assets			Major maintenance provisions	\$17,958	\$22,543
Restricted cash	\$344,764	\$330,943	Other long-term liabilities	\$46,172	\$36,147
NC Concession Financial Assets	\$2,233,757	\$1,962,180	TOTAL LONG-TERM LIABILITIES	\$19,799,180	\$18,915,470
Intangible assets by concession	\$43,057,533	\$38,427,957			
Fixed assets	\$74,623	\$65,445	TOTAL LIABILITIES	\$21,723,986	\$20,663,186
TOTAL ASSETS N.C.	\$42,710,677	\$40,786,525			
			Equity		
			Controlling interest	\$18,141,111	\$17,861,204
			Non-controlling interest	\$6,771,890	\$6,860,421
			TOTAL EQUITY	\$24,913,001	\$24,721,625
TOTAL ASSETS	\$46,636,987	\$45,384,811	TOTAL LIABILITIES AND EQUITY	\$46,636,987	\$45,384,811



Contacto

Tel. +52 55-5292-4772