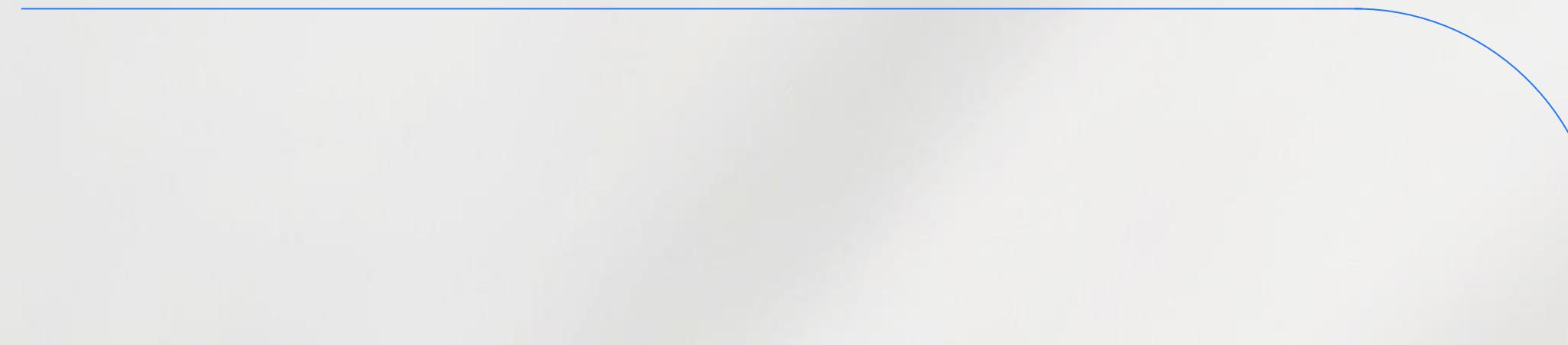


MOTAENGIL

INVESTOR PRESENTATION

FEBRUARY 2026

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MOTAENGIL

AT A GLANCE



What we do

Engineering and Construction



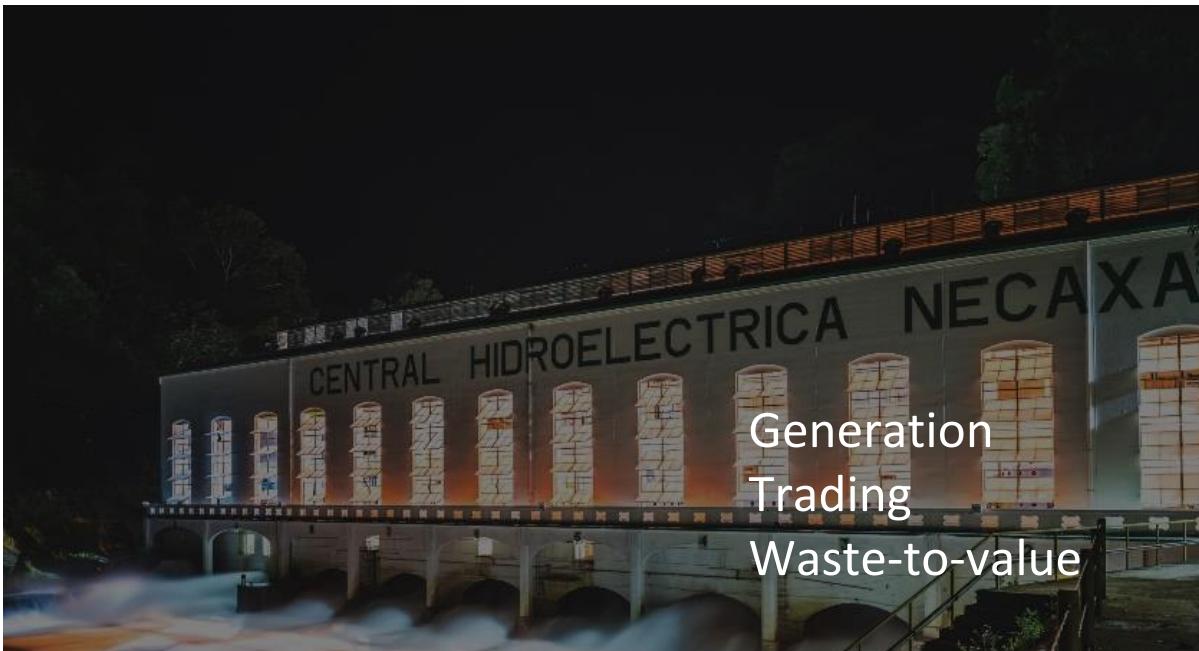
Mota-Engil Capital and Mext



Industrial Engineering



Energy



Environment

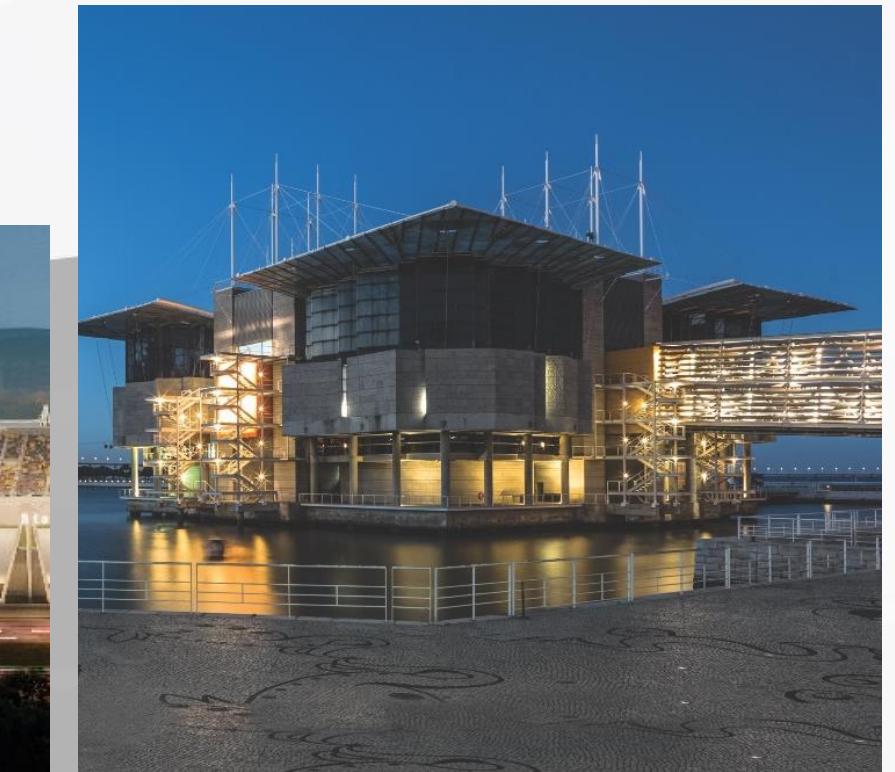


Concessions



Our World

3 continents | 23 countries



MOTA-ENGIL RECOGNITIONS

TOP 100 IN THE WORLD
#52 Global Powers of Construction 2024

Deloitte

TOP 15 IN EUROPE
#11 in the Top Global Contractors

THE TOP 250
TOP INTERNATIONAL CONTRACTORS OF THE WORLD

TOP 10 IN LATIN AMERICA
#2 in the region

THE TOP 250
TOP INTERNATIONAL CONTRACTORS OF THE WORLD

TOP 10 IN AFRICA
#6 in the region (#1 european)

THE TOP 250
TOP INTERNATIONAL CONTRACTORS OF THE WORLD

Past milestones

- **Mota & Cia was founded in 1946 by Manuel António da Mota in Portugal but with operations only in Angola**
- **The first 30 years, the Company worked only in Africa (First Contract in Portugal in 1975)**
- **In 1987, The Company became listed in the Lisbon Stock Exchange Market**
- **At the end of 90's, Mota-Engil expand its footprint in Central Europe (based in Poland) and Latam (Peru)**
- **In 2000, the Mota Family acquired Engil (a Portuguese construction company), merged with Mota & Cia and becomes leader in Portugal**
- **Diversification Strategy: Reinforcement in Waste Management (presence since 1995) with the acquisition in Portugal of EGF, the leader in Waste Treatment (2014) and the entrance in the Power Generation in Mexico with FÉNIX (2015) and Oil&Gas Maintenance Services in Brazil (2018)**
- **In May 2021 CCCC became a reference shareholder of the Company with a 32.4% stake**
- **In 2025 Mota-Engil achieved its highest rank position in the Industry: Europe (#11), Africa (#6) and Latam (#2)**

TOP 15 IN EUROPE
#11 in the Top
Global Contractors

**TOP 10 IN LATIN
AMERICA**
#2 in the region

TOP 10 IN AFRICA
#6 in the region
(#1 European)

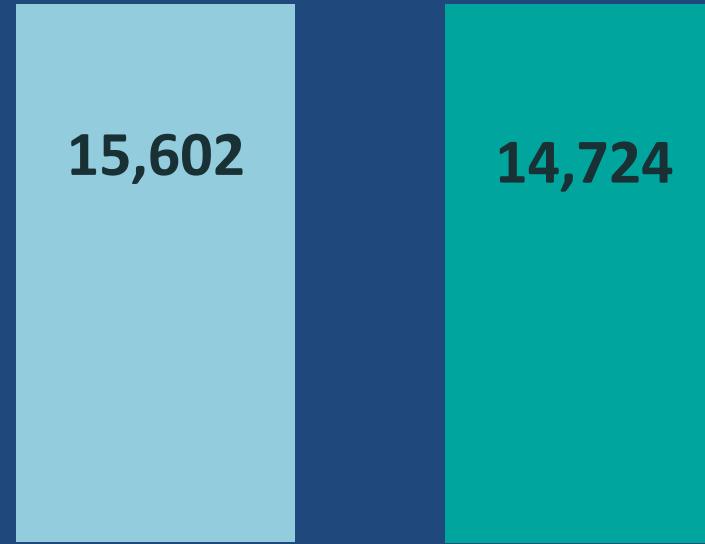
MOTAENGIL

1H25 RESULTS OVERVIEW



BACKLOG¹**€14.7bn**

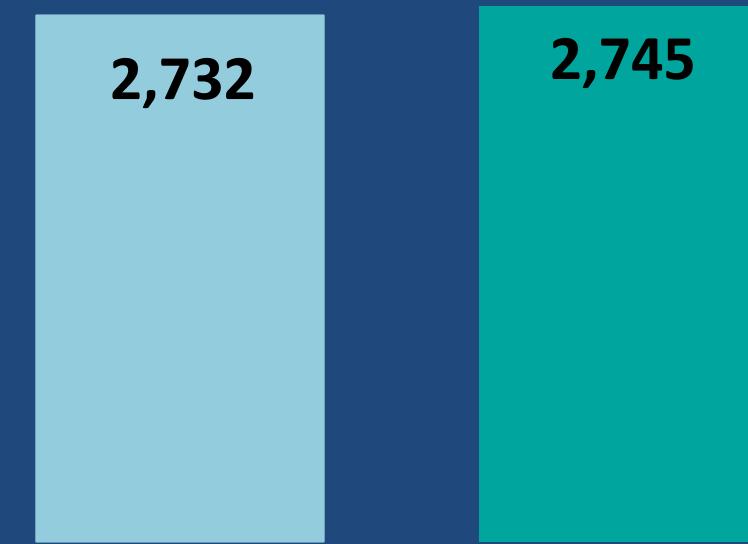
(-6% YTD)



TURNOVER

€2,745mn

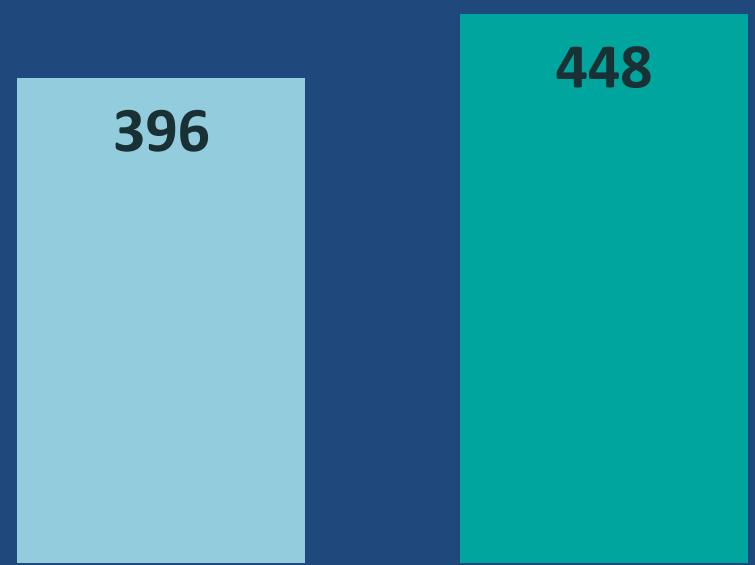
(+0.5% YoY)



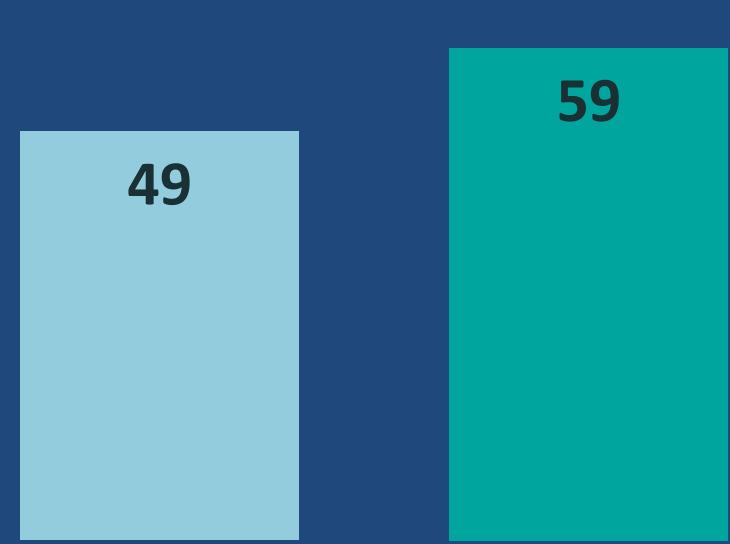
EBITDA

€448mn

(+13% YoY; 16% margin)

NET PROFIT²**€59mn**

(+20% YoY; 2.2% net margin)



NET DEBT

€1,695mn(ND/EBITDA_{LTM} 1.68x)GROSS DEBT³**€2,968mn**(GD/EBITDA_{LTM} 2.95x)

CAPEX

€194mn

(-37% YoY)

CFO

€536mn

(+€98 mn YoY)

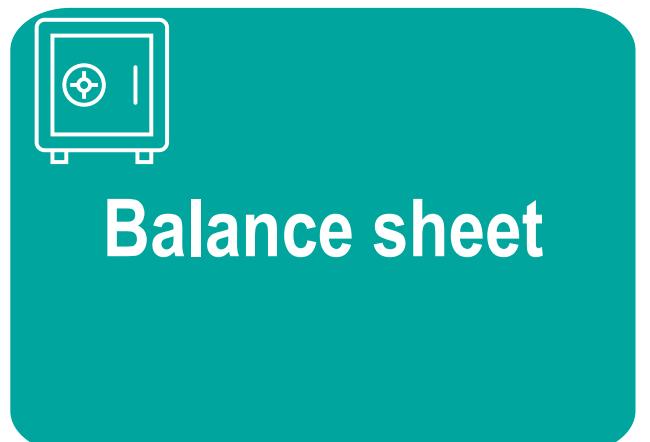
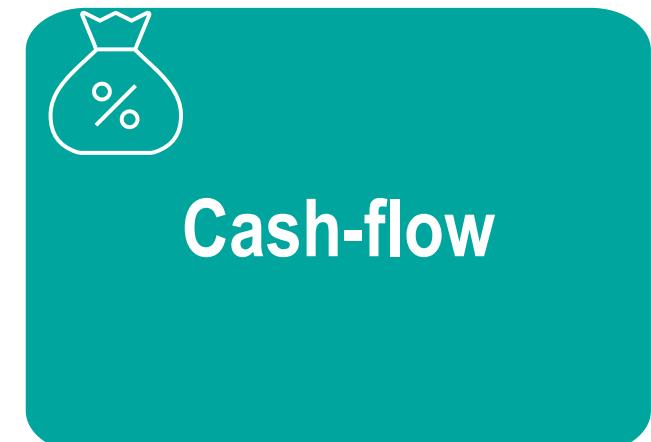
EQUITY

€776mn

(Equity/Assets 10%)

¹Additional €1.36 bn awarded after June 2025.²After non-controlling interests.³Includes leasing, factoring and confirming.

