



MOTAENGIL

Driven by Purpose, Built with History

Investor Presentation

MARCH 2026

Table of Contents

01	At a Glance	Page 3
02	FY2025 Results Overview	Page 8
03	Business Units	Page 20
	<ul style="list-style-type: none">1. Europe E&C2. Africa E&C3. Latin America E&C4. Environment5. Mota-Engil Capital and Mext	
04	Strategic Plan 2026-2030	Page 39
05	Appendix	Page 47



01
At a glance

Mota-Engil has evolved through continuous growth, diversification and innovation

1946



Foundation of Mota & Comp.

1970s



Expansion within Africa

1990s



Portfolio diversification (Environment and Concessions)

2010s



Leading in emerging markets

Foundation of Engil



1952

Stock market listing



1980s

Birth of Mota-Engil



2000s

Landmark infra. projects



2020s

Diversification: Natural Resources (Mining and Oil&Gas)



2026
80 years

Our World

3 continents | 22 countries



WORKPLACE EXCELLENCE



INDUSTRY LEADERSHIP

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 non-chinese)
THE TOP 250
TOP INTERNATIONAL CONTRACTORS OF THE WORLD

What we do

E&C

Design & delivery of **tailored, complex, large-scale infra solutions** mainly in **rail, roads, ports and airports**, with core presence in **Portugal, Africa and Latam**



CONCESSIONS

Development and operation of long-term **infra concessions**, building recurring cash flows across **E&C core markets**



NATURAL RESOURCES

MINING

Contract Mining **open-pit** services, incl. **extraction & material handling** for mining operators in **Africa**, under **long-term contracts**

INDUSTRIAL

Maintenance & decommissioning of **Oil & Gas assets** in **Brazil**, with expansion to **Africa**, and **EPC³** of **industrial assets** in **Mexico**



CIRCULARITY

ENVIRONMENT

Waste management and collection in Portugal and other selected markets, incl. **municipal concessions** and urban services

ENERGY

Recent expansion into **waste-to-energy and renewable power generation solutions**, leveraging existing **infrastructure capabilities** and footprint

NATURE RECOVERY

Newly launched business leveraging forest assets



Focus 2030 combines profitable growth, strong cash generation and capital discipline

Strategic drivers

- › Growth funded through equity partnerships and structured financing
- › Structurally higher cash conversion through tighter working capital control
- › Disciplined capital allocation and active capital recycling
- › Clear and sustainable shareholder remuneration framework

2030 targets

~9B€

Revenues
>10% CAGR
2026-2030

≥ 18%

EBITDA margin

≥ 25%

Free Cash Flow /
EBITDA
(over '26-'30)

7%

CAPEX / Revenues
(over '26-'30)

≤ 2.0x

Net Debt incl. LFC
/ EBITDA

≥ 18%

Solvency Ratio

≥ 4%

Group Net
Margin

30-50%

Payout ratio



MOTAENGIL
ENGENHARIA

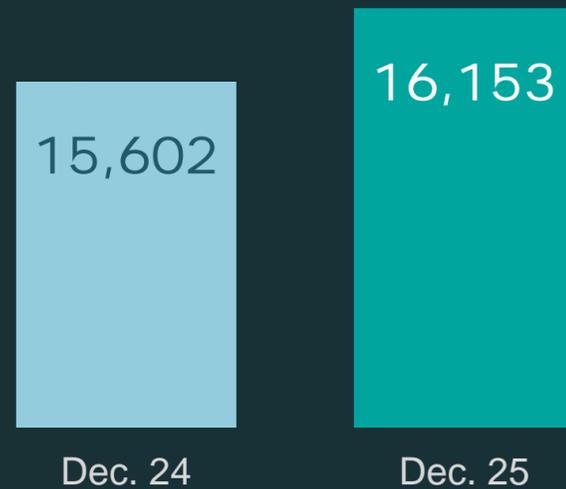
02 *FY2025 Results* Overview

Key highlights

BACKLOG

€16.2_{bn}

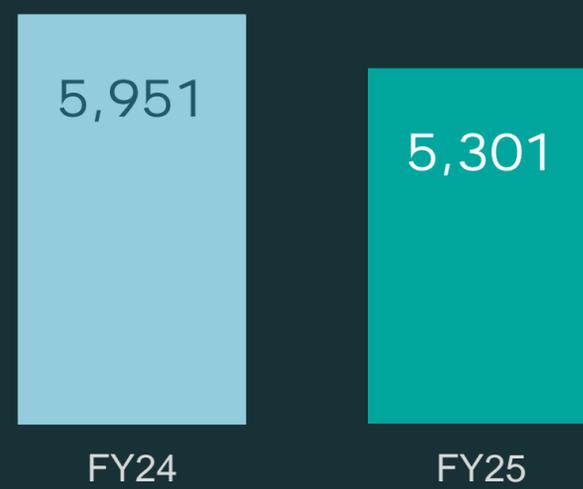
(+4% YTD)



TURNOVER

€5.3_{bn}

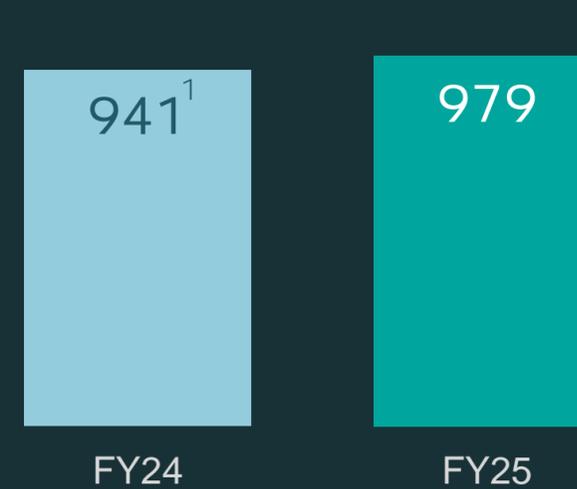
(-11% YoY)



EBITDA

€979_{mn}

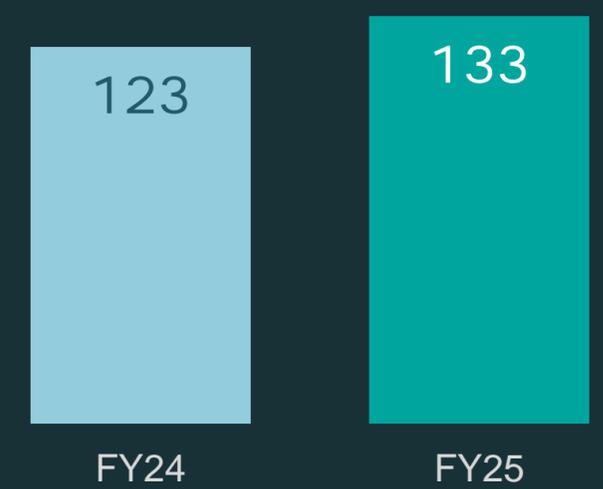
(+4% YoY; 18% margin)



NET PROFIT²

€133_{mn}

(+9% YoY; 2.5% margin)



NET DEBT

€1,941_{mn}

(ND/EBITDA 1.98x)

GROSS DEBT³

€3,421_{mn}

(GD/EBITDA 3.50x)

CAPEX¹

€396_{mn}

(-22% YoY)

CFO

€924_{mn}

(+€199 mn YoY)

EQUITY

€983_{mn}

(Equity/Assets 12%)

¹Restatement due to accounting policy change on Government grants (mainly related to EGF). ²After non-controlling interests. ³Includes leasing, factoring and confirming.

Strengthening Profitability: Record €133 mn Group Net profit (+9% YoY)

P&L (€ mn)	2025	2024 ¹	YoY	2H25	YoY
Turnover	5,301	5,951	(11%)	2,556	(21%)
EBITDA	979	941	4%	530	(5%)
<i>Margin</i>	18%	16%	3 p.p.	21%	3 p.p.
EBIT	656	586	12%	358	3%
<i>Margin</i>	12%	10%	3 p.p.	14%	3 p.p.
Net financial results and others	(258)	(182)	(42%)	(145)	(32%)
Net financial interests and others	(271)	(240)	(13%)	(154)	6%
Capital gains	13	58	(78%)	10	(73%)
Associates	(16)	7	n.m.	(11)	n.m.
EBT	381	411	(7%)	202	(17%)
Net profit	248	273	(9%)	128	(18%)
<i>Margin</i>	4.7%	4.6%	0.1 p.p.	5.0%	0.2 p.p.
Attributable to:					
Non-controlling interests	115	151	(24%)	54	(34%)
Group Net profit	133	123	9%	74	1%
<i>Margin</i>	2.5%	2.1%	0.4 p.p.	2.9%	0.6 p.p.

- Turnover was €5,301 mn, driven by robust growth in Africa and the Environment businesses, partly offset by the absence of the Polish operations (divested in 2024) and primarily impacted by project consignment and tender delays in Portugal and Mexico
- EBITDA increased 4% YoY to a record of €979 mn, with margin expanding to 18%, supported by all business segments and a sustained focus on cash flow generation
- Net financial interests and others reflect the higher capital employed in long-term, high-margin projects (contract mining and concessions) in previous years, as well as the interest rate mix of local currency debt in Africa and Latin America, partially offset by the evolution of global interest rate curves this year
- Associates reflect the expected performance during the initial development phase of the concession assets, namely the Lobito Corridor in Angola and the new Mexican concessions
- Non-controlling interests are mainly related to operations in Mexico, Nigeria and Angola
- Record Group Net profit of €133 mn (+9% YoY), with 2H25 net margin reaching 2.9%, structurally aligned with the 2026 target of 3%

¹Restatement due to accounting policy change on Government grants (mainly related to EGF).

Record 18% EBITDA margin, reinforcing structural profitability

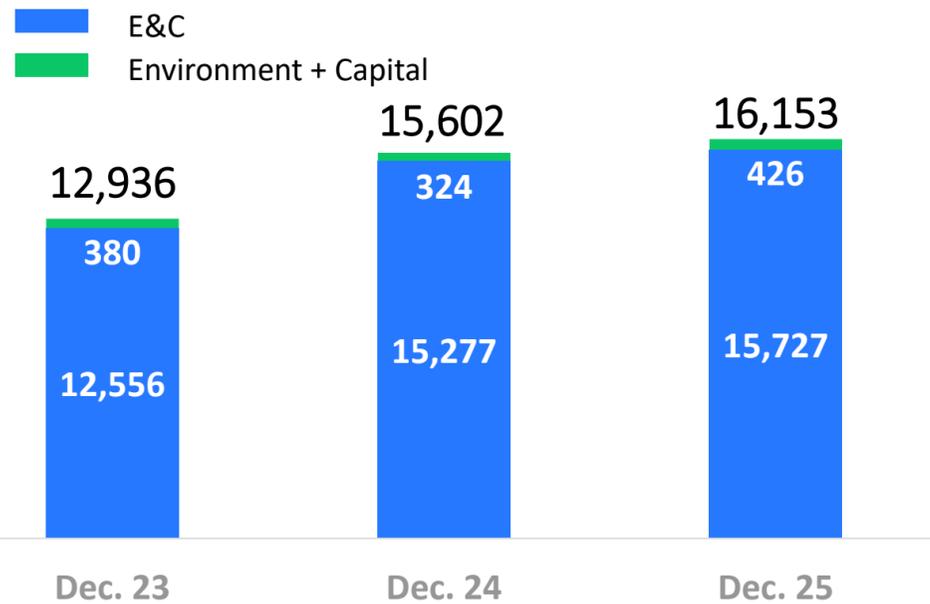
P&L breakdown (€ mn)	2025	%T	2024 ¹	%T	YoY
Turnover (T)	5,301		5,951		(11%)
Engineering&Construction	4,554		5,300		(14%)
Europe	428		583		(27%)
Africa	2,129		1,748		22%
E&C	1,405		1,330		6%
Industrial Engineering	724		418		73%
Latin America	2,006		2,976		(33%)
E&C	1,733		2,559		(32%)
Energy and Concessions	273		417		(34%)
Other and intercompany	(9)		(7)		(25%)
Environment	652		567		15%
Capital and MEXT	141		141		1%
Other and intercompany	(46)		(57)		19%
EBITDA	979	18%	941	16%	4%
Engineering&Construction	820	18%	820	15%	0%
Europe	33	8%	45	8%	(27%)
Africa	565	27%	453	26%	25%
E&C	349	25%	328	25%	6%
Industrial Engineering	216	30%	125	30%	73%
Latin America	222	11%	322	11%	(31%)
E&C	201	12%	287	11%	(30%)
Energy and Concessions	21	8%	35	8%	(41%)
Environment	147	23%	109	19%	35%
Capital and MEXT	15	11%	12	9%	25%
Other and intercompany	(3)		0		n.m.

