FEXI

1H26 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:

I am pleased to present FEXI21's results for the first half of 2026, a period marked by the addition of a new asset to our portfolio and the strengthening of our capital structure. These actions reinforce our long-term strategy to drive growth and value creation for investors.

On April 16, 2026, we completed the acquisition of the Salamanca–León toll road. Together with AQSA and LIPSA, this addition established a meaningful presence in the Bajío, one of Mexico's most dynamic industrial and logistics corridors. The transaction further diversified our portfolio and enhances its cash flow generation capacity. To finance this acquisition, we secured a $5.1 billion pesos loan from Goldman Sachs Bank USA, with the proceeds used exclusively to fund the transaction.

On May 26, 2026, we made a $489 million pesos distribution to certificate holders, equivalent to $0.4217 pesos per certificate. The distribution consisted entirely of a return of capital and represented a 2.22% Dividend Yield.

On June 6, 2026, FEXI21 successfully completed the settlement of its first follow-on CBFEs offering under the program authorized by the National Banking and Securities Commission (CNBV). The offering was conducted simultaneously in Mexico and international markets through a private placement under Rule 144A and Regulation S of the U.S. Securities Act of 1933.

The transaction consisted of 277,344,350 CBFEs priced at MXN $15.50 per certificate, generating approximately $4.3 billion pesos in gross proceeds. Following the offering, FEXI21's total outstanding CBFEs increased to 1,443,604,803, representing a 23.8% increase from the 1,166,260,453 certificates originally issued.

The proceeds were used to prepay Goldman Sachs Bank USA loan incurred to finance the acquisition of the Salamanca–León toll road, effectively replacing debt with equity. This transaction strengthened FEXI21's capital structure, reduced leverage, and enhanced its financial flexibility to continue executing its growth and value-creation strategy for its investors.

On the operating front, portfolio performance during the second quarter benefited from the incorporation of CIBSA, driving growth in both traffic and revenues. Average Annual Daily Traffic (AADT) increased 43.9% versus the same period of the previous year, reaching 55,193 vehicles, while accounting toll revenues amounted to $2,502 million pesos, representing an increase of 19.3%. These results were driven by the consolidation of CIBSA beginning April 16, 2026, as well as the inflation-linked toll rate adjustments implemented in April at the Assets under Federal Concession.

In terms of market positioning, FEXI21 ranked 69th in the Mexican Stock Exchange Liquidity Index as of the end of the second quarter of 2026, maintaining its position as one of the most liquid FIBRA E vehicles in the market. On the sustainability front, we published our Sustainability and Climate Report for fiscal year 2025, prepared in accordance with the IFRS S1 and S2 standards.

The first half of 2026 represents an important step forward for FEXI21. We expanded our highway network through the addition of Salamanca–León, completed a historic follow-on equity offering in the FIBRA E market, and further strengthened our financial structure to continue generating sustainable, long-term value for our investors.

Raúl Martínez, *Chief Financial Officer, Fibra EXI*

FIBRA EXI 1H26 EARNINGS RELEASE

Mexico City, July 30, 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 second quarter of 2026 ended June 30, 2026.

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.

As of the end of 2Q26, FEXI has a diversified portfolio of 6 highways that together span more than 611 kilometers, with presence across 8 states of Mexico. The Fibra holds 5 Federal Government and 1 State concession titles, which have a weighted average remaining life of 26 years. FEXI manages 5 real-demand projects and 1 mixed real-demand and PPS (availability payment) project, with an AADT of more than 55,000 vehicles.

It is important to note that all information presented in this report is consistent with the accounting information prepared and reported by FEXI and each of its concessions in accordance with IFRS and the Road Assets. In addition, for a detailed breakdown of cash flows, including their sources and uses, readers are encouraged to refer to the cash flow waterfalls presented in the section corresponding to each of the Road Assets.

VIDEOCONFERENCE: Friday, July 31, 2026, at 10:00 am (Mexico City time). Register here: https://zoom.us/webinar/register/WN_P2A4P_SbQuKyhU_Zjs_hpA

1H26 HIGHLIGHTS

- During the first half of 2026, **the portfolio's AADT recorded growth of 2.3%** versus the same period of the previous year, excluding the effect of the incorporation of CIBSA, reaching **39,239 vehicles**. Including CIBSA, whose performance was incorporated into the portfolio's results as of April 16, 2026, **AADT increased 43.9%**, reaching **an AADT of 55,193 vehicles**.

- During the first half of 2026, the portfolio's accounting toll revenues **amounted to $2,173 million pesos**, representing **growth of 3.7%** versus the same period of the previous year, excluding the effect of the incorporation of CIBSA. Including the consolidation of CIBSA, whose results were integrated into the portfolio as of April 16, 2026, accounting toll revenues totaled **$2,502 million pesos**, equivalent to **an increase of 19.3%** compared to the same half of the previous year.

- During 1H26, a **consolidated EBITDA margin of 76.8%** was generated, compared to 77.5% in 1H25.

- As of the end of 2Q26, the total amount distributed since the issuance of the Fibra amounts to **$2,908 million pesos**, representing a cumulative *Dividend Yield* of 13.15%.

1H26 MAIN STRATEGIC ACTIVITIES

- As part of FEXI21's growth strategy, on April 16, 2026, **the acquisition of 41.3% of the equity interest in Concesionaria de Infraestructura del Bajío, S.A. de C.V. (CIBSA), holder of the concession for the Salamanca–León toll road**, located in the state of Guanajuato, was completed. Notwithstanding the foregoing, as of the acquisition date, FEXI21 is entitled to receive 51% of the concessionaire's cash flows and to operate and control it. The incorporation of this asset strengthens the diversification of the portfolio and expands the Trust's exposure to strategic corridors with significant cash flow generation potential.

- On April 13, 2026, a **credit agreement was entered into with Goldman Sachs Bank USA for an amount of up to $5,100 million pesos.** The proceeds from this financing **were used for the acquisition of the Salamanca–León toll road**, as well as to pay the expenses related to that transaction.

- On June 6, 2026, FEXI21 carried out the **first subsequent global offering** of FEXI21 Certificates (**Follow-On**) for an amount of **$4,300 million pesos**, at a placement price of $15.50 per Certificate. The offering was placed primarily among domestic investors and through a private offering abroad. **The proceeds were used to prepay the financing entered into for the acquisition of the Salamanca–León toll road.** With this transaction, the Trust strengthened its capital structure and its borrowing capacity for new acquisitions.

- On June 22, 2026, a **prepayment of $4,547 million pesos was made on the credit facility entered into with Goldman Sachs Bank USA**, applying the proceeds from the subsequent global offering. As a result, to date the Goldman Sachs credit facility has an outstanding balance of $760 million pesos, representing only 15% of the original amount.

- As of June 30, 2026, FEXI21 ranked **69th in the BMV Liquidity Index**. Accordingly, the Fibra was identified, on average, as the third most liquid FIBRA E in the Mexican market.

1H26 RESULTS

i) Capacity (AADT)

During 1H26, AADT stood at **55,193 vehicles**, representing an increase of 43.9% compared to the AADT of 38,357 vehicles in the same period of the prior year. This growth is explained primarily by the integration of CIBSA into the portfolio as of April 16, 2026, which significantly strengthened the Trust's consolidated traffic.

The table below presents the AADT of the 6 assets for 2Q26 and 1H26, compared to the same periods of the previous year.

AADT CAPACITY						
CONCESSIONS	**2Q25***	**2Q26***	**Δ %**	**1H25**	**1H26**	**Δ %**
AQSA	15,484	16,741	8.1%	15,481	16,332	5.5%
CIBSA**	-	15,952	N.D.	-	15,952	N.D.
MAYAB	4,711	4,536	-3.7%	4,785	4,648	-2.9%
RÍO VERDE	3,865	3,775	-2.3%	3,682	3,667	-0.4%
LIPSA	6,291	6,182	-1.7%	6,387	6,144	-3.8%
TUCA	7,496	8,205	9.5%	8,022	8,450	5.3%
TOTAL	37,847	55,392	46.4%	38,357	55,193	43.9%

*The data corresponds to the period from April 1 to June 30, 2025 and 2026.
**CIBSA was incorporated into the portfolio on April 16, 2026; its figures correspond only to the period following the acquisition and do not have a comparable base.

During 1H26, AQSA remained the highest-traffic asset in the portfolio, recording a 5.5% increase in its Average Annual Daily Traffic (AADT) versus the same period of the previous year. This growth was driven by the contribution of the Entronque Coroneo and by higher bus traffic (Class B), whose volume increased 52.5% as a result of traffic captured from the works carried out on Federal Highway 55.

Following its incorporation into the portfolio, CIBSA positioned itself as the second highest-traffic asset, with an AADT of 15,952 vehicles, composed mainly of cars (Class A) and trucks (Class C), with 9,221 and 6,607 vehicles, respectively.

MAYAB posted a 2.9% decline in its AADT during 1H26 versus the same period of the previous year, attributable to lower bus traffic (Class B), with a contraction of 11.7% associated with lower tourism levels in the region.

