



ALEATICA ANNOUNCES FIRST QUARTER 2024 RESULTS

Mexico City, April 26th, 2024 – Aleatica, S.A.B. de C.V. (“Aleatica” or “the Entity”) (BMV: ALEATIC), one of the largest operators of transportation infrastructure concessions in the private sector, announced today its unaudited results for the first quarter of 2024 (“1Q24”).

OPERATING DATA FOR TOLL ROAD CONCESSIONS

The following table shows the operating results corresponding to the Average Daily Traffic and Average Toll Tariff of Aleatica’s concessions for the first quarter of 2024 compared to the operating results from the same period in 2023.

Operating Data			
	1Q24	1Q23	Variation %
Average Daily Traffic:			
Circuito Exterior Mexiquense ⁽¹⁾	481,934	454,789	6.0%
Viaducto Bicentenario ⁽²⁾	32,477	32,551	-0.2%
Amozoc-Perote ⁽¹⁾	52,882	46,449	13.9%
Autopista Urbana Norte ⁽²⁾	56,137	55,222	1.7%
Supervia Poniente ⁽¹⁾	45,858	44,510	3.0%
Viaducto Elevado Luis Cabrera ⁽¹⁾	33,006	31,782	3.9%
Libramiento Elevado de Puebla ⁽¹⁾	33,618	32,460	3.6%
Average Toll Tariff:			
Circuito Exterior Mexiquense ⁽³⁾	48.53	45.60	6.4%
Viaducto Bicentenario ⁽⁴⁾	39.59	37.09	6.8%
Amozoc-Perote ⁽³⁾	91.15	83.52	9.1%
Autopista Urbana Norte ⁽⁴⁾	47.54	42.19	12.7%
Supervia Poniente ⁽³⁾	56.98	53.87	5.8%
Viaducto Elevado Luis Cabrera ⁽³⁾	19.55	18.64	4.9%
Libramiento Elevado de Puebla ⁽³⁾	65.80	61.32	7.3%

(1) Average Equivalent Daily Traffic			
(2) Average Daily Intensity (“ADI”)			
(3) Average Equivalent Tariff by Vehicle			
(4) Average Vehicle Tariff			

- (1) Average Equivalent Daily Traffic- the average daily traffic equivalent is the result of dividing the period’s accumulated number of vehicle equivalents (per month or year) by the corresponding number of days in the month (monthly) or by 365 days (annually).
- (2) Average Daily Intensity (“ADI”) – the daily average intensity of vehicles that measures traffic at some of the Entity’s Concessions and is defined as the total kilometers traveled daily by highway users divided by the total kilometers of the highway in operation. This average represents the number of users that hypothetically traveled the total number of kilometers of the highway in operation.
- (3) Average Equivalent Tariff by Vehicle – Calculated by dividing Toll Road Revenues for the period by Average Equivalent Daily Traffic and multiplying that by the number of days in the period.
- (4) Average Vehicle Tariff – Calculated by dividing toll road revenues by the total number of vehicles for the period.

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FINANCIAL RESULTS

The following tables summarize the consolidated financial and operating results for the indicated periods. These show the results of The Entity's operations for Tolls, Construction, Management and Operations, and Major Maintenance.

REVENUES

The Entity's revenues are generated mainly from Toll operations, but it also registers revenues related to construction projects and services.

Toll road revenues

Toll revenues in our Concessions are recognized when the services are provided, determined by traffic in each Concession.

Construction revenues

Construction revenues are recognized according to the level of completion methodology, under which revenues are identified with the costs incurred to reach the Concession's stages of completion. This results in recording both revenues and costs attributable to the portion of completed work at the end of each year.

For the construction of the roads under concession, the Entity and its subsidiaries usually subcontract related parties or independent construction companies. Under such subcontract agreements, the construction companies are responsible for the execution, completion, and quality of the works. The contract prices for subcontractors are defined by market prices, which is why a margin for these works is not recognized within the income statement. The subcontracting of construction companies does not exempt the Entity from the obligations acquired in its concession titles. Whenever the Entity executes construction projects directly, construction profit margins are recognized.

Revenue Breakdown			
(Thousands of Pesos)	1Q24	1Q23	Variation %
Toll road revenues:			
Circuito Exterior Mexiquense	2,128,337	1,864,346	14.2%
Viaducto Bicentenario	320,007	300,378	6.5%
Amozoc-Perote	438,569	349,183	25.6%
Autopista Urbana Norte	408,649	358,873	13.9%
Total	3,295,562	2,872,780	14.7%
Construction revenues:			
Circuito Exterior Mexiquense	2,429	590	n/a
Viaducto Bicentenario	1,330	-	n/a
Autopista Urbana Norte	282	70	n/a
Atizapan-Atlacomulco	80,181	33,347	n/a
Total	84,222	34,007	n/a
Service revenues and others	64,321	47,116	36.5%
Total Revenues	3,444,105	2,953,903	16.6%



EBITDA

The Entity defines EBITDA from Toll Road as the difference between the Toll Road Revenues minus operating costs and expenses minus Major Maintenance provisions.

The following table shows the Entity's EBITDA for the quarter by Concession:

EBITDA Breakdown			
(Thousands of Pesos)	1Q24	1Q23	Variation %
EBITDA from Toll road:			
Circuito Exterior Mexiquense	1,666,184	1,453,349	14.6%
Viaducto Bicentenario	155,504	208,072	-25.3%
Amozoc-Perote	267,853	177,256	n/a
Autopista Urbana Norte	313,403	214,707	46.0%
Total	2,402,944	2,053,384	17.0%
EBITDA from Services, general and administrative expenses and others:			
	123,164	85,148	n/a
Total EBITDA	2,526,108	2,138,532	18.1%
EBITDA Margin	73.3%	72.4%	

COSTS AND EXPENSES

The Entity's main costs and expenses include all aspects related to its toll road operations, construction costs (mainly Circuito Exterior Mexiquense) during the period, and major maintenance provisions. The major maintenance provisions are calculated considering the estimated cost of the following major maintenance requirement since the last work performed to comply with contractual obligations that require the Entity to return the infrastructure assets to the government in optimal working conditions at the end of the concession term.

Costs and operating expenses breakdown			
(Thousands of Pesos)	1Q24	1Q23	Variation %
Construction costs	84,222	34,007	n/a
Costs and operating expenses	435,306	385,083	13.0%
Major maintenance	254,676	269,390	-5.5%
Amortization of investment in concessions, right-of-use asset and depreciation	561,111	501,950	11.8%
General and administrative expenses	137,504	129,104	6.5%
Other expenses (incomes), net	6,289	(2,213)	n/a
Total Costs and operating expenses	1,479,108	1,317,321	12.3%



COMPREHENSIVE FINANCING RESULTS

The comprehensive financing results include mainly all costs and expenses related to the Entity's financing activities.

Financing cost

Financing costs consider all interests and other related expenses that the Concessions incurred and derived from the loans and funds obtained. These concepts are accounted for when the debt service is enforceable and payable.

In the cases of CIRCUITO EXTERIOR MEXIQUENSE, OPI and AUTOPISTA URBANA NORTE, the financing costs include the effects of the appraisal of the UDI during the period.

Financing income

Financing income considers the interests or financing gains received over the cash, cash equivalents, and trust fund balance.

Net Foreign Exchange Loss (Gain)

These amounts refer to the gain or losses derived from the monetary assets or liabilities in foreign currency recorded at the applicable exchange rate in effect at the transaction date.

Comprehensive Financing Cost			
(Thousands of Pesos)	1Q24	1Q23	Variation %
Financing cost:			
Circuito Exterior Mexiquense	913,426	874,149	4.5%
Viaducto Bicentenario	247,196	229,332	7.8%
Amozoc-Perote	15,796	61,803	-74.4%
Autopista Urbana Norte	245,982	229,376	7.2%
Organización de Proyectos de Infraestructura (OPI)	300,284	282,576	6.3%
Others	111,605	7,595	n/a
Total	1,834,289	1,684,831	8.9%
Financing Interest:	(430,258)	(468,537)	-8.2%
Foreign exchange (gain) loss, net	6,742	2,134	n/a
Effect on valuation of derivative financial instrumen	(13,222)	-	n/a
Total comprehensive financing cost	1,397,551	1,218,428	14.7%

INVESTMENT IN JOINT VENTURES

This result corresponds to the Entity's equity income from its 50% stake in companies associated with the Supervía Poniente Concession and the 51% stake in the Libramiento Elevado de Puebla Concession. These stakes are recognized in the Consolidated Statements of Income and Other Comprehensive Income in the row of Equity in income of joint ventures. In the following table, you can see the results for the period.