- **E&C** turnover amounted to €4,554 mn, with EBITDA margin expanding 3 p.p. YoY to 18%, driven by structurally stronger profitability in Africa
- The **Industrial Engineering** segment continued to deliver outstanding performance, with turnover up 73% YoY to €724 mn and a best-in-class EBITDA margin of 30%, reinforcing its role as a high-margin growth platform
- In **Europe**, turnover reached €428 mn, impacted by delays in key project consignment, tendering and awards in Portugal due to the unexpected legislative elections, as well as by the divestment of the Polish operations (€119mn in FY2024), while maintaining a resilient EBITDA margin of 8%
- In **Latin America**, turnover declined 33% YoY to €2,006 mn, reflecting the expected transition period in Mexico, while preserving a solid EBITDA margin of 11%
- The **Environment** segment delivered strong growth, with turnover up 15% YoY to €652 mn and EBITDA up 35% YoY to €147 mn, with margin expanding 4 p.p. to 23%, confirming its structural contribution to sustainable long-term cash flow generation

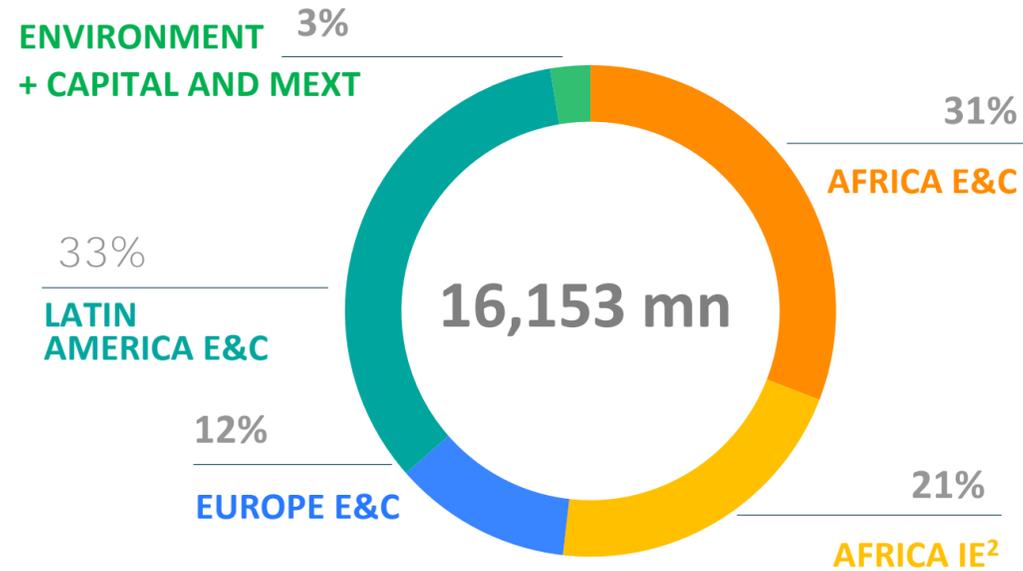
¹Restatement due to accounting policy change on Government grants (mainly related to EGF).

Record €16.2 bn value-driven Backlog¹, with €5 bn awarded in 2025

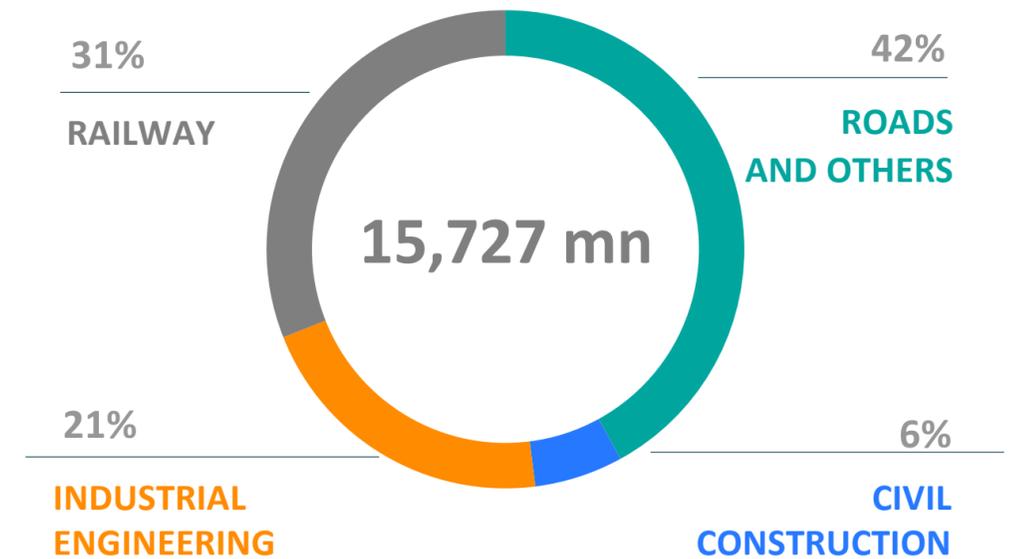
Backlog evolution (€ mn)



Backlog by Business Unit



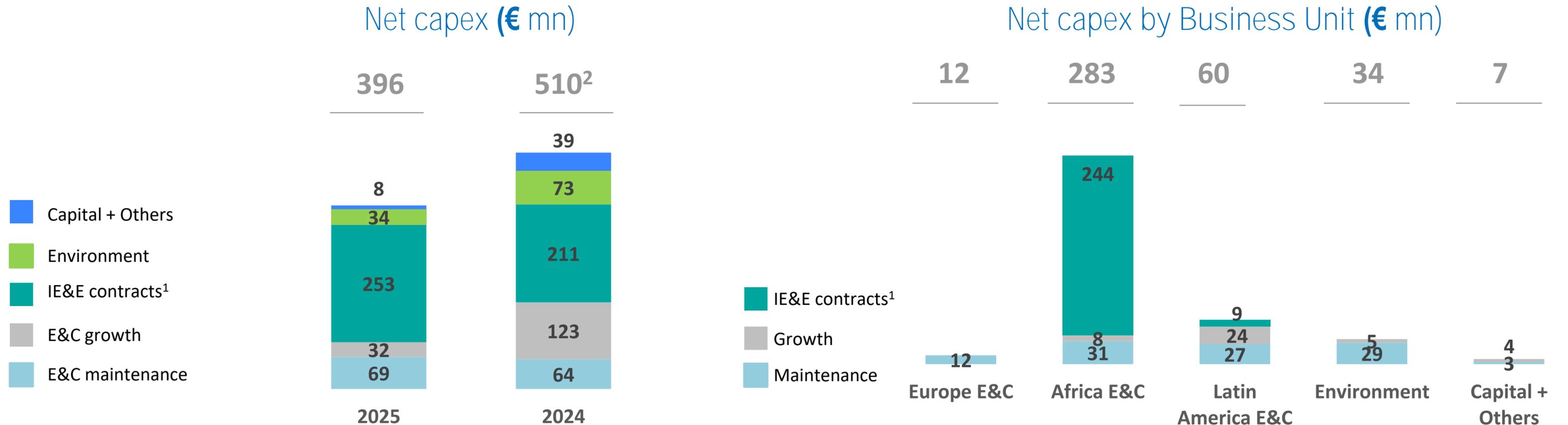
E&C backlog by segment



- The **backlog is increasingly composed of multi-year infrastructure and long-duration projects**, enhancing earnings visibility and margin resilience
- **Backlog reached a new all-time high of €16.2 bn**, providing 3 years of E&C visibility and underpinning the Group’s medium-to long-term profitable growth
- **Core markets represent 72% of the total E&C backlog**, with Mexico (22%), Angola (18%), Portugal (12%) and Nigeria (8%), **ensuring a diversified and resilient geographic growth mix**
- **Industrial Engineering accounts for 21% of total backlog**, reinforcing Mota-Engil’s position as a leading player and structurally high-margin operator in Africa
- **Backlog does not include the following projects:**
 - In Brazil (€1.3 bn):** PPP project for the construction, operation and maintenance of the **Santos-Guarujá Submerged Tunnel**.
 - In Portugal (€ 115 mn):** preferred bidder in Contumil-Ermesinde railway contract

¹Does not include EGF’s Waste Treatment business which still has a nine-year contract duration (annual turnover 2025: €392 mn). ²Industrial Engineering.

Disciplined Capex focused on high-return segments (down €114 mn YoY)



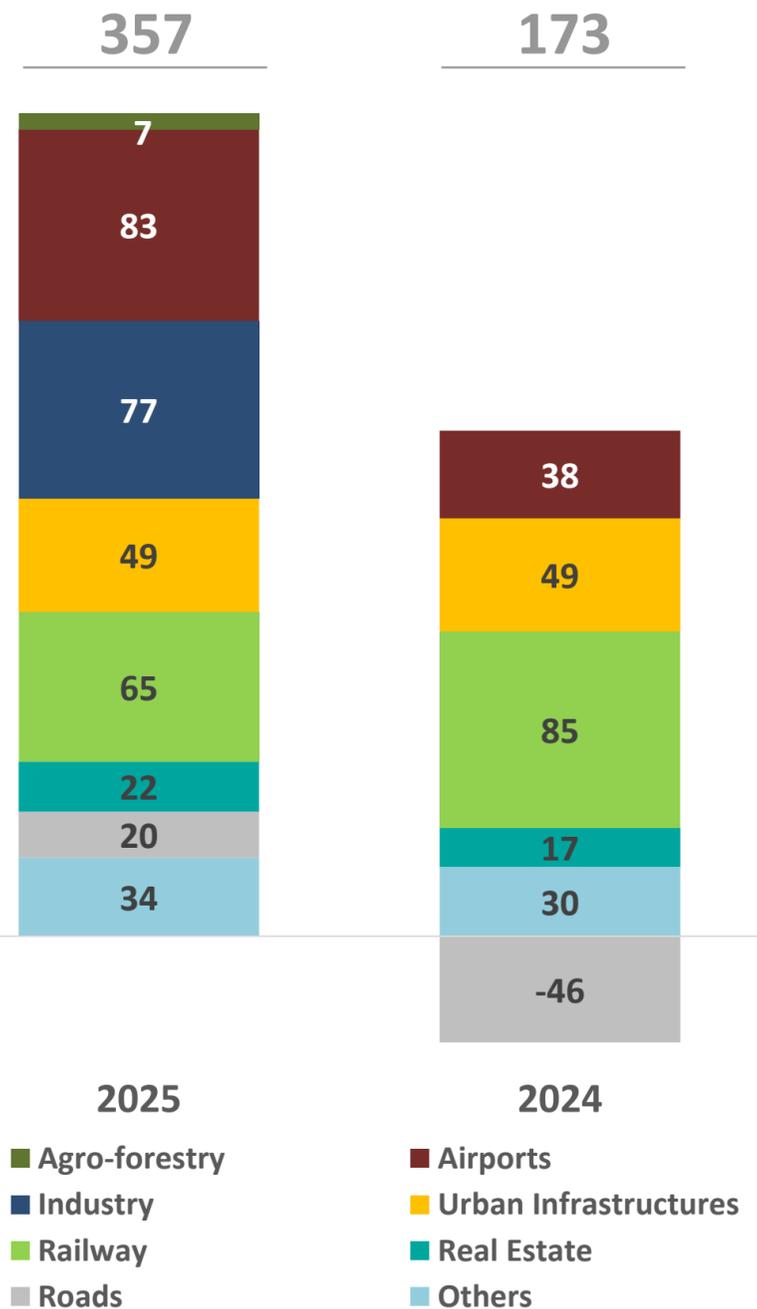
- **Capex remains selective, return-driven** and aligned with the Group's **disciplined capital allocation** framework
- **Capex/revenue ratio maintained at a disciplined 7%**
- **64% of total capex allocated to Industrial Engineering & Energy contracts**, primarily heavy equipment fleet supporting structurally higher-return projects
- **E&C maintenance capex tightly controlled at c.1.5% of E&C turnover**, reflecting asset management efficiency and procurement discipline
- **Environment unit capex totalled €34 mn**, of which 85% relates to the regulated asset base model of the Treatment business in Portugal (EGF), supporting stable and predictable cash flows