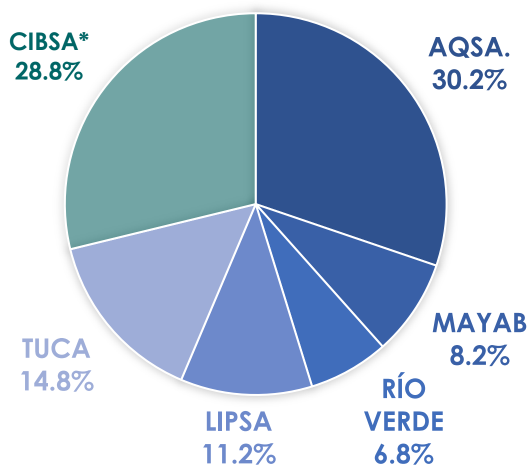
For its part, Río Verde recorded a marginal 0.4% decline in its AADT during 1H26 versus the same period of the previous year, driven by lower cargo vehicle traffic (Class C), which decreased 6.4% due to lower foreign trade activity, while cars (Class A) remained stable.

LIPSA recorded a 3.8% decline versus 1H25, reflecting the impact of a free-access alternate route that has diverted part of the corridor's traffic. Despite this, relative to 1Q26, a positive upward traffic trend has already been achieved; a gradual reversal of the trend is expected toward year-end 2026.

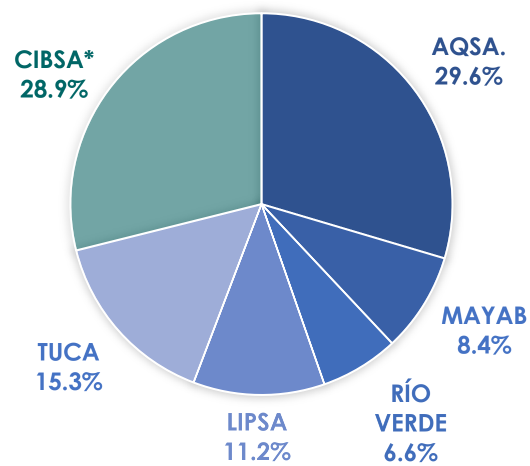
During 1H26, TUCA recorded a 5.3% increase in its AADT versus the same period of the previous year, driven by higher traffic of cars (Class A) and buses (Class B), which grew 5.5% and 5.6%, respectively. This result was supported by the programs for Guerrero residents and the discount schemes for taxi drivers and bus lines.

CIBSA was incorporated into the portfolio on April 16, 2026; its figures correspond only to the period following the acquisition and do not have a comparable base.

AADT PER CONCESSION 2Q26



AADT PER CONCESSION 1H26



*CIBSA was integrated into the portfolio on April 16, 2026; its figures correspond solely to the period following the acquisition and, therefore, are not comparable to prior periods.

ii) Accounting Revenue

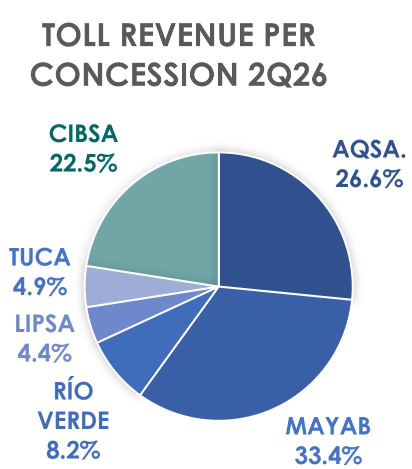
Below is a summary of the accounting toll revenues generated by each of the Concessions during 2Q26 and 1H26, compared to the same periods of the previous year.

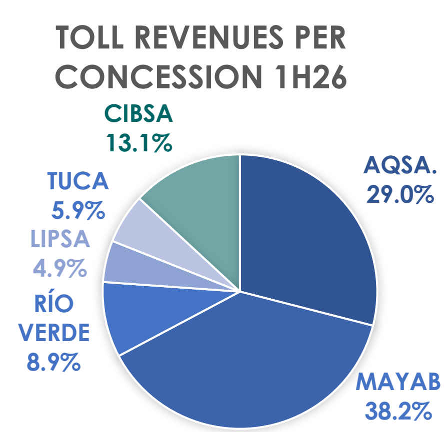
ACCOUNTING TOLL REVENUE*						
CONCESSIONS	**2Q25***	**2Q26***	**Δ %**	**1H25**	**1H26**	**Δ %**
AQSA	$331	$387	16.9%	$654	$725	10.9%
CIBSA**	-	$328	N.A.	-	$328	N.A.
MAYAB	$474	$486	2.5%	$952	$956	0.5%
RÍO VERDE	$122	$118	-2.6%	$233	$223	-4.5%
LIPSA	$61	$64	5.4%	$123	$123	-0.3%
TUCA	$65	$72	10.8%	$135	$147	8.9%
TOTAL	$1,053	$1,455	38.3%	$2,097	$2,502	19.3%

*Figures in millions of pesos.
*The data corresponds to the period from April 1 to June 30, 2025 and 2026.
***CIBSA was incorporated into the portfolio on April 16, 2026; its figures correspond only to the period following the acquisition and do not have a comparable base*

During 1H26, the portfolio's accounting toll revenues totaled $2,502 million pesos, representing an increase of 19.3% versus the same period of the previous year. This growth was driven primarily by the incorporation of CIBSA into the portfolio, whose results began to consolidate as of April 16, 2026.

Effective April 13, 2026, a toll adjustment of 4.6% for Class A vehicles and approximately 9.5% for Class B and C vehicles took effect at FEXI21's four Highway Assets under Federal Concession, authorized by the Ministry of Infrastructure, Communications, and Transport (SICT). This adjustment responds to the inflation-indexation mechanisms established in the concession titles, and its impact will be reflected in revenues starting in the second quarter of the year.





iii) Cash Flow Statement

Cash Waterfall
FEXI 21

Macro	Units	1Q2025	2Q2025	3Q2025	4Q2025	1Q2026	2Q2026
Quarter		1Q	2Q	3Q	4Q	1Q	2Q
Period Days		90	91	92	92	90	91
Year		2025	2025	2025	2025	2026	2026
FEXI							
General Account							
Beginning of Period Balance (a)	**$MXNmm**	**$520**	**$1,055**	**$1,073**	**$1,362**	**$1,289**	**$1,452**
(+) Distributions from Eligible Entitites	**$MXNmm**	**$777**	**-**	**$525**	**-**	**$439**	**$319**
Distributions from AQSA	$MXNmm	$425	-	$230	$425	$160	$105
Distributions from MAYAB	$MXNmm	$231	-	$246	$231	$250	-
Distributions from ICASAL	$MXNmm	$87	-	$37	$87	$29	-
Distributions from LIPSA	$MXNmm	$34	-	$12	$34	-	-
Distributions from CIBSA	$MXNmm	-	-	-	-	-	$214
(+) Other Revenues	$MXNmm	-	-	-	-	-	$0
(+) Interest Income	$MXNmm	$15	$26	$22	$19	$23	$33
Total Revenues (b)	**$MXNmm**	**$793**	**$26**	**$547**	**$19**	**$462**	**$353**
(-) Management Fee	$MXNmm	($67)	-	($70)	-	($70)	-
(-) Operating Expenses	$MXNmm	($7)	($8)	($7)	($19)	($4)	($7)
Total Expenses (c)	**$MXNmm**	**($74)**	**($8)**	**($77)**	**($19)**	**($74)**	**($7)**
Cash available for debt service (d = a + b + c)	**$MXNmm**	**$1,239**	**$1,073**	**$1,543**	**$1,362**	**$1,677**	**$1,798**
(+) Debt drawdown [1]	$MXNmm	-	$2,800	-	-	-	$5,011
(+) Follow On	$MXNmm	-	-	-	-	-	$4,285
(-) Debt Service and related fees [2]	$MXNmm	-	($2,912)	($159)	($48)	($186)	($4,594)
(-) Expenses related to Follow On	$MXNmm	-	-	-	-	-	($134)
(-/+) Debt Service Reserve Account Funding/ Release	$MXNmm	-	$112	($23)	-	-	$209
Total Debt Flows (e)	**$MXNmm**	**-**	**$0**	**($181)**	**($48)**	**($186)**	**$4,777**
Cash after debt flows (f = d + e)	**$MXNmm**	**$1,239**	**$1,073**	**$1,362**	**$1,314**	**$1,491**	**$6,575**
(-) Buyback fund funding	$MXNmm	($24)	-	-	($25)	($39)	($10)
(-) Acquisitions and related expenses	$MXNmm	-	-	-	-	-	($5,366)
(-) Distributions	$MXNmm	($160)	-	-	-	-	($489)
(-) Other items	$MXNmm	-	-	-	$0	($0)	($556)
End of Period Balance (w)	**$MXNmm**	**$1,055**	**$1,073**	**$1,362**	**$1,289**	**$1,452**	**$155**
Buyback fund (Included in General Account) - EoP (	$MXNmm	$45	$41	$25	$25	$46	$32
(+) Debt Service Reserve Account - EoP	$MXNmm	$280	$170	$195	$195	$202	$301
Total Cash Balance	**$MXNmm**	**$1,380**	**$1,284**	**$1,583**	**$1,510**	**$1,653**	**$455**
Total Cash Balance [exc. Reserves] (y = w + x)	**$MXNmm**	**$1,100**	**$1,115**	**$1,388**	**$1,315**	**$1,498**	**$186**

[1] Net debt proceeds after issuance fees

[2] For 2Q26, this line item also includes the prepayment of the GS loan, together with the related make-whole payment and accrued interest.