Participation in the results of joint ventures			
(Thousands of Pesos)	1Q24	1Q23	Variation %
Controladora Vía Rápida Poetas, S.A.P.I. de C. V. ("SVP")	17,530	15,036	16.6%
Libramiento Elevado de Puebla, S.A. de C.V. ("LEP")	(4,616)	(17,496)	-73.6%
Total	12,914	(2,460)	n/a



NET DEBT

The following table includes data per Concession regarding cash, cash equivalents, restricted cash, trust funds, short-term debt, and long-term debt. The total debt balance considers both bank loans and payable documents (securities and notes denominated in UDIS).

Net Debt at March 31st, 2024			
	MATURITIES OR AMORTIZATIONS DENOMINATED IN MEXICAN PESOS (Millions of Pesos)		
TYPE OF CREDIT / INSTITUTION	SHORT TERM	LONG TERM	TOTAL
Circuito Exterior Mexiquense			
UDI Senior Secured Notes	234.5	12,459.5	12,694.0
UDI Zero Coupon Senior Secured	-	2,321.0	2,321.0
Cetificates zero coupon	-	6,545.1	6,545.1
Simple credit	895.2	2,566.1	3,461.3
Cash, cash equivalents and restricted cash	(3,463.0)	(2,035.4)	(5,498.4)
	(2,333.3)	21,856.3	19,523.0
Viaducto Bicentenario			
Preferred Loan	93.3	1,322.2	1,415.5
Subordinated	34.8	4,377.5	4,412.3
Cash, cash equivalents and restricted cash	(363.9)	-	(363.9)
	(235.8)	5,699.7	5,463.9
Autopista Urbana Norte			
Preferred Loan	4,350.0	-	4,350.0
Preferred Loan UDIs	2,240.9	-	2,240.9
Cash, cash equivalents and restricted cash	(1,077.8)	-	(1,077.8)
	5,513.1	-	5,513.1
Atizapan-Atlacomulco			
Simple credit	-	586.2	586.2
Cash, cash equivalents and restricted cash	(832.0)	-	(832.0)
	(832.0)	586.2	(245.8)
Aleatica and others			
Simple credit	286.2	3,151.2	3,437.4
Cash, cash equivalents and restricted cash	(5,241.6)	(444.3)	(5,685.9)
	(4,955.4)	2,706.9	(2,248.5)
OPI			
Simple credit	180.0	2,028.3	2,208.3
Local Notes	356.4	4,737.4	5,093.8
Cash, cash equivalents and restricted cash	(756.4)	(1,202.8)	(1,959.2)
	(220.0)	5,562.9	5,342.9
Total	(3,063.4)	36,412.0	33,348.6

"This document consists of a version in Spanish and another in English. In case of any difference, the Spanish version will prevail."



CAPEX

The Entity recognizes the investments made in infrastructure projects under Interpretation No. 12 of the Interpretation Committee of the International Financial Reporting Standards "Services Concession Agreements" IFRIC 12 and CNBV guidelines (see Note "0" on Consolidated Financial Statements).

The investment in infrastructure projects for the period includes construction costs, right of way, financing costs, and preoperative expenses. The following table shows the detail by Concession:

CAPEX			
(Thousands of Pesos)	1Q24	1Q23	Variation %
Circuito Exterior Mexiquense	2,429	590	n/a
Viaducto Bicentenario	1,330	-	0.0%
Autopista Urbana Norte	282	70	n/a
Atizapán-Atzacmulco	80,181	33,347	n/a
Total	84,222	34,007	n/a

COMMENTS FROM THE CHIEF EXECUTIVE OFFICER

"During the first quarter (1Q24), most of our toll roads had strong operating performance and healthy traffic growth. Amozoc-Perote and Circuito Exterior Mexiquense stood out with year-on-year traffic growths of 13.9% and 6.0%, respectively. This led to toll revenue growth of 25.6% and 14.7% for them during the same period. With this, we achieved a 14.7% increase in consolidated toll revenues, as well as a 17% increase in consolidated toll revenue EBITDA vs. 1Q23," commented Rubén López, Chief Executive Officer of Aleatica S.A.B. de C.V.

RECENT EVENTS

CHANGES IN ORGANIZATIONAL STRUCTURE OF SUBSIDIARIES

Mexico City, April 1, 2024. Aleatica S.A.B. de C.V. ("Aleatica") (BMV: ALEATIC) informs the market the following change in the management team of its subsidiaries Viaducto Bicentenario, S.A. de C.V. ("VIADUCTO") and Autopista Urbana Norte, S.A. de C.V. ("AUNORTE"):

Effective April 1, 2024, the position of chief executive officer of VIADUCTO and AUNORTE will be occupied by Mr. Daniel Chávez Muñoz, who will be promoted to CEO in substitution of Mrs. Yunuen Alhelí López Barbosa.

Due to the interests of both parties and by mutual agreement, it has been decided to modify the leadership of VIADUCTO and AUNORTE, entrusting the role of chief executive officer of such subsidiaries to Mr. Daniel Chávez Muñoz.

Mr. Daniel Chávez Muñoz, who previously acted as head of the legal department of VIADUCTO and AUNORTE, holds a Law Degree from the Technological University of Mexico (Universidad Tecnológica de México) and has twenty years of experience in the legal area, including more than four years in the infrastructure sector.

Aleatica thanks Mrs. Yunuen Alhelí López Barbosa for the work carried out during her tenure and wishes Mr. Daniel Chávez Muñoz success in this new position.

ALEATICA PROVIDES ADDITIONAL INFORMATION ABOUT VIADUCTO BICENTENARIO

Mexico City, March 21, 2024. In connection with the journalistic articles and communications that have been issued in connection with the matters addressed in the relevant events dated January 5, 2024 and March 13, 2024, regarding the concession title granted by the State of Mexico to Viaducto Bicentenario, S.A. de C.V. and,



in line with its transparency policy, Aleatica, S.A.B. de C.V. (BMV: ALEATIC) hereby informs that it has made available to the general investing public certain information related to such concession title:

The Viaducto Bicentenario is an elevated road that was built thanks to the investment of the Concessionaire, under the concession that was granted by the government of the State of Mexico almost 16 years ago. This elevated road coexists with – and has allowed the improvement of – free traffic in the sections of the Periférico Norte and the Mexico-Querétaro highway that run underneath, which have not been affected in any way.

Thus, the Viaducto Bicentenario is an elevated road independent of the different roads that pass underneath, which are toll-free and continue to be operated and maintained by the State of Mexico, since the section that includes these roads was transferred by the Federation to the State of Mexico since 1983.

A very well-known, public, and competitive tender

The tender that resulted in the concession for the construction and operation of the Viaducto Bicentenario was widely publicized, attracting a significant volume of coverage and scrutiny by the local and national press. It was also verifiably competitive, registering a large group of interested companies and consortia. Specifically, more than 15 consortia/companies applied for the tender and 3 were considered finalists. The winning company offered to build, finance, develop, and operate the Viaducto Bicentenario in exchange for a significantly lower rate of return on its investment than the rates requested by the other finalists.

A tender without non-conformities or questioning of validity

In this context, it is particularly revealing that during the bidding process, no challenges were raised, neither by the federal authorities nor by any of the competitors. In addition, during the almost 16 years of the existence of the Concession Title, no authority, federal or state, has determined or resolved any situation that affects its validity or legality.

This has been validated by the Federal Government itself. Specifically, the Ministry of Infrastructure, Communications and Transportation of the Federal Government (SICT) through an official letter (Oficio) dated June 19, 2023, reiterated that:

“the Viaducto Bicentenario is a communication route built under a Concession Title granted by the Government of the State of Mexico, which is regulated in accordance with the conditions of the legislation of said entity and the provisions of the Concession itself.”

A concession in force, in order and voluntarily transparent

Thus, the Viaducto Bicentenario Concession is in force and in order, without any indication of non-compliance by the State of Mexico. The Concession Title, its annexes and amendments, were voluntarily published in [2019] by the Concessionaire and are available in <https://www.viaductobicentenario.com.mx/transparencia/>

Further information: additional information on the validity of the Concession Title.

