

 PHILIPPINE RATING SERVICES CORPORATION	ISSUE RATING REPORT
	METRO PACIFIC TOLLWAYS CORPORATION

DATE: September 26, 2025

ANALYSTS: Clyde Jillian W. Uy

Aline Lei A. Abon

5TH Floor, ALGO Center
162 Leviste St., Salcedo Village
Makati City, Metro Manila
1227 Philippines

(632) 8812-3210

(632) 8812-3215

www.philratings.ph

PROPOSED BOND ISSUANCE

Amount	Tenors	Assigned Rating and Outlook
₱15.0 billion, with an Oversubscription Option of up to ₱5.0 billion	Series A – 3 years Series B - 5 years Series C - 10 years	PRS Aaa, Stable
Total Proposed Issuance — ₱20.0 billion		

Use of Proceeds: To finance the equity/advances for the Manila-Cavite Expressway (CAVITEX), Cavite-Laguna Expressway (CALAX), and Lapu-Lapu Expressway (LLEX); to refinance existing bridge facility used to fund new investments; and to fund other general corporate purposes.

Obligations rated **PRS Aaa** are of the highest quality with minimal credit risk. The obligor's capacity to meet its financial commitment on the obligation is extremely strong. **PRS Aaa** is the highest Issue Credit Rating assigned by PhilRatings.

A **Stable Outlook**, on the other hand, indicates that the rating is likely to be maintained or to remain unchanged in the next 12 months.

OUTSTANDING PRS-RATED BONDS ISSUED BY RELATED COMPANIES

1. Manila Electric Company (MERALCO) – Associate of Metro Pacific Investments Corporation (MPIC)

Amount	Tenor (Maturity Date)	Interest Rate	Assigned Rating and Outlook
₱2.86755 billion	12 years (December 12, 2025)	4.8750%	PRS Aaa, Stable
Total — ₱2.86755 billion			

2. Maynilad Water Services, Inc. (Maynilad) – Subsidiary of MPIC

Amount	Tenor (Maturity Date)	Interest Rate	Assigned Rating and Outlook
₱9.0 billion	5 years (July 12, 2029)	6.7092%	PRS Aaa, Stable
₱6.0 billion	10 years (July 12, 2034)	7.0931%	
Total — ₱15.0 billion			

3. NLEX Corporation (NLEX Corp.) – 83.8% effectively owned by MPTC as end-June 2025

Amount	Tenor (Maturity Date)	Interest Rate	Assigned Rating and Outlook
₱2.0 billion	10 years (July 4, 2028)	6.9000%	PRS Aaa, Stable
Total — ₱2.0 billion			

RATING RATIONALE**1. A well-managed tollway developer and operator with a growing regional footprint and project pipeline**

Metro Pacific Tollways Corporation (MPTC; the Company) manages 1,095 kilometers (km) of toll roads across the Philippines, Indonesia, and Vietnam. In the Philippines, it operates the country's largest network of expressways, comprising six major tollways: the North Luzon Expressway (NLEX), Subic-Clark-Tarlac Expressway (SCTEX), NLEX Connector, Manila-Cavite Expressway (CAVITEX), Cavite-Laguna Expressway (CALAX), and the Cebu-Cordova Link Expressway (CCLEX). These assets form an integrated network that connects major urban areas, ports, airports, and industrial zones.

Through its subsidiaries, MPTC also maintains a strong presence in Southeast Asia. It holds a controlling interest in PT Margautama Nusantara, which operates several tollways serving Jakarta, Makassar, and other key urban centers in Indonesia. In Vietnam, MPTC owns a stake in CII Bridges & Roads Investment Joint Stock Company (CII B&R), which manages bridges and urban expressways in multiple provinces across the country.

The Company continues to expand its footprint through new toll road developments. In the Philippines, several projects are currently under construction, including NLEX Segment 8.2 Section 1A, CAVITEX Segment 3B, the CAVITEX–CALAX Link, and CALAX Subsections 1 to 3. These are scheduled for completion between the fourth quarter of 2025 (4Q2025) and the second quarter of 2026 (2Q2026). In Cebu, MPTC is also undertaking feasibility studies for the Lapu-Lapu Expressway (LLEX), which is planned to connect CCLEX to the Mactan-Cebu International Airport.

2. Sustained growth backed by strong demand

MPTC has sustained strong operational performance, with traffic volumes across all Philippine and Indonesian toll roads increasing steadily from 2020 to 2024. Compound annual growth rates (CAGRs) of vehicle volume ranged from 11% to nearly 50% in the Philippines and 4% to 16% in Indonesia. Growth was supported by rising vehicle ownership and strong traffic demand. Such momentum continued into the first half of 2025 (1H2025).