Solid execution on Building '26 and preparing the Upcoming Cycle



1H25

Best ever first half (€2,745 mn)
and LTM turnover of €5,964 mn

EBITDA margin of 16%
Net margin of 2.2%

CFO €536 mn (+€98 mn YoY)

Net Debt/EBITDA_{LTM} of 1.68x
Gross Debt/EBITDA_{LTM} of 2.95x

2026 goals

Turnover €6 bn

EBITDA margin of 16%
Net margin of 3%

Cash-flow improvement

Net Debt/EBITDA < 2x
Gross Debt/EBITDA < 4x

Goals delivered, value creation accelerated

Laying the Foundations for the new Strategic Plan 2026-2030 to be announced in the 1Q26

Record first half net profit of €59 mn (+20% YoY)

P&L (€ mn)	1H25	1H24	YoY
Turnover	2,745	2,732	0.5%
EBITDA	448	396	13%
<i>Margin</i>	16%	15%	2 p.p.
EBIT	297	237	26%
<i>Margin</i>	11%	9%	2 p.p.
Net financial results and others	(114)	(73)	(57%)
Net financial interests and others	(117)	(95)	(23%)
Capital gains	3	22	(87%)
Associates	(5)	3	<i>n.m.</i>
EBT	179	167	7%
Net profit	121	118	2%
Attributable to:			
Non-controlling interests	61	69	(11%)
Group Net profit	59	49	20%
<i>Margin</i>	2.2%	1.8%	0.4 p.p.

- Turnover reached €2,745 mn, up 0.5% YoY, driven by strong performance in Africa, particularly in E&C and especially in Industrial Engineering, as well as consistent growth in the Environment segment, whilst Latin America reflected a transition period following two consecutive years of significant growth, largely driven by the Tren Maya project in Mexico
- EBITDA amounted to €448 mn, with the margin expanding to 16%, reflecting improved profitability, which increased by 13% YoY, driven by robust performance across all business segments
- Net financial results and others reflect the impact of significant capex made in recent years, as well as the interest rate mix of local currency debt in Africa and Latin America, while a more visible improvement is expected from 2026 onwards, driven by the favorable trend in global interest rate curves
- Associates reflect the expected performance during the initial stage of the recently operations of the **Lobito Corridor** in Angola and the new **Mexican concessions**
- Non-controlling interests are primarily related to the key operations in Mexico, Nigeria and Angola
- Group Net profit reached €59 mn, up 20% YoY - a record level for a first half - resulting in a continuous improvement in net margin, which reached 2.2%

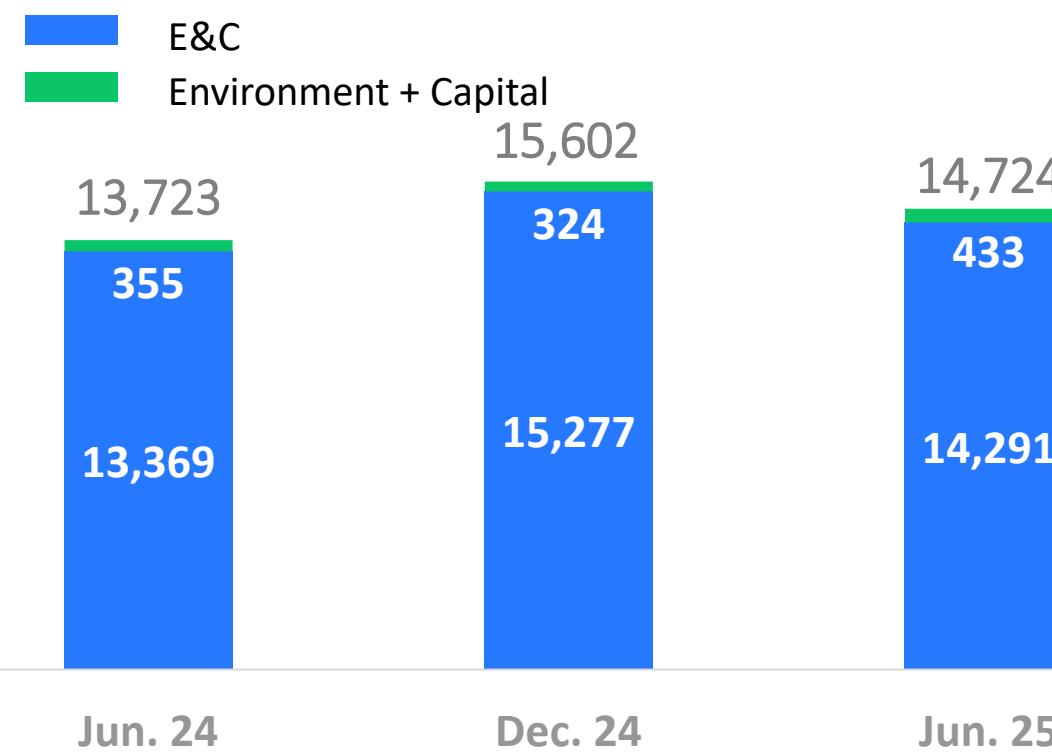
16% EBITDA margin highlights a sustained commitment to profitability

P&L breakdown (€ mn)	1H25	%T	1H24	%T	YoY
Turnover (T)	2,745		2,732		0.5%
Engineering&Construction	2,380		2,439		(2%)
Europe	242		297		(18%)
Africa	1,047		659		59%
E&C	690		468		48%
Industrial Engineering	357		191		87%
Latin America	1,091		1,487		(27%)
E&C	997		1,204		(17%)
Energy and Concessions	94		282		(67%)
Other and intercompany	(0)		(4)		n.m.
Environment	304		264		15%
Capital and MEXT	61		63		(3%)
Other and intercompany	-		(34)		n.m.
EBITDA	448	16%	396	15%	13%
Engineering&Construction	379	16%	335	14%	13%
Europe	19	8%	22	7%	(13%)
Africa	255	24%	145	22%	77%
E&C	153	22%	92	20%	67%
Industrial Engineering	102	29%	53	28%	93%
Latin America	105	10%	168	11%	(37%)
E&C	102	10%	139	12%	(26%)
Energy and Concessions	3	3%	29	10%	(90%)
Environment	65	22%	54	21%	20%
Capital and MEXT	4	6%	4	7%	(14%)
Other and intercompany	-		3		n.m.

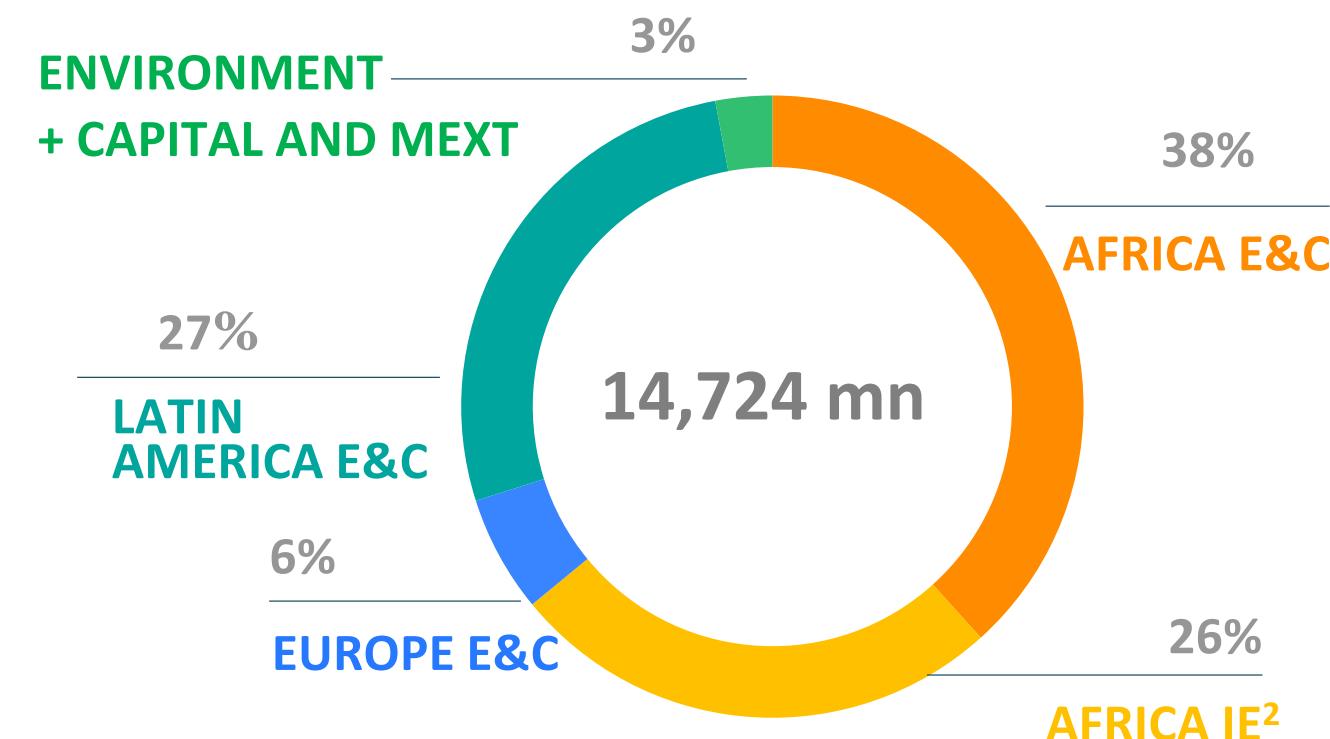
- In the E&C segment, Africa continued the growth trend observed in 1Q25, standing out as the region with the strongest growth and profitability, driven by both the E&C and Industrial Engineering segments, and consistently delivering as expected following the recent contract awards
- In Latin America, after more than two years of strong double-digit turnover growth, activity adjusted as expected following the completion of the Tren Maya project in Mexico, while profitability remained resilient
- In Europe, performance was impacted by tender and award delays following unexpected elections in Portugal, with some projects only recently unblocked, and public investment is expected to gain momentum from 2026. Turnover declined YoY due to the sale of the Polish operations (€79 mn in 1H24), while the EBITDA margin improved to 8%
- The E&C EBITDA margin of 16% reflects the successful execution of a disciplined commercial strategy, rigorous project selection, and ongoing operational optimisation, with profitability and cash generation consistently remaining the main focus
- The Environment segment recorded a significant turnover growth (+15% YoY) and a strong EBITDA increase (+20% YoY), contributing to consistent profitability and a sustainable long-term cash flow generation profile
- The OPEX50 efficiency program has positively contributed to strengthening the Group's overall culture of efficiency and its ongoing drive for improved profitability, delivering both immediate and long-term enhancements in business performance

€14.7 bn backlog¹ secures 2.7 years of E&C turnover visibility

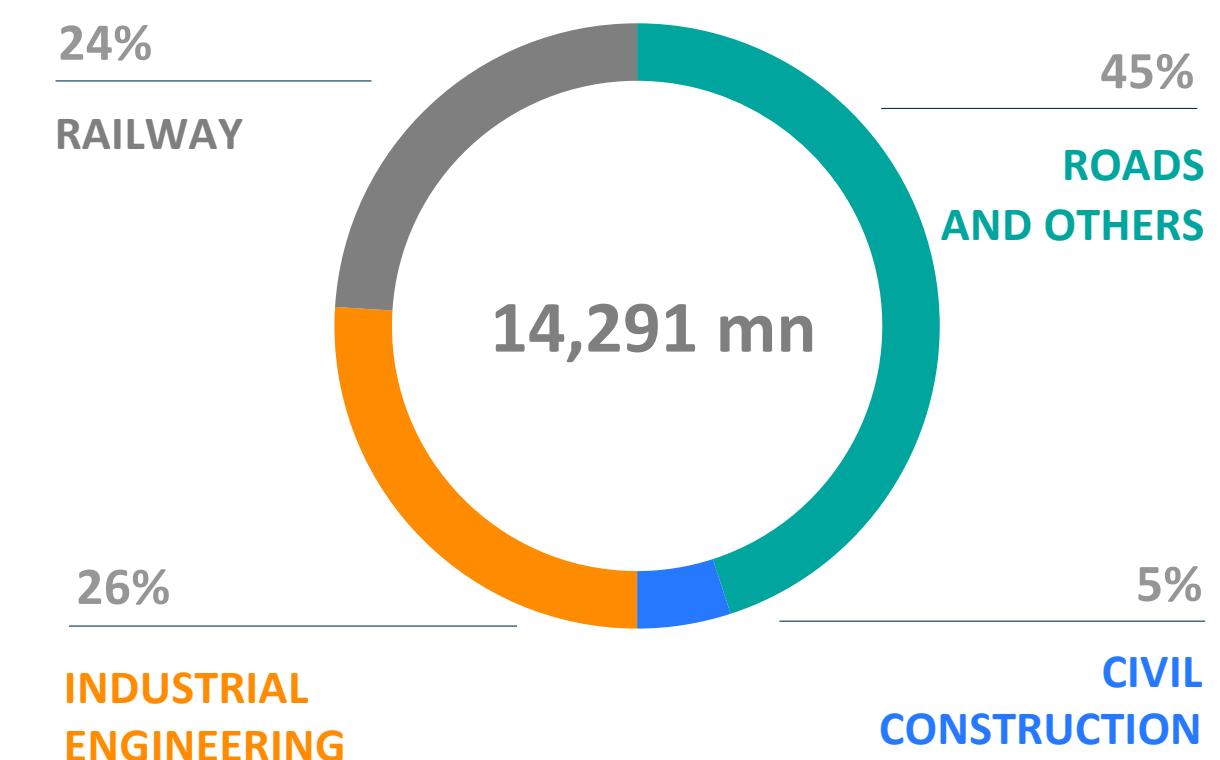
Backlog evolution (€ mn)