End

HIGHWAY INFORMATION

A) AQSA

i) Cash Flow Statement AQSA

Cash Waterfall
FEXI 21 - AQSA

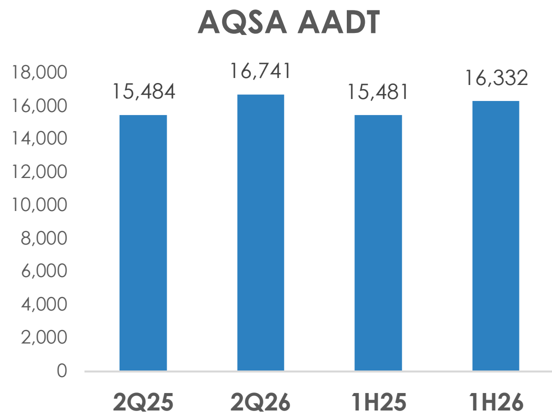
Macro	Units	1Q2025	2Q2025	3Q2025	4Q2025	1Q2026	2Q2026
Quarter		1Q	2Q	3Q	4Q	1Q	2Q
Period Days		90	91	92	92	90	91
Year		2025	2025	2025	2025	2026	2026
AQSA							
Restricted Cash							
Operating Acounts - BoP (a)	**$MXNmm**	**$77**	**$67**	**$49**	**$61**	**$121**	**$61**
(+) Toll Revenues (net of VAT)	$MXNmm	$326	$327	$355	$369	$340	$398
(+) Other Revenues	$MXNmm	$31	$1	$32	$1	$1	$1
(+) Interest Income	$MXNmm	$4	$3	$3	$2	$3	$2
Total Revenues (b)	**$MXNmm**	**$361**	**$331**	**$390**	**$372**	**$343**	**$400**
(-) SICT Fee	$MXNmm	($6)	-	-	-	($7)	-
(-) Operation and Maintenance (net of VAT)	$MXNmm	($32)	($66)	($41)	($46)	($35)	($60)
(-) Major Maintenance (net of VAT)	$MXNmm	($17)	($17)	($6)	($15)	($21)	($2)
(-) CAPEX (net of VAT)	$MXNmm	($0)	-	-	-	-	-
Total Expenses (c)	**$MXNmm**	**($55)**	**($84)**	**($47)**	**($62)**	**($63)**	**($62)**
EBITDA (d = b + c)[1]	**$MXNmm**	**$303**	**$245**	**$340**	**$308**	**$278**	**$336**
EBITDA Margin (d/b)	**%**	**84.7%**	**74.5%**	**87.9%**	**83.3%**	**81.6%**	**84.4%**
Cash available for debt service (e = a + b + c)	**$MXNmm**	**$383**	**$315**	**$392**	**$372**	**$401**	**$399**
(-) Debt Service	$MXNmm	($178)	($176)	($182)	($188)	($197)	($198)
(-/+) Debt Service Reserve Account Funding/ Releas	$MXNmm	-	($3)	($14)	($9)	($36)	$16
Total Debt Flows (f)	**$MXNmm**	**($178)**	**($180)**	**($196)**	**($196)**	**($233)**	**($182)**
Cash after debt flows (g = e + f)	**$MXNmm**	**$204**	**$135**	**$196**	**$175**	**$168**	**$217**
(-) Release to Cash and Equivalents (unrestricted)	$MXNmm	($100)	($100)	($93)	($67)	($106)	($142)
(-) Other cash movements	$MXNmm	($37)	$14	($42)	$13	($2)	$5
Operating Accounts - EoP (w)	**$MXNmm**	**$67**	**$49**	**$61**	**$121**	**$61**	**$80**
(+) Major Maintenance Account - EoP (w)	$MXNmm	$39	$19	$38	$27	$26	$29
(+) Debt Service Reserve Account - EoP	$MXNmm	-	$3	$17	$26	$62	$47
(+) Other Accounts - EoP[2] (x)	$MXNmm	$69	$70	$39	$39	$39	$39
Total Restricted Cash	**$MXNmm**	**$175**	**$141**	**$155**	**$213**	**$188**	**$196**
Cash and Cash Equivalents							
Beginning of Period Balance	**$MXNmm**	**$408**	**$120**	**$230**	**$115**	**$188**	**$136**
(+) Funding from Restricted Cash	$MXNmm	$100	$100	$93	$67	$106	$142
(+) Interest Income	$MXNmm	$7	$3	$3	$2	$3	$1
(-) Distributions to Shareholders	$MXNmm	($425)	-	($230)	-	($160)	($105)
(-) Other cash movements	$MXNmm	$31	$7	$20	$3	($0)	$1
Total Cash and Cash Equivalents (y)	**$MXNmm**	**$120**	**$230**	**$115**	**$188**	**$136**	**$175**
Total Cash Balance	**$MXNmm**	**$296**	**$371**	**$270**	**$401**	**$325**	**$370**
Total Cash Balance [exc. Reserves] (z = v + w + x + y)	**$MXNmm**	**$296**	**$368**	**$253**	**$375**	**$262**	**$323**
FEXI (@100% Equity Stake)							
Distributions	$MXNmm	$425	-	$230	-	$160	$105
Total Cash	$MXNmm	$296	$371	$270	$401	$325	$370

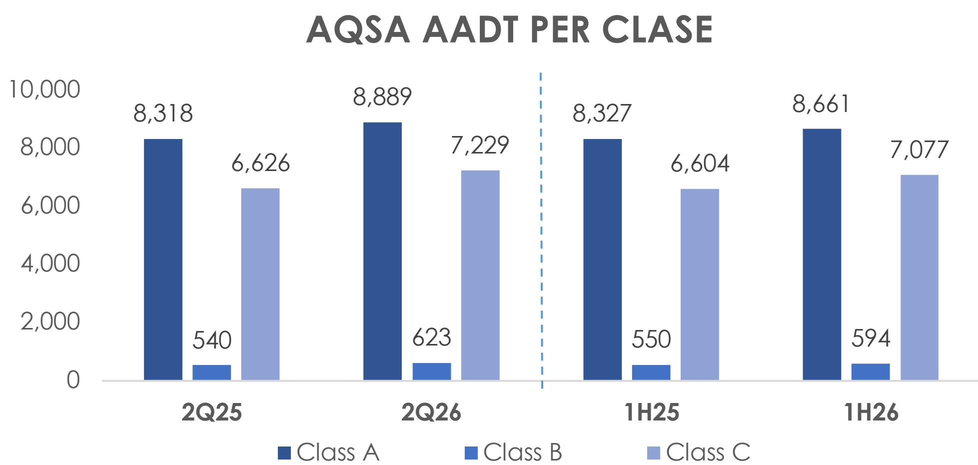
[1] EBITDA figures do not consider interest income

[2] AQSA maintains restricted cash related to obligations under the concession title, as well as a dedicated cash account to support the State of Querétaro in the implementation of vehicular restrictions for heavy vehicles under certain circumstances. Amounts in this account were partially released at the end of each year; the account was fully released as of the end of 3Q 2025.

End

ii) Traffic Performance





iii) General Considerations

The project is located in the states of Querétaro and Guanajuato, spans 86.5 kilometers, and has an operating history of approximately 10 years.

During the first half of 2026, AQSA remained the highest-traffic asset within the federally concessioned portfolio, supported by the contribution of the Coroneo Interchange, one of the highway's main traffic collection points. The Querétaro Southern Bypass (Highway 413) extends 80 kilometers, serving as a key connectivity corridor to the southern region of the state and offering user services such as the Humilpan Service Area.

The asset continues to operate under standards focused on safety and user service, including full cellular network coverage throughout the highway, as well as traffic monitoring and roadside assistance systems available to users