In the Philippines, NLEX posted a 13.46% traffic volume CAGR from 2020 to 2024. SCTEX recorded a 15.32% traffic volume CAGR over the same period. Among the Company's domestic toll roads, CALAX achieved the highest traffic volume CAGR, reaching 49.98% from 2020 to 2024. The NLEX Connector and CCLEX also saw strong volume growth in 1H2025.

Indonesian toll roads reported consistent traffic volume increases. Bintaro Serpong Damai (BSD) led with a 16.25% vehicle volume CAGR from 2020 to 2024. Jakarta-Cikampek Elevated (JAPEX), Jakarta Lingkar

Baratsatu (JLB), Makassar Metro Network (MMN), and other toll roads also experienced steady growth in traffic volumes during the same period, which continued into 1H2025.

The observed strong traffic demand across MPTC's toll roads is seen to support the Company's long-term growth outlook. In 2024, average daily vehicle entries (ADVE) across all MPTC's toll road network reached approximately 2.4 million. Government infrastructure spending, a growing population, and expanding freight needs in both the Philippines and Indonesia are expected to further drive expressway usage moving forward.

3. Robust and steadily increasing earnings

Post-2020 (the onset of the COVID-19 pandemic), MPTC's toll revenues had consistently improved on account of traffic growth and toll rate increases. By 2022, toll revenues already exceeded 2019 pre-pandemic level. Toll revenues grew at a CAGR of 26%, doubling from ₱13.6 billion in 2020 to ₱27.2 billion in 2023. In 2024, such further climbed by 16% to ₱31.6 billion. Additionally bolstered by the pickup in non-toll revenues, total revenues similarly expanded at a CAGR of 26%, from ₱14.4 billion in 2020 to ₱29.0 billion in 2023. In 2024, total revenues further went up by 15% to ₱33.4 billion.

Amid controlled increases in expenses, consolidated net income grew at a CAGR of 29%, from ₱3.4 billion in 2020 to ₱7.3 billion in 2023. While earnings were cut in half in 2020, such steadily recovered and exceeded the 2019 pre-pandemic amount (₱6.8 billion) in 2022 (₱7.1 billion)—similar to the top line. Net income attributable to MPTC likewise posted a CAGR of 30%, from ₱2.3 billion in 2020 to ₱5.0 billion in 2023. Additionally propped up by the hike in other income and the turnaround in equity earnings, bottom line climbed by 34% to ₱9.8 billion in 2024. Net income attributable to MPTC amounted to ₱6.5 billion, up by 28%.

Sustaining its growth momentum, toll revenues rose by 18% YoY to ₱18.1 billion in 1H2025, still due to a combination of toll rate increases and domestic traffic growth. Consequently, total revenues registered a similar increase of 18% YoY, amounting to ₱19.1 billion. While general and administrative (G&A) expenses were reduced by 25% YoY to ₱1.8 billion, it was offset by the 71% YoY hike in interest expense and other finance costs to ₱5.1 billion. Other income also fell by 93% YoY to ₱54 million, given the absence of a one-off gain that was recorded in the prior year. Growth in the bottom line was therefore more muted at 5%, from ₱4.7 billion in 1H2024 to ₱4.9 billion in 1H2025.

Revenues are projected to continue to grow over the next decade. This will be supported by project completions, sustained traffic growth, and the implementation of tariff adjustments (consistent with approved and pending petitions).

4. Healthy cash flows, backed by consistently positive operating cash

MPTC consistently recorded positive operating cash flows from 2020 to 2024. Net cash flows from its operating activities fell by 39% to ₱8.2 billion in 2020 amid the onset of the COVID-19 pandemic, but has since recovered and grown to ₱19.0 billion in 2023. The rebound and uptrend were underpinned by the improvement in the Company's earnings. In 2024, operating cash remained positive at ₱15.5 billion, albeit 19% lower than the previous year.

Net cash flows used in investing activities during the five-year period ranged from ₱9.1 billion to ₱38.4 billion. Funds were augmented by cash from financing activities, the net amount of which ranged from

₱7.2 billion to ₱25.8 billion. Consequently, year-end cash balance ranged from ₱7.4 billion to ₱15.3 billion and, except for 2020, were higher than 2019 pre-pandemic level.