Backlog by Business Unit



E&C backlog by segment



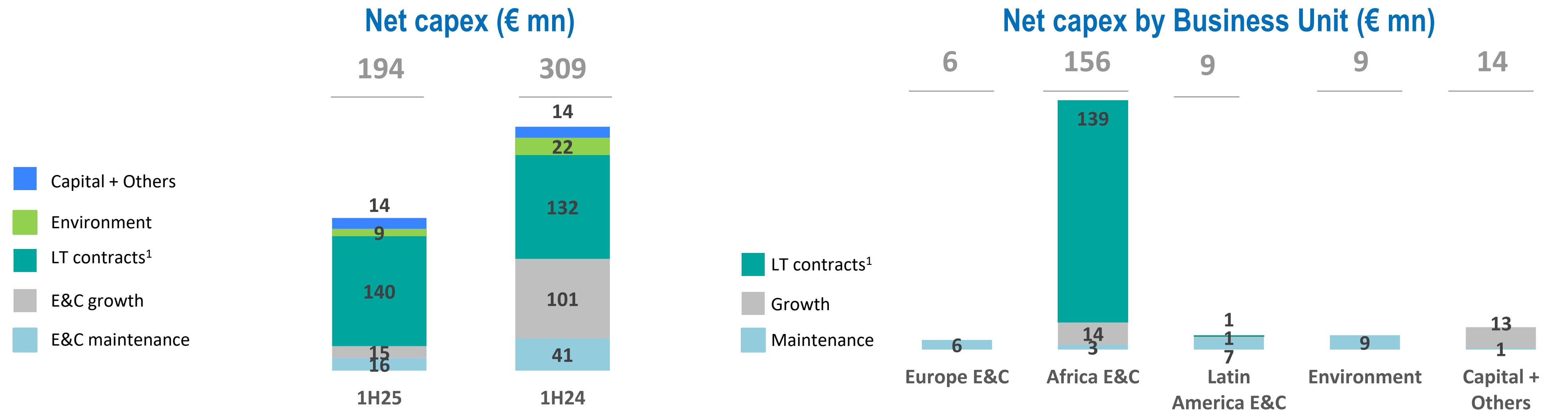
- Backlog reached €14.7 bn, following an order intake of €1.7 bn in 1H25

- The core markets accounted for c.68% of the E&C backlog, with Angola, Mexico, and Nigeria representing 21%, 16%, and 12%, respectively
- The Industrial Engineering activity represents 26% of the backlog, ensuring growth and a regional leading position in the segment, with solid and predictable margins both currently and in the future, as projects have an average execution period of five years, typically followed by contract extensions
- Backlog does not include recently awarded projects:
 - (i) In Portugal: the first stretch of the high-speed train Porto-Oiã (€800 mn) and a building construction project in Lisbon (€108 mn)
 - (ii) In Mexico: two sections of the Queretaro railway project (c. €292 mn and c. €820 mn)
 - (iii) In Rwanda: additional awards under Work Stream II of the Bugesera International Airport (c. €162 mn)
 - (iv) In Brazil: Duque de Caxias refinery works awarded by Petrobras in a consortium with a 33% stake (c. €700 mn total contract) and the Santos-Guarujá submerged tunnel PPP with an investment of c.€1.2 bn

¹Does not include EGF's Waste Treatment business which still has a nine-year contract duration (LTM turnover: €356 mn).

²Industrial Engineering.

Optimising investment: Prioritised for high-return projects with sharply reduction vs 1H24



- **Capex amounted to €194 mn**, a reduction of €115 mn (-37% YoY), representing 7% of Turnover, fully aligned with FY25 guidance and reflecting a disciplined investment approach
- **80% of capex was allocated to E&C growth and long-term contracts**, primarily for **new Industrial Engineering projects in Africa** signed in 2H24, supporting the Group's strategy to focus on high-return and long-duration opportunities
- **Maintenance capex in E&C accounted for less than 1% of turnover**, benefiting from the **successful optimisation of equipment management and procurement**, which continues to enhance operational efficiency
- In the **Environment unit**, **€9 mn was invested**, with 89% directed to the regulated Waste Treatment business in Portugal (EGF), a stable asset-based investment model ensuring predictable returns and long-term value

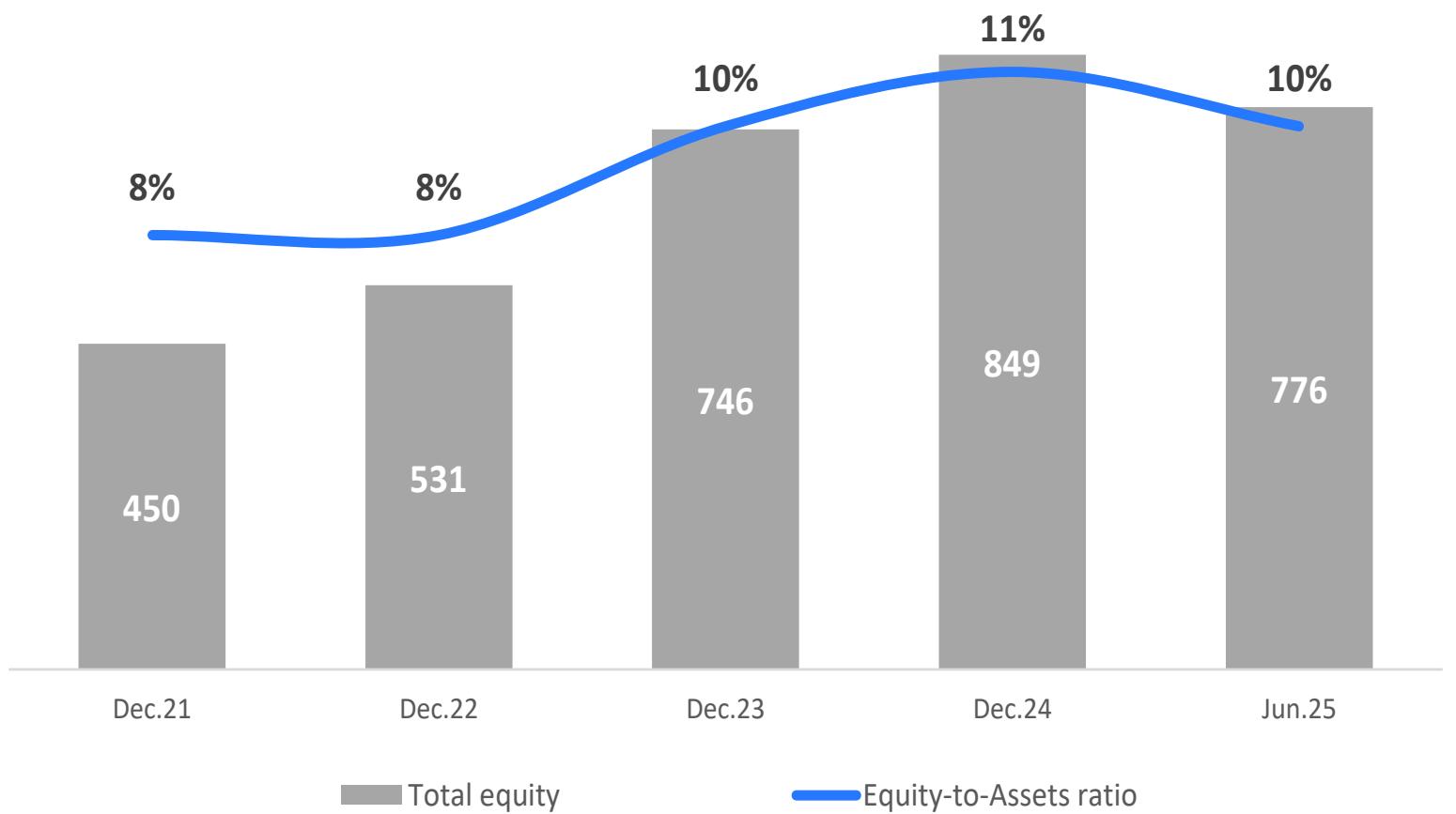
¹Includes Industrial Engineering contracts in Africa and the Energy business in Latin America.

Strengthening the balance sheet with debt control, a strategic priority

Balance sheet (€ mn)

	Jun.25	Dec.24	YTD
Fixed assets	2,041	2,126	(86)
Financial investments	866	799	67
Provisions	(176)	(188)	11
Working capital & long-term balances	392	520	(128)
	3,123	3,258	(136)
Equity	776	849	(72)
Net debt + LFC ¹	2,346	2,410	(64)
	3,123	3,258	(136)

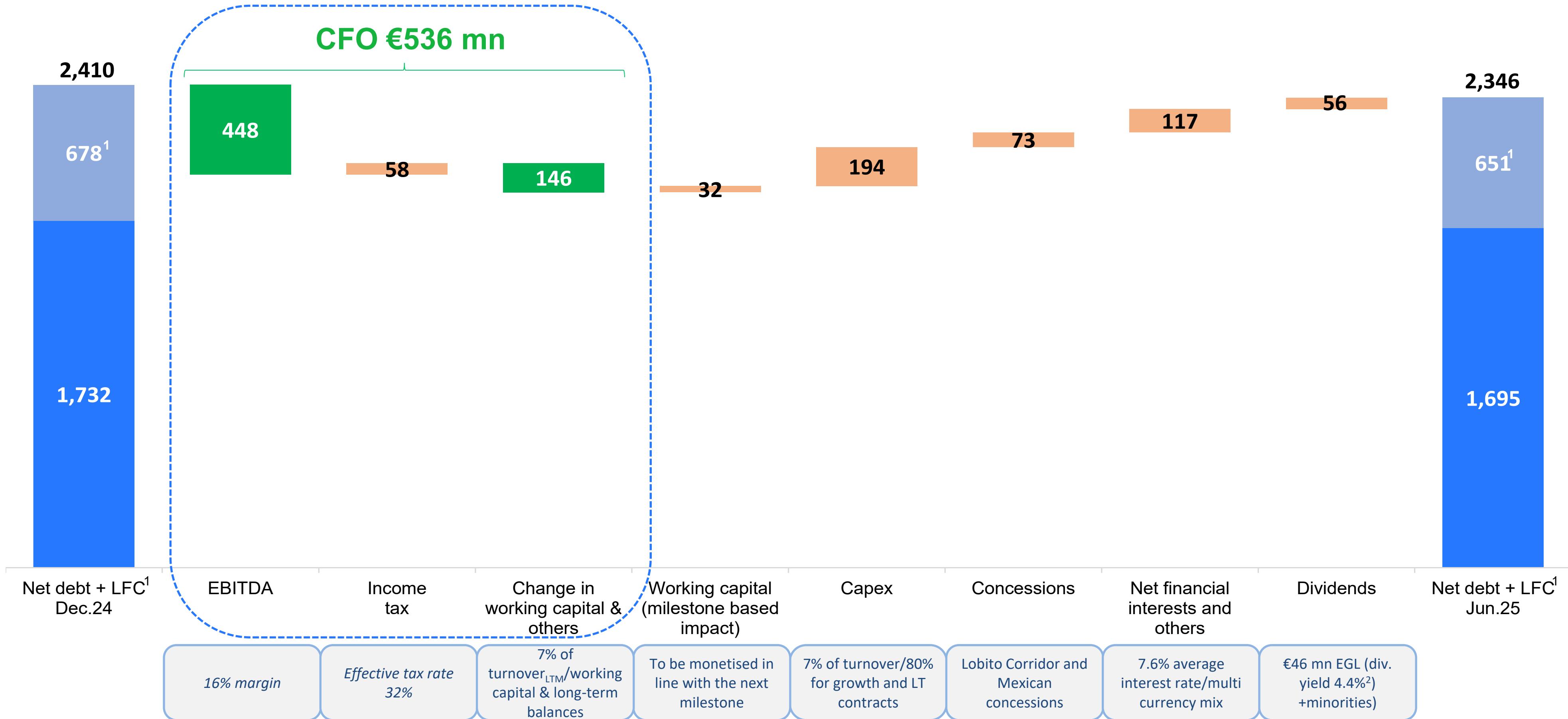
Total equity and Equity-to-Assets ratio



- Working capital performance partially offset typical seasonal patterns, supported by significant collections in Nigeria and Angola, resulting in a Working capital & long-term balances to Turnover (LTM) ratio of 7% - effective cash conversion and strong commercial discipline
- The Equity-to-Assets ratio stood at 10%, following dividend distributions by the Group and its subsidiaries, typically concentrated in the first half of the year - generate consistent and distributable profits
- Strong commitment to capital structure reinforcement, supported by robust business-generated profitability and ongoing asset management optimisation initiatives - long-term financial resilience and sustainability

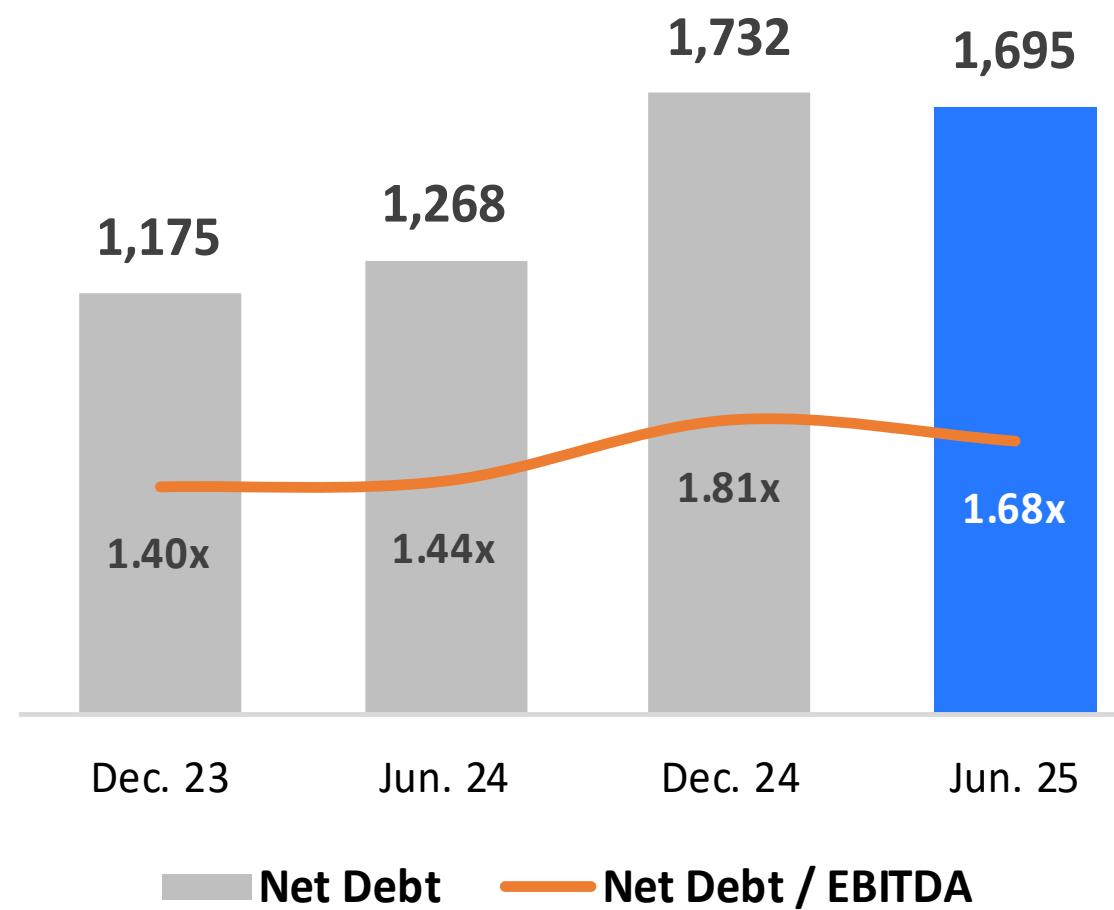
¹LFC - Leasing, factoring and confirming.