The facts are sufficient to unequivocally establish the validity and in-force status of the Viaducto Bicentenario Concession Title. However, in line with its commitment to transparency, Aleatica offers 7 facts that provide further background on the origin and validity of the Concession Title.

7 facts provide references to the origin and validity of the Concession Title

A public tender. The call for tender for the Viaducto Bicentenario was launched in 2007 by the State of Mexico, widely publicized by local and national media.

– On October 23, 2007, the government of the State of Mexico launched the call for public tender SCEM-CCA-01-07 to develop and operate an elevated road in the Manuel Ávila Camacho Peripheral sections, from Toreo de Cuatro Caminos, in Naucalpan, to Valle Dorado, in Tlalnepantla (km 23+000 of the Mexico-Querétaro Highway) and from Km 23+000 to 44+000 of the Mexico Querétaro highway in Tepetzotlán (Tepalcapa). In addition to its



publication in the Government Gazette of the State of Mexico, the announcement was covered by multiple national and local media outlets (Annex 1).

A competitive tender. More than 15 companies acquired the bidding process documents. After a series of meetings in which these companies discussed the terms of reference, in the presence of the president of the College of Civil Engineers of the State of Mexico in his capacity as a citizen observer, and a notary public, three companies — Promotora Del Desarrollo De América Latina, S.A. de C.V. (IDEAL), OHL Concesiones México, S.A. de C.V. and Controladora de Operaciones de Infraestructuras, S.A. de C.V (Conoisa) — submitted both technical and economic proposals.

– The winning bid scored the highest of the three bidders, with 70.5 points. The winning bid offered the lowest toll rate, lowest investment requirements, an advanced construction process, a respectful and safe conceptual design, as well as an efficient toll system (Annex 2).

The award was given to the winning bid. On May 7, 2008, the Government of the State of Mexico granted Viaducto Bicentenario S.A. de C.V. the Concession Title for the construction, exploitation, operation, conservation and maintenance of an elevated road currently known as the Viaducto Bicentenario (Annex 3).

– The concession was granted to build a road that did not exist before. The Viaducto Bicentenario was not built first and then concessioned. This elevated road did not exist before the granting of the Concession Title. Thanks to the concession, it was possible to develop, build and finance the elevated road, which today is key to promoting mobility in the State of Mexico.

– The granting of the Concession Title and the construction of the Viaducto Bicentenario contributed to alleviating traffic on the various roads that pass underneath – specifically, a portion of the Periférico Norte and the Mexico-Querétaro highway – by providing an alternative route.

A widely recognized concession. Since its granting, different federal, state and municipal institutions and authorities have validated and recognized the validity of the Concession Title:

– National Bank of Public Works and Services (Banobras): in the granting of loans to the concessionaire for the construction of the Viaducto Bicentenario for a total amount of 5,500 million pesos. These loans have to be repaid by Viaducto Bicentenario before 2035.

– Federal Roads and Bridges (CAPUFE): for the approval of road closures required for the construction of the Viaducto Bicentenario.

– Municipal and federal authorities: for traffic agreements.

– Government of Mexico City: to facilitate the interconnection of the Viaducto Bicentenario with its road infrastructure.

– SICT: In response to the requirements of federal authorities regarding the validity of the Concession Title, SICT expressly stated that it is valid.

A concession that required an investment of billions of pesos from the concessionaire to build and develop the road. The Viaducto Bicentenario is a private investment made by the Concessionaire, amounting to more than 11,750 million pesos (with numbers at the end of 2020), whose phases one and two came into operation between 2009 and 2014. As a result of this investment, the Government of the State of Mexico will receive, at the end of the Concession period, an infrastructure asset valued at no less than 11,883 million pesos without having had to spend a single peso for its construction, operation and maintenance costs during the term of the concession. In addition, the Government of the State of Mexico received from the concessionaire, as initial consideration, the amount of \$750 million pesos.

A concession that has not yet paid dividends. To date, all the revenues generated by the toll of the Viaducto Bicentenario project have been used to pay the operating and maintenance costs of the road, as well as to pay



the loans obtained for its construction, including those granted by Banobras. To date, the concessionaire Viaducto Bicentenario has not received any profit due to the operation of this elevated road.

A Concession Title without any challenges of invalidity by the competent authority. On the contrary, the validity of the Concession Title has been recognized by the SICT on multiple occasions during the current administration of the Federal Government, confirming that it has had full legal effects since its inception.

October 2020: the Ministry of Communications and Transport and the Government of the State of Mexico signed an agreement that reasserts the legality of the Viaducto Bicentenario, "recognizing both parties the validity and legality of (...) the granting of the Concession Title for the Construction, Exploitation, Operation, Conservation and Maintenance of the Bicentennial Viaduct". The Agreement was published both in the Gazette of the Government of the State of Mexico, and in the Official Gazette of the Federation on October 23 and 27, 2020.

June 2023. Derived from a request from the Attorney General's Office, the SICT issued official letter no. 3.4 in case UEIDFF-7-091/2023, derived from the Investigation Folder FED/FECOC/UEIDCSPCAJ-CDMX/0000979/2022, dated June 19, 2023, where the SICT reiterated that "the Viaducto Bicentenario is a communication road built under the Concession Title granted by the Government of the State of Mexico, which is regulated in accordance with the conditions of the legislation of that entity and the provisions of the Concession itself." Specifically, the letter pointed out that:

- On May 26, 1983, the Federal Government handed over the Ceylan-Vallejo branch line (which includes the sections on which the Viaducto Bicentenario was built) by CAPUFE to the State of Mexico, according to the official minutes;
- On May 7, 2008, the Government of the State of Mexico granted Viaducto Bicentenario S.A. de C.V. a concession to build, exploit, operate, conserve and maintain an elevated road in the Periférico Manuel Ávila Camacho sections from the Toreo de 4 caminos to Valle Dorado;
- Since September 2009, pursuant to the Concession Title, Viaducto Bicentenario S.A. de C.V. assumed responsibility for operating, conserving and maintaining the elevated road;
- The cost of construction of the Viaducto Bicentenario was not borne by the federal government but by the concessionaire and has improved mobility in the area.

1. <https://legislacion.edomex.gob.mx/sites/legislacion.edomex.gob.mx/files/files/pdf/gct/2007/oct234.pdf>
2. <https://saascaem.edomex.gob.mx/sites/saascaem.edomex.gob.mx/files/files/Viaducto%20elevado.pdf>
3. <https://www.viaductobicentenario.com.mx/wp-content/uploads/2022/04/TITULO-DE-CONSESION-VEB-SM.pdf>
4. Official Letter of the SICT no. 3.4 in case UEIDFF-7-091/2023, derived from the Investigation Folder FED/FECOC/UEIDCSPCAJ-CDMX/0000979/2022, of June 19, 2023.

ALEATICA UPDATES INFORMATION ABOUT CRIMINAL PROCEEDING

Mexico City, March 13, 2024. Following up on the relevant event dated January 5, 2024, with respect to the federal criminal proceeding against the Chief Executive Officer of Aleatica, S.A.B. de C.V. (BMV: ALEATIC) ("Aleatica" and/or "the Company") and other individuals (the "Proceeding"), the Company hereby informs the market of the following:

Today the initial hearing of the Proceeding held before the Federal Control Judge was finalized in connection with the case brought by Federal Prosecutor's Office ("FGR") related to the allegedly illegal exploitation of the Viaducto Bicentenario. The Judge decided that no criminal conduct exists, and consequently ordered the dismissal of the case with prejudice (sobresimiento), which precludes the FGR continuing with the same.



The concession title granted by the State of Mexico to Viaducto Bicentenario, S.A. de C.V., subsidiary of the Company, was granted as a result of a competitive tender process, is valid, remains in full force and effect and its validity has not been legally questioned in any administrative proceeding by a competent authority.

COMPLIANCE WITH CNBV'S RULING

Mexico City, March 5, 2024. In connection with the relevant events dated February 25, 2021, April 9, 2021, April 12, 2021, April 12, 2023, June 1, 2023, August 25, 2023, August 29, 2023, December 14, 2023, January 26, 2024, February 22, 2024 and February 27, 2024, Aleatica, S.A.B. de C.V. (BMV: "ALEATIC") hereby informs that today, within the provided timeframe (including the extension granted), Organización de Proyectos de Infraestructura, S.A.P.I. de C.V. ("OPI") complied with the administrative ruling dated December 14, 2023 (the "Ruling") issued by the National Banking and Securities Commission (Comisión Nacional Bancaria y de Valores) (the "CNBV").