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

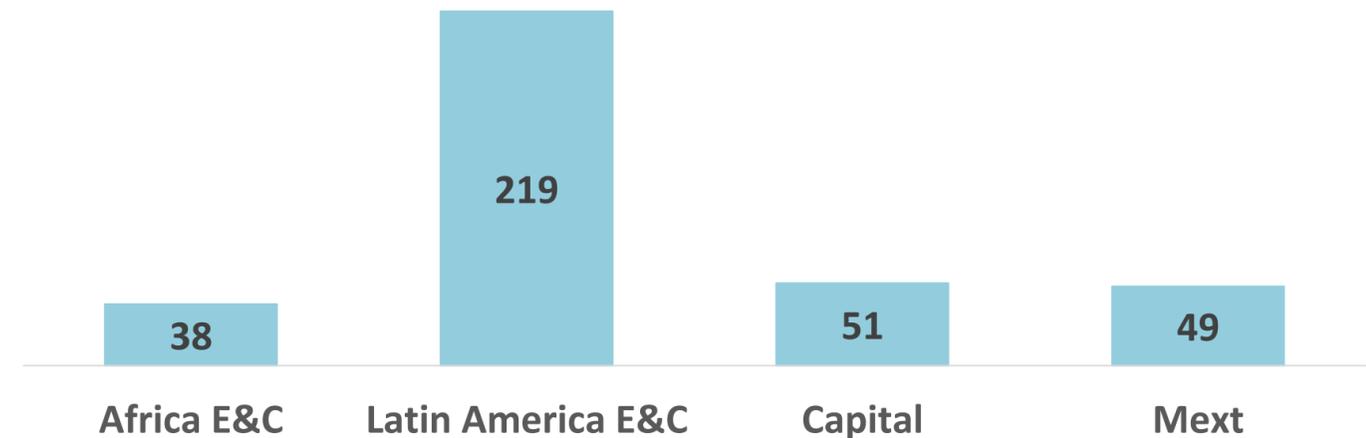
²Restatement due to accounting policy change on Government grants (mainly related to EGF).

Building a Portfolio of Long-Term, Value-Creating Greenfield Assets

Financial capex by segment (€ mn)



Financial capex by Business Unit (€ mn)

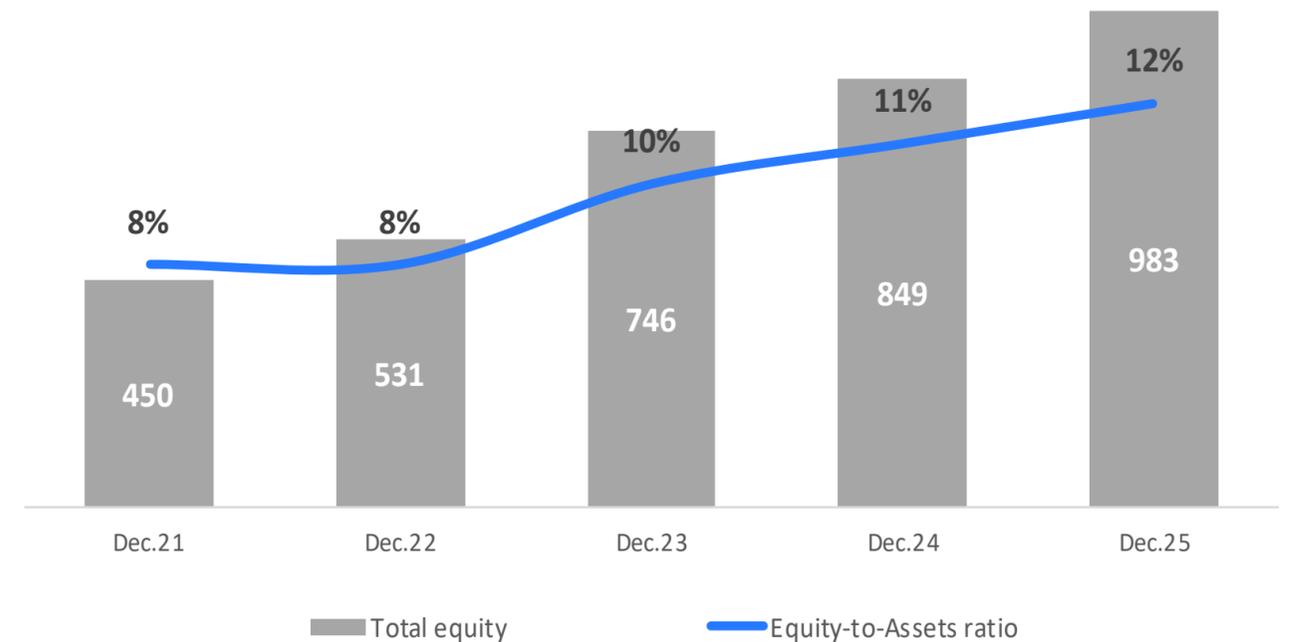


- Capital deployed into **long-term, return-linked concession assets**, supporting **structural profitability** and **long-term value creation**
- **61% of financial capex** was allocated to Latin America E&C, primarily Mexico, focused **on transport and logistics infrastructure and urban concession assets with long-term revenue visibility**
- In Africa, €38 mn was invested in the **Lobito Corridor**, a strategic logistics asset and a Pan-African corridor **with multi-decade revenue visibility**
- Initial equity investments were deployed in the **first stretch of the Portuguese high-speed train** and in the new **Lisbon Hospital (HLO)** project through ME Capital, positioning the Group in **key long-cycle infrastructure assets**
- MEXT accounted for €49 mn, mainly driven by the **M-ODU real estate redevelopment project in Porto** and by the **agro-forestry platform Mamaland**, both aligned with long-term asset creation
- The majority of these concessions and medium to long-term return projects are equity method accounted and currently are **at an early execution stage**, with value realization expected over the next strategic cycle. Short-term balance sheet impact, long-term value creation
- Strategic **capital allocation into long-cycle assets** enhancing **recurring earnings** and **market positioning**

Strengthened Balance Sheet through disciplined capital management

Balance sheet (€ mn)	Dec.25	Dec.24 ¹	YTD
Fixed assets	2,094	1,989	105
Financial investments	881	799	82
Provisions	(194)	(188)	(6)
Working capital & long-term balances	814	658	156
	3,595	3,258	337
Equity	983	849	134
Net debt + LFC ²	2,612	2,410	202
	3,595	3,258	337

Total equity and Equity/Assets ratio

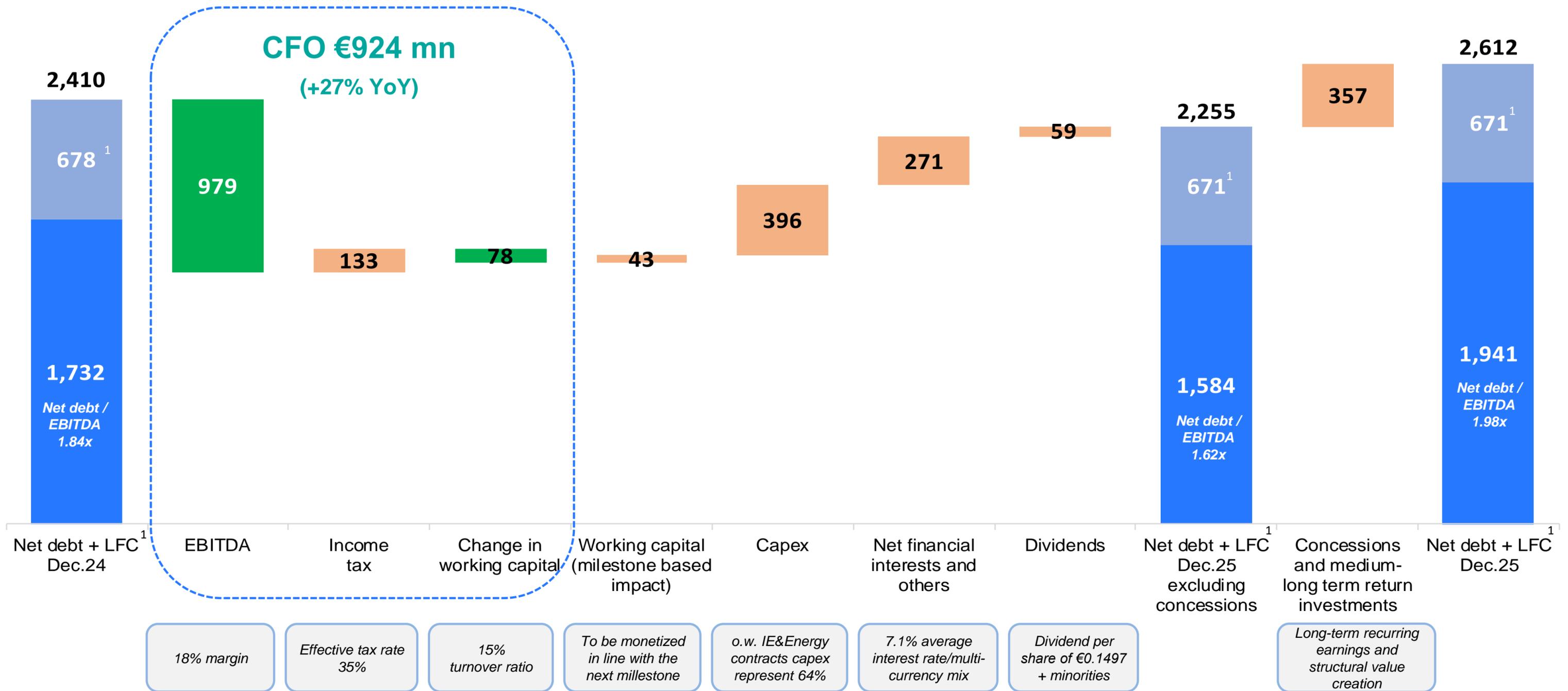


- **Disciplined working capital & long-term balances management**, ensuring an efficient 15% ratio to turnover
- **Equity-to-assets ratio of 12%**, reinforcing structural solvency even during a cycle of elevated long-term investment
- **Debt profile extended and repriced through new financing transactions**, aligning maturities with the long-cycle nature of the backlog projects and enhancing funding competitiveness. Net debt evolution **also reflects €357 mn invested in long-term concession and greenfield assets**
- Investing for growth while **reinforcing solvency and capital discipline**

¹Restatement due to accounting policy change on Government grants (mainly related to EGF).