B) CIBSA

i) Cash Flow Statement CIBSA

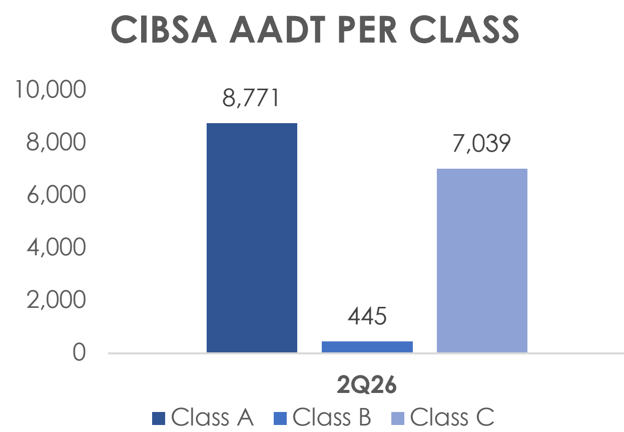
Cash Waterfall
FEXI 21 - CIBSA

Macro	Units	1Q2025	2Q2025	3Q2025	4Q2025	1Q2026	2Q2026
Quarter		1Q	2Q	3Q	4Q	1Q	2Q
Period Days		90	91	92	92	90	90
Year		2025	2025	2025	2025	2026	2026
CIBSA							
Restricted Cash							
Operating Acounts - BoP (a)	**$MXNmm**	**$263**	**$352**	**$113**	**$385**	**$188**	**$322**
(+) Toll Revenues (net of VAT)	$MXNmm	$319	$341	$343	$368	$358	$401
(+) Other Revenues	$MXNmm	$0	-	-	-	-	-
(+) Interest Income	$MXNmm	$6	$7	$4	$7	$3	$4
Total Revenues (b)	**$MXNmm**	**$325**	**$348**	**$347**	**$374**	**$361**	**$406**
(-) SICT Fee[1]	$MXNmm	($6)	-	-	-	($7)	-
(-) Revenue Sharing Payment[2]	$MXNmm	($82)	-	-	-	($101)	-
(-) Operation and Maintenance (net of VAT)	$MXNmm	($75)	($67)	($53)	($55)	($64)	($87)
(-) Major Maintenance (net of VAT)	$MXNmm	($30)	($16)	($58)	($71)	($13)	($8)
Total Expenses (c)	**$MXNmm**	**($193)**	**($83)**	**($111)**	**($126)**	**($185)**	**($94)**
EBITDA (d = b + c)[3]	**$MXNmm**	**$125**	**$258**	**$232**	**$241**	**$174**	**$307**
EBITDA Margin (d/b)	**%**	**39.3%**	**75.7%**	**67.6%**	**65.7%**	**48.5%**	**76.5%**
Cash available for debt service (e = a + b + c)	**$MXNmm**	**$394**	**$616**	**$349**	**$633**	**$365**	**$634**
(-) Debt Service	$MXNmm	-	($185)	-	($192)	-	($200)
(-/+) Debt Service Reserve Account Funding/ Release	$MXNmm	-	-	-	-	-	$41
Total Debt Flows (f)	**$MXNmm**	**-**	**($185)**	**-**	**($192)**	**-**	**($159)**
Cash after debt flows (g = e + f)	**$MXNmm**	**$394**	**$431**	**$349**	**$441**	**$365**	**$475**
(-) Release to Cash and Equivalents (unrestricted)	$MXNmm	-	($225)	-	($235)	-	($197)
(-) Other cash movements	$MXNmm	($43)	($93)	$35	($18)	($42)	($127)
Operating Accounts - EoP (v)	**$MXNmm**	**$352**	**$113**	**$385**	**$188**	**$322**	**$151**
(+) Major Maintenance Account - EoP (w)	$MXNmm	$108	$138	$73	$63	$64	$196
(+) Debt Service Reserve Account - EoP	$MXNmm	$0	$0	$0	$0	$0	$15
(+) Unexecuted Works Account - EoP[4]	$MXNmm	$147	$124	$127	$129	$84	$85
(+) Other Accounts - EoP[4] (x)	$MXNmm	$175	$179	$182	$185	$34	$47
Total Restricted Cash	**$MXNmm**	**$782**	**$554**	**$766**	**$566**	**$505**	**$493**
Total Cash Balance [exc. Reserves] (z = w + x + y)	**$MXNmm**	**$635**	**$430**	**$639**	**$437**	**$420**	**$393**

[1] The SICT Fee is calculated as 0.5% of the prior year's toll revenues, net of VAT
[2] Pursuant to the Concession Title, 50% of any revenues in excess of a defined threshold must be shared with the Government
[3] EBITDA figures do not consider interest income
[4] Refers to certain accounts designated to satisfy specific obligations, as defined in the Concession Title

End

ii) Traffic Performance



iii) General Considerations

The Salamanca–León Toll Highway, operated by Concesionaria de Infraestructura del Bajío, S.A. de C.V. (CIBSA), is a federal toll road spanning 81 kilometers in the state of Guanajuato. The highway features four traffic lanes, two main toll plazas and one auxiliary toll plaza, connecting the municipalities of Salamanca, Irapuato, Silao, Romita, and León. It also forms part of the Querétaro–Ciudad Juárez corridor, a strategic route for the Bajío region's industrial and logistics activity.

Since its incorporation into the FEXI21 portfolio on April 16, 2026, the asset has recorded a diversified traffic mix consisting of 57.8% passenger vehicles (Class A), 41.4% freight trucks (Class C), and 0.8% buses (Class B), resulting in an AADT of 15,952 vehicles. As a result, CIBSA has become the second-highest traffic asset in the portfolio, representing 28.9% of total AADT and contributing approximately 13.1% of consolidated toll revenue during the first half of the year.

As part of the closing conditions for the acquisition of CIBSA, approval was required to implement the real toll rate increases corresponding to fiscal years 2025 and 2026. Accordingly, the 2025 toll adjustment became effective in February 2026, while the 2026 adjustment came into effect in July 2026. Both adjustments were implemented in accordance with the inflation-based toll adjustment mechanisms established under the concession agreement.

C) MAYAB

i) Cash Flow Statement MAYAB

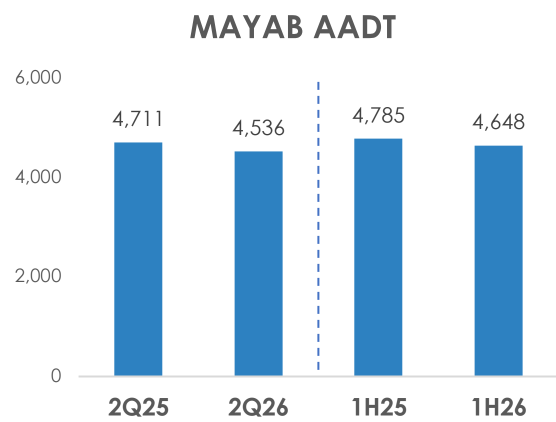
Cash Waterfall
FEXI 21 - MAYAB

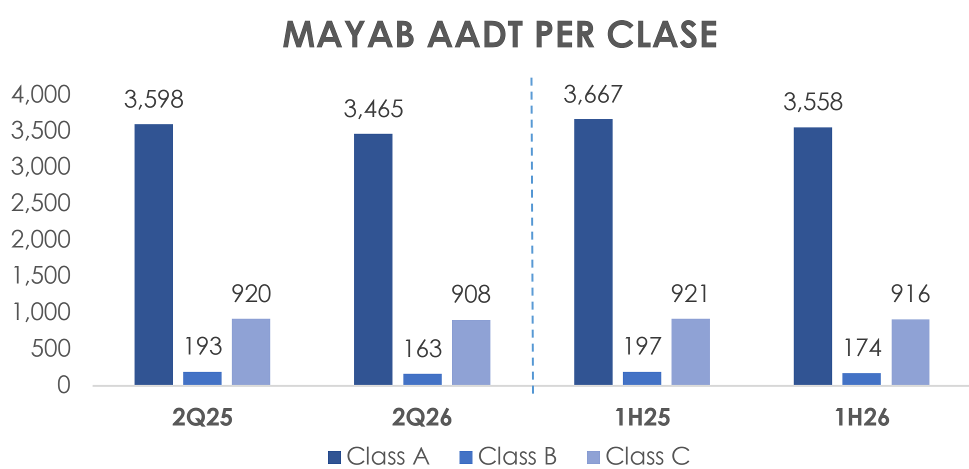
Macro	Units	1Q2025	2Q2025	3Q2025	4Q2025	1Q2026	2Q2026
Quarter		1Q	2Q	3Q	4Q	1Q	2Q
Period Days		90	91	92	92	90	90
Year		2025	2025	2025	2025	2026	2026
MAYAB							
Restricted Cash							
Operating Acounts - BoP (a)	**$MXNmm**	**$499**	**$632**	**$528**	**$679**	**$787**	**$827**
(+) Toll Revenues (net of VAT)	$MXNmm	$476	$490	$496	$480	$463	$499
(+) Other Revenues	$MXNmm	-	-	$0	-	-	-
(+) Interest Income	$MXNmm	$10	$16	$9	$14	$8	$10
Total Revenues (b)	**$MXNmm**	**$486**	**$506**	**$505**	**$494**	**$471**	**$509**
(-) SICT Fee	$MXNmm	($9)	-	-	-	($10)	-
(-) Operation and Maintenance (net of VAT)	$MXNmm	($43)	($56)	($34)	($51)	($53)	($60)
(-) Major Maintenance (net of VAT)	$MXNmm	($3)	($24)	($13)	($26)	($33)	($71)
Total Expenses (c)	**$MXNmm**	**($56)**	**($80)**	**($47)**	**($77)**	**($96)**	**($131)**
EBITDA (d = b + c)[1]	**$MXNmm**	**$420**	**$410**	**$449**	**$403**	**$367**	**$367**
EBITDA Margin (d/b)	**%**	**88.3%**	**83.7%**	**90.5%**	**83.9%**	**79.2%**	**73.6%**
Cash available for debt service (e = a + b + c)	**$MXNmm**	**$929**	**$1,058**	**$986**	**$1,096**	**$1,162**	**$1,204**
(-) Debt Service	$MXNmm	-	($471)	-	($454)	-	($445)
(-/+) Debt Service Reserve Account Funding/ Releas	$MXNmm	-	-	-	-	-	-
Total Debt Flows (f)	**$MXNmm**	**-**	**($471)**	**-**	**($454)**	**-**	**($445)**
Cash after debt flows (g = e + f)	**$MXNmm**	**$929**	**$587**	**$986**	**$641**	**$1,162**	**$759**
(-) Release to Cash and Equivalents (unrestricted)	$MXNmm	($304)	-	($323)	-	($329)	-
(-/+) Other cash movements	$MXNmm	$7	($59)	$16	$146	($7)	$5
Operating Accounts - EoP (w)	**$MXNmm**	**$632**	**$528**	**$679**	**$787**	**$827**	**$764**
(+) Major Maintenance Account - EoP (x)	$MXNmm	$93	$154	$142	-	-	-
(+) Debt Service Reserve Account - EoP	$MXNmm	-	-	-	-	-	-
Total Restricted Cash	**$MXNmm**	**$724**	**$682**	**$821**	**$787**	**$827**	**$764**
Cash and Cash Equivalents							
Beginning of Period Balance	**$MXNmm**	**$7**	**$14**	**$12**	**$13**	**$15**	**$25**
(+) Funding from Restricted Cash	$MXNmm	$304	-	$323	-	$329	-
(+) Interest Income	$MXNmm	$1	$0	$2	$0	$3	$0
(-) Distributions to Shareholders	$MXNmm	($304)	-	($323)	-	($329)	-
(-) Other cash movements	$MXNmm	$5	($2)	($1)	$2	$6	($2)
Total Cash and Cash Equivalents (y)	**$MXNmm**	**$14**	**$12**	**$13**	**$15**	**$25**	**$22**
Total Cash Balance	**$MXNmm**	**$738**	**$694**	**$834**	**$803**	**$851**	**$787**
Total Cash Balance [exc. Reserves] (z = w + x + y)	**$MXNmm**	**$738**	**$694**	**$834**	**$803**	**$851**	**$787**
FEXI (@75.99% Equity Stake)[2]							
Distributions	$MXNmm	$231	-	$246	-	$250	-
Total Cash	$MXNmm	$561	$528	$634	$610	$647	$598