As part of the compliance with the Ruling, OPI restated and filed, through the CNBV and Mexican Stock Exchange systems, its financial statements for the years 2019, 2020, 2021 and 2022, as well as the quarterly and annual reports corresponding to said years and the quarterly reports for the first three quarters of 2023.

OPI PUBLISHED ITS QUARTERLY FINANCIAL INFORMATION (4Q 2023) IN COMPLIANCE WITH CNBV'S RULING

Mexico City, February 27, 2024. In connection with the relevant events dated February 25, 2021, April 9, 2021, April 12, 2021, April 12, 2023, June 1, 2023, August 25, 2023, August 29, 2023, December 14, 2023, January 26, 2024 and February 22, 2024, by means of which Aleatica, S.A.B. de C.V. (the "Company") (BMV: "ALEATIC") informed the market about certain matters related to the corrective measures ordered by the National Banking and Securities Commission (Comisión Nacional Bancaria y de Valores) (the "CNBV") to the Company and to the group companies: Organización de Proyectos de Infraestructura, S.A.P.I. de C.V. ("OPI") and Concesionaria Mexiquense, S.A. de C.V. through the official communications dated February 24, 2021 (the "Communications") and the judicial proceedings in connection with the Official Communications, the Company hereby informs:

As communicated through relevant event dated December 14, 2023, the CNBV notified OPI an administrative ruling by which, among other matters, the CNBV abiding by the corresponding judicial ruling: (i) ordered OPI to restate and file, through the CNBV and the Mexican Stock Exchange systems, its financial statements for the years 2019, 2020, 2021 and 2022, as well as the quarterly and annual reports corresponding to said years; and (ii) determined that subsequent financial statements and reports of OPI must reflect the modifications ordered therein (the "Ruling").

In such regard, according to the applicable regulations, today OPI published its financial information corresponding to the fourth quarter of 2023, in compliance with the Ruling.

OPI will comply with the reissuance ordered in the Ruling within the term provided by the CNBV for said purpose, considering the extension that was granted.

ALEATICA REPORTS ON THE EXECUTION OF CONSTRUCTION CONTRACT

Mexico City, February 23, 2024. Aleatica, S.A.B. de C.V. (BMV: ALEATIC), in connection with (i) the project to design, build, equip, operate, manage, preserve and maintain the High-Specification (Altas Especificaciones) highway called "Atizapán - Atlacomulco" located in the State of Mexico (the "Project") operated by its subsidiary Concesionaria AT-AT, S.A. de C.V. ("AT-AT"); and (ii) the amendment agreement to the engineering, procurement and construction agreement dated September 15, 2020 entered into on February 6, 2024 by AT-AT and Latina México, S.A. de C.V. ("Latina") in connection with the Project, hereby informs the investing public that Latina entered into a construction agreement with Construcciones and Dragados del Sureste, S.A. de C.V. y Calzada Construcciones, S.A. de C.V. regarding certain segments of the Project. Such companies are subsidiaries of Grupo HYC, S.A. de C.V.

AMPARO RULING REGARDING CNBV'S CORRECTIVE MEASURES OFFICIAL COMMUNICATIONS



Mexico City, February 22, 2024. In connection with the relevant events dated February 25, 2021, April 9, 2021, April 12, 2021, April 12, 2023, June 1, 2023, August 25, 2023, August 29, 2023, December 14, 2023 and January 26, 2024, by means of which Aleatica, S.A.B. de C.V. ("Aleatica" or the "Company") (BMV: "ALEATIC") informed the market about matters related to the corrective measures ordered by the National Banking and Securities Commission (the "CNBV") to the Company and to the group companies: Organización de Proyectos de Infraestructura, S.A.P.I. de C.V. and Concesionaria Mexiquense, S.A. de C.V. through the official communications dated February 24, 2021 (the "Communications"), the filing of federal contentious administrative proceedings (the "Annulment Proceedings") against the Communications and the status of the ongoing judicial proceedings in connection with the Communications, the Company informs:

As it had been previously communicated, by ruling dated December 7, 2022, issued in the Annulment Proceeding filed by Aleatica, the Communication addressed to Aleatica was declared null and void; nonetheless, in order to obtain a broader annulment of the Communication, that covered the substance of the matters at hand, Aleatica filed an amparo directo.

Today Aleatica was notified of the favorable ruling issued in the referred amparo directo proceeding which grants Aleatica the requested amparo.

In its ruling, the Collegiate Tribunal resolved the substance of the matter and ordered the issuance of a new ruling in the Annulment Proceeding by which the CNBV is instructed to issue a new communication in which, considering that the recovery right included in the concession title is unconditional, among other things, declares that Aleatica cleared the corresponding observations and, thus, abstains from imposing corrective actions or measures.

In this regard, the Company highlights that the compliance of the amparo ruling by the involved authorities is still pending.

ALEATICA INFORMS ABOUT CERTAIN ADMINISTRATIVE PROCEDURE

Mexico City, February 16, 2024. Today, Concesionaria Mexiquense, S.A. de C.V., a subsidiary company of Aleatica, S.A.B. de C.V. ("Aleatica"), that holds the concession for the construction, management, operation, conservation and maintenance of the Eastern Highway System of the State of Mexico, dated February 25, 2003 (the "Concession Title") was summoned, as an interested third party, to the administrative contentious lawsuit with file number 1311/2023, before the Seventh Regional Chamber of the Administrative Justice Court of the State of Mexico, due to a lawsuit filed by Tecnología Aplicada Infraiber, S.A. de C.V. ("Infraiber"), against the Ministry of Mobility of the State of Mexico and the Sistema de Autopistas, Aeropuertos, Servicios Conexos y Auxiliares del Estado de México.

In such lawsuit Infraiber challenges the validity of the Seventh Amendment to the Concession Title, dated July 31, 2020 (the "Seventh Amendment"), specifically with respect to (i) the reiteration of the omission to recognize certain independent vehicle verification system and Infraiber; (ii) the reiteration of the extension of the term of the Concession Title to December 31, 2051; and (iii) the recognition of the investment provided for in the Seventh Amendment.

Aleatica believes that there are sufficient legal elements to oppose and successfully challenge this lawsuit.

FOLLOW-UP MORAL DAMAGE RULING

Mexico City, February 13, 2024. Following up on the relevant events published by Aleatica, S.A.B. de C.V. ("Aleatica" or the "Company") (BMV: "ALEATIC") on September 23, 2015, April 19, 2021, March 16, 2022, and January 25, 2024, related to the moral damages procedures filed by the Company referred to therein, the Company informs that:

Today a new ruling was issued, by which the Ninth Civil Chamber of the Superior Court of Justice of Mexico City sentences Tecnología Aplicada Infraiber, S.A. de C.V. ("Infraiber") to the remediation of the moral damage caused to Aleatica and its subsidiary Concesionaria Mexiquense, S.A. de C.V.



The ruling determines that Infraiber acted with effective malice. In other words, that Infraiber misinformed society and the investing public deliberately, knowing that its statements were false, with the intent to damage and discredit them.

The remediation for the moral damage consists of publishing the condemnatory ruling in the media outlets where Infraiber's false imputations have been disclosed, as well as the payment of an amount to be determined.

The ruling may be challenged through an amparo proceeding, in which case, we trust it would be confirmed.

The Company will continue implementing the necessary legal actions to defend its rights and fight the illegal smear campaign of Infraiber and its legal representative Paulo Díez, based on false statements.

ALEATICA REPORTS ON THE RESTRUCTURING OF THE FINANCING FOR THE ATIZAPÁN – ATLACOMULCO HIGHWAY.

Mexico City, February 6, 2024. Aleatica, S.A.B. de C.V. (BMV: ALEATIC) ("Aleatica"), informs the investing public that regarding its subsidiary Concesionaria AT-AT, S.A. de C.V. ("AT-AT"), on this date, AT-AT entered into (1) a certain restructure of its senior secured loan to increase the maximum available amount to be disbursed from \$5,310 million pesos to \$7,200 million pesos and to extend its maturity from 2027 to 2031, with Banco Santander México, S.A., Institución de Banca Múltiple, Grupo Financiero Santander México as agent and lender, and other lender institutions (the "Senior Loan"), and (2) a new VAT loan, to replace the previous VAT loan which was repaid, for an amount of up to \$2,214.3 million pesos, for a term of 4 years, with Banco Inbursa, S.A., Institución de Banca Múltiple, Grupo Financiero Inbursa and Banco Nacional de Obras y Servicios Públicos, Sociedad Nacional de Crédito, Institución de Banca de Desarrollo (the "VAT Loan").