Debt reduction (-€64 mn) driven by solid cash-flow generation (€536 mn CFO) and selective investment criteria (capex -37% YoY)

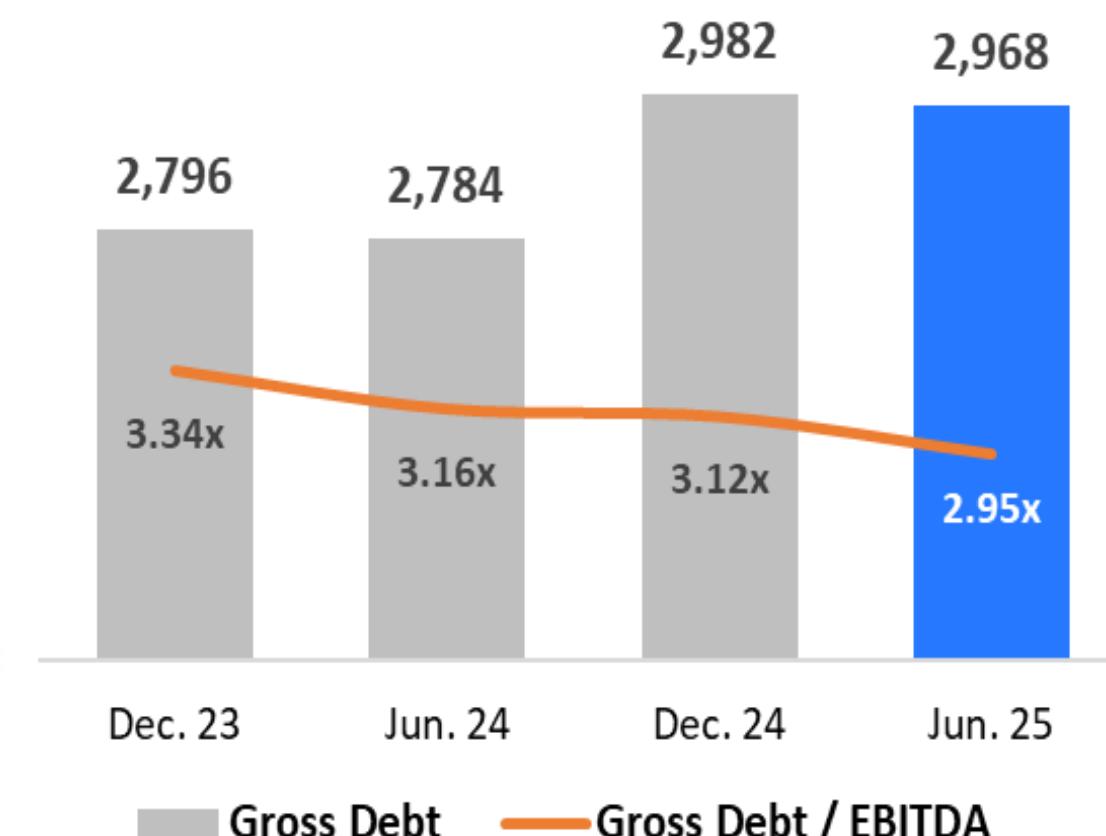


Consistent delivery on debt ratios with €37 mn Net Debt reduction YTD

Net Debt¹ and Net Debt/EBITDA



Gross Debt² and Gross Debt/EBITDA



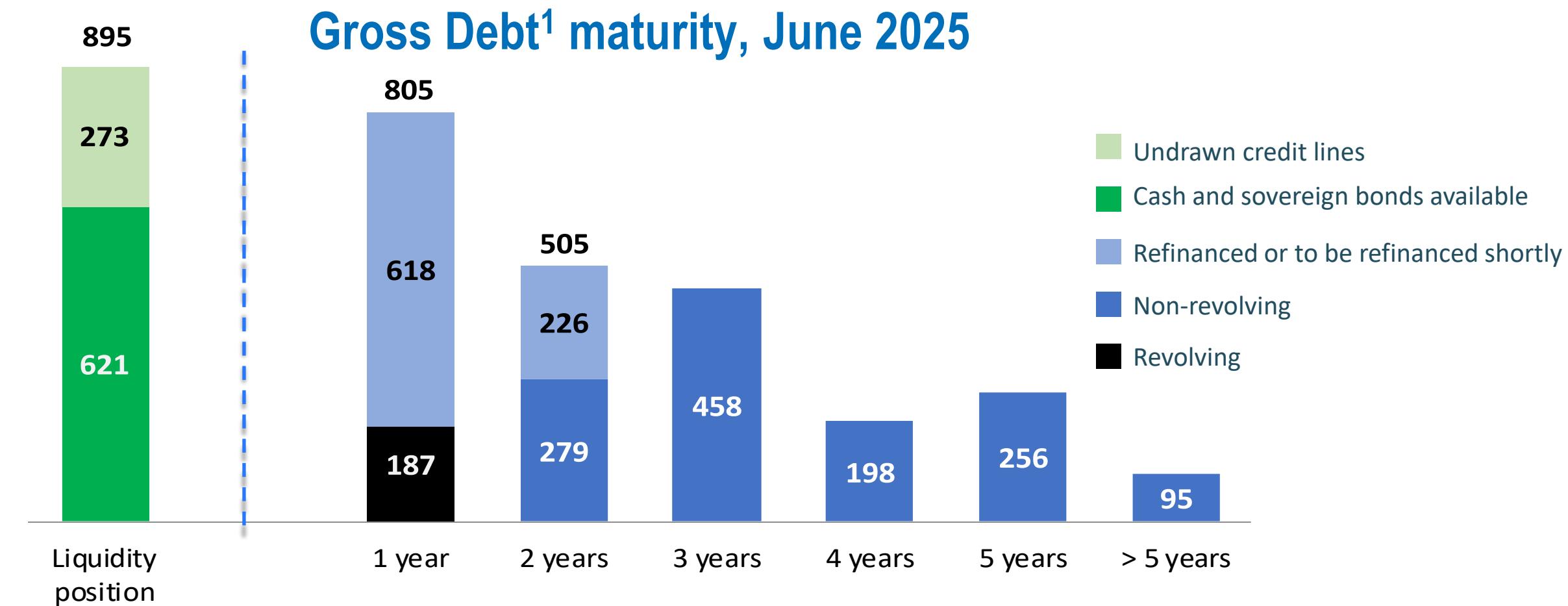
- Net Debt decreased by €37 mn compared to December 2024
- Continuing compliance with debt ratios, with Net Debt/EBITDA_{LTM} reducing to 1.68x and Gross Debt/EBITDA_{LTM} falling to 2.95x, both remaining below the targets set in the Building '26 strategic plan
- Leasing, factoring, and confirming operations decreased to €651 mn (€678 mn as of December 2024)

¹Net debt considers Mozambique's sovereign bonds as "cash and cash equivalents," which amounted to €18 mn in June 2025 (nominal value €25 mn) and €21 mn in December 2024 (nominal value €25 mn).

²Includes leasing, factoring and confirming.

Solid liquidity position securing full responsibility coverage

Liquidity: €895 mn	
Cash available	€604 mn
Sovereign bonds available	€18 mn
Undrawn credit lines	€273 mn



- **Liquidity position exceeds the total amount of non-revolving financing instalments due over the next three years, with all short-term obligations fully secured**
- Average Gross Debt¹ maturity increased to **2.8 years** (2.5 years in Jun.24 and 2.7 years in Dec.24), driven by strategic refinancing operations with longer maturities, in line with the Group's objective to **extend the average debt maturity profile**
- **Average cost of Gross Debt at 7.6%, down 0.1 p.p.** compared to FY24, primarily influenced by the mix of interest rates on local currency financing operations
- **Successful €95 mn issuance of Sustainability-Linked Bonds 2025-2030** in May, with demand reaching 1.9x the initial €50 mn offering
- **Strengthening financing operations** with Multilaterals, Development Finance Institutions (DFIs), and Chinese banks, with new loans signed after June (IFC, AfDB, Bank of China, and ICBC), contributing to the diversification of funding sources while securing longer maturities and more competitive pricing

¹Excluding leasing, factoring and confirming.

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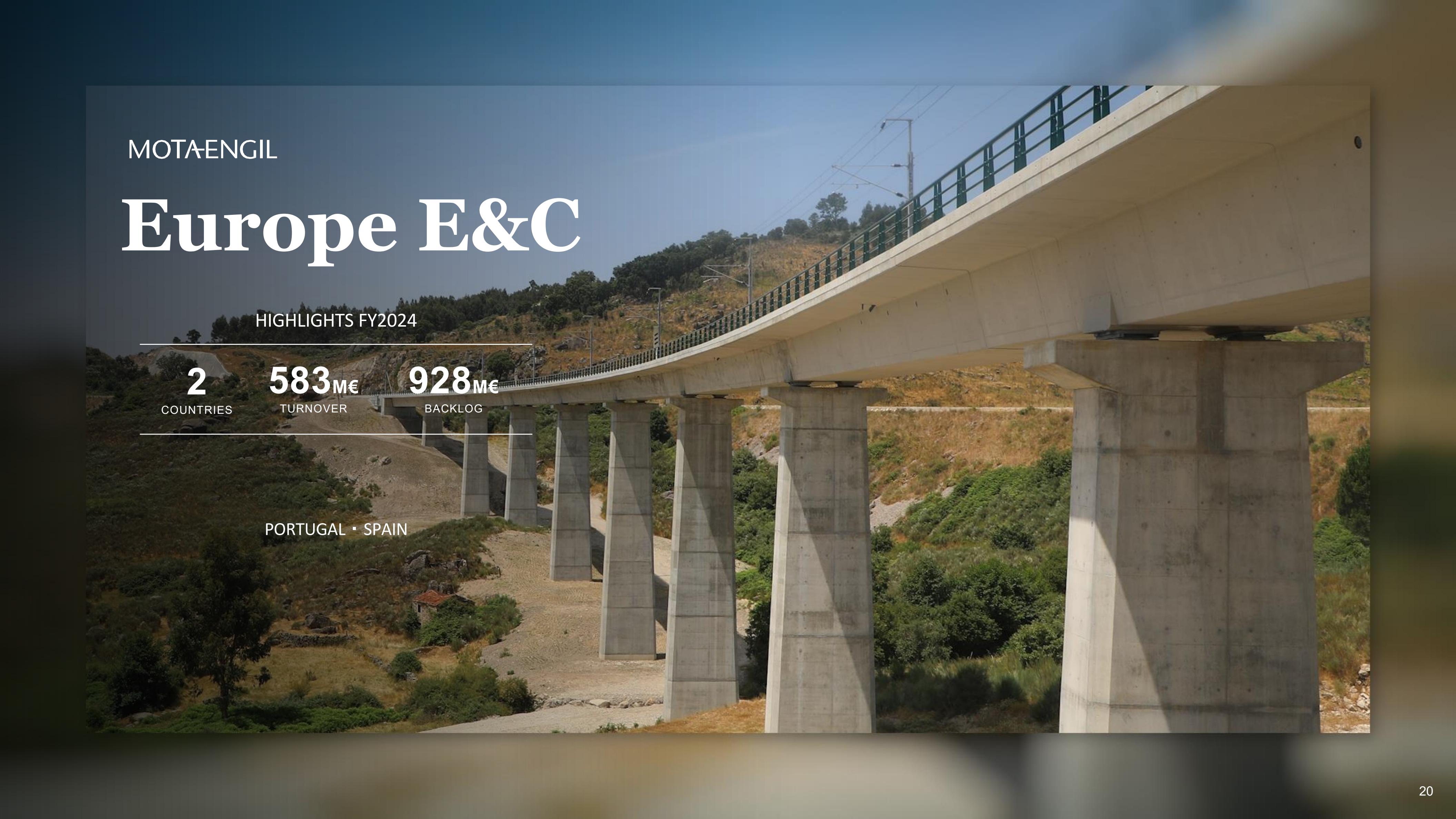
BUSINESS UNITS



MOTAENGIL

ENGINEERING AND CONSTRUCTION





MOTAENGIL

Europe E&C

HIGHLIGHTS FY2024

2

583M€

TURNOVER

928M€

BACKLOG

COUNTRIES

PORTUGAL • SPAIN



Future growth well supported by large pipeline



Key data

2024

Turnover

€583 mn

EBITDA

€45 mn

EBITDA margin

8%

Major projects being executed

- Backlog reached €1,795 mn in September 2025**, with ongoing works mainly in transport and healthcare infrastructure, including the new Lisbon Hospital and metro projects in the Lisbon area
- Expansion works for the Lisbon airport** amounting to €233 mn (awarded): consortium formed by Mota-Engil, Vinci and two other Portuguese companies (to be completed in 2027)
- The contract for the first stretch (Porto–Oiã) of the high-speed train project** was signed, and the financial close was reached in July, with execution to begin in 2026 and to continue throughout 2030

Several large size infrastructure projects announced

- Violet subway line in Lisbon to be tendered in 2H25**
- Second tender for the second stretch (Oiã-Soure) of the high-speed train launched in January 2026**
- Strategic public infrastructure projects in the pipeline**, including the announced investments in:
 - Ports and Logistics (Portos 5+ with € 4bn Investment);
 - Two Tagus River connections (third Tagus Bridge and Algés-Trafaria Tunnel);
 - New hospital in the Algarve, along with other significant private sector projects that will drive a more dynamic growth path in Portugal in the near future
- A new airport called Camões** with two runways and a total cost of €6.1 bn (Vinci as concessionaire)