²Leasing, factoring and confirming

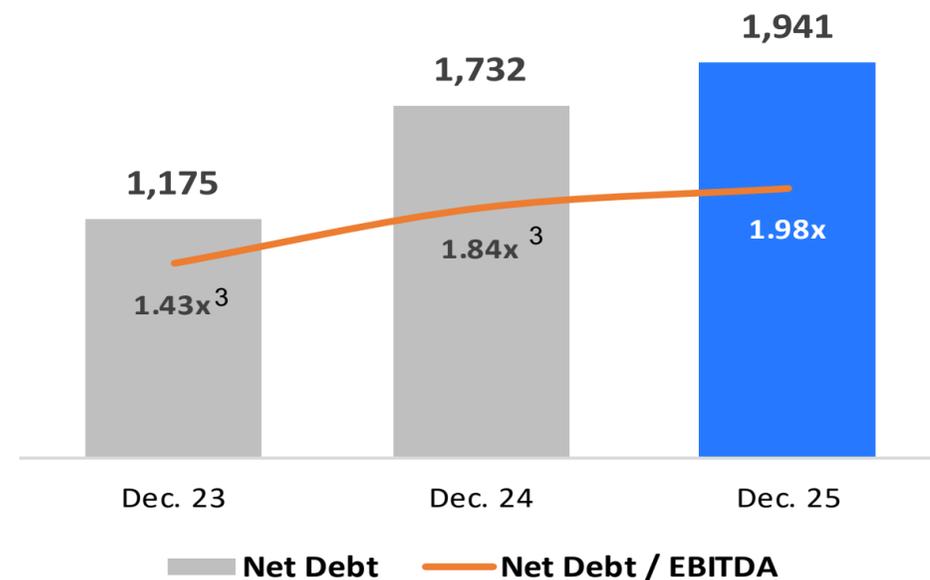
Strong Cash Flow from Operations (€924 mn)



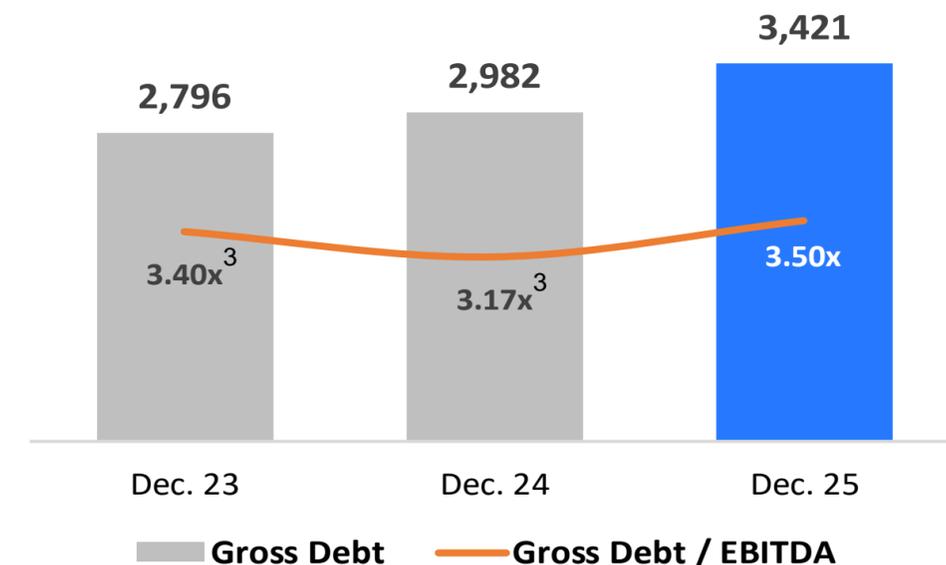
¹Leasing, factoring and confirming

Disciplined leverage management within strategic thresholds

Net debt¹ and Net debt/EBITDA



Gross debt² and Gross debt/EBITDA



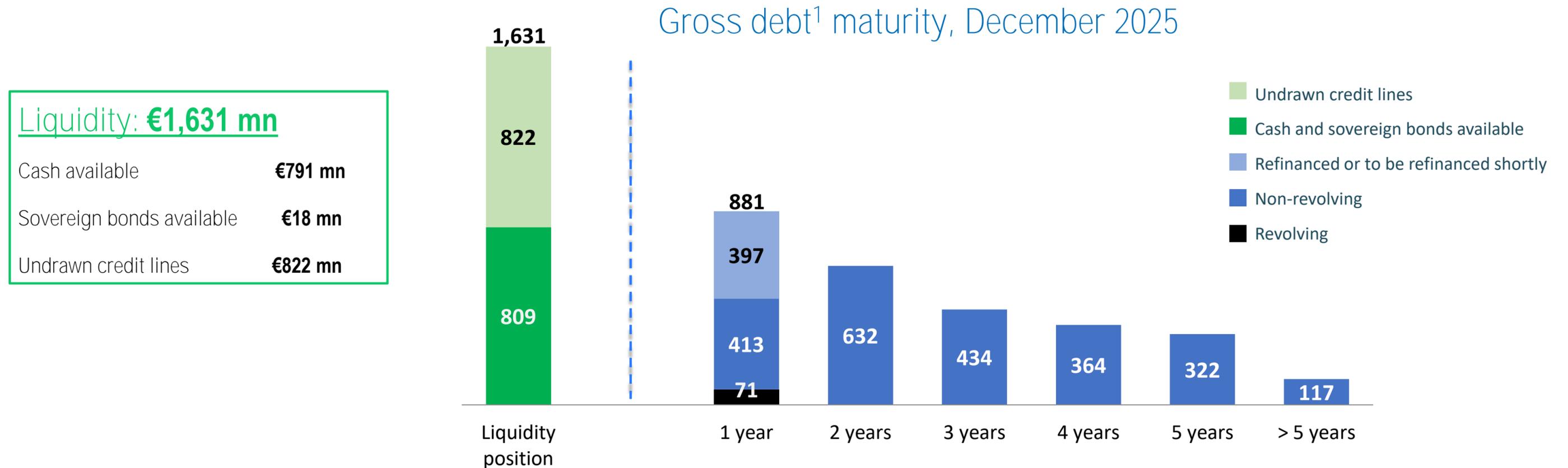
- Net debt at €1,941mn, with **Net debt/EBITDA at 1.98x**, remaining **below the 2.0x strategic threshold**
- Interest coverage ratio (EBIT/Net interest) of 2.7x, reflecting manageable funding costs
- Leverage metrics remain fully aligned with Building26 strategic targets, with **Net debt/EBITDA below 2x and Gross debt/EBITDA below 4x**
- Gross debt evolution reflects strategic long-term investments and extended funding maturities aligned with the backlog profile
- Leasing, Factoring and Confirming stable at €671 mn (€678 mn in Dec. 2024)
- Disciplined leverage supporting growth while preserving financial flexibility

¹Net debt considers Mozambique's sovereign bonds as "cash and cash equivalents" which amounted to €18 mn in December 2025 (nominal value €19 mn) and Mozambique's sovereign bonds as "cash and cash equivalents" which amounted to €21 mn (€25 mn nominal value) in December 2024.

²Includes leasing, factoring and confirming.

³Restatement due to accounting policy change on Government grants (mainly related to EGF).

Strong Liquidity position and managed Debt maturity profile



- Liquidity of €1,631 mn comfortably **exceeds non-revolving and non-refinanced maturities over the next three years**
- Of the €881 mn maturing within one year, **€397 mn (45%) has already been refinanced at the beginning of 2026**
- **Average gross debt maturity of 2.8 years**, reflecting progressive tenor extension and a well-staggered maturity profile
- **Average cost of gross debt reduced to 7.1% (-60 bps YoY)**, supported by competitive financing agreements signed in 2H25 with high-quality international institutions (IFC, Deutsche Bank supported by AfDB, Bank of China and ICBC)
- Cost of debt continues to reflect the **structural mix of interest rates across multiple local currencies** in the Group's operating geographies
- **Robust liquidity ensures** refinancing stability and strategic flexibility

¹Excluding leasing, factoring and confirming.

Guidance 2026

- **Double-digit turnover growth (10–15%)**, driven by record backlog conversion and the ramp-up of large-scale, long-cycle projects across core markets
- **EBITDA margin expected to remain at structurally 2025 levels**, supported by strict project selection, a higher-quality backlog mix and an increasing contribution from higher-margin segments
- **Net margin sustained at around 3%**, after the structural profitability repositioning achieved over recent years
- **Strong operating cash generation, maintaining Net Debt/EBITDA below 2x and Gross Debt/EBITDA below 4x**
- Capital allocation remains return-driven, with **capex maintained at ~7% of turnover**
- **Efficient concession portfolio management**, promoting the disciplined **rotation of mature assets**, maximizing **long-term value creation** and enhancing **recurring earnings visibility**
- **The Group enters 2026 with record backlog, structurally higher margins and controlled leverage, positioning it for sustained value creation**
- **Proposed shareholder remuneration related to 2025 fiscal year: dividend per share of €0.173**



03
Business Units



Engineering and Construction



3.1

Europe E&C

HIGHLIGHTS 2025

2

COUNTRIES

428M€

TURNOVER

1,895M€

BACKLOG

PORTUGAL • SPAIN

Portugal: Infrastructure pipeline in the next ten years

~60B€



Non-exhaustive



RIVER CROSSING INFRASTRUCTURES

Two Tagus River connections (third Tagus Bridge and Algés-Trafaria Tunnel)



ROADS

~2B€ of planned Portuguese investment until 2030



PORTS

Portugal to invest ~2B€ until 2030
Investment of ~4B€ until 2035 in concessions



SUBWAYS

Estimated ~2B€ investment in **subways in Lisbon and Oporto** until the end of the cycle



AIRPORTS

Expected investment for the new **Lisbon airport is around 9B€**



RAILWAYS

Railway investment to account for ~10.5B€ until 2030
EIB approved **3B€ investment** for the TGV concession phase 1



DATA CENTERS

Portugal will capture more than **12B€** in the next 5 years



Future growth well supported by a large pipeline

Key data	Turnover	EBITDA	EBITDA margin
2025	€428 mn	€33 mn	8%

Major projects being executed

- In 2025 the **backlog strengthened to €1.9bn** (+€967 mn YoY), driven by newly awarded **flagship strategic projects** with several projects ongoing, namely:
 - **The New Lisbon Hospital**
 - **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 first stretch (Porto-Oiã) of the high-speed train project**, with execution to begin this year and to continue throughout 2030 (€800 mn)

Short-term pipeline

- **Violet subway line** in Lisbon (awarded) (c.€600 mn)
- **Red subway line** in Lisbon (awarded) (c.€400 mn)
- Second tender for the **second stretch (Oiã-Soure)** of the high-speed train **launched in January 2026** (€1.6 bn)
- **New hospital in the Algarve** (c.€400 mn)
- **A new airport called Camões** with two runways and a total cost of c.€9 bn (Vinci as concessionaire) with the Environmental studies to be concluded in the 3Q26



3.2

Africa E&C

HIGHLIGHTS 2025

15

COUNTRIES

2,129M€

TURNOVER

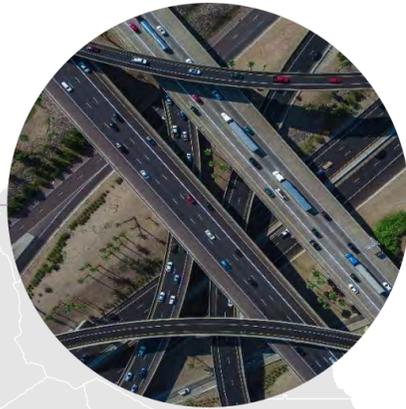
8,366M€

BACKLOG

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

Strong investment agenda to close the infrastructure gap in Africa

Leading **EPC contractor** and **integrated solutions provider**

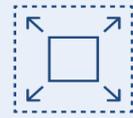


Non-exhaustive

AFRICAN CONTINENT



150B€ through Global Gateway '21 – '27 to Africa region (European Investment package to support Africa development)



Expected 400B€ extension through Global Gateway '27 - '30



Estimated 160B\$ investment in Africa infra until 2030 announced in Financing Summit for Africa's Infrastructure Development 2025

MOZAMBIQUE



LNG project with an estimated investment of **20B\$**



MPDC **500M\$** inv. to equip & expand Port of Maputo in the next 3 years

LAGOS - ABIDJAN CORRIDOR



15B\$ announced by African Development Bank in 2025

NIGERIA



3B\$ investment in Lagos Green Line

ANGOLA



Angola and Gemcorp launched **500M\$ fund** to boost infrastructure development in Africa



1.3B\$ under Partnership for Global Infrastructure and Investment between Angola and the US

PONTA TECHOBANINE RAILWAY CORRIDOR



6.5B\$ project in Zimbabwe, Mozambique and Botswana

Accelerating and enhancing project execution



Key data

2025

Turnover

€2,129 mn

EBITDA

€565 mn

EBITDA margin

27%

Major projects ongoing

- **Backlog of €8.4 bn**, of which €3.4 bn in Industrial Engineering, reinforcing long-term revenue visibility and enhancing recurring cash-flow
- The **Lobito Railway Corridor** in Angola, stands as the most significant commodities logistics infrastructure in Africa
- Established **financing partnerships** include African and international Development Finance Institutions (DFIs), European Export Credit Agencies (ECAs), leading commercial banks and multilateral institutions such as the World Bank

Short-term pipeline

- Kano-Maradi railway project, including supply of rolling stock in **Nigeria**, **opened the door to a market with huge opportunities**
- Further works expected related to the **Lobito Corridor railway extension do DRC** (supported by the World Bank - IFC)
- **Mozambique**: expected to become a key value growth driver in the near future with the resumption of LNG projects, as confirmed by Total Energies' CEO and the Government of Mozambique, following a four-year suspension due to security concerns

Industrial Engineering - Long-term model fuelling profitable growth



Boto Gold Mine



Kurmuk Mine



Gamsberg Mine



■ Core markets ■ Other E&C markets

2025

~732M€

revenue

11

Contract Mining contracts including in zinc and gold

~216M€ (30%)