The proceeds of the Senior Loan will be destined to finance, among others, the costs, expenses and investments required to design, build, equip, operate, exploit, preserve and maintain the High-Specification (Altas Especificaciones) highway operated by AT-AT, called "Atizapán – Atlacomulco" located in the State of Mexico (the "Project") and the proceeds of the VAT Loan will be used to finance or refinance the VAT derived in connection with the building and operation of the Project.

Also, Aleatica informs that today: (i) the amendment agreement to the engineering, procurement and construction agreement dated September 15, 2020 entered into on February 6, 2024 by AT-AT and Latina México, S.A. de C.V. ("Latina") in connection with the Project, and (ii) the construction contract entered into on December 18, 2023 by Latina and a consortium led by ICA Constructora, S.A. de C.V. regarding the first segments of the Project, became effective.

ALEATICA INFORMS ON THE EXECUTION OF THE SECOND AMENDMENT TO THE CONCESSION TITLE FOR THE CONSTRUCTION, EXPLOITATION, OPERATION, CONSERVATION AND MAINTENANCE OF THE "PUEBLA ELEVATED HIGHWAY (LIBRAMIENTO ELEVADO PUEBLA)".

Mexico City, February 1, 2024. In connection with the Concession Title for the construction, exploitation, operation, conservation and maintenance of the elevated viaduct under state jurisdiction over the Mexico-Puebla federal highway, with a length of 15.3 km, from km 114+000 to km 129+300, in the metropolitan area of Puebla (the "Libramiento Elevado Puebla"), dated August 18, 2014 (the "Concession Title"), granted by the Government of the State of Puebla, whose holder is Libramiento Elevado de Puebla, S.A. de C.V. (the "Concessionaire"), a subsidiary company of Aleatica, S.A.B. de C.V. ("Aleatica" or the "Company"), Aleatica informs the public that:

On this date, the Concessionaire and the Government of the State of Puebla executed the second amendment to the Concession Title (the "Second Amendment") which amendment provides for, among others, the construction of works built to the highest safety standards that will significantly improve the efficiency of vehicular flow and connectivity both in Puebla and in the center of the country, and will contribute to the creation of jobs in the region.



Specifically, the amendments approved under the Second Amendment include, among others, the following matters:

Construction of the Improvement and Interconnection Works. In order to meet the transportation needs in Puebla, the Second Amendment establishes the construction of certain "Improvement and Interconnection Works" for an estimated amount of 530 million pesos, consisting of two exits and one entry to the Libramiento Elevado Puebla that will provide better access to industrial zones, transit centers, and local roads. In addition, a one-time contribution of up to 45 million pesos and ongoing contributions of up to 5 million pesos per year from the Concessionaire were agreed upon for maintenance works on the road below the Libramiento Elevado Puebla.

Extension of the term of the Concession Title. The extension of the term of the Concession Title by 30 years in addition to the original term in order to acknowledge the impact of various additional investments made and to be made by the Concessionaire and facilitate the recovery of such investments, including the guaranteed rate of return.

The amendments to the Concession Title approved under the Second Amendment do not affect the Concessionaire's ability to fulfill its obligations under the Concession Title.

AMPARO RULING REGARDING CNBV'S CORRECTIVE MEASURES OFFICIAL COMMUNICATIONS

Mexico City, January 26, 2024. In connection with the relevant events dated February 25, 2021, April 9, 2021, April 12, 2021, April 12, 2023, June 1, 2023, August 25, 2023, August 29, 2023 and December 14, 2023, by means of which Aleatica, S.A.B. de C.V. ("Aleatica" or the "Company") (BMV: "ALEATIC") informed the market about matters related to the corrective measures ordered by the National Banking and Securities Commission (the "CNBV") to the Company and to the group companies: Organización de Proyectos de Infraestructura, S.A.P.I. de C.V. ("OPI") and Concesionaria Mexiquense, S.A. de C.V. ("CONMEX") through the official communications dated February 24, 2021 (the "Communications"), the filing of federal contentious administrative proceedings (the "Annulment Proceedings") against the Communications and the status of the ongoing judicial proceedings in connection with the Communications, the Company informs:

As it had been previously communicated, by ruling dated January 16, 2023, issued in the Annulment Proceeding filed by CONMEX, the Communication addressed to CONMEX was declared null and void; nonetheless, in order to obtain a broader annulment of the Communication, that covered the substance of the matters at hand, CONMEX filed an amparo directo.

Today CONMEX was notified of the favorable ruling issued in the referred amparo directo proceeding which grants CONMEX the requested amparo.

In its ruling, the Collegiate Tribunal resolved the substance of the matter and ordered the issuance of a new ruling in the Annulment Proceeding by which the CNBV is instructed to issue a new communication in which, considering that the recovery right included in the concession title is unconditional, among other things, declares that CONMEX cleared the corresponding observations and, thus, abstains from imposing corrective actions or measures.

In this regard, the Company highlights that: (i) the compliance of the amparo ruling by the involved authorities is still pending; and (ii) the amparo proceeding filed by Aleatica on this same matter is still pending to be resolved. The Company will be in a position to make a final decision with regards to the application of the related judicial and administrative rulings once the above occurs.

FOLLOW-UP MORAL DAMAGE RULING

Mexico City, January 25, 2024. Following up on the relevant events published by Aleatica, S.A.B. de C.V. ("Aleatica" or the "Company") (BMV: "ALEATIC") on September 23, 2015, April 19, 2021, and March 16, 2022, related to the moral damages procedures filed by the Company referred to therein, the Company informs that:



Today an amparo ruling was issued, by which the Fourteenth Collegiate Court of Civil Matters of the First Circuit ordered the Ninth Civil Chamber of the Superior Court of Justice of Mexico City to: (a) leave without effect the second stage ruling which content is described in the relevant event dated March 16, 2022; and (b) with full jurisdiction, issue a new ruling in which it must analyze the claims based on the Law of Civil Liability for the Protection of Private Life, Honor and Self-Image (Ley de Responsabilidad Civil para la Protección del Derecho a la Vida Privada, el Honor y la Propia Imagen) currently in force in Mexico City, considering that the plaintiffs (Aleatica and Concesionaria Mexiquense, S.A. de C.V.) are private persons with public projection.

The Company will continue implementing the necessary legal actions to defend its rights and fight the illegal smear campaign of Infraiber and its legal representative Paulo Díez, based on false statements.

The Viaducto Bicentenario is an elevated road that was built and is operated based on a concession granted by the government of the State of Mexico. The Viaducto Bicentenario Concession Title is in force and in order. In line with its commitment to transparency, Aleatica offers 7 facts that provide references to the origin and validity of the Concession Title.

Inicio – Press Releases – Aleatica’s stance regarding the Viaducto Bicentenario

Mexico City, March 21st, 2024.- The Viaducto Bicentenario is an elevated road that was built thanks to the investment of the Concessionaire, under the concession that was granted by the government of the State of Mexico almost 16 years ago. This elevated road coexists with – and has allowed the improvement of – free traffic in the sections of the Periférico Norte and the Mexico-Querétaro highway that run underneath, which have not been affected in any way.

Thus, the Viaducto Bicentenario is an elevated road independent of the different roads that pass underneath, which are toll-free and continue to be operated and maintained by the State of Mexico, since the section that includes these roads was transferred by the Federation to the State of Mexico since 1983.

A very well-known, public and competitive tender

The tender that resulted in the concession for the construction and operation of the Viaducto Bicentenario was widely publicized, attracting a significant volume of coverage and scrutiny by the local and national press. It was also verifiably competitive, registering a large group of interested companies and consortia. Specifically, more than 15 consortia/companies applied for the tender and 3 were considered finalists. The winning company offered to build, finance, develop, and operate the Viaducto Bicentenario in exchange for a significantly lower rate of return on its investment than the rates requested by the other finalists.

A tender without non-conformities or questioning of validity

In this context, it is particularly revealing that during the bidding process, no challenges were raised, neither by the federal authorities nor by any of the competitors. In addition, during the almost 16 years of the existence of the Concession Title, no authority, federal or state, has determined or resolved any situation that affects its validity or legality.