[1] EBITDA figures do not consider interest income
[2] FEXI held a 51% equity stake in the OVT portfolio until 4Q2023, when an additional 24.99% stake was acquired

End

ii) Traffic Performance





iii) General Considerations

The project is located in the states of Yucatán and Quintana Roo, spans 304 kilometers, and has an operating history of more than 30 years.

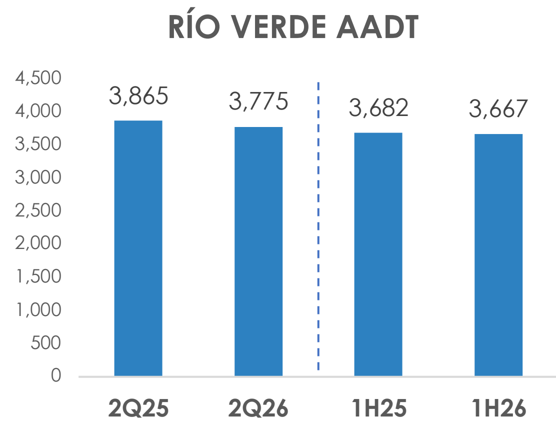
During the first half of the year, the asset's performance reflected lower bus traffic (Class B), associated with changes in mobility patterns resulting from the potential impact of the Maya Train, as well as a moderation in tourism flows across the region. It is important to note that buses account for only 3.7% of the highway's total AADT.

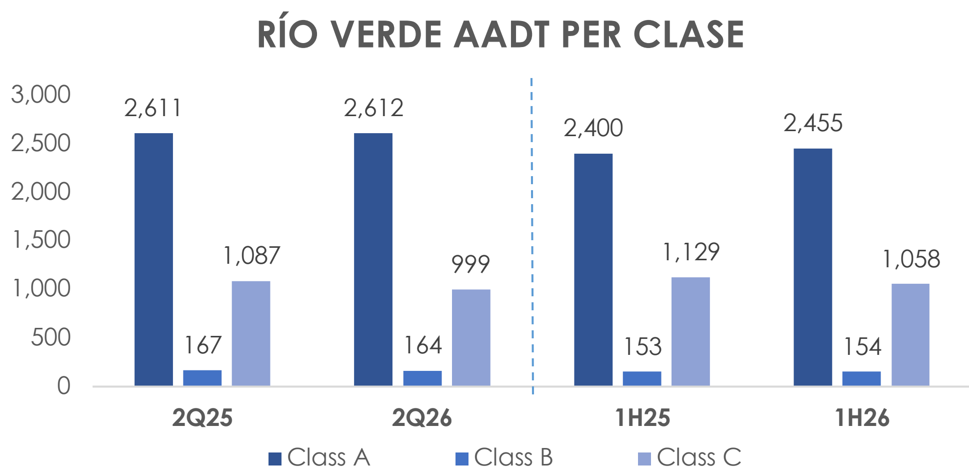
MAYAB remained the largest contributor to the portfolio's toll revenue, representing 38.2% of the total during the first half of 2026.

During 1H26, MAYAB's total accounting toll revenue increased by 0.3%, from $967 million to $970 million pesos, driven by the toll rate adjustment. EBITDA decreased from $813 million to $790 million pesos, while the EBITDA margin contracted by 2.5 percentage points to 81.5%. This variation was primarily attributable to higher maintenance expenses during the period, resulting from the resurfacing works currently underway along the highway.

D) RÍO VERDE

i) Traffic Performance





ii) General Considerations

The project is located in the state of San Luis Potosí, spans 113.18 kilometers, and has an operating history of 14 years.

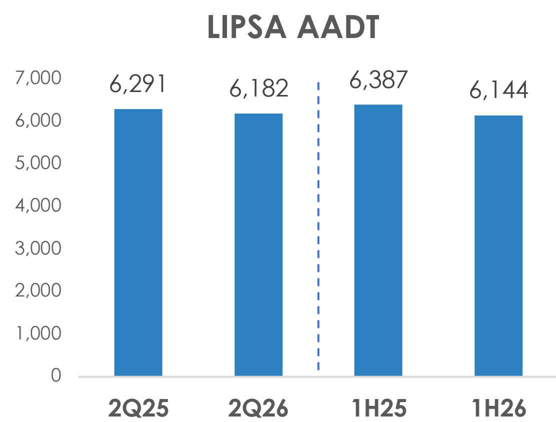
During the first half of 2026, restrictions on the use of the toll-free road by articulated trucks (CA I and CA II) remained in place, requiring freight vehicles to travel along the Río Verde–Ciudad Valles Toll Highway.

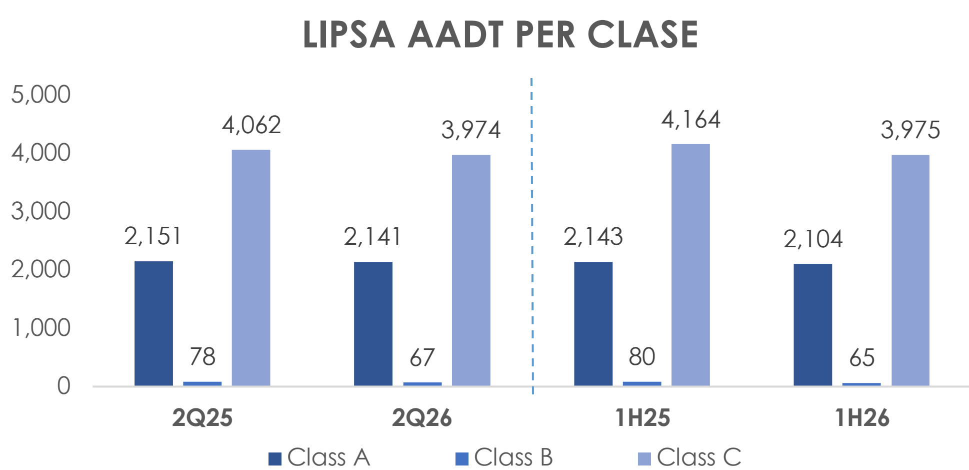
Traffic at the asset declined marginally by 0.4%, mainly due to a 6.4% decrease in freight vehicle traffic (Class C), reflecting lower foreign trade activity. In contrast, passenger vehicle traffic (Class A) increased by 2.3%, while bus traffic (Class B) rose slightly by 0.7%, supported by higher tourist flows in the region.

Efforts and follow-up discussions remain ongoing with the Ministry of Infrastructure, Communications and Transportation (SICT) regarding the collection of the outstanding payment under ICASAL's Service Provision Agreement (PPS). To date, continuous dialogue with the authority has been maintained with the aim of recovering the amounts owed.

E) LIPSA

i) Traffic Performance





ii) General Considerations

The project is located in the state of Michoacán, spans 21.389 kilometers, and has an operating history of 14 years.

During 1H26, LIPSA recorded a 3.8% decrease compared with 1H25, reflecting the impact of an alternative toll-free route that diverted part of the corridor's traffic. Despite this, traffic showed a positive trend compared with 1Q26. Based on this performance, the downward traffic trend is expected to reverse by the end of 2026.