EBITDA (% margin)

7

Mining projects under exploration through LGM¹

- **Top 5 largest mining contractor in the world (largest in Africa),**
- **Backlog of €3.4 bn**, providing strong multi-year revenue visibility and underpinning future earnings growth
- Industrial Engineering represents a **core growth pillar** for the Group, combining **high margins, operational scalability** and **highly predictable cash-flow generation**
- **Average contract tenor of five years, with typical extensions** aligned with the life-of-mine cycle, enhancing recurring revenues and profitability, particularly as the majority of upfront capex has already been deployed
- Strong positioning to **benefit from the structural global demand for critical minerals and natural resources**

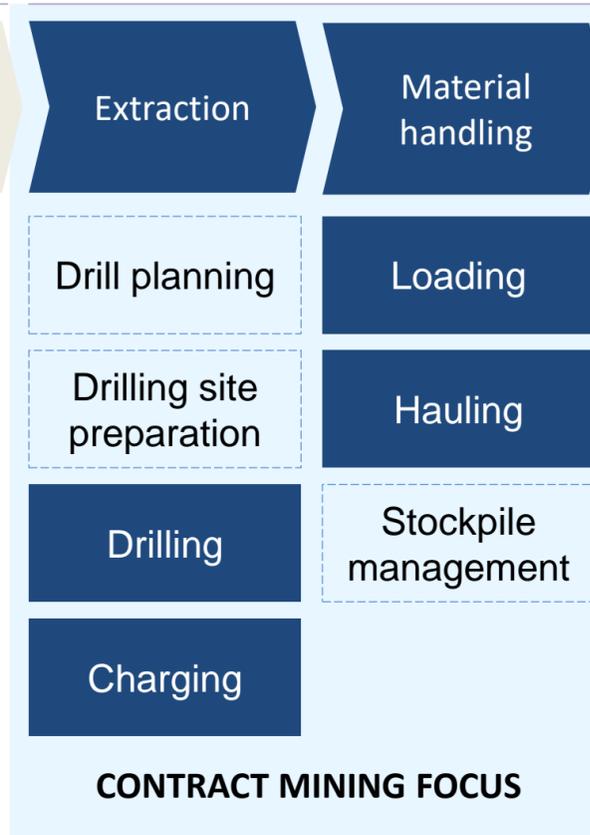
¹Two projects in operation or close to operation, where LGM holds operational control and 5 projects under development, covering a total of 8 exploration licenses currently being advanced.

Contract Mining activity focuses on extraction and material handling



Ongoing contract mining contracts

Mine	Commodity	Country	Backlog Dec-25 (M€)	Exp. year of completion	Customer
Amulsar	Gold	Armenia	567	2031	Lydian Armenia CJSC
Gamsberg	Zinc	South Africa	494	2030	Black Mountain Mining
Kurmuk	Gold	Ethiopia	481	2029	Allied Gold
Boto	Gold	Senegal	328	2029	Managem Group
Moatize	Coal	Mozambique	322	2027	Vulcan
Lafigué	Gold	Ivory Coast	318	2028	Endeavour Mining
Tri-K	Gold	Guinea	271	2029	Managem Group
Sadiola	Gold	Mali	202	2028	Allied Gold
Agbaou	Gold	Ivory Coast	176	2028	Allied Gold
Seguela	Gold	Ivory Coast	147	2028	Rox Gold
Bonikro	Gold	Ivory Coast	71	2027	Allied Gold



Illustrative

■ Current spaces in Contract Mining



3.3

Latin America E&C

HIGHLIGHTS 2025

5

COUNTRIES

2,006M€

TURNOVER

5,466M€

BACKLOG

MEXICO • PERU • BRAZIL • COLOMBIA • PANAMA

Several infrastructure programs in Latin America



Non-exhaustive

BRAZIL

-  **345B\$** investment with Novo PAC
-  **47.5B\$** in railway until '30
-  **22.9B\$** in PPPs until '30
-  **2B\$** in ports until '30
-  **100B\$** investment in sanitation until '33, via PPP and public projects

COLOMBIA

-  **300M\$ CAF loan** to promote rail transport, sustainable mobility and logistical efficiency
-  **~68B\$** for roads under PMTI '21-'51
-  **~31B\$** for railway under PMTI '21-'51
-  **~33B\$** for airports under PMTI '21-'51

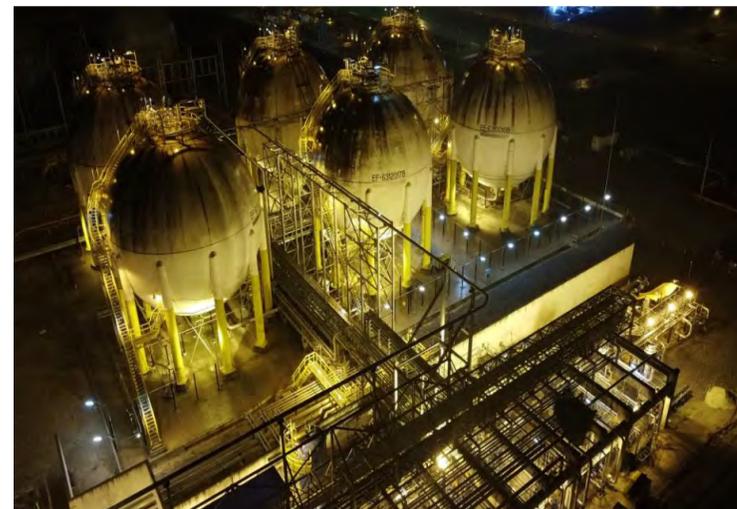
MEXICO

-  **323B\$** worth of infrastructure investment by the gov. through 2030
-  **~52B\$** investment in railways until '30
-  **~45B\$** investment in roads until '30
-  **~19B\$** investment in ports until '30

PERU

-  **2.2B\$ government budget** for infrastructure projects in 2026
-  Peru is planning nine major road projects worth a total of **2.83B\$**
-  Unlocking the regions' mining potential

Source: Governo Brazil; BMI; Ministério das Cidades Brazil; Presidencia Colombia; Mexico Ministry of Finance and Public Credit; CAF; Peru Transport and Communications Ministry; Panama Canal Authority; ProInversión.



Public Investments Plans should take-off and resume growth

Key data	Turnover	EBITDA	EBITDA margin
2025	€2,006 mn	€222 mn	11%

Major projects underway

- Backlog in 2025 increased from €4.2 bn to €5.5 bn, driven by **major awards in Mexico**, including the Querétaro–Irapuato railway projects, and **in Brazil** through Oil & Gas decommissioning and maintenance contracts signed with Petrobras
- **Recently awarded Santos–Guarujá Submerged Tunnel PPP in Brazil** (€1.3 bn), signed this year (not included in the 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

Growth should resume

- **Mexico:** solid pipeline related to Industrial and Energy
- **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
- **Active evaluation of value crystallization opportunities** within the Mexican concession portfolio, enhancing capital rotation and long-term value creation



3.4 Business Units

Environment

Leveraging the Environment core value and developing an Energy platform

ENVIRONMENT



Waste management
11 regulated waste management concessions across Portugal



Urban Services
Urban services in Portugal and internationally

- > Leverage leadership in waste management to **grow with the new investment cycle in Portugal**, while unlocking value of **urban services**
- > Execute a **structured profitability plan in SUMA**, including efficiency projects, licensing processes and disciplined market entering and positioning
- > Open to **equity partnerships to co-invest**, to secure our position in the **upcoming investment wave in Portugal**, preserving balance sheet flexibility

ENERGY



Platform, to deliver energy solutions in renewables and waste-to-energy

- > Grow in **Portugal's waste valorization sector**, including biomethane, RDF and wastewater treatment, leveraging strategic partnerships
- > Develop a **pipeline of energy projects with partners in renewables**, including solar, storage, hydro and power to data to create sustained value
- > Build a **platform of WtE and renewables projects** in new, high-impact value pools (Biomethane, Power to DC, BESS, ...)



Positive evolution with future ambitious challenges

Key data	Turnover	EBITDA	EBITDA margin
2025	€652 mn	€147 mn	23%

Required investments to comply with European targets

- **Backlog of €315 mn**, exclusively related to Waste Collection services (excluding EGF's regulated future revenues, which generated €392 mn in FY2025), with Portugal representing 44% of the total
- 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 2025 results**
- **Significant investment opportunities in Portugal linked to European sustainability targets for 2035** (PERSU 2030), creating structural growth potential through technology upgrades, innovative business models, circular economy solutions and waste-to-energy developments
- The Environment unit combines **regulated cash-flow visibility with margin expansion and sustainability-driven growth**, reinforcing the Group's resilience and long-term value creation profile
- On the international front, currently looking to Brazil and further projects in Africa

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

3.5 Business Units

*Mota-Engil
Capital and Mex*



Concessions - Build high-quality, scalable, regional infrastructure platforms

STRATEGIC OBJECTIVES

- **Grow regional concessions long-term platforms**, focused on transport infrastructure concessions in core markets, with **strategic asset rotation** to deliver a **recurrent cash-flow stream**
- Build a Center of Excellence to **assess projects' viability and oversee the portfolios** to secure attractiveness of concessions and equity accountability
- Leverage strong **equity partnerships via platforms** to reinforce **competitiveness**

- › **Build a "glocal" Center of Excellence**, combining a **global** team that consolidates GME's expertise while ensuring **local** coordination in the different markets with the platforms
- › **Implement a robust governance structure**, reinforcing separate opportunities assessment from E&C business
- › **Set group-wide investment criteria and risk thresholds** by standardizing the approach to assess opportunities (e.g., target IRR per region and asset class, risk assessment, ...)
- › **Adopt a clear asset rotation strategy** ensuring a long-term portfolio for stable cash flows, profitability, risk diversification and branding, while selling selected assets at higher value to capture capital gains
- › **Identify and expand strategic equity partners** across our core markets

1. Considers investments and shareholder loans allocated to concessional projects, including fully consolidated concessions; 2. Internal Rate of Return.

Concession business with flagship projects

Key data	Turnover	EBITDA	EBITDA margin
2025	€141 mn	€15 mn	11%
	Long term and large concessions to manage		

- **Flagship concession** projects under execution:
 - New Lisbon Hospital (HLO), currently in the construction phase
 - High-speed train (first stretch - Porto–Oiã), with works starting this year
- Robust and visible **concession pipeline**:
 - Tender for the second stretch of the high-speed train and Algarve Hospital ongoing
 - Wastewater plant in Porto Maldonado, Peru, awarded (24-year DBOTF concession)
 - Broader concession program in Portugal, including logistics and ports (Ports 5+), healthcare infrastructure, high-speed train (third stretch) and Tagus river crossings
- **Complementary strategic platforms** enhancing long-term optionality:
 - Real Estate investments (Emerge), focused on high-value residential and office developments, primarily in Oporto
 - Mota-Engil Energia, advancing waste-to-value initiatives, including five biomethane production projects