This has been validated by the Federal Government itself. Specifically, the Ministry of Infrastructure, Communications and Transportation of the Federal Government (SICT) through an official letter (Oficio) dated June 19, 2023, reiterated that:

“the Viaducto Bicentenario is a communication route built under a Concession Title granted by the Government of the State of Mexico, which is regulated in accordance with the conditions of the legislation of said entity and the provisions of the Concession itself.”

A concession in force, in order and voluntarily transparent

Thus, the Viaducto Bicentenario Concession is in force and in order, without any indication of non-compliance by the State of Mexico. The Concession Title, its annexes and amendments, were voluntarily published in [2019] by the Concessionaire and are available in <https://www.viaductobicentenario.com.mx/transparencia/>



Further information: additional information on the validity of the Concession Title.

The facts are sufficient to unequivocally establish the validity and in-force status of the Viaducto Bicentenario Concession Title. However, in line with its commitment to transparency, Aleatica offers 7 facts that provide further background on the origin and validity of the Concession Title.

7 facts provide references to the origin and validity of the Concession Title

A public tender. The call for tender for the Viaducto Bicentenario was launched in 2007 by the State of Mexico, widely publicized by local and national media.

On October 23, 2007, the government of the State of Mexico launched the call for public tender SCEM-CCA-01-07 to develop and operate an elevated road in the Manuel Ávila Camacho Peripheral sections, from Tereo de Cuatro Caminos, in Naucalpan, to Valle Dorado, in Tlalnepantla (km 23+000 of the Mexico-Querétaro Highway) and from Km 23+000 to 44+000 of the Mexico Querétaro highway in Tepotzotlán (Tepalcapa). In addition to its publication in the Government Gazette of the State of Mexico, the announcement was covered by multiple national and local media outlets (Annex 1).

A competitive tender. More than 15 companies acquired the bidding process documents. After a series of meetings in which these companies discussed the terms of reference, in the presence of the president of the College of Civil Engineers of the State of Mexico in his capacity as a citizen observer, and a notary public, three companies — Promotora Del Desarrollo De América Latina, S.A. de C.V. (IDEAL), OHL Concesiones México, S.A. de C.V. and Controladora de Operaciones de Infraestructuras, S.A. de C.V (Conoisa) — submitted both technical and economic proposals.

The winning bid scored the highest of the three bidders, with 70.5 points. The winning bid offered the lowest toll rate, lowest investment requirements, an advanced construction process, a respectful and safe conceptual design, as well as an efficient toll system (Annex 2).

The award was given to the winning bid. On May 7, 2008, the Government of the State of Mexico granted Viaducto Bicentenario S.A. de C.V. the Concession Title for the construction, exploitation, operation, conservation and maintenance of an elevated road currently known as the Viaducto Bicentenario (Annex 3).

The concession was granted to build a road that did not exist before. The Viaducto Bicentenario was not built first and then concessioned. This elevated road did not exist before the granting of the Concession Title. Thanks to the concession, it was possible to develop, build and finance the elevated road, which today is key to promoting mobility in the State of Mexico.

The granting of the Concession Title and the construction of the Viaducto Bicentenario contributed to alleviating traffic on the various roads that pass underneath – specifically, a portion of the Periférico Norte and the Mexico-Querétaro highway – by providing an alternative route.

A widely recognized concession. Since its granting, different federal, state and municipal institutions and authorities have validated and recognized the validity of the Concession Title:

- National Bank of Public Works and Services (Banobras): in the granting of loans to the concessionaire for the construction of the Viaducto Bicentenario for a total amount of 5,500 million pesos. These loans have to be repaid by Viaducto Bicentenario before 2035.

- Federal Roads and Bridges (CAPUFE): for the approval of road closures required for the construction of the Viaducto Bicentenario.

- Municipal and federal authorities: for traffic agreements.

- Government of Mexico City: to facilitate the interconnection of the Viaducto Bicentenario with its road infrastructure.



– SICT: In response to the requirements of federal authorities regarding the validity of the Concession Title, SICT expressly stated that it is valid.

A concession that required an investment of billions of pesos from the concessionaire to build and develop the road. The Viaducto Bicentenario is a private investment made by the Concessionaire, amounting to more than 11,750 million pesos (with numbers at the end of 2020), whose phases one and two came into operation between 2009 and 2014. As a result of this investment, the Government of the State of Mexico will receive, at the end of the Concession period, an infrastructure asset valued at no less than 11,883 million pesos without having had to spend a single peso for its construction, operation and maintenance costs during the term of the concession. In addition, the Government of the State of Mexico received from the concessionaire, as initial consideration, the amount of \$750 million pesos.

A concession that has not yet paid dividends. To date, all the revenues generated by the toll of the Viaducto Bicentenario project have been used to pay the operating and maintenance costs of the road, as well as to pay the loans obtained for its construction, including those granted by Banobras. To date, the concessionaire Viaducto Bicentenario has not received any profit due to the operation of this elevated road.

A Concession Title without any challenges of invalidity by the competent authority. On the contrary, the validity of the Concession Title has been recognized by the SICT on multiple occasions during the current administration of the Federal Government, confirming that it has had full legal effects since its inception.

October 2020: the Ministry of Communications and Transport and the Government of the State of Mexico signed an agreement that reasserts the legality of the Viaducto Bicentenario, "recognizing both parties the validity and legality of (...) the granting of the Concession Title for the Construction, Exploitation, Operation, Conservation and Maintenance of the Bicentennial Viaduct". The Agreement was published both in the Gazette of the Government of the State of Mexico, and in the Official Gazette of the Federation on October 23 and 27, 2020.

June 2023. Derived from a request from the Attorney General's Office, the SICT issued official letter no. 3.4 in case UEIDFF-7-091/2023, derived from the Investigation Folder FED/FECOC/UEIDCSPCAJ-CDMX/0000979/2022, dated June 19, 2023, where the SICT reiterated that "the Viaducto Bicentenario is a communication road built under the Concession Title granted by the Government of the State of Mexico, which is regulated in accordance with the conditions of the legislation of that entity and the provisions of the Concession itself." Specifically, the letter pointed out that:

On May 26, 1983, the Federal Government handed over the Ceylan-Vallejo branch line (which includes the sections on which the Viaducto Bicentenario was built) by CAPUFE to the State of Mexico, according to the official minutes;

On May 7, 2008, the Government of the State of Mexico granted Viaducto Bicentenario S.A. de C.V. a concession to build, exploit, operate, conserve and maintain an elevated road in the Periférico Manuel Ávila Camacho sections from the Toreo de 4 caminos to Valle Dorado;

Since September 2009, pursuant to the Concession Title, Viaducto Bicentenario S.A. de C.V. assumed responsibility for operating, conserving and maintaining the elevated road;

The cost of construction of the Viaducto Bicentenario was not borne by the federal government but by the concessionaire and has improved mobility in the area.

1. <https://legislacion.edomex.gob.mx/sites/legislacion.edomex.gob.mx/files/files/pdf/gct/2007/oct234.pdf>
2. <https://saascaem.edomex.gob.mx/sites/saascaem.edomex.gob.mx/files/files/Viaducto%20elevado.pdf>
3. <https://www.viaductobicentenario.com.mx/wp-content/uploads/2022/04/TITULO-DE-CONSESION-VEB-SM.pdf>
4. Official Letter of the SICT no. 3.4 in case UEIDFF-7-091/2023, derived from the Investigation Folder FED/FECOC/UEIDCSPCAJ-CDMX/0000979/2022, of June 19, 2023.



DISMISSAL OF AMPARO CLAIM IN CONNECTION WITH THE ACQUISITION OF ALEATICA'S SHARES THROUGH THE 2023 TO

Mexico City, January 22, 2024. Following up on relevant event dated October 30, 2023, Aleatica, S.A.B. de C.V. ("Aleatica") (BMV: "ALEATIC") hereby informs the market that:

By procedural ruling notified today, a Circuit Court dismissed the amparo claim filed by Tecnología Aplicada Infraiber, S.A. de C.V. ("Infraiber") against the authorization granted by the National Banking and Securities Commission (Comisión Nacional Bancaria y de Valores) for the conduction of the voluntary public tender offer for Aleatica's shares, launched by Aleatica, S.A.U. on August 30, 2023 (the "2023 TO").