Africa E&C

HIGHLIGHTS FY2024

16

COUNTRIES

1,748M€

TURNOVER

10,122M€

BACKLOG

ANGOLA · MOZAMBIQUE · MALAWI
SOUTH AFRICA · ZIMBABWE · UGANDA ·
RWANDA · GUINEA-CONAKRY · CAMEROON · IVORY COAST ·
KENYA · NIGERIA · SENEGAL · ETHIOPIA · DEMOCRATIC
REPUBLIC OF CONGO · ARMENIA



MOTAENGIL



Accelerating and enhancing project execution

Key data

2024

Turnover

€1,748 mn

EBITDA

€453 mn

EBITDA margin

26%

Major projects ongoing and strengthened financial partnerships

- **Backlog reached €9,297 mn in September 2025**, with €3.6 bn related to long-term Industrial Engineering contracts
- **Kano-Maradi railway project, including supply of rolling stock in Nigeria**, opened the door to a market with huge opportunities
- **The Lobito Railway Corridor** in Angola, which completed its first full year of operations in 2024, stands as the most significant commodities logistics infrastructure in Africa
- **Recognition of Mota-Engil Africa's credibility by leading Multilaterals and DFIs**, positioning the Group as a key platform for attracting capital into the continent: (i) €120 mn partial credit guarantee provided by the AfDB - supporting a minimum €170 mn sustainability-linked loan and (ii) US\$200 mn financing agreement signed between the International Finance Corporation and Mota-Engil

Africa's infrastructure gap supports further value creation

- **Angola**: social infrastructures and operation, rehabilitation and extension of the Lobito Corridor
- **Nigeria**: infrastructure projects (airports, ports, railway, energy, environment) and **solidifying its relevance as core market**, with several huge infrastructure opportunities
- **Mozambique**: expected to become a key value growth driver in the near future with the resumption of LNG projects, as recently confirmed by Total Energies' CEO and the Government of Mozambique, following a four-year suspension due to security concerns. Recent award by Exxon Mobil of works for the LNG project (US\$164 mn, with a 50% stake)
- **Mining**: keep new opportunities on the radar in a sector where Mota-Engil is one of the major players in the continent, while leveraging on extensions of existing contracts

Industrial Engineering - Long-term model fuelling profitable growth

Mine	Commodity	Country	Backlog Sep-25	Client category	Customer
Amulsar	Gold	Armenia	614,000	Private	Lydian Armenia CJSC
Gamsberg	Zinc	South Africa	545,445	Private	Black Mountain Mining
Kurmuk	Gold	Ethiopia	490,895	Private	Allied Gold
Moatize	Coal	Mozambique	364,296	Private	Vulcan
Boto	Gold	Senegal	345,045	Private	Managem Group
Lafigué	Gold	Ivory Coast	340,776	Private	Endeavour Mining
Sadiola	Gold	Mali	219,005	Private	Allied Gold
Tri-K	Gold	Guinea	288,500	Private	Managem Group
Agbaou	Gold	Ivory Coast	195,057	Private	Allied Gold
Seguela	Gold	Ivory Coast	156,105	Private	Rox Gold
Bonikro	Gold	Ivory Coast	87,586	Private	Allied Gold
Luarica	Diamond	Angola	2,300	Public	Endiama
Moquita	Diamond	Angola	812	Private	Soc. Moquita
3,649,822					



- **Top 5 largest mining contractor in the world (largest in Africa)**
- 13 projects currently in execution, **each with an average tenor of five years, excluding contractual extensions** that typically follow the initial contract
- **A backlog of €3.6 bn in September 2025 sustains recurrent activity and visibility** for upcoming cycles, reinforced by the recently added contract signed in Armenia with Lydian Armenia (85% owned by United Gold), amounting to €614 mn
- **Several projects in the pipeline**, always following a careful selection of clients, will strengthen Mota-Engil's positioning as the largest player in Africa and one of the top players worldwide
- **Recurring contract renewals or extensions**, leveraged by a reliable long-term track record based on competitiveness and strong performance delivered to clients, operational excellence, and strategic relationships with tier-1 clients
- **An industrial activity that brings cash flow predictability throughout the contract life**, with significant potential for efficiency improvements during the execution period and contract extensions

MOTAENGIL

Latin America E&C

HIGHLIGHTS 1H25

5
COUNTRIES

2,976 M€
TURNOVER

4,227 M€
BACKLOG

MEXICO · PERU · BRAZIL · COLOMBIA · PANAMA





Opportunities spread across different markets

Key data

2024

Turnover

€2,976 mn

Major projects underway

EBITDA

€322 mn

EBITDA margin

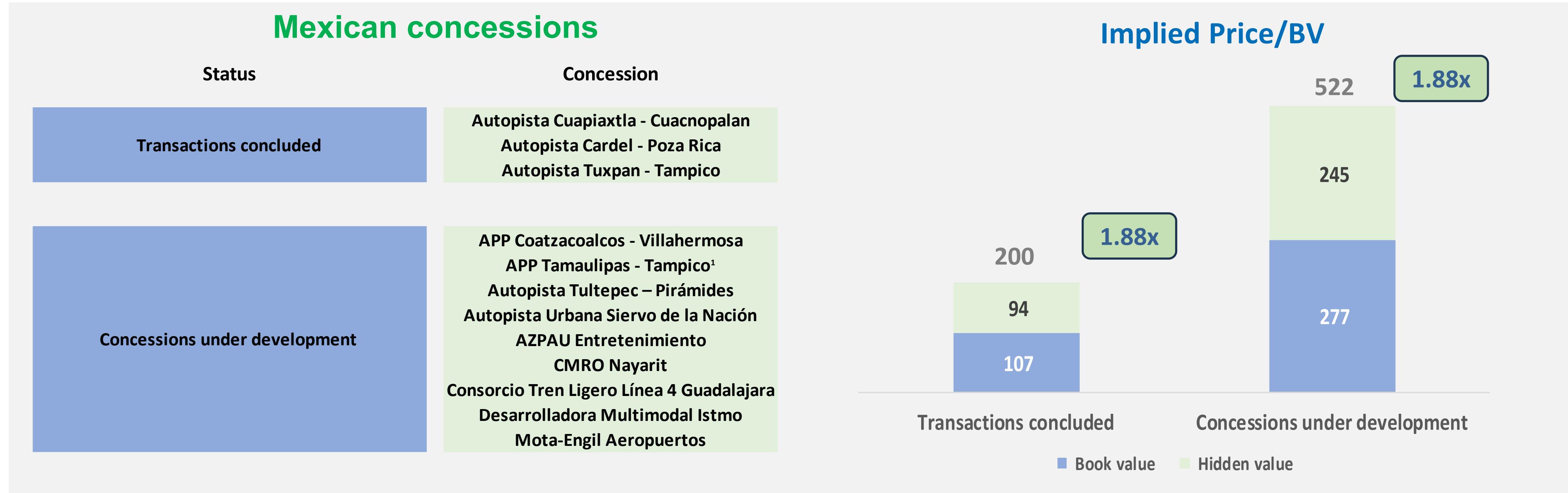
11%

Growth should resume supported by investments plans

- **Backlog remains robust at €4.2 bn in September 2025, and not including the Santos–Guarujá tunnel concession (€1.2 bn), the Duque de Caxias refinery works (€700 mn, with Mota-Engil holding a 33% stake), and the contract extension of submarine warehouses works (€35 mn) in Brazil, nor €1,020 of railway infrastructures in Mexico**
- Train Maya already finished, and was the first large size railway contract in Latin America, **that was followed by several awards:**
 - Monterrey subway and Line 4 of Guadalajara light rail in Mexico
 - “Metro de la 80” in Medellín, in Colombia
 - Two sections of the Queretaro-Irapuato railway project in Mexico, one worth c.€292 mn and another worth c. €820 mn (not included in September's backlog)
- **Fertilizer industrial plant (US\$1.2 bn) in Mexico for Pemex**, in line with the country's strategy to become self-sufficient in fertilizers (c.70% of imports currently)

- Peru continues to be a hotspot for **contracts with mining companies**
- **Mexico**: the pipeline is highly promising, particularly under **Plan Mexico 2025–2030**, which includes a portfolio of over US\$277 bn in investments across 2,000 projects, covering highways, railways, industrial parks, and clean energy generation
- **Brazil**: Mota-Engil completed the strategic acquisition of the remaining 50% stake in ECB Brazil, now fully owned by the Group, opening up further opportunities in light of the: (i) **Infrastructure Investment Plan** currently underway and (ii) the significant investment program being implemented by Petrobras, with whom Mota-Engil has positioned itself competitively and has already won several awards
- **In Brazil, Mota-Engil recently signed the award of the Santos–Guarujá tunnel Concession**
- **Asset Rotation Policy remains a key pillar** of the concession strategy in Mexico

Asset rotation strategy: delivering continuous results



- Sale of the concessions Cardel Poza-Rica (28.73%) and Tuxpan-Tampico (25.85%) completed (2024)
- Recent transactions confirm the existing **hidden value in the road concession business**
- Several assets under development will drive **further value generation** under the Asset Rotation policy

¹To be concluded in the short term.

MOTAENGIL

Environment





Growing turnover and high profitability

Key data

2024

Turnover

€567 mn

EBITDA

€122 mn

EBITDA margin

22%

Required investments to comply with European targets

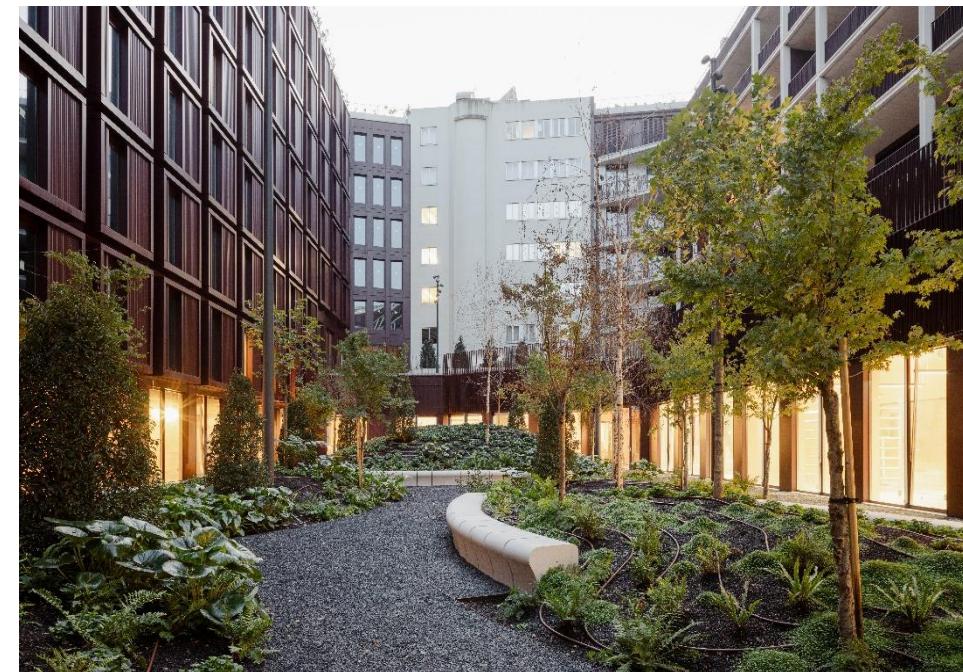
- **The backlog¹ stands at €307 mn in September 2025**, exclusively linked to Waste Collection services, with 47% concentrated in Portugal
- The new regulatory period for the Waste Treatment activity (EGF), covering 2025 to 2027, **anticipates growth in both turnover and profitability**, as already partially evidenced in the first half of 2025
- **Significant investments are planned in Portugal** to achieve the ambitious European sustainability targets by 2035, presenting a crucial opportunity to advance cutting-edge technologies and innovative business models, reinforcing Mota-Engil's leadership in the sector and its commitment to a sustainable future
- **On the international front**, currently looking to Brazil and further projects in Africa

¹ Excludes future revenues from concession contracts (Waste Treatment).

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Capital, MEXT and Energy





Concession business with key milestones

Key data	Turnover	EBITDA	EBITDA margin
2024	€141 mn	€12 mn	9%

Long term and large concessions to manage

- Currently **developing new projects** and expansion in different segments:
 - Concessions: **New Lisbon Hospital (awarded as 30-year PPP)** and the **two first tenders of the high-speed train (1st stretch awarded)** to Mota-Engil Capital
 - Concessional key projects underway: (i) the New Lisbon Hospital currently in the initial construction phase, and (ii) the high-speed train project that is advancing with the first stretch formally signed and with the financial close already reached
 - REMO and the Alves Bandeira Group have partnered to create one of the largest national networks of ultra-fast charging stations for electric vehicles, with units exceeding 150 kW
- **Foreseeable project pipeline:**
 - Tender for the second stretch launched in January 2026
 - Concessional program that includes logistics and ports (Portos 5+ with € 4 bn Investment estimated), healthcare infrastructures and two Tagus river connections
 - Developments in other strategic segments:
 - Real Estate investments led by Emerge, targeting high-value residential and office projects such as Aurios, M-ODU, Co-living Beato and Central Freixo
 - Mota-Engil Energia driving innovation through waste-to-value initiatives, including five biomethane production projects financed by the European Union's Recovery and Resilience Facility, alongside several other identified projects slated for development starting in 2026

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FINAL REMARKS AND GUIDANCE



Final Remarks and 2025 Guidance

Final remarks



- ✓ **Activity continues to show strong momentum, driven by sustained growth in Africa and a solid performance in the Environment segment**, while the temporary ramp-up delays in key projects in Portugal and Mexico, as well as the de-consolidation of the Polish operations, had an anticipated and well-contained impact
- ✓ **Profitability remains as the key focus**, from rigorous project selection to disciplined execution, as reflected in the **consistent improvement of EBITDA margin (+2 p.p. YoY)**
- ✓ **The award of several major projects since July** further strengthens the **Group's competitive advantages** and validates its **successful commercial strategy**, while opening **positive prospects for additional large-scale opportunities** in the coming months
- ✓ **Record Backlog (€15.7bn)**, well diversified and anchored in **high-value-added projects across the core markets**, providing **multi-year visibility** and supporting **strong, profitable growth ahead**

2025 Guidance



- ✓ **Turnover will be impacted by a mid-single digit adjustment (expected to be fully recovered in 2026)**, reflecting timing effects in key project awards and ramp-ups in Portugal and Mexico, while the remaining core operations continue to deliver a solid and resilient performance
- ✓ **EBITDA margin consolidated at 17%**, underlining the Group's strong **focus on profitability and cash generation**, and contributing to a **further improvement in net margin**
- ✓ **Disciplined capital allocation maintained**, with Capex around 7% of turnover, supporting **strategic growth** while preserving **financial balance and flexibility**
- ✓ **Continued alignment with debt targets**, with a controlled balance sheet, **maintaining Net Debt/EBITDA < 2x** and **Gross Debt/EBITDA < 4x**

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9M25 TRADING UPDATE

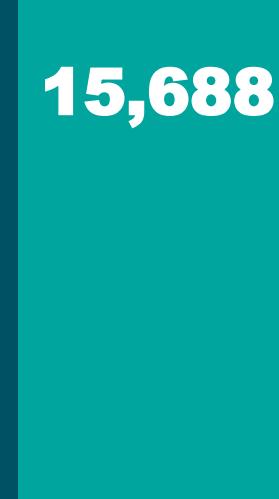


BACKLOG
€15.7 bn

(+1% YTD)



Dec. 24



Sep. 25

TURNOVER
€4,090 mn

(-1% YoY)



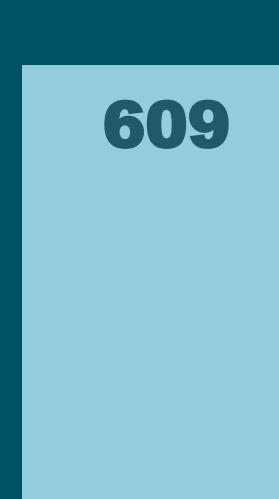
9M24



9M25

EBITDA
€699 mn

(+15% YoY; 17% margin)



9M24



9M25

NET PROFIT¹
€92 mn

(+20% YoY; 2.3% margin)



9M24



9M25

NET DEBT / EBITDA³

<2X

GROSS DEBT² / EBITDA³

<4X

¹After non-controlling interests. ²Includes leasing, factoring and confirming. ³LTM - Last twelve months.