MOTAENGIL

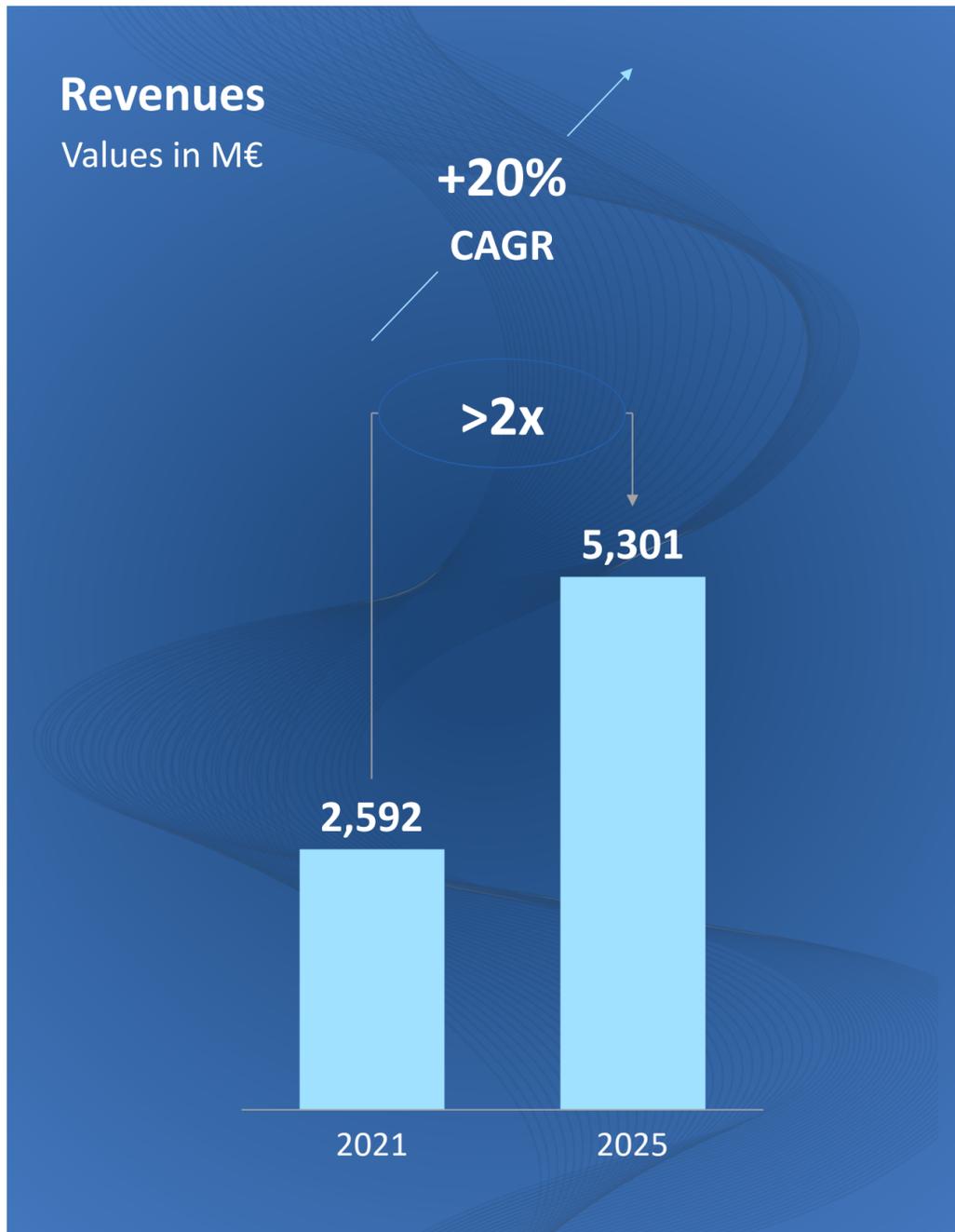
FOCUS 2030

LEGACY. FORWARD.

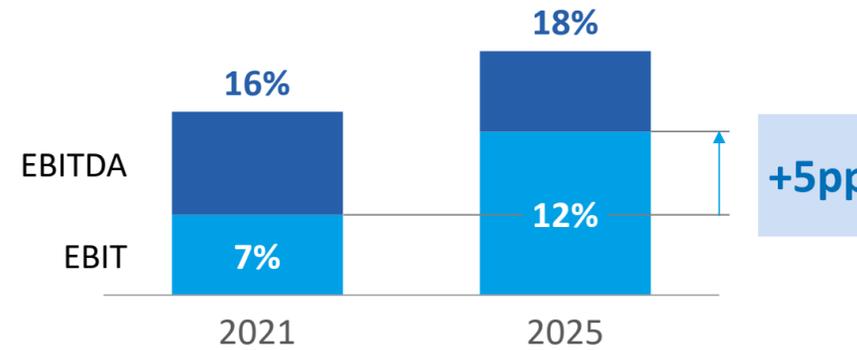
04

Strategic Plan 2026-2030

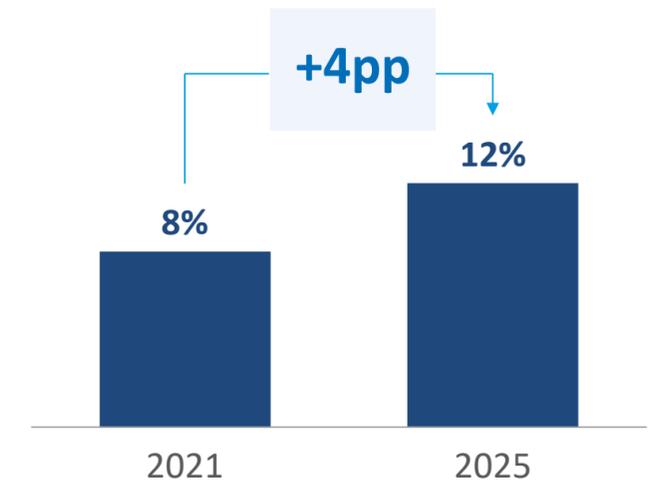
Last cycle, we delivered 2x revenue growth, while enhancing profitability and strengthening our balance



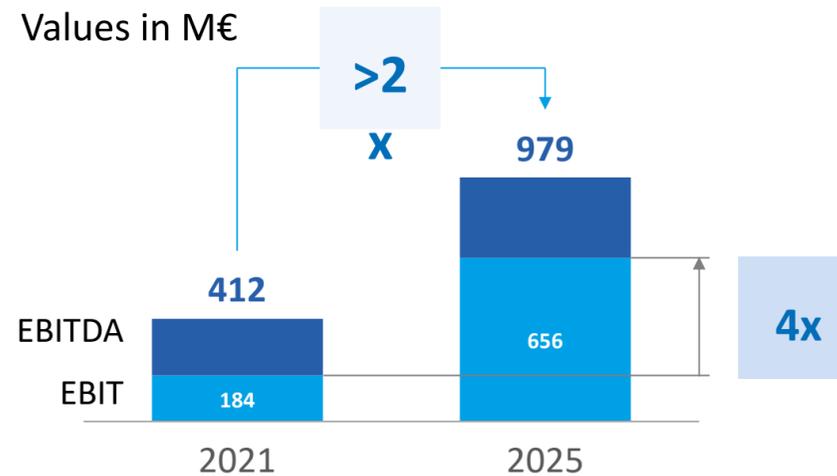
EBITDA and EBIT margin



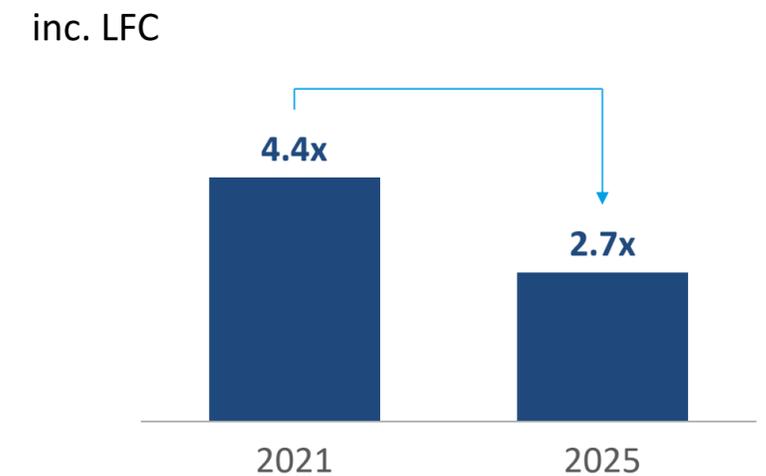
Solvency ratio (equity/assets)



EBITDA and EBIT



Net debt / EBITDA



Focus 2030 is built on three strategic priorities

A**Growth**

Consolidate leadership in E&C core markets

- **Selective bidding** for attractive projects
- **Deepening local partnerships** in core markets
- **Maintaining high profitability** and excelling at delivery

B**Diversification**

Maximize value from our synergistic businesses

- **Unlock the next growth wave** in synergistic platforms
- **Disciplined capital allocation** aligned with strategic fit
- Capture **cross-selling and operational integration efficiencies**

C**Financial discipline**

Enhance cash conversion & strengthen balance sheet

- Focusing on **cash generation and liquidity resilience**
- **Improving equity position** through disciplined debt management and strategic partners
- Delivering **attractive shareholder returns**

Build on key **enablers** across **technology, people, innovation** and **operational efficiency**

With **sustainability** embedded across our strategic priorities

We are building a more diversified and resilient earnings model

E&C	CONCESSIONS	NATURAL RESOURCES	CIRCULARITY
GROWTH & CASH GENERATION ENGINE	RECURRING REVENUE PLATFORM	HIGH-MARGIN SERVICES	LONG-TERM GROWTH PLATFORM
<p>Strengthen E&C as the core growth and cash generation engine, through high value infrastructure projects, leveraging our key markets in Europe, Africa and Latam</p>	<p>Build regional infrastructure concession platforms in our core markets, to grow recurrent revenue streams</p>	<p>MINING Scale and unlock value from our Mining services business, leveraging our base of top tier clients</p> <p>INDUSTRIAL Build a competitive regional Industrial & O&G service champion focused on the Atlantic Triangle</p>	<p>ENVIRONMENT Leverage new investment cycle to modernize PT's waste management concessions</p> <p>ENERGY Build a platform across waste-to-energy & renewables leveraging Mota Engil's market footprint</p> <p>NATURE RECOVERY Grow as a credible developer & operator of large-scale nature-based systems in Africa</p>
			

Evolving how we partner with clients in a changing infrastructure world

The infrastructure market is evolving...

- > **Large-scale infrastructure** programs are expanding across our core markets
- > **PPP, concession structures and tailored financing solutions** are becoming increasingly relevant to deliver complex projects
- > **Private capital and structured financing** are playing a growing role alongside public investment

... and Mota-Engil is well positioned to capture these opportunities



PROJECT TYPE

Large-scale, technically complex mega infrastructure projects with long execution cycles (e.g., Tren Maya in Mexico, Kano–Maradi Railway in Nigeria, Lobito Corridor in Angola and High-Speed Train in Portugal)

STRATEGIC ROLE

Integrated EPC delivery combined with a growing **concessions portfolio** across transport, logistics and environmental infrastructure

FINANCING SOLUTIONS

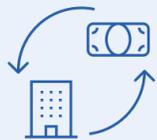
Act as a **platform to attract capital and structure integrated project solutions** with multiple funding partners

Enhancing cash generation and conversion is a key priority for this cycle

The next cycle will be defined by stronger cash generation, disciplined capital allocation and a structurally stronger balance sheet



Tighter project screening, margin discipline and stronger cash flow profiles, prioritizing capital-light and higher-return opportunities



Strict **working capital control and disciplined capex deployment** to structurally improve free cash flow conversion



Increasing the share of **pre-financed and long-term contracted projects,** enhancing cash flow visibility, reducing exchange rate volatility and lowering credit exposure



Continued rollout of the OPEX 50 efficiency program, targeting overhead rationalization, procurement optimization, inventory reduction and **improved operational efficiency across the Group**

Over '26-'30

≥ 25% FCF / EBITDA



Actively managing our concession portfolio to maximize value creation...