This amparo adds to the list of unsuccessful legal actions by Infraiber against Aleatica, its controlling shareholders or its subsidiaries.

With this ruling, this amparo proceeding is definitively concluded without affecting the validity of the 2023 TO.

THE POTENTIAL DESLISTING TENDER OFFER

Mexico City, as of January 12, 2024. Aleatica S.A.B. de C.V. ("Aleatica" or the "Company") informs that:

On this date, the Board of Directors, the Corporate Practices Committee, and the Chief Executive Officer of the Company received an offer letter from Aleatica S.A.U. (the "Offeror"), as majority shareholder of the Company, informing of its intention to cause, through a general extraordinary shareholders meeting of the Company and any other required actions, the cancellation of the registration of the shares of the Company before the National Securities Registry (Registro Nacional de Valores) and their delisting from trading with the Mexican Stock Exchange (Bolsa Mexicana de Valores, S.A.B. de C.V.) (such cancellation and delisting, the "Cancellation and Delisting"), including the launching by the Offeror of the corresponding tender offer to acquire up to approximately 0.062% of the outstanding shares of the Company, which are those that are not already directly or indirectly owned by the Offeror, jointly with its affiliates (the "Potential Delisting Tender Offer").

In connection with the above, among others, the referenced offer letter states the following:

The Potential Delisting Tender Offer would be carried out pursuant to Article 108 of the Mexican Securities Market Law (Ley del Mercado de Valores; "LMV");

The Cancellation and Delisting, including the launch, and the terms and conditions, of the Potential Delisting Tender Offer will be subject to the authorization of the Mexican National Banking and Securities Commission (Comisión Nacional Bancaria y de Valores); and The main purpose of the Potential Delisting Tender Offer will be (i) for the Offeror to acquire the outstanding shares of the Company that are not already directly or indirectly owned by the Offeror, jointly with its affiliates; and (ii) for the Company to carry out the necessary actions for the Cancellation and Delisting. A copy of the offer letter is attached hereto as Exhibit "A".

In connection with the foregoing, upon launch of the Potential Delisting Tender Offer, the Board of Directors and the Corporate Practices Committee of the Company will carry-out the analysis process for the preparation and issuance, in terms of the LMV, of the opinion on the offer price and the conflicts that the Board of Directors' members may have in connection with the Potential Delisting Tender Offer.

The mentioned opinion: (i) will be disclosed to public investors on the tenth business day following the launch of the Potential Delisting Tender Offer at the latest; (ii) consider and include the relevant opinion of the Company's Corporate Practices Committee; and (iii) if applicable, may consider, include, and be based on the opinion of an independent expert which will be disclosed on the date in which the Board of Directors issues its opinion.

CHANGES IN ORGANIZATIONAL STRUCTURE OF SUBSIDIARIES



Mexico City, January 9, 2024. Aleatica S.A.B. de C.V. ("Aleatica" or the "Company") (BMV: ALEATIC) informs the market the following change in the organizational structure of its subsidiaries Organización de Proyectos de Infraestructura, S.A.P.I. de C.V. ("OPI") and Concesionaria Mexiquense, S.A. de C.V. ("CONMEX"):

Due to the interests of the parties, Mr. Orión Javier Madrigal Herrera, who currently acts as chief financial officer of OPI and CONMEX leaves his office, which, as of this date, will be occupied by Mr. Javier Alejandro Botello Monzón.

Mr. Orión Javier Madrigal Herrera satisfactorily acted as chief financial officer of OPI and CONMEX for 8 years and leaves this position to occupy the position of chief financial officer in Grupo Autopistas Nacionales, S.A., another company of the group, in line with his professional aspirations.

On the other hand, Mr. Javier Alejandro Botello Monzón has a degree in Economics from the Instituto Tecnológico y de Estudios Superiores de Monterrey, a MBA from EGADE, extensive experience in various industrial sectors and his most recent position was in the Biotechnology Research sector as Director of Finance for Latin America for more than 5 years.

ALEATICA RESPONDS TO PRESS REPORT

Mexico City, January 5, 2024. As a result of: (i) the press report published on January 5, 2024 in the newspaper "El Financiero", regarding a criminal proceeding related with the exploitation of the Viaducto Bicentenario by a subsidiary of Aleatica, S.A.B. de C.V. (BMV: ALEATIC) ("Aleatica") (the "Press Report"), and (ii) the communication received today from the Mexican Stock Exchange in which it requests to make the corresponding clarifications in such regard; Aleatica hereby informs the market of the following:

Neither Aleatica nor its subsidiary Viaducto Bicentenario, S.A. de C.V. ("VB") are a party to the proceeding mentioned above. Aleatica does not know the content nor the basis of the potential charges that are intended to be presented in such proceeding.

The case is being presented against Aleatica's Chief Executive Officer and other individuals, not against Aleatica or VB, therefore it was him who became aware of the existence of the proceeding mentioned above. However, he does not know yet the content nor the basis of the potential charges that are intended to be presented in such proceeding.

The concession title of Viaducto Bicentenario granted as a result of a competitive public tender process in favor of VB has been and is in force and in good standing since it was granted on May 7, 2008, as a result of a competitive tender process. In the more than 15 years that have elapsed since the concession title was granted, no competent authority, federal or state, has challenged its validity or legality.

On October 1st, 2020, the Ministry of Infrastructure, Communications and Transportation of the Federal Government signed an Agreement with the Government of the State of Mexico that, among other things, acknowledges the existence and validity of the Concession Title, which was published in the Gazette of the State of Mexico on October 23, 2020.

Aleatica and its executives will cooperate, as they have done in the past, with the judicial authorities in any matter related to the concession of the Viaducto Bicentenario.

ANALYST COVERAGE

Following the regulation of the B.M.V. Internal Rules article 4.033.01 Section VIII, Aleatica informs that Insight Investment Research currently has formal research coverage of the Entity.

Investor Relations

Aleatica is available to answer questions related to the information attached through the following contact information. Please direct your information requirements to our area of investor relations by email: inversionistas.mx@aleatica.com and by telephone: +52 (55) 5003-9552.



About the Entity

Aleatica, S.A.B. de C.V. is positioned as a relevant transport infrastructure operator in the industry within the metropolitan area of Mexico City, both for the number of concessions awarded and the miles of highways under management. Currently, Aleatica, S.A.B. de C.V. builds, manages, operates, and maintains 7 toll roads and one airport. The highway and related infrastructure concessions are located in urban areas with high vehicular traffic in Mexico City, the State of Mexico, and Puebla. In the airport sector, Aleatica has a stake in the Toluca Airport, a secondary serving airport to the Mexico City metropolitan area. For more information, visit our webpage, www.aleatica.com.

Disclaimer

This press release may contain forward-looking statements. These statements are not historical facts and are based on management's current view and estimates of future economic circumstances, industry conditions, Entity performance, and financial results. The words "anticipates," "believes," "estimates," "expects," "plans," and similar expressions, as they relate to the Entity, are intended to identify forward-looking statements. Statements regarding the activities, the projects, the financial condition, and/or the operating results of the Entity, as well as the implementation of principal operating and financing strategies and capital expenditure plans, the direction of future operations, and the factors or trends affecting financial condition, liquidity, or results of operations, are examples of forward-looking statements. Such statements reflect management's current views and are subject to several risks and uncertainties. There is no guarantee that the expected events, trends, or results will actually occur. The statements are based on many assumptions and factors, including general economic and market conditions, industry conditions, and operating factors. Any changes in such assumptions or factors could cause actual results to differ materially from current expectations. Furthermore, Aleatica, S.A.B. de C.V. is subject to various risks related to the Entity's principal business activities, the Entity's ability to invest capital and obtain financing for current and new concessions, Mexican government regulations, Mexican economic, political, and security risks, competition, market conditions as well as risks related to the Entity's controlling shareholder. For a complete description of the risks related explicitly to Aleatica, investors and analysts should consult Aleatica, S.A.B. de C.V.'s last Annual Report filed with the Mexican Bolsa.