Main events since 30 June 2025



New awards

Reinforcing backlog with large projects

€800 mn (Mota-Engil's stake): first stretch of the high-speed train (formally signed in July and financial close reached)

€108 mn: building construction project in Lisbon (August)

€292 mn: Queretaro-Irapuato railway project (first stretch) in Mexico (August)

€162 mn: additional awards under Work Stream II of the Bugesera International Airport in Rwanda (August)

€1.2 bn: auction winner of the Santos-Guarujá tunnel concession in Brazil (September)

€735 mn: Duque de Caxias refinery works (total of €700 mn; 33% stake in consortium) and contract extension of submarine warehouses works (€35 mn), both signed with Petrobras in Brazil (October)

€1,020 mn: railway infrastructures awarded to Mota-Engil Mexico, including the second stretch of the Querétaro-Irapuato railway in Mexico for €820 mn (October)



Comprehensive Financing

Extending and diversifying sources

€120 mn: loan with Bank of China

€75 mn: private placement bond issue with the Industrial and Commercial Bank of China

US\$100 mn: increase of the credit facility with Standard Bank, from US\$300 mn to US\$400 mn

€170 mn: sustainability-linked loan, supported by the African Development Bank (AfDB) partial credit guarantee of €120 mn

US\$206 mn: financing agreement signed between the International Finance Corporation (World Bank) and Mota-Engil SGPS (November)



Corporate

Strengthening recognition in the sector

ENR250 2025 Top construction ranking:

#2 in Latin America (2024: #2)

#6 in Africa (#1 non-Chinese company in Africa) (2024: #8)

#11 in Europe (2024: #14)

#76 Worldwide (2024: #79)

Deloitte Global Powers of Construction ranking:

#52 (2023: #56) – “Global construction companies by sales”

MOTA-ENGIL AWARDS

TOP 100 IN THE WORLD
#52 Global Powers of Construction 2024

Deloitte

TOP 15 IN EUROPE
#11 in the region

THE TOP 250
TOP INTERNATIONAL CONTRACTORS OF THE WORLD

TOP 10 IN AFRICA
#6 in the region

THE TOP 250
TOP INTERNATIONAL CONTRACTORS OF THE WORLD

TOP 3 IN LATIN AMERICA
#2 in the region

THE TOP 250
TOP INTERNATIONAL CONTRACTORS OF THE WORLD

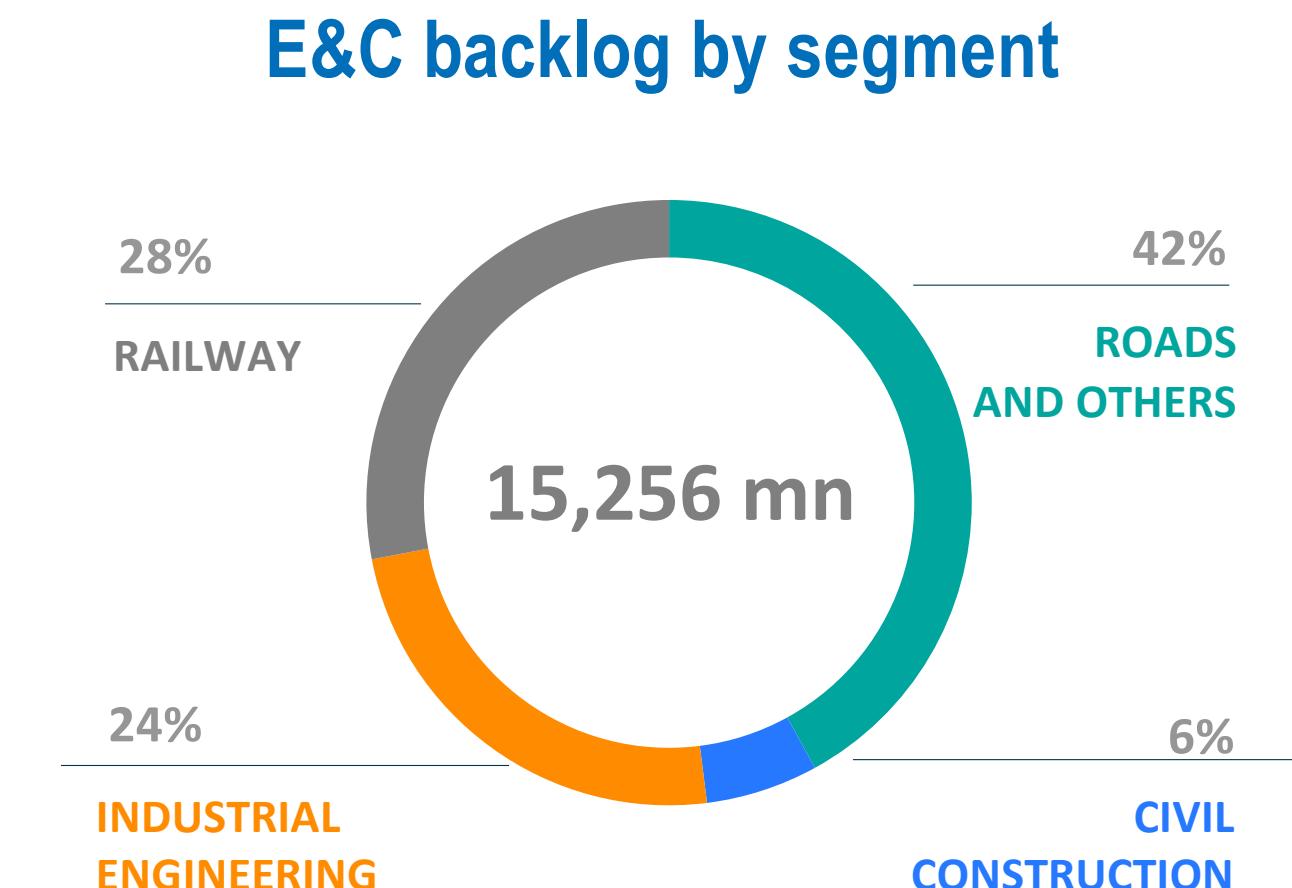
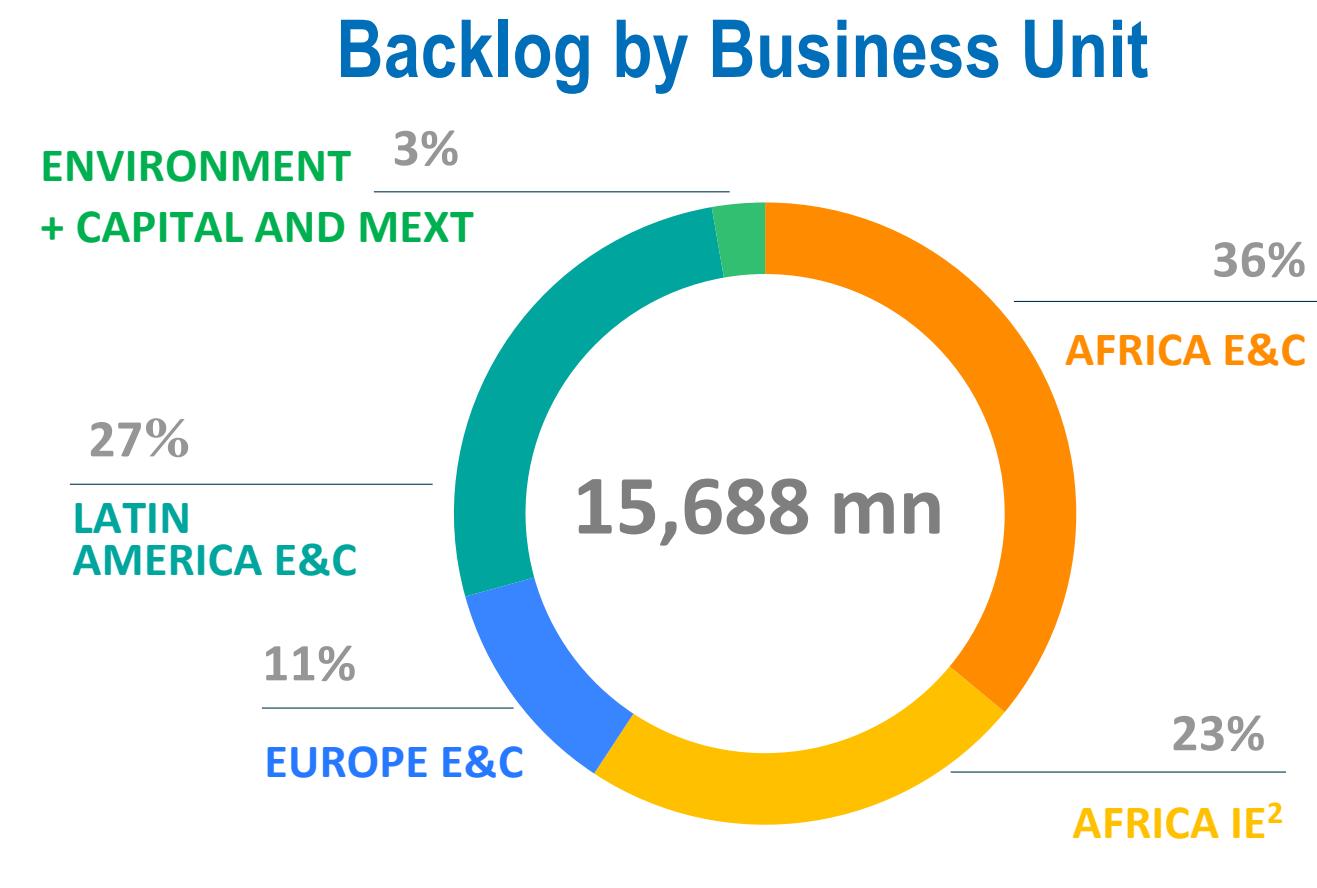
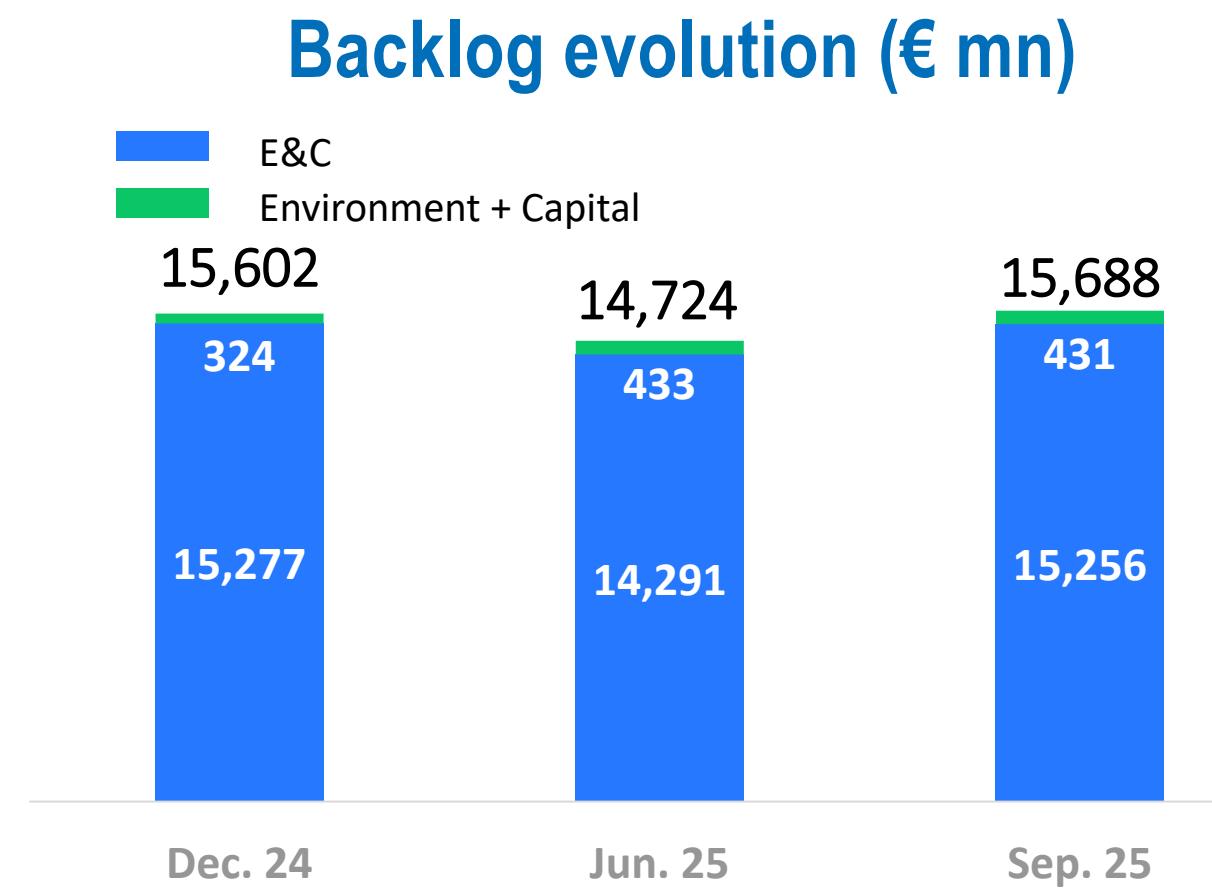
Enhanced profitability with EBITDA margin expanding to 17%

P&L breakdown (€ mn)

	9M25	%T	9M24	%T	YoY
Turnover (T)	4,090		4,146		(1.4%)
Engineering&Construction	3,511		3,675		(4%)
Europe	334		457		(27%)
Africa	1,616		1,027		57%
E&C	1,046		745		40%
Industrial Engineering	570		283		102%
Latin America	1,561		2,197		(29%)
E&C	1,427		1,875		(24%)
Energy and Concessions	134		322		(58%)
Other and intercompany	(0)		(6)		n.m.
Environment	469		405		16%
Capital and MEXT	110		109		1%
Other and intercompany	0		(43)		n.m.
EBITDA	699	17%	609	15%	15%
Engineering&Construction	586	17%	519	14%	13%
Europe	25	8%	34	7%	(26%)
Africa	405	25%	251	24%	62%
E&C	240	23%	167	22%	44%
Industrial Engineering	165	29%	84	30%	96%
Latin America	156	10%	234	11%	(33%)
E&C	148	10%	203	11%	(27%)
Energy and Concessions	8	6%	31	9%	(74%)
Environment	104	22%	86	21%	21%
Capital and MEXT	8	7%	4	4%	87%
Other and intercompany	0		(0)		n.m.