Rotate concessions at optimal maturity levels to capture attractive market value, generate cash proceeds for the Group and reinvest into new opportunities



Attract equity partnerships to co-fund growth of capital-intensive businesses



Monetize non-core assets to sustain portfolio standards and capture market value

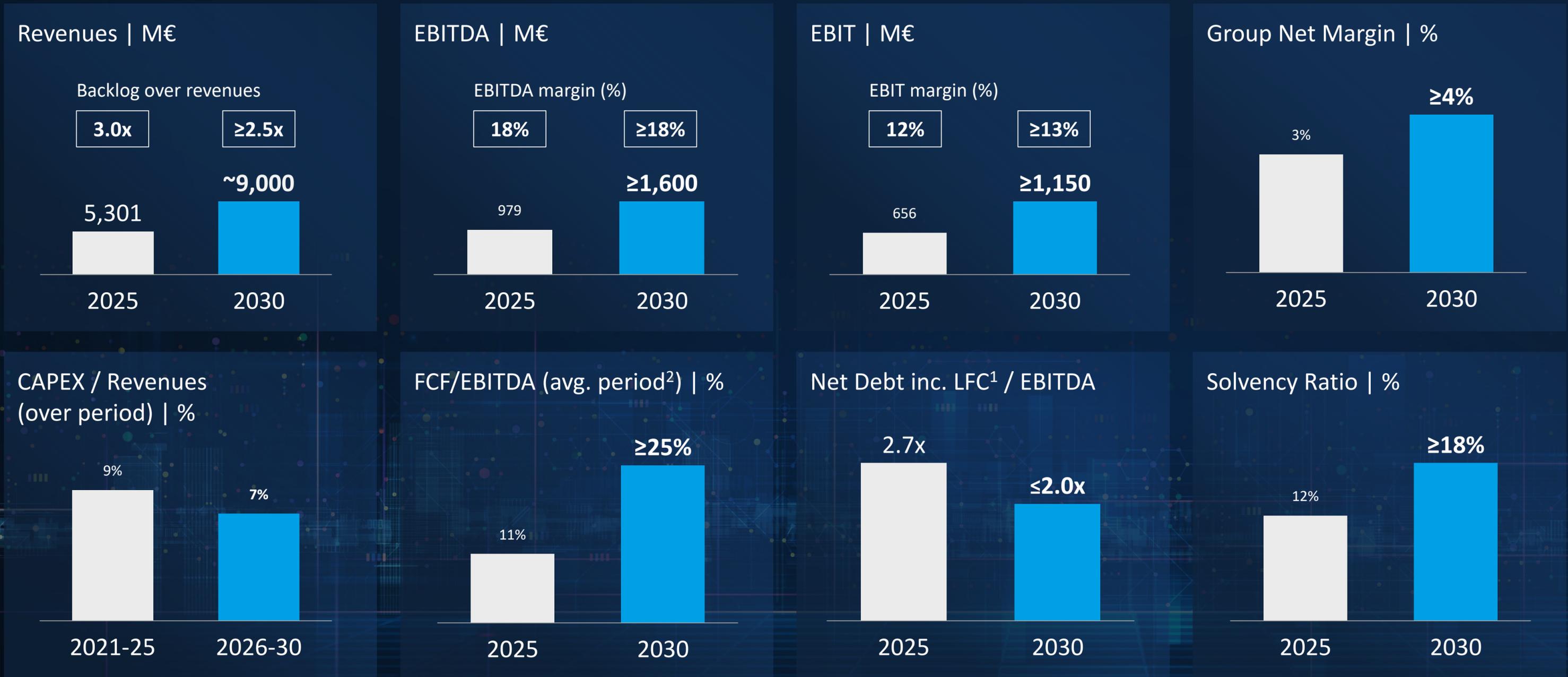
500M€

Net investments over '26-'30
Enabled by active capital rotation & monetization of non-core assets



1.5-2B€
Net book value 2030

Focus 2030 sets ambitious targets for Mota-Engil



¹Net debt including leasing, factoring and confirming; ². Average of 2021-2025 and 2026-2030.

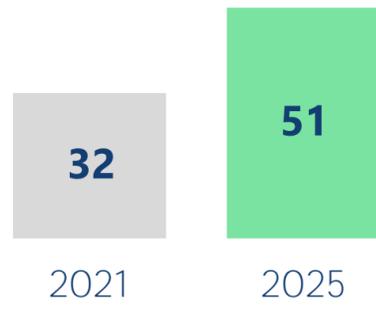


05 *Appendix*

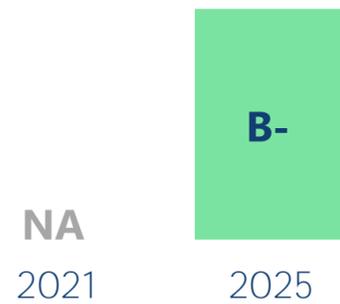
Reinforcing our ESG credentials

Improving the sustainability positioning

S&P Global

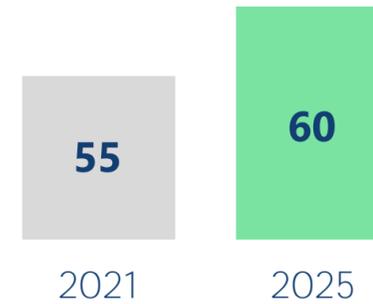


ESG score improved from 32 (2021) to 51 (2025)



First Climate disclosure submitted in 2024: B- rating achieved in 2025

Ethifinance



Rating upgraded from BB (2021) to BBB (2025)



Award for the "Most improved ESG Program" in Portugal within the AERI Iberian Equity Awards

Market recognition – Awarded "Most improved ESG Program" in Portugal

Sustainability at the core of Mota-Engil's strategy

	Strategic Objectives	Priority initiatives	Target 2030
ENVIRONMENTAL	 Decarbonization & Climate Resilience	<ul style="list-style-type: none"> Develop a Decarbonization Plan and commit to science-based GHG² emissions targets 	<ul style="list-style-type: none"> Scope 1&2 GHG² emissions reduction aligned to a 1.5°C net zero NDC¹ pathway Scope 3 GHG emissions reduction aligned with the NDC¹
	 Biodiversity Ecosystem Integrity and Natural Capital	<ul style="list-style-type: none"> Increase conservation & restauration of natural ecosystems 	<ul style="list-style-type: none"> 180 000 ha of forest conservation and restauration
	 Resource Efficiency and Circular Solutions	<ul style="list-style-type: none"> Increase renewable energy production 	<ul style="list-style-type: none"> 800 GWh of renewable energy production by the Energy business
SOCIAL	 Working Conditions, Health, Safety and Job Creation	<ul style="list-style-type: none"> Reinforce merit-based retention policies, increasing career progression and professional stability Embed safety and health across own workers and the value chain 	<ul style="list-style-type: none"> ≤10% voluntary turnover rate ≥ 80% employee satisfaction ≤5 LTIFR³ at Group level ≤1.5 LTIFR³ at E&C level 100% projects w/ internal audits for strategic subcontractors
	 Diversity, Equity and Inclusion	<ul style="list-style-type: none"> Increase the number of women recruited or promoted as managers 	<ul style="list-style-type: none"> > 30% of women in management positions
	 Communities' economic, social & cultural rights	<ul style="list-style-type: none"> Prioritize local hiring and promote local talent 	<ul style="list-style-type: none"> ≥ 80% of local talent in management positions
GOVERNANCE	 Corporate Governance, Culture & Legacy, Transparency and Accountability	<ul style="list-style-type: none"> Increase training and awareness to anti-corruption, anti-fraud and anti-bribery environment Increase training & awareness for digital threats 	<ul style="list-style-type: none"> ≥ 95% of workers in critical functions with corruption and bribery training ≥ 80% of workers using digital tools with digital threats training/ awareness

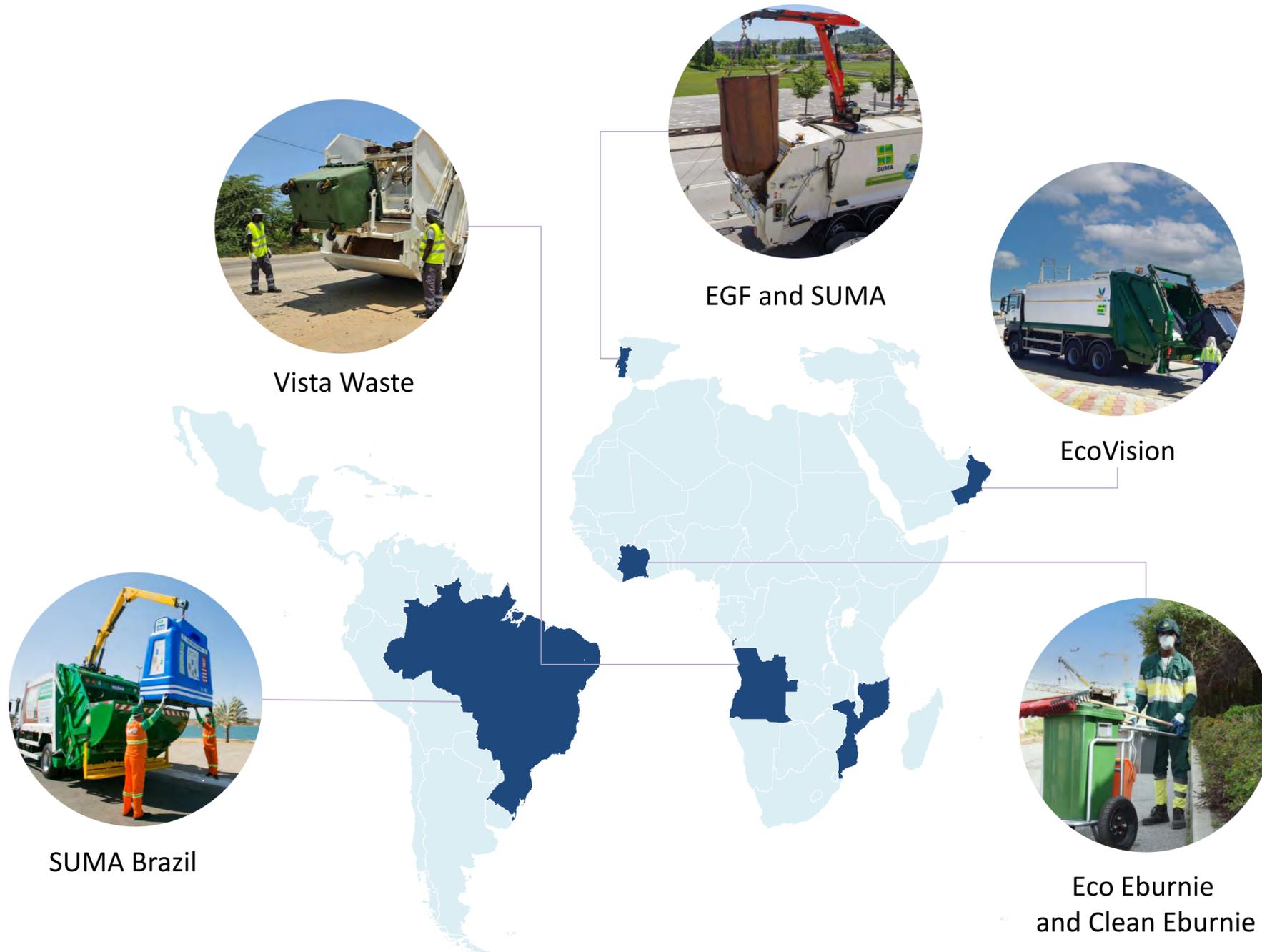
1. Nationally Determined Contributions; 2. Greenhouse Gas; 3. Lost Time Injury Frequency Rate

Major E&C and Industrial Engineering projects in the backlog¹

Project	Range (€ mn)	Country	Segment	Contract start year	Exp. year of completion	Customer
Fertilizer industrial plant	> 1,000	Mexico	Buildings	2024	2028	PEMEX
Tren Querétaro - Tramo 2	[500,1,000[	Mexico	Railway Infrastructures	2025	2028	Agencia Reguladora del Transporte Ferroviario
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
Zenza do Itombe- Cacuso railway	[500,1,000[	Angola	Railway Infrastructures	2023	2029	Ministry of Transportation
Infrastructures of the Corimba waterfront	[500,1,000[	Angola	Road Infrastructure	2024	2029	Ministry of Public Works, Urbanism and Housing
Amulsar Gold Mine	[500,1,000[	Armenia	Industrial Engineering	2025	2031	Lydian Armenia CJSC
Kano - Maradi / Kano Dutse	[500,1,000[	Nigeria	Railway Infrastructures	2021	2027	Federal Ministry of Transportation
Kano-Maradi-Dutse project - Rolling stock	[500,1,000[	Nigeria	Railway Infrastructures	2023	2027	Federal Ministry of Transportation
Kurmuk Mine	[300,500[	Ethiopia	Industrial Engineering	2024	2029	Allied Gold Corporation
Gamsberg Mine	[300,500[	South Africa	Industrial Engineering	2021	2030	Vedanta Zinc International
Monterrey Subway L4, 5 y 6	[300,500[	Mexico	Railway Infrastructures	2022	2027	Gobierno del Estado de Nuevo Leon
HLO - Oriental Lisbon Hospital	[300,500[	Portugal	Civil Construction	2024	2027	HLO - Sociedade Gestora do Edifício, S.A.
Boto Gold Mine	[300,500[	Senegal	Industrial Engineering	2023	2029	Managem Group
Moatize Mine	[300,500[	Mozambique	Industrial Engineering	2024	2027	Vulcan
Lafigué Mine	[300,500[	Ivory Coast	Industrial Engineering	2022	2028	Endeavour Mining PLC
Tren Querétaro - Tramo 1	[300,500[	Mexico	Railway Infrastructures	2025	2027	Agencia Reguladora del Transporte Ferroviario
Consortio 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	2029	Managem Group
Autopista Tultepec - Pirámides	[200,300[	Mexico	Road Infrastructure	2020	2028	Concesionaria Tultepec-AIFA-Pirámides
Cabinda-Miconje rehabilitation	[200,300[	Angola	Road Infrastructure	2023	2027	Ministry of Public Works, Urbanism and Housing
GASLUB	[200,300[	Brazil	Oil&Gas services	2025	2029	Petrobras
Extension of the red line Lisbon subway	[200,300[	Portugal	Railway Infrastructures	2023	2027	Metropolitano de Lisboa EP
Rehabilitation of the Nova Vida urbanization	[200,300[	Angola	Civil Construction	2024	2028	Ministry of Public Works, Urbanism and Housing
Sadiola Mine	[200,300[	Mali	Industrial Engineering	2024	2028	Allied Gold Corporation

¹Selection of projects above €200 mn.