Aleatica, S.A.B. de C.V. and Subsidiaries			
Unaudited Condensed Consolidated Interim Statements of Income and Other Comprehensive Income			
For the three-month periods ended March 31st, 2024 and 2023 (unaudited)			
(In thousands of pesos)			
	Three months ended		
	2024	2023	Variation %
Revenues:			
Tolls	3,295,562	2,872,780	14.7%
Construction Revenues	84,222	34,007	n/a
Service and other revenues	64,321	47,116	36.5%
	<u>3,444,105</u>	<u>2,953,903</u>	<u>16.6%</u>
Costs and Expenses:			
Costs of Construction	84,222	34,007	n/a
Costs and operating expenses	435,306	385,083	13.0%
Major maintenance	254,676	269,390	-5.5%
Amortization of investment in concessions, right-of-use asset and depreciation	561,111	501,950	11.8%
General and administrative expenses	137,504	129,104	6.5%
Other (incomes) expenses, net	6,289	(2,213)	n/a
	<u>1,479,108</u>	<u>1,317,321</u>	<u>12.3%</u>
Operating Income	1,964,997	1,636,582	20.1%
Financing costs	1,834,289	1,684,831	8.9%
Financing interest	(430,258)	(468,537)	-8.2%
Foreign exchange (gain) loss, net	6,742	2,134	n/a
Effect on valuation of derivative financial instruments	(13,222)	-	n/a
	<u>1,397,551</u>	<u>1,218,428</u>	<u>14.7%</u>
Participation in the results of joint ventures	12,914	(2,460)	n/a
Income (Loss) before income taxes	580,360	415,694	39.6%
Income Taxes	231,547	442,950	-47.7%
Consolidated net income (loss) for the period	348,813	(27,256)	n/a
Other components of comprehensive income, net of income taxes:			
Items that will be reclassified subsequently to profit or loss:			
Effect from the valuation of derivative financial instruments	(66,508)	(662)	n/a
Effect from deferred tax of derivative financial instruments	19,952	199	n/a
	<u>(46,556)</u>	<u>(463)</u>	<u>n/a</u>
Net consolidated comprehensive income (loss)	302,257	(27,719)	n/a
Net consolidated income (loss) for the period attributable to:			
Controlling interest	178,184	(61,629)	n/a
Non-controlling interest	170,629	34,373	n/a
	<u>348,813</u>	<u>(27,256)</u>	<u>n/a</u>
Net consolidated comprehensive income (loss) for the period attributable to:			
Controlling interest	136,282	(61,165)	n/a
Non-controlling interest	165,975	33,446	n/a
	<u>302,257</u>	<u>(27,719)</u>	<u>n/a</u>



Aleatica, S.A.B. de C.V. and Subsidiaries			
Unaudited Condensed Consolidated Interim Statements of Financial Position			
As of March 31st, 2024 (unaudited) and December 31st, 2023			
(In thousands of pesos)			
	March 31st, 2024	December 31st, 2023	Variation Mar-Dec %
ASSETS			
Current Assets:			
Cash, cash equivalents and trust funds	11,734,726	11,373,405	3.2%
Accounts receivable for services	772,361	616,546	25.3%
Due from related parties	76,109	70,013	8.7%
Recoverable taxes	1,350,041	904,045	49.3%
Other accounts receivable and other assets	1,982,591	537,198	n/a
Non-current assets held for sale	1,400,000	1,400,000	n/a
Total Current Assets	17,315,828	14,901,207	16.2%
Non-current assets:			
Long-term trust funds and cash restricted	3,682,450	4,060,157	-9.3%
Intangible asset from investment in concessions	109,514,015	109,429,793	0.1%
Amortization of intangible asset from investment in concessions	(23,160,661)	(22,628,750)	2.4%
Intangible asset from investment in concessions, net	86,353,354	86,801,043	-0.5%
Advances to suppliers for construction work	24,352	22,935	6.2%
Due from related parties	1,159,884	1,118,962	3.7%
Office furniture and equipment, net	133,043	134,249	-0.9%
Right-of-use asset, net	262,147	272,275	-3.7%
Derivative financial instruments	274,929	245,555	12.0%
Investment in shares in joint venture	2,044,442	2,054,029	-0.5%
Other assets, net	335,769	342,042	-1.8%
Total non-current assets	94,270,370	95,051,247	-0.8%
TOTAL ASSETS	111,586,198	109,952,454	1.5%
LIABILITIES AND SHAREHOLDERS' EQUITY			
Current Liabilities:			
Current portion of long-term debt	8,671,317	2,349,022	n/a
Leases, short-term	55,227	56,118	-1.6%
Trade accounts payable to suppliers, taxes payable and accrued expenses	3,507,888	3,290,735	6.6%
Provision for major maintenance	798,879	868,717	-8.0%
Accounts payable to related parties	21,461	34,069	-37.0%
Total Current Liabilities	13,054,772	6,598,661	97.8%
Non-current liabilities:			
Leases, long-term	276,177	285,593	-3.3%
Loans payable	40,094,507	45,564,825	-12.0%
Derivative financial instruments	42,487	-	n/a
Provision for major maintenance	810,229	664,530	21.9%
Employee benefits	161,822	160,217	1.0%
Consolidated income tax	222,462	158,299	40.5%
Deferred income taxes	2,910,649	2,809,493	3.6%
Total non-current liabilities	44,518,333	49,642,957	-10.3%
TOTAL LIABILITIES	57,573,105	56,241,618	2.4%
STOCKHOLDERS' EQUITY			
Common Stock	15,334,502	15,334,502	n/a
Additional paid-in capital and repurchase of shares	10,270,547	10,270,547	n/a
Retained earnings	17,232,909	17,054,725	1.0%
Effect on the valuation of derivative financial instruments	82,741	124,643	-33.6%
Effect for employee retirement benefit	(18,948)	(18,948)	0.0%
Controlling interest	42,901,751	42,765,469	0.3%
Non-controlling interest	11,111,342	10,945,367	1.5%
TOTAL STOCKHOLDERS' EQUITY	54,013,093	53,710,836	0.6%
TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	111,586,198	109,952,454	1.5%

"This document consists of a version in Spanish and another in English. In case of any difference, the Spanish version will prevail."



Aleatica, S.A.B. de C.V. and subsidiaries			
Unaudited condensed consolidated interim statements of cash flows			
For the three-month periods ended March 31st, 2024 and 2023 (unaudited)			
(In thousands of pesos)			
(Indirect Method)			
	2024	2023	Variation %
Cash flows from operating activities:			
Consolidated profit before income taxes	580,360	415,694	39.6%
Amortization of intangible assets from investment in concession, depreciation and amortization	544,740	484,632	12.4%
Amortization of right-of- use assets	16,371	17,318	-5.5%
Participation in the results of joint ventures	(12,914)	2,460	n/a
Provision for major maintenance	254,676	269,390	-5.5%
Interest income in joint ventures	(15,880)	(15,007)	5.8%
Accrued interest charged	1,834,289	1,684,831	8.9%
Valuation effects of Derivative financial instruments	(13,222)	-	n/a
	3,188,420	2,859,318	11.5%
(Increase) decrease:			
Accounts receivable for services	(140,363)	110,817	n/a
Due from and due to related parties, net	(43,747)	2,633	n/a
Due from and due to related parties, net	(445,996)	7,099	n/a
Recoverable taxes	(1,460,845)	(164,401)	n/a
Trade accounts payable to suppliers, taxes and accrued expenses	(124,756)	(274,522)	-54.6%
Major maintenance	(206,629)	(175,084)	18.0%
Employee benefits	1,606	4,629	-65.3%
Income taxes paid	(80,188)	(390,634)	n/a
Net cash flows generated by operating activities	687,502	1,979,855	-65.3%
Cash flows from investing activities:			
Acquisition of furniture and equipment and other assets	(5,349)	(8,693)	-38.5%
Investment in concessions and advance payment to work subcontractors	(125,813)	(40,053)	n/a
Dividends collected from joint venture	22,500	-	n/a
Net cash used in by investing activities	(108,662)	(48,746)	n/a
Cash flows from financing activities:			
Lease payments	(16,550)	(16,399)	0.9%
Loans paid to financial institutions	(515,234)	(400,451)	28.7%
Loans obtained from financial institutions	880,351	141,236	n/a
Interest paid	(943,793)	(902,610)	4.6%
Net cash flows used in financing activities	(595,226)	(1,178,224)	-49.5%
Net decrease in cash, cash equivalents and trust funds, short and long-term	(16,386)	752,885	n/a
Short and long-term cash, cash equivalents and trust funds at beginning of year	15,433,562	11,158,429	38.3%
Short and long-term cash, cash equivalents and trust funds at end of year	15,417,176	11,911,314	29.4%