Efforts focused on operating efficiency and cost control, together with the toll rate adjustment implemented during the period, supported the asset's profitability, with the EBITDA margin expanding by 1.2 percentage points to 69.9%. In addition, discussions with the relevant authority remain ongoing to seek compensation for the identified loss of revenue and preserve the concession's economic balance.

ii) Cash Flows Statement ICASAL and LIPSA

Cash Waterfall
FEXI 21 - ICASAL & LIPSA

Macro	Units	1Q2025	2Q2025	3Q2025	4Q2025	1Q2026	2Q2026
Quarter		1Q	2Q	3Q	4Q	1Q	2Q
Period Days		90	91	92	92	90	91
Year		2025	2025	2025	2025	2026	2026
ICASAL							
Restricted Cash							
Operating Acounts - BoP	**$MXNmm**	**$70**	**$240**	**$233**	**$40**	**$55**	**$42**
(+) Availability Payment (net of VAT)[1]	$MXNmm	$358	$142	-	$55	$282	-
(+) Shadow Toll Revenue (net of VAT)[1]	$MXNmm	$39	$22	-	$0	$31	-
(+) Toll Revenues (net of VAT)	$MXNmm	$93	$99	$99	$94	$91	$102
(+) Other Revenues	$MXNmm	$1	$2	$1	$0	$1	$0
(+) Interest Income	$MXNmm	$2	$2	$1	$1	$1	$0
Total Revenues (a)	**$MXNmm**	**$494**	**$267**	**$101**	**$150**	**$406**	**$103**
(-) SICT Fee	$MXNmm	($2)	-	-	-	($2)	-
(-) Operation and Maintenance (net of VAT)	$MXNmm	($28)	($36)	($30)	($35)	($28)	($34)
(-) Major Maintenance (net of VAT)	$MXNmm	($24)	($28)	($18)	($16)	($0)	($4)
Total Expenses (b)	**$MXNmm**	**($54)**	**($64)**	**($49)**	**($51)**	**($31)**	**($38)**
EBITDA (c = a + b)[2]	**$MXNmm**	**$437**	**$201**	**$51**	**$98**	**$374**	**$65**
EBITDA Margin (c/a)	**%**	**89.0%**	**75.8%**	**51.4%**	**65.8%**	**92.4%**	**63.5%**
(-) Release to senior debt trust - Series A1 (i)	$MXNmm	($186)	($99)	($99)	($29)	($240)	-
(-) Release to senior debt trust - Series A2 (ii)	$MXNmm	($125)	($124)	($123)	($50)	($138)	($74)
(-/+) Other cash movements	$MXNmm	$42	$11	($23)	($6)	($10)	$5
Operating Accounts - EoP	**$MXNmm**	**$240**	**$233**	**$40**	**$55**	**$42**	**$38**
(+) Major Maintenance Account - EoP	$MXNmm	$24	$12	$10	$17	$28	$24
Total Restricted Cash	**$MXNmm**	**$265**	**$244**	**$50**	**$72**	**$70**	**$62**

[1] ICASAL currently operates under a Service Agreement with the government, pursuant to which the Company receives quarterly fixed (Availability) and variable (Shadow Toll) payments
[2] EBITDA figures do not consider interest income

LIPSA	Units	1Q2025	2Q2025	3Q2025	4Q2025	1Q2026	2Q2026
Restricted Cash							
Operating Acounts - BoP	**$MXNmm**	**$43**	**$40**	**$36**	**$40**	**$40**	**$36**
(+) Toll Revenues (net of VAT)	$MXNmm	$62	$60	$63	$54	$58	$64
(+) Other Revenues	$MXNmm	-	-	-	$0	$0	$0
(+) Interest Income	$MXNmm	$1	$1	$1	$0	$0	$0
Total Revenues (d)	**$MXNmm**	**$62**	**$61**	**$63**	**$55**	**$59**	**$65**
(-) SICT Fee	$MXNmm	($1)	-	-	-	($1)	-
(-) Operation and Maintenance (net of VAT)	$MXNmm	($11)	($17)	($12)	($14)	($16)	($17)
(-) Major Maintenance (net of VAT)	$MXNmm	($1)	($1)	($2)	($7)	($2)	($1)
Total Expenses (e)	**$MXNmm**	**($14)**	**($18)**	**($14)**	**($21)**	**($19)**	**($19)**
EBITDA (f = e + f)[3]	**$MXNmm**	**$48**	**$42**	**$48**	**$33**	**$40**	**$46**
EBITDA Margin (f/d)	**%**	**77.5%**	**69.5%**	**77.1%**	**60.9%**	**67.5%**	**71.1%**
(-) Release to senior debt trust - Series A2 (iii)	$MXNmm	($55)	($41)	($48)	($41)	($41)	($44)
(-/+) Other cash movements	$MXNmm	$3	($5)	$3	$7	($3)	$3
Operating Accounts - EoP	**$MXNmm**	**$40**	**$36**	**$40**	**$40**	**$36**	**$41**
(+) Major Maintenance Account - EoP	$MXNmm	$7	$11	$9	$2	$5	$3
Total Restricted Cash	**$MXNmm**	**$46**	**$48**	**$49**	**$41**	**$41**	**$44**

[3] EBITDA figures do not consider interest income

End

Cash Waterfall
FEXI 21 - ICASAL & LIPSA

Macro	Units	1Q2025	2Q2025	3Q2025	4Q2025	1Q2026	2Q2026
Quarter		1Q	2Q	3Q	4Q	1Q	2Q
Period Days		90	91	92	92	90	91
Year		2025	2025	2025	2025	2026	2026
Senior Debt Trust - Series A1							
Restricted Cash							
BoP Cash Balance	**$MXNmm**	**$16**	**$0**	**$101**	**$34**	**$63**	**$37**
(+) Funding from ICASAL (= i)	$MXNmm	$187	$99	$99	$29	$240	-
(+) Interest Income	$MXNmm	$1	$2	$2	$1	$1	$0
(-) Trust Expenses (net of VAT)	$MXNmm	($1)	($0)	($1)	($0)	($5)	($0)
Cash available for debt service (a)	**$MXNmm**	**$203**	**$101**	**$200**	**$63**	**$300**	**$37**
(-) Debt Service[1]	$MXNmm	($168)	-	($166)	-	($168)	-
(-/+) Debt Service Reserve Account Funding/ Releas	$MXNmm	-	-	-	-	-	-
Total debt flows (b)	**$MXNmm**	**($168)**	**-**	**($166)**	**-**	**($168)**	**-**
Cash after debt flows (c = a + b)	**$MXNmm**	**$35**	**$101**	**$34**	**$63**	**$131**	**$37**
(-) Release to subordianted debt trust (iv)	$MXNmm	($33)	-	-	($34)	($93)	-
(-/+) Other cash movements	$MXNmm	($1)	($0)	($0)	$34	($1)	($0)
EoP Cash Balance (t)	**$MXNmm**	**$0**	**$101**	**$34**	**$63**	**$37**	**$37**
(+) Debt Service Reserve Account - EoP	$MXNmm	$0	$0	$0	-	-	-
Total Restricted Cash - Series A1 (u)	**$MXNmm**	**$1**	**$101**	**$34**	**$63**	**$37**	**$37**

[1] Availability payments received from ICASAL constitute the sole source of payment for Series A1

Senior Debt Trust - Series A2							
Restricted Cash							
BoP Cash Balance	**$MXNmm**	**$175**	**$45**	**$211**	**$45**	**$138**	**$33**
(+) Funding from ICASAL & LIPSA (= ii + iii)	$MXNmm	$180	$164	$171	$91	$179	$115
(+) Interest Income	$MXNmm	$4	$3	$3	$3	$4	$3
(-) Trust Expenses (net of VAT)	$MXNmm	($1)	($0)	($1)	($1)	($1)	($1)
Cash available for debt service (d)	**$MXNmm**	**$358**	**$211**	**$384**	**$139**	**$320**	**$151**
(-) Debt Service	$MXNmm	($161)	-	($167)	-	($173)	-
(-/+) Debt Service Reserve Account Funding/ Releas	$MXNmm	-	-	-	-	-	-
Total debt flows (e)	**$MXNmm**	**($161)**	**-**	**($167)**	**-**	**($173)**	**-**
Cash after debt flows (f = d + e)	**$MXNmm**	**$196**	**$211**	**$218**	**$139**	**$147**	**$151**
(-) Release to subordianted debt trust (v)	$MXNmm	($151)	-	($172)	($0)	($113)	-
(-/+) Other cash movements	$MXNmm	($0)	($0)	($0)	($0)	($0)	($0)
EoP Cash Balance (v)	**$MXNmm**	**$45**	**$211**	**$45**	**$138**	**$33**	**$151**
(+) Debt Service Reserve Account - EoP	$MXNmm	$172	$176	$179	$180	$180	$180
Total Restricted Cash - Series A2 (w)	**$MXNmm**	**$217**	**$387**	**$224**	**$318**	**$213**	**$331**
Total Cash - Senior Debt Trust							
Other Accounts - EoP (x)	$MXNmm	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1
Total Cash Balance (y = u + w + x)	**$MXNmm**	**$218**	**$488**	**$259**	**$382**	**$251**	**$368**
Total Cash Balance [exc. Reserves] (z = t + v + x)	**$MXNmm**	**$45**	**$312**	**$79**	**$202**	**$71**	**$188**
End							