Environment



2025

652M€

Turnover



147M€ (23%)

EBITDA (% margin)



■ Waste treatment ■ International activities ■ Waste collection and others



Leading player in the **regulated market in Portugal** via EGF and is an **established urban services player in Portugal and internationally**, via SUMA and its subsidiaries

Energy

- Power Generation
- Trading
- Waste-to-value



Mota-Engil with 60% stake

Technology	Installed Capacity	Business Model
Waste-to-Energy Incinerator Biogas Organic Valorization	100 MW	Sales to market with feed-in Tariff
4 hydro plants 10 mini-hydro plants	278.7 MW	Sales to the spot market and supply PPA's (Suministradora Fenix)
Jorge Luque power plant (Gas)	In construction towards: 1,660 MW	

Power Generation



1st private operator in Mexico

Trading

Started in March 2018



- 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)

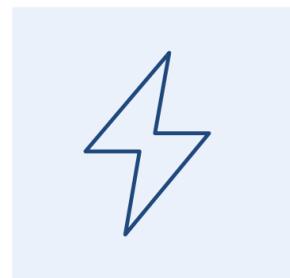
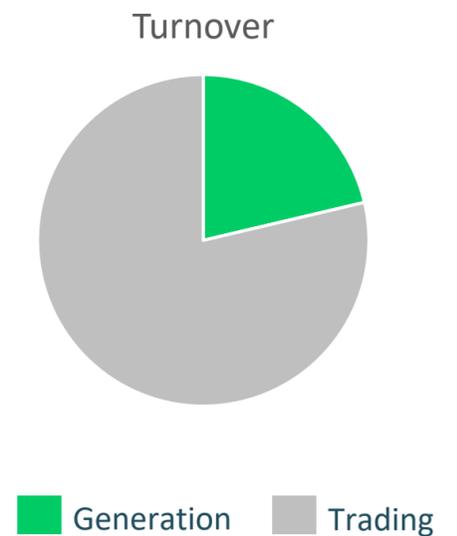
2025

197M€

Turnover

3M€ (2%)

EBITDA (% margin)



We are leveraging our footprint to create a **platform for development and operation of Energy greenfield assets** in power generation, waste-to-energy and new value pools

We have established **power generation and commercialization in Mexico via Fenix**

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

We have a diversified concession portfolio across our markets



2025

~1B€

Net book value¹

~13-16%

Avg. expected IRR

+2,000 kms

of road

+3.5M

airport passengers per year

+265k

average annual daily traffic in roads

+1,380 kms

of railway

+3.7M

of tons per year in Lobito corridor



Mota-Engil counts with a **diversified concessions portfolio**, across our regions, focused on high-value assets, supported by our **local E&C operations**

■ Core markets ■ Other E&C markets

1. Considers investments and shareholder loans allocated to concessional projects, including fully consolidated concessions

Major infrastructure concessions in portfolio

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	Consortio 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 €246 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

Metallic constructions



Naval industry



Renewables (infrastructures and maintenance) and Energy (wind and solar projects)



Martifer's financials 2025

- Turnover: €296.4 mn
- EBITDA: €32.2 mn
- Net profit: €9.5 mn
- Backlog: €662 mn

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

¹Source: Bloomberg (2702/2026).

Executive Committee



Carlos
Mota Santos
CEO



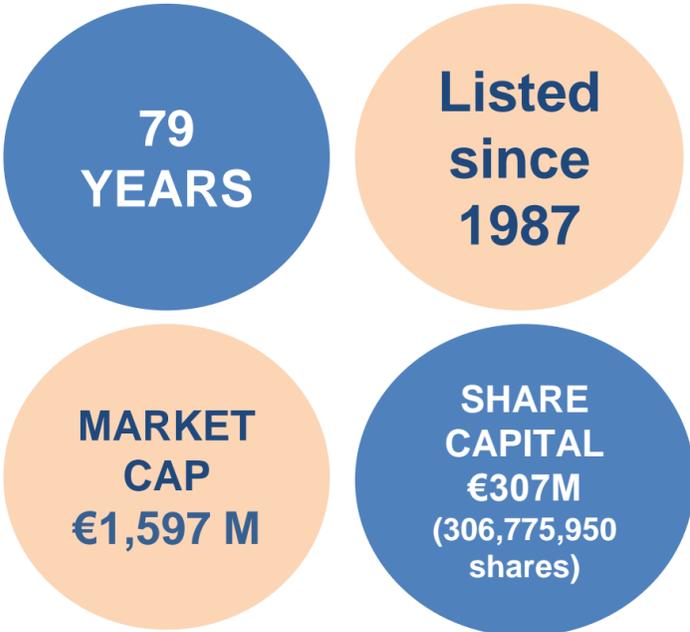
Manuel
Mota
Deputy CEO



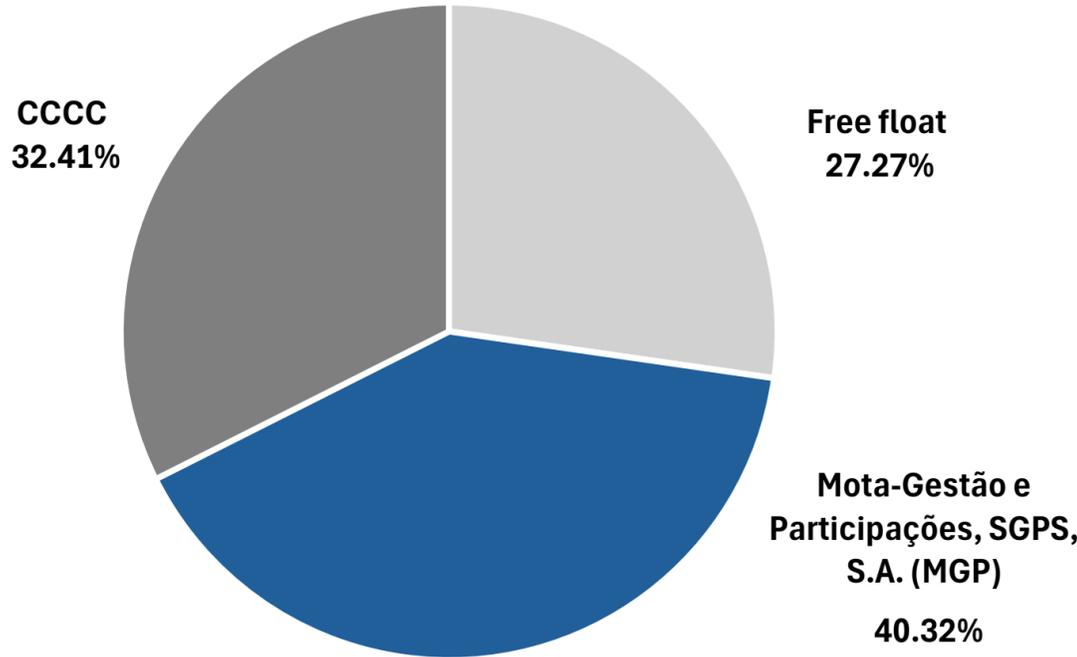
José Carlos
Nogueira
CFO



Xiao
Di
Chief Accounting
Officer



Shareholder structure²



- **Mota Family (MGP) has an equity stake of 40.32% and a long-term commitment and fully supports strategy**
- **Epoch Capital Investments (CCCC) has an equity stake of 32.4% reinforcing the shareholder structure of the company**

¹Source: Bloomberg (27/02/2026.
²31/12/2025.

Disclaimer

This document has been prepared by Mota-Engil, SGPS, S.A. ("**Mota-Engil**" or the "Company") solely for use at the presentation to be made on this date and its purpose is merely of informative nature and, as such, it may be amended and supplemented and it should be read as a summary of the matters addressed or contained herein ("**Information**").

The Information is disclosed under the applicable rules and regulations for information purposes only and has not been verified by an external auditor or expert and is not guaranteed as to accuracy or completeness.

The Information may contain estimates or expectations of Mota-Engil and thus there can be no assurance that such estimates or expectations are, or will prove to be, accurate or that a third party using different methods to assemble, analyse or compute the relevant information would achieve the same results. Some contents of this document, including those in respect of possible or assumed future performance of Mota-Engil and its subsidiaries ("**Group**") constitute forward-looking statements that expresses **management's** best assessments, but might prove inaccurate. Statements that are preceded by, followed by or include words such as "**anticipates**", "**believes**", "**estimates**", "**expects**", "**forecasts**", "**intends**", "**is confident**", "**plans**", "**predicts**", "**may**", "**might**", "**could**", "**would**", "**will**" and the negatives of such terms or similar expressions are intended to identify these forward-looking statements and information. These statements are not, and shall not be understood as, statements of historical facts. All forward-looking statements included herein are based on information available to the Group as of the date hereof. By nature, forward-looking statements involve known and unknown risks, uncertainties, assumptions and other factors, seeing as they relate to events and depend upon circumstances that are expected to occur in the future and that may be outside the **Group's** control. Such factors may mean that actual results, performance or developments may differ materially from those expressed or implied by such forward-looking statements, which the Group does not undertake to update. Accordingly, no representation, warranty or undertaking, express or implied, is made hereto and there can be no assurance that such forward-looking statements will prove to be correct and, as such, no undue reliance shall be placed on forward-looking statements.

All Information must be reported as of the **document's** date, as it is subject to many factors and uncertainties.

The Information may change without notice and the Group shall not be under any obligation to update said Information, nor shall it be under any obligation to make any prior announcement of any amendment or modification thereof.

The Information is provided merely for informative purposes only and is not intended to constitute and should not be construed as professional investment advice. Furthermore, the Information does not constitute or form part of, and should not be construed as, an offer (public or private) to sell, issue, advertise or market, an invitation nor a recommendation to subscribe or purchase, a submission to investment gathering procedures, the solicitation of an offer (public or private) to subscribe or purchase securities issued by Mota-Engil. Any decision to subscribe, purchase, exchange or otherwise trade any securities in any offering launched by Mota-Engil should be made in accordance with the applicable rules and regulations.

This Information and any materials distributed in connection with this document are for information purposes only and are not directed to, or intended for distribution to or use by, any person or entity that is a citizen or resident or located in any place, state, country or jurisdiction where such distribution, publication, availability or use would be contrary to any law or regulation or which would require any registration or licensing. This Information does not constitute an offer to sell, or a solicitation of an offer to subscribe or purchase any securities in the United States or to any other country, including in the European Economic Area and does not constitute a prospectus or an advertisement within the meaning, and for the purposes of, the Portuguese Securities Code (Código dos Valores Mobiliários) and the Regulation (EU) 2017/1129 of the European Parliament and of the Council of 14 June 2017 (Prospectus Regulation).

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



MOTA-ENGIL

Europe

Portugal
Spain

Pedro Arrais
Head of Investor Relations
pedro.araais@mota-engil.pt

Latin America

Mexico
Peru
Brazil
Colombia
Panama

Maria Anunciação Borrega
Investor Relations Officer
maria.borrega@mota-engil.pt

investor.relations@mota-engil.pt

Rua de Mário Dionísio, 2
2796-957 Linda-A-Velha Portugal
Tel. +351-21-415-8671

www.mota-engil.com

Africa

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

 facebook.com/motaengil
 linkedin.com/company/mota-engil
 [engil](https://youtube.com/motaengilsgps)
youtube.com/motaengilsgps