- Turnover for 9M25 reached €4,090 mn, with EBITDA margin increasing by 2 p.p. YoY to 17%, reflecting a strong performance and the successful execution of the strategy focused on enhancing profitability, the disciplined selection of high-value-added projects, and a continued emphasis on cash-flow generation
- The E&C turnover amounted to €3,511 mn, with EBITDA margin up 3 p.p. YoY to 17%, with this growth strongly supported by the outstanding performance in Africa, where turnover reached €1,616 mn (+57% YoY), confirming a very robust growth trajectory across both E&C and Industrial Engineering, and where the execution of major projects in the region delivered high returns, resulting in an exceptional EBITDA margin of 25%
- The Industrial Engineering segment continued its strong expansion path, with turnover increasing 102% YoY to €570 mn, supported by solid profitability, reflected in a 29% EBITDA margin
- In Europe the turnover reached €334 mn, influenced by delays in tendering and awarding of key projects in Portugal due to the unexpected legislative elections – with activity expected to gain momentum in 2026 – and by the sale of the Polish operations (€123 mn in 9M24), with an EBITDA totaling €25 mn, also impacted by the sale of the Polish operations (€6 mn in 9M24), while profitability improved to an 8% EBITDA margin
- Latin America's turnover stood at €1,561 mn, reflecting the anticipated adjustment following more than two years of very strong turnover growth supported by the large Tren Maya project, while profitability remained resilient, with EBITDA margin stable at 10%, underscoring the region's operational strength
- The Environment segment delivered significant growth, with turnover up 16% YoY to €469 mn and EBITDA increasing 21% YoY to €104 mn, further strengthening the contribution from recurrent cash-flow-generating activities

Backlog¹ of €15.7 bn, following an order intake of €3.1 bn in 9M25



- **Backlog reached a new all-time high of €15.7bn**, securing more than three years of E&C turnover visibility at historically strong E&C production levels, reinforcing the Group's long-term growth outlook and operational resilience
- **Core markets remain the backbone of the E&C backlog, representing 70% of the total**, with Angola (19%), Mexico (17%), Portugal (12%) and Nigeria (11%) continuing to drive sustainable and diversified growth
- **The Industrial Engineering activity represents 23% of the backlog**, consolidating Mota-Engil's position as a **leading and highly recognized player in Africa**, with this robust portfolio ensuring a **long-term growth trajectory with strong profitability, reinforced by recurring cash flows and the usual contract extensions** consistently secured with long-standing trusted clients
- **Backlog does not include recently awarded projects, after September:**
 - (i) **In Brazil**: the Santos–Guarujá tunnel concession (€1.2 bn); the Duque de Caxias refinery works (€700 mn, with Mota-Engil holding a 33% stake); and the contract extension of submarine warehouses works (€35 mn)
 - (ii) **In Mexico**: €1,020mn in railway infrastructures, including the second section of the Querétaro–Irapuato railway (€820 mn)

¹Does not include EGF's Waste Treatment business which still has a nine-year contract duration (LTM turnover: €405 mn). ²Industrial Engineering.

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APPENDIX



A global player focused on delivering value for all in a sustainable way



*Our legacy inspires
and commits us to
build a better world*

Integrated Group

with significant contribution from long-cycle businesses¹

% of Group's EBITDA:

60% E&C | 40% NON-E&C

Balanced Footprint²

and increase of markets scale

% of turnover: >25% each Region

> 250M€ turnover per core market³

Creating Value

for all stakeholders of the Group

Attain top position in recognized ESG ratings

Focused on cash generation

across the businesses

16% Group's EBITDA mg with improved cash conversion

Accountability & Profitability

of each business

3% Group's Net Profit

Strengthened balance sheet

committed towards maintaining a sustainable leverage

< 2x Group Net Debt / EBITDA

< 4x Group Gross Debt⁴ / EBITDA

Solvency ratio > 15%

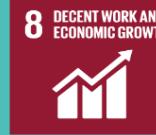
¹Long-term contracting and investment businesses – Environment, Infrastructure Concessions, Industrial Engineering
 Africa and Latam ³Multi-business turnover (consolidated) ⁴Gross debt includes leasing, factoring and confirming.

Strategy Plan Update (August 2023)

Group financials

	2020	2022	Before	Update	
			2026	2026	
Revenues (M€)	2,429	3,804	3,810	6,040	↑ +16% CAGR 20-26
EBITDA (M€) EBITDA margin (%)	380 16%	541 14%	670 18%	955 16%	↑ +17% CAGR 20-26
Net Income (M€) Net Income margin (%)	-20 -	41 1%	105 3%	180 3%	↑ +200 M€ 20 vs. 26
WC/ Revenues (%)	12%	5%	7%	7%	↓ -5 p.p. 20 vs. 26
CAPEX (M€) CAPEX/Revenues Average 22-26 (%)	170	400	260 8%	410 7%	↑ +240 M€ 20 vs. 26
FCF¹ (M€) FCF Average 17-20 vs 22-26 (M€)	230 168	400	355 195	320 201	↑ +90 M€ 20 vs. 26
Net Debt/EBITDA (x)	3.3x	1.7x	1.9x	<2.0x	↓ -1.3x 20 vs. 26
Solvency Ratio^{2,3} (%)	4%	8%	15%	>15%	↑ +11 p.p. 20 vs. 26

Committed to further improvements towards ESG goals

SDG	ESG Goals	Report		Goals		Progress
		2023	2024	2026	2030	
	Local talent in management roles	71%	69%	75%		• Negative progress
	Reduction in accident with lost time (vs 2020 E&C BU and vs 2021 ME Group)	2.7 BU E&C 8.2 ME Group	1.7 BU E&C (-70%) 7.1 ME Group (-41%)	2.8 BU E&C (-50%) 6.1 ME Group (-50%)		• Positive progress
	Reduction of GHG emissions (scope 1, 2 e 3) vs 2021	4 MtCO ₂ e	5 MtCO ₂ e (+84%)	2 MtCO ₂ e (-40%)		• Negative progress
	Global certification (ISO 9001, 14001 e 45001) based on turnover	77%	97%	100%		• Positive progress
	Women in management roles	21%	22%	30%		• Positive progress
	Cumulative investment in innovation 22-26 vs 2020	5 M€	10 M€	25 M€		• Positive progress
	Waste recovery	77%	89%	80%		• Positive progress
	Entities measuring their CSR impact based on SDG	4%	5%	10%		• Positive progress

Note: The percentages of change refer to the comparison of the year's value with the base year.

Major E&C and Industrial Engineering projects currently in backlog¹

Project	Range (€ mn)	Country	Segment	Contract start year	Exp. year of completion	Customer
Fertilizer industrial plant	> 1,000	Mexico	Buildings	2024	2028	PEMEX
High-speed railway Porto-Oiã stretch	[500,1,000[	Portugal	Railway Infrastructures	2025	2030	Infraestruturas de Portugal
Maintenance Contract - Lobito Corridor	[500,1,000[	Angola	Railway Infrastructures	2022	2054	Lobito Atlantic Railway - LAR
Kano - Maradi / Kano Dutse	[500,1,000[	Nigeria	Railway Infrastructures	2021	2026	Federal Ministry of Transportation
Zenza do Itombe- Cacuso railway	[500,1,000[	Angola	Railway Infrastructures	2023	2029	Ministry of Transportation
Kano-Maradi-Dutse project - Rolling stock	[500,1,000[	Nigeria	Railway Infrastructures	2023	2026	Federal Ministry of Transportation
Amulsar Gold Mine	[500,1,000[	Armenia	Industrial Engineering	2025	2031	Lydian Armenia CJSC
Infrastructures of the Corimba waterfront	[500,1,000[	Angola	Road Infrastructure	2024	2029	Ministry of Public Works, Urbanism and Housing
Gamsberg Mine	[500,1,000[	South Africa	Industrial Engineering	2021	2030	Vedanta Zinc International
Kurmuk Mine	[300,500[	Ethiopia	Industrial Engineering	2024	2029	Allied Gold Corporation
Moatize Mine	[300,500[	Mozambique	Industrial Engineering	2024	2027	Vulcan
Boto Gold Mine	[300,500[	Senegal	Industrial Engineering	2023	2029	Managem Group
Lafigué Mine	[300,500[	Ivory Coast	Industrial Engineering	2022	2028	Endeavour Mining PLC
HLO - Oriental Lisbon Hospital	[300,500[	Portugal	Civil Construction	2024	2027	HLO - Sociedade Gestora do Edificio, S.A.
Tren Querétaro - Apaseo el Grande	[300,500[	Mexico	Railway Infrastructures	2025	2027	Agencia Reguladora del Transporte Ferroviario
Consorcio Metro 80 Medellin	[200,300[	Colombia	Railway Infrastructures	2022	2027	EMP - Empresa Metro de Medellin
TRI-K Gold Project	[200,300[	Guinea	Industrial Engineering	2024	2026	Managem Group
Autopista Tultepec - Pirámides	[200,300[	Mexico	Road Infrastructure	2020	2028	Concesionaria Tultepec-AIFA-Pirámides
Monterrey Subway L4, 5 y 6	[200,300[	Mexico	Railway Infrastructures	2022	2027	Gobierno del Estado de Nuevo Leon
Engineering, preparation, removal and disposal of platforms	[200,300[	Brazil	Oil&Gas services	2025	2030	Petrobras
Cabinda-Miconje rehabilitation	[200,300[	Angola	Road Infrastructure	2023	2027	Ministry of Public Works, Urbanism and Housing
Banana Port	[200,300[	Dem. Rep. of Congo	Port Infrastructures	2025	2027	DP World
Extension of the red line Lisbon subway	[200,300[	Portugal	Railway Infrastructures	2023	2027	Metropolitano de Lisboa EP
Sadiola Mine	[200,300[	Mali	Industrial Engineering	2024	2028	Allied Gold Corporation
Rehabilitation of the general infrastructures of the Nova Vida urbanization	[200,300[	Angola	Civil Construction	2024	2028	Ministry of Public Works, Urbanism and Housing

¹Selection of projects above €200 mn plus 16 projects above €100 mn.

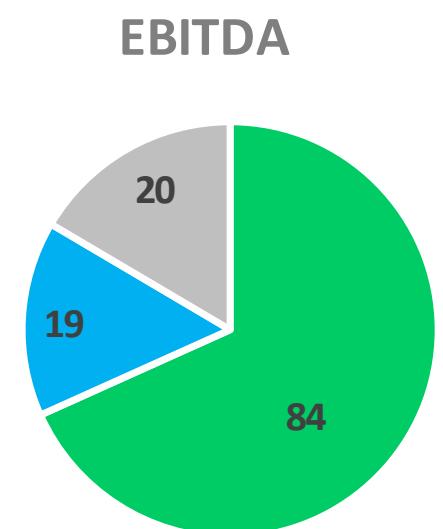
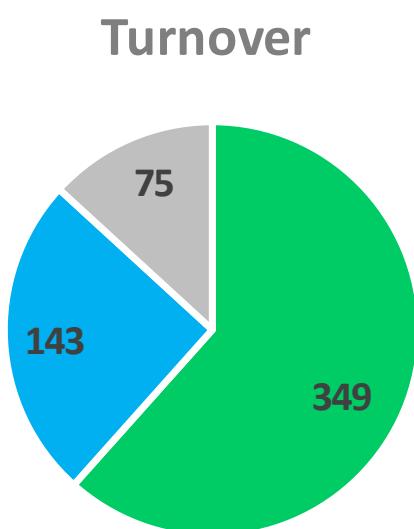
Environment

The Mota-Engil Group started operating in the Environment sector in 1995 in Portugal through SUMA in the segment of management and waste collection, aggregating competences with EGF, leading company in the waste treatment and recovery, having European cutting-edge technology in waste treatment and recovery, as well as in energy production through biogas capture in landfill and energy recovery plant. In Portugal the operations have a market share of 40% in urban services and 60% in treatment.

At an international level, Mota-Engil has increasingly expanded its activity in this sector for markets such as Angola (Vista Waste), Mozambique (Eco Life), Mexico (Bordo Poniente), Brazil (Consita), Oman (Eco Vision) and Ivory Coast (Eco Eburnie and Clean Eburnie).

Main Indicators 2024

Turnover €567 mn | EBITDA: €122 mn



■ Waste treatment ■ International activities ■ Waste collection and others

*• Collection
• Processing
• Recovery
• Valorisation of waste*



- 1 - CENTRAL DE VALORIZAÇÃO ENERGÉTICA – PORTUGAL
- 2 - VISTA WASTE – ANGOLA
- 3 - ECOVISION – OMÃ
- 4 - ECOLIFE – MOÇAMBIQUE
- 5 - ECO EURNIE – COSTA DO MARFIM
- 6 - SUMA – PORTUGAL
- 7 - SUMA BRASIL – BRASIL
- 8 - CLEAN EURNIE – COSTA DO MARFIM

Citizens served: 21 Million

Energy

- Power Generation
- Trading
- Waste-to-value

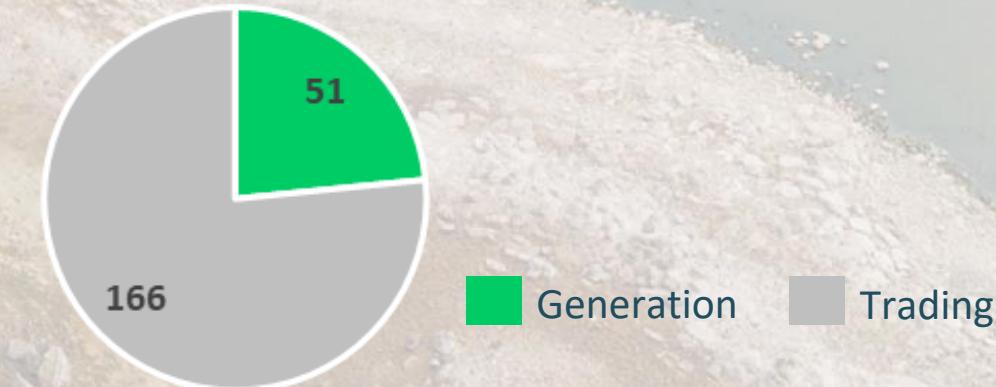
Power Generation

Trading

Started in March 2018

Key Figures 2024 (Fénix)

Turnover €217 mn
EBITDA: €11 mn



¹CEL: Clean Energy Certificates. iREC: International Renewable Energy Certificates.