Cash Waterfall
FEXI 21 - ICASAL & LIPSA

Macro	Units	1Q2025	2Q2025	3Q2025	4Q2025	1Q2026	2Q2026
Quarter		1Q	2Q	3Q	4Q	1Q	2Q
Period Days		90	91	92	92	90	91
Year		2025	2025	2025	2025	2026	2026
Subordinated Debt Trust							
Restricted Cash							
BoP Cash Balance	**$MXNmm**	**$31**	**$29**	**$29**	**$29**	**$29**	**$29**
(+) Funding from senior debt trust (= iv + v)	$MXNmm	$185	-	$172	-	$207	-
(+) Interest Income	$MXNmm	$1	$1	$1	$0	$0	$0
(-) Trust Expenses (net of VAT)	$MXNmm	($1)	($1)	-	($0)	($2)	($0)
Cash available for debt service (a)	**$MXNmm**	**$215**	**$29**	**$201**	**$29**	**$234**	**$29**
(-) Debt Service	$MXNmm	($121)	-	($126)	-	($125)	-
(-/+) Debt Service Reserve Account Funding/ Releas	$MXNmm	($0)	-	$6	-	($2)	-
Total debt flows (b)	**$MXNmm**	**($121)**	**-**	**($120)**	**-**	**($126)**	**-**
Cash after debt flows (c = a + b)	**$MXNmm**	**$94**	**$29**	**$81**	**$29**	**$108**	**$29**
(-) Release to Cash and Equivalents (unrestricted) (u)	$MXNmm	($65)	-	($52)	-	($79)	-
(-/+) Other cash movements	$MXNmm	($0)	($0)	-	($0)	($0)	($0)
EoP Cash Balance (t)	**$MXNmm**	**$29**	**$29**	**$29**	**$29**	**$29**	**$29**
(+) Debt Service Reserve Account - EoP	$MXNmm	$128	$130	$126	$128	$131	$133
Total Restricted Cash	**$MXNmm**	**$157**	**$159**	**$155**	**$157**	**$160**	**$162**
Total Cash Balance [exc. Reserves] (u = t)	**$MXNmm**	**$29**	**$29**	**$29**	**$29**	**$29**	**$29**
Share of U							
Release to ICASAL [1] — 75%	$MXNmm	$49	-	$39	-	$59	-
Release to LIPSA [1] — 25%	$MXNmm	$16	-	$13	-	$20	-
Cash and Cash Equivalents - ICASAL							
Beginning of Period Balance	**$MXNmm**	**$112**	**$70**	**$75**	**$65**	**$58**	**$96**
(+) Funding from Restricted Cash	$MXNmm	$49	-	$39	-	$59	-
(+) Interest Income	$MXNmm	$2	$1	$1	$1	$1	$1
(-) Distributions to Shareholders	$MXNmm	($115)	-	($49)	-	-	-
(-) Other cash movements	$MXNmm	$23	$4	($2)	($8)	($22)	$19
Total Cash and Cash Equivalents	**$MXNmm**	**$70**	**$75**	**$65**	**$58**	**$96**	**$116**
Cash and Cash Equivalents - LIPSA							
Beginning of Period Balance	**$MXNmm**	**$47**	**$20**	**$20**	**$17**	**$18**	**$24**
(+) Funding from Restricted Cash	$MXNmm	$16	-	$13	-	$20	-
(+) Interest Income	$MXNmm	$1	$0	$0	$0	$0	$0
(-) Distributions to Shareholders	$MXNmm	($44)	-	($16)	-	-	-
(-) Other cash movements	$MXNmm	($0)	$0	($1)	$1	($13)	($20)
Total Cash and Cash Equivalents	**$MXNmm**	**$20**	**$20**	**$17**	**$18**	**$24**	**$4**
Total Cash Balance - All Trusts							
Restricted Cash - exc. Reserves							
(+) ICASAL	$MXNmm	$265	$244	$50	$72	$70	$62
(+) LIPSA	$MXNmm	$46	$48	$49	$41	$41	$44
(+) Senior Debt Trust	$MXNmm	$45	$312	$79	$202	$71	$188
(+) Subordianted Debt Trust	$MXNmm	$29	$29	$29	$29	$29	$29
Total Restricted Cash [exc. Reserves]	**$MXNmm**	**$385**	**$633**	**$208**	**$344**	**$210**	**$323**
Cash and Cash Equivalents	$MXNmm						
(+) Cash and Cash Equivalents - ICASAL (EoP)	$MXNmm	$70	$75	$65	$58	$96	$116
(+) Cash and Cash Equivalents - LIPSA (EoP)	$MXNmm	$20	$20	$17	$18	$24	$4
Total Cash Balance [exc. Reserves]	**$MXNmm**	**$475**	**$729**	**$290**	**$420**	**$330**	**$443**
Debt Service Reserve Accounts	$MXNmm						
(+) Debt Service Reserve Account - Series A1	$MXNmm	$0	$0	$0	-	-	-
(+) Debt Service Reserve Account - Series A2	$MXNmm	$172	$176	$179	$180	$180	$180
(+) Debt Service Reserve Account - Subordinated	$MXNmm	$128	$130	$126	$128	$131	$133
Total Cash Balance	**$MXNmm**	**$776**	**$1,035**	**$595**	**$728**	**$641**	**$756**
FEXI (@75.99% Equity Stake) [2]							
Distributions	$MXNmm	$121	-	$49	-	-	-
Total Cash	$MXNmm	$590	$786	$452	$553	$487	$575

[1] As established in the Joint Trust Agreement, 75% of all unrestricted cash must be released to ICASAL, with the remaining 25% allocated to LIPSA.
[2] FEXI held a 51% equity stake in the OVT portfolio until 4Q2023, when an additional 24.99% stake was acquired

End

F) TUCA

i) Cash Flow Statement TUCA

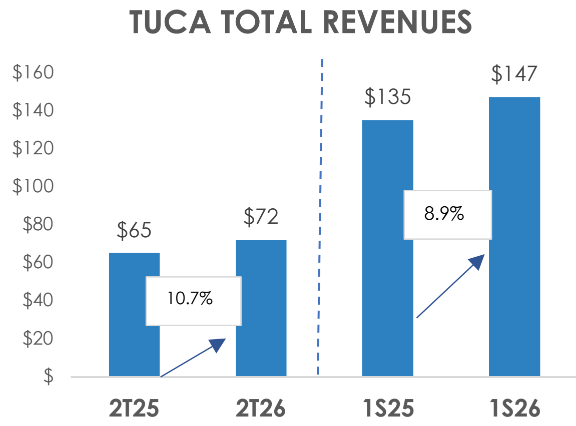
Cash Waterfall
FEXI 21 - TUCA

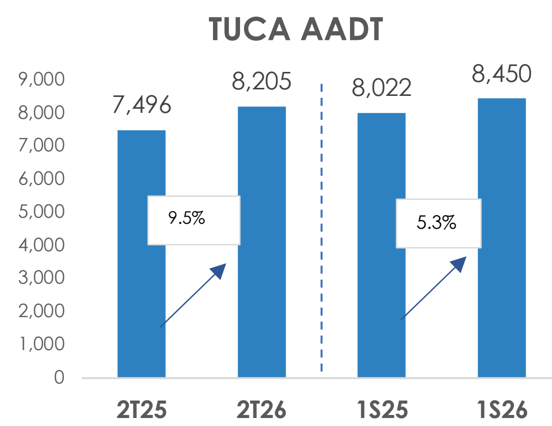
Macro	Units	1Q2025	2Q2025	3Q2025	4Q2025	1Q2026	2Q2026
Quarter		1Q	2Q	3Q	4Q	1Q	2Q
Period Days		90	91	92	92	90	90
Year		2025	2025	2025	2025	2026	2026
TUCA							
Restricted Cash							
Operating Acounts - BoP (a)	**$MXNmm**	**$194**	**$257**	**$4**	**$56**	**$19**	**$69**
(+) Toll Revenues (net of VAT)[1]	$MXNmm	$71	$65	$63	$74	$76	$73
(+) Other Revenues	$MXNmm	$0	$0	$1	$0	$1	-
(+) Interest Income	$MXNmm	$5	$6	$0	$1	$1	$1
Total Revenues (b)	**$MXNmm**	**$77**	**$71**	**$65**	**$75**	**$77**	**$74**
(-) SICT Fee	$MXNmm	($1)	-	-	-	($1)	-
(-) Operation and Maintenance (net of VAT)	$MXNmm	($14)	($25)	($14)	($18)	($26)	($15)
(-) Major Maintenance (net of VAT)	$MXNmm	($4)	($6)	($3)	($4)	($6)	($3)
Total Expenses (c)	**$MXNmm**	**($19)**	**($31)**	**($17)**	**($23)**	**($32)**	**($19)**
EBITDA (d = b + c)[2]	**$MXNmm**	**$53**	**$35**	**$48**	**$51**	**$44**	**$54**
EBITDA Margin (d/b)	**%**	**73.7%**	**52.9%**	**74.1%**	**69.5%**	**57.8%**	**74.0%**
Cash available for debt service (e = a + b + c)	**$MXNmm**	**$252**	**$297**	**$52**	**$108**	**$64**	**$124**
(-) Debt Service[3]	$MXNmm	-	($137)	-	($120)	-	($99)
(-/+) Debt Service Reserve Account Funding/ Release	$MXNmm	-	($163)	-	$37	-	$8
Total Debt Flows (f)	**$MXNmm**	**-**	**($300)**	**-**	**($83)**	**-**	**($90)**
Cash after debt flows (g = e + f)	**$MXNmm**	**$252**	**-$3**	**$52**	**$25**	**$64**	**$34**
(-) Release to Cash and Equivalents (unrestricted)	$MXNmm	-	-	-	-	-	-
(-) Other cash movements	$MXNmm	$5	$7	$4	($6)	$5	($7)
Operating Accounts - EoP (w)	**$MXNmm**	**$257**	**$4**	**$56**	**$19**	**$69**	**$27**
(+) Major Maintenance Account - EoP (x)	$MXNmm	$16	$9	$6	$13	$6	$14
(+) Debt Service Reserve Account - EoP	$MXNmm	$4	$168	$171	$137	$139	$132
Total Restricted Cash	**$MXNmm**	**$277**	**$180**	**$232**	**$169**	**$214**	**$173**
Cash and Cash Equivalents							
Beginning of Period Balance	**$MXNmm**	**$1**	**$1**	**$1**	**$1**	**$2**	**$1**
(+) Funding from Restricted Cash	$MXNmm	-	-	-	-	-	-
(+) Interest Income	$MXNmm	$0	$0	$0	$0	$0	$0
(-) Distributions to Shareholders	$MXNmm	-	-	-	-	-	-
(-) Other cash movements	$MXNmm	($0)	$0	($1)	$1	($1)	($0)
Total Cash and Cash Equivalents (y)	**$MXNmm**	**$1**	**$1**	**$1**	**$2**	**$1**	**$1**
Total Cash Balance	**$MXNmm**	**$278**	**$182**	**$233**	**$170**	**$215**	**$174**
Total Cash Balance [exc. Reserves] (z = w + x + y)	**$MXNmm**	**$274**	**$14**	**$62**	**$34**	**$76**	**$42**
FEXI (@75.99% Equity Stake)[4]							
Distributions	$MXNmm	-	-	-	-	-	-
Total Cash	$MXNmm	$211	$138	$177	$130	$163	$132