Mota-Engil with 60% stake



1st private operator in Mexico



Turnover

Technology
Waste-to-Energy
Incinerator
Biogas
Organic Valorization

Installed Capacity
100 MW

Business Model
Sales to market with feed-in Tariff

4 hydro plants
10 mini-hydro plants

Jorge Luque power plant (Gas)

278.7 MW

In construction towards: 1,660 MW

Sales to the spot market and supply PPA's (Suministradora Fenix)

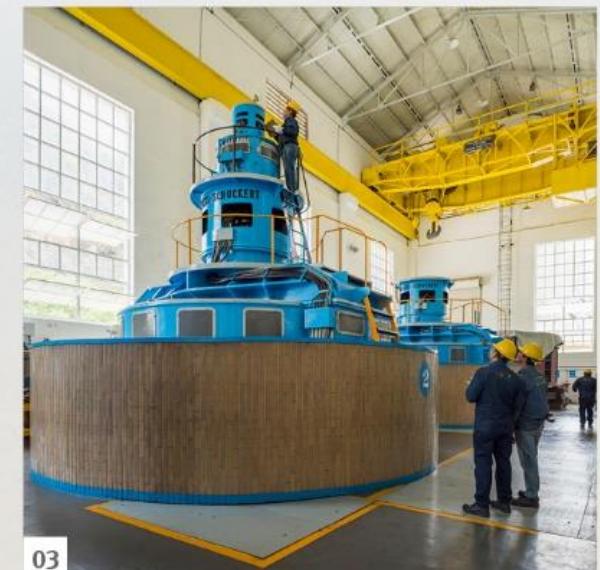
- Supply of Energy/Capacity/CEL/iRec¹ in Mexico's Electricity Market
- Currently 3 PPA's in operation for 150 MW (965 GWh/year), being the most relevant the 20 years PPA established with Mexico City for street lightning (400 GWh/year)



01



02



03

1. OIL PLATFORM MAINTENANCE – BRAZIL

2. GENERADORA FÉNIX – MEXICO

3. FÉNIX – MEXICO

Infrastructure concession portfolio

MOTAENGIL

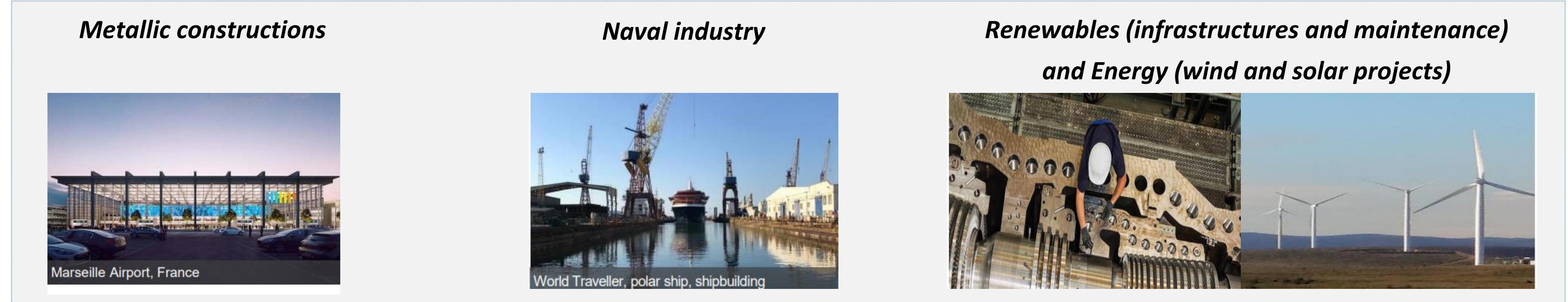
Country	Project	Mota-Engil Share (%) ¹	Risk Profile	Remaining life (y)
Portugal	Lusoponte*	25.8%	Traffic risk (mature)	7
Portugal	Douro Interior*	41.2%	Availability payment + Traffic risk (residual)	14
Portugal	Hospital de Lisboa Oriental	50.0%	Availability Payment	30
Angola	Lobito Railway Corridor + Mineral Port	50.0%	Traffic risk	30
Mozambique	Estradas do Zambeze	95.0%	Traffic risk	23
Kenya	Kenya Annuity Roads Lot 15	16,0%	Availability payment	9
Kenya	Kenya Annuity Roads Lot 18	16,0%	Availability payment	9
Nigeria	Abuja and Kano Airports	49%	Demand risk	25
Colombia	Cambao - Manizales	45.7%	Traffic risk	25
Mexico	Autopista Urbana Siervo de la Nación	15.1%	Guaranteed IRR	49
Mexico	APP Coatzacoalcos - Villahermosa	19.4%	Availability payment	3
Mexico	APP Tamaulipas - Tampico	32.0%	Availability payment	4
Mexico	Autopista Cuapiaxtla - Cuacnopalan	50.8%	Guaranteed IRR	30
Mexico	Autopista Tultepec – Pirámides	51.5%	Traffic risk	51
Mexico	Autopista Conexión Oriente	25.5%	Traffic risk	27
Mexico	CMRO Nayarit	51.0%	Availability payment	8
Mexico	Mota-Engil Aeropuertos	51.0%	Guaranteed IRR with Demand Risk ²	45 ³
Mexico	Azpau Entretenimiento	50.8%	Commercial Income	27 ⁴
Mexico	Consorcio Tren Ligero Línea 4 Guadalajara	26,0%	Availability payment	36
Mexico	Bordo Poniente	25.5%	PPA /Market price risk	16
Mexico	Jorge Luque	46.4%	Market price risk	21

* Concessions operated by Lineas in which Mota-Engil SGPS holds a 51% stake. ¹Mota-Engil SGPS effective consolidation (%).²Renewed every 10 years. ³Expected concession life. ⁴Adjusted concession period to guarantee agreed return.

Stake in Martifer of 37.5%

- Martifer was founded in 1990 and is listed on Euronext Lisbon since June 2007
- Market capitalization of €255 mn¹ (Mota-Engil's 37.5% stake market value of €92 mn) and the price of the ongoing tender offer of €2.057 valuing Mota-Engil's stake at €77 mn

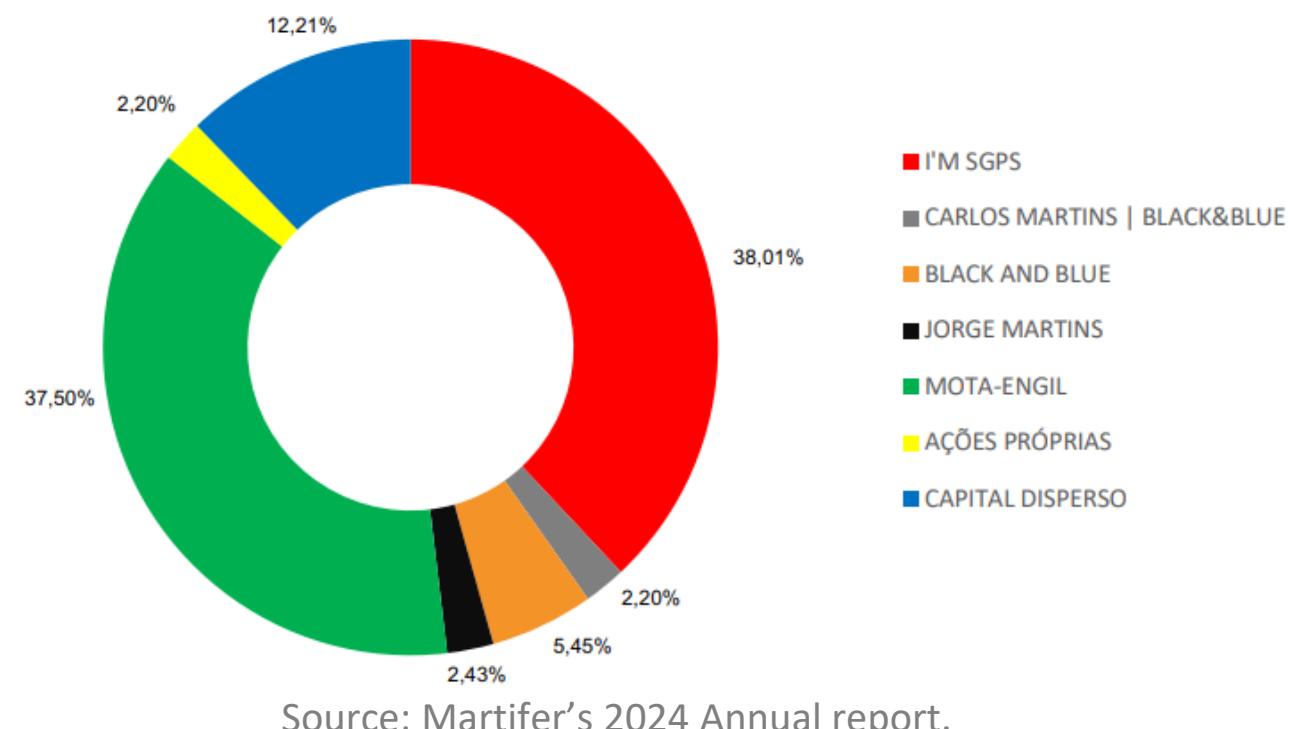
Business Areas



Martifer's financials 2024

- Turnover: €264.5 mn
- EBITDA: €38.2 mn
- Net profit: €23 mn
- Backlog: €695 mn

Martifer's shareholder structure Dec. 24



¹Source: Bloomberg (30/01/2026).

Mota-Engil's accounting

- Stake of 37.5%
- Accounted in “Financial investments in associated companies” (book value of c.€28 mn on 30 June 2025)
- Equity method consolidation

Executive Committee

(Mandate 2024-2026)



Carlos Mota Santos
Chief Executive Officer



Manuel Mota
Deputy-CEO



José Carlos Nogueira
Chief Financial Officer

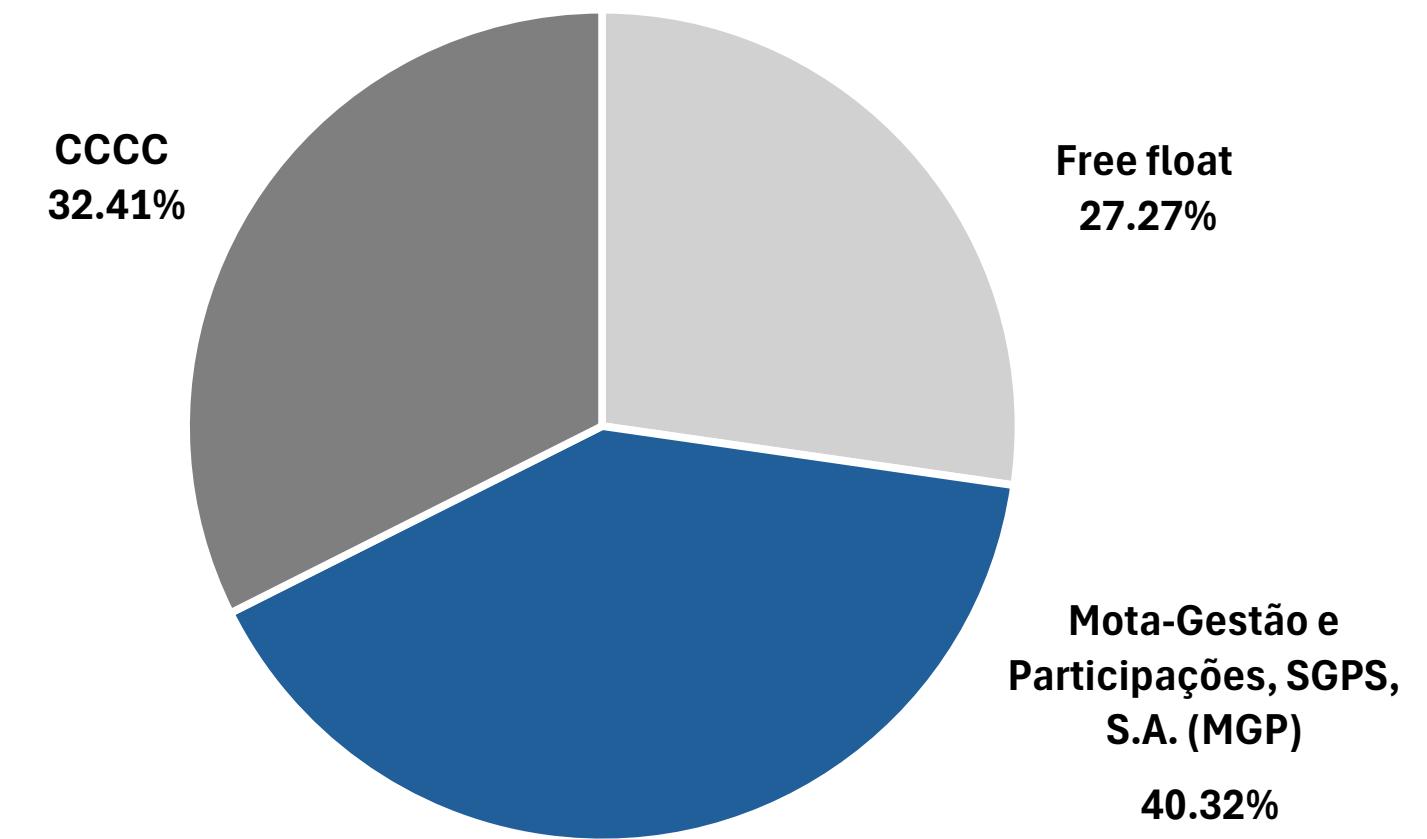


Xiao Di
Chief Accounting Officer

Snapshot



Shareholder structure²



- Mota Family (MGP) has an equity stake of 40.2% and a long-term commitment and fully supports strategy
- Epoch Capital Investments (CCC) has an equity stake of 32.4% reinforcing the shareholder structure of the company

Disclaimer

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The financial information presented in this document is not audited for the half periods and audited for the yearly periods.

MOTAENGIL

Europe

Portugal
Spain

Latin America

Mexico
Peru
Brazil
Colombia
Panama

Africa

Angola	Cameroon
Mozambique	Ivory Coast
Malawi	Kenya
South Africa	Nigeria
Zimbabwe	Senegal
Uganda	Ethiopia
Rwanda	Democratic Republic
Guinea-Conakry	of Congo
	Armenia

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