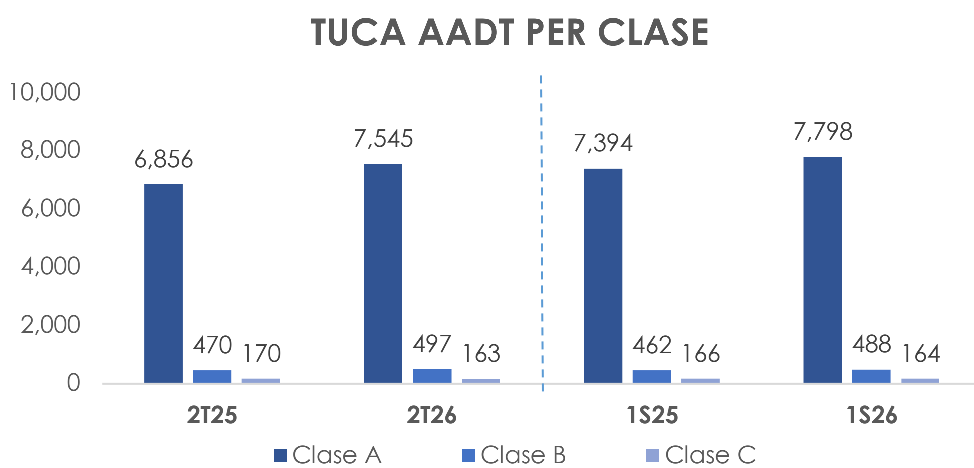
[1] TUCA was impacted by Hurricanes Otis (4Q 2023) and John (4Q 2024), resulting in the temporary suspension of toll charges, with toll collection reinstated in January 2024 (Otis) and November 2024 (John)
[2] EBITDA figures do not consider interest income
[3] As a result of Hurricane Otis, debt service for 2024 was funded from the Debt Service Reserve Account. As of the end of 3Q 2025, the Debt Service Reserve Account has been replenished to its required balance
[4] FEXI held a 51% equity stake in the OVT portfolio until 4Q2023, when an additional 24.99% stake was acquired

End

ii) Traffic Performance







iii) General Considerations

The project is located in the state of Guerrero, spans 5 kilometers, and has an operating history of 30 years.

During the first half of 2026, TUCA traffic increased by 5.3% compared with the same period of the previous year, supported by programs for Guerrero residents and discount schemes for taxi drivers and bus operators, which continued to expand use of the asset across the region.

Traffic performance was driven primarily by passenger vehicles (Class A), reflecting the expansion of the discount programs.

Total revenue reached $147 million pesos, an 8.9% increase compared with the same period of 2025. EBITDA rose from $96 million to $105 million pesos year over year.

The EBITDA margin remained stable at 70.9% during the first half of the year, reflecting revenue growth amid the commercial initiatives implemented at the asset.

ESG Indicators Information

As part of its commitment to sustainability best practices, FEXI21 published its Sustainability and Climate Report for fiscal year 2025, prepared in accordance with the S1 and S2 standards, available for review by the investing public at: https://www.bmv.com.mx/docs-pub/s1s2xbrl/s1s2xbrl_1560301_5073_2025_1.html

With this, the Company addresses the new disclosure requirements on the matter and responds to the growing interest of its investors, and it will continue to strengthen its sustainability analysis and reporting.

CALL DETAILS WITH INVESTORS

Date and time: Friday, July 31st, 2026, at 10:00 am (Mexico City time).
Register here: https://zoom.us/webinar/register/WN_P2A4P_SbQuKyhU_Zjs_hpA

RELEVANT EVENTS

- ***April 13th, 2026:*** FEXI21 announces debt financing
- ***April 16th, 2026:*** FEXI21 announces the successful closing of the CIBSA acquisition
- ***May 26th, 2026:*** Distribution Payment
- ***June 22nd, 2026:*** FEXI21 announces debt prepayment

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 F1, S.A.P.I. 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, FEXI21, 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.

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FINANCIAL STATEMENTS

Consolidated Statement of Income

From April 1 to June 30, 2025 and 2026

(In thousands of Mexican pesos)

Thousands of pesos		**2Q25**		**2Q26**
Revenue:				
Toll services	$	1,052,343	$	1,455,234
Financing income	$	80,697	$	59,372
Subsidy	$	1,153	$	1,194
Other income	$	16,392	$	31,490
Total Revenue	**$**	**1,150,585**	**$**	**1,547,290**
Costs and expenses for:				
Amortization of intangible assets by concession	$	407,395	$	471,542
Operation and maintenance of concession assets	$	219,382	$	309,725
Administrative and general expenses	$	36,847	$	51,934
Interest expense	$	595,521	$	752,990
Interest income	$	(78,124)	$	(89,145)
Foreign exchange gain (loss), net	$	71	$	11
Fair value gain	$	-	$	2,911
Total costs and expenses	**$**	**1,181,092**	**$**	**1,499,968**
Consolidated net income (loss) for the period	**$**	**(30,507)**	**$**	**47,322**
Revenue (Loss) attributable to:				
% of controlling interest				
Controlling interest	**$**	**(83,793)**	**$**	**(94,444)**
Non-controlling interest	**$**	**53,286**	**$**	**141,766**

Consolidated Statement of Income

From January 1 to June 30, 2025 and 2026

(In thousands of Mexican pesos)

Thousands of pesos		**1H25**		**1H26**
Revenue:				
Toll services	$	2,096,804	$	2,501,547
Financing income	$	163,519	$	118,435
Subsidy	$	2,306	$	2,388
Other income	$	29,311	$	43,927
Total Revenue	**$**	**2,291,940**	**$**	**2,666,297**
Costs and expenses for:				
Amortization of intangible assets by concession	$	814,788	$	884,913
Operation and maintenance of concession assets	$	431,631	$	519,562
Administrative and general expenses	$	85,152	$	98,756
Interest expense	$	1,240,084	$	1,221,667
Interest income	$	(148,351)	$	(153,272)
Foreign exchange gain (loss), net	$	71	$	110
Fair value gain	$	-	$	**2,911**
Total costs and expenses	**$**	**2,423,375**	**$**	**2,574,647**
Consolidated net income (loss) for the period	**$**	**(131,435)**	**$**	**91,650**
Revenue (Loss) attributable to:				
% of controlling interest				
Controlling interest	**$**	**(240,939)**	**$**	**(120,148)**
Non-controlling interest	**$**	**109,504**	**$**	**211,798**

Consolidated statement of financial position

As of December 31, 2025 and June 30, 2026
(In thousands of Mexican pesos)

ASSETS	Dec 31, 2025	Jun 30, 2026
Current assets		
Cash and cash equivalents	$1,576,547	$803,721
Restricted cash	$1,725,056	$1,802,519
Accounts receivable	$395,330	$453,841
Taxes recoverable and other	$255,328	$447,189
Financial assets under concession	$646,025	$646,025
TOTAL CURRENT ASSETS	**$4,598,286**	$4,153,295
Non-current assets		
Restricted cash	$330,943	$3,308,628
NC Concession Financial Assets	$1,962,180	$1,758,596
Intangible assets by concession	$38,427,957	$47,338,031
Other Assets (including Goodwill)	$-	$1,533,535
Fixed assets	$65,445	$72,855
TOTAL ASSETS N.C.	**$40,786,525**	**$54,011,645**
TOTAL ASSETS	**$45,384,811**	**$58,164,940**

LIABILITIES AND EQUITY	Dec 31, 2025	Jun 30, 2026
Short-term liabilities		
Short-term debt	$1,218,702	$1,331,095
Accounts payable and accrued short term liabilities including interest	$529,014	$901,970
TOTAL SHORT-TERM LIABILITIES	**$1,747,716**	**$2,233,065**
Long-term liabilities		
Long-term debt	$18,690,412	$23,282,820
Government Grants	$166,368	$163,980
Major maintenance provisions	$22,543	$43,775
Other long-term liabilities	$36,147	$257,911
TOTAL LONG-TERM LIABILITIES	**$18,915,470**	**$23,748,486**
TOTAL LIABILITIES	**$20,663,186**	**$25,981,551**
Equity		
Controlling interest	**$17,861,204**	**$19,484,159**
Non-controlling interest	**$6,860,421**	**$12,699,230**
TOTAL EQUITY	**$24,721,625**	**$32,183,389**
TOTAL LIABILITIES AND EQUITY	**$45,384,811**	**$58,164,940**

FEXI

Contact

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