In 1H2025, net cash from operating activities amounted to ₱8.2 billion, up by 3% YoY and more than enough to cover the net investing cash outflow of ₱5.8 billion. A net financing cash inflow of ₱2.1 billion was also posted, a turnaround from the net outflow of ₱16.6 billion in the same period last year. The turnaround was a result of higher loan proceeds, coupled with lower debt repayments. The Company therefore ended 1H2025 with a cash balance of ₱15.1 billion, notably up by 58% from end-2024.

5. Anticipated easing of leverage levels, reversing the uptrend in previous years

From 2020 to 2023, MPTC's interest-bearing debt grew at a CAGR of 21%, from ₱85.8 billion to ₱152.3 billion. Total equity had a slower CAGR of 11%, increasing from ₱58.8 billion to ₱79.4 billion. As a result, the Company's interest-bearing debt to equity (D/E) ratio went up from 1.5x as of end-2020 to 2.1x as of end-2022, before easing a bit to 1.9x as of end-2023.

Interest-bearing debt further climbed to ₱190.8 billion (+25%) as of end-2024 and ₱208.9 billion (+9%) as of end-June 2025. Total equity, in contrast, declined by 2% to ₱77.7 billion as of end-2024 and further by 10% to ₱70.0 billion as of end-June 2025. As a result, the Company's D/E ratio rose to 2.5x and 3.0x as of end-2024 and end-June 2025, respectively.

Nonetheless, MPTC expects steady improvement in its leverage levels going forward, supported by operating cash flow growth and proactive liability management.

BUSINESS RISK

Company Profile¹

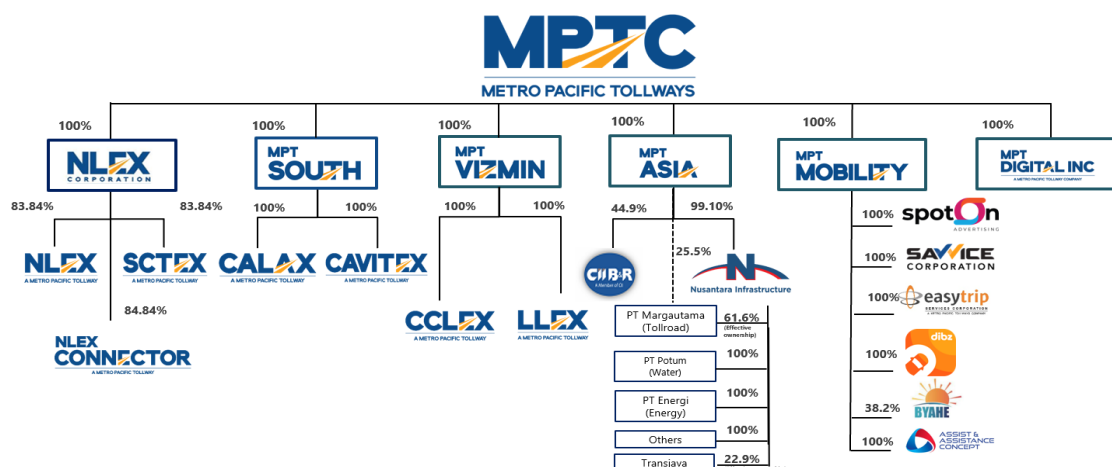
MPTC is the toll road development and operations arm of Metro Pacific Investments Corporation (MPIC). The Company began its toll road operations in 2006 following the acquisition of controlling interests in major expressway projects in the Philippines.

MPTC develops and operates toll roads in the Philippines, Indonesia, and Vietnam. It manages a portfolio of approximately 1,095 km of toll roads across key economic zones in these countries. MPTC is 99.9% owned by MPIC, an infrastructure conglomerate in the Philippines with diversified interests across core infrastructure sectors. MPIC’s controlling shareholder, Metro Pacific Holdings, Inc. (MPHI), holds the majority voting interest in the company.

Since 2006, the Company acquired controlling interests in major toll operations in the country. In 2008, MPTC bought 67% of the North Luzon Expressway (NLEX) and 46% of Tollways Management Corporation. Two years later, it began operating NLEX Segment 8.1. In 2013, it gained control of the Manila-Cavite Toll Expressway (CAVITEX). Moreover, the Company was awarded the concessions for the Subic-Clark-Tarlac Expressway (SCTEX) and Cavite-Laguna Expressway (CALAX) in 2015, and for the Cebu-Cordova Link Expressway (CCLEX) and NLEX Connector in 2016.²

Between 2015 and 2018, MPTC expanded its regional presence through the acquisition of a 44.9% stake in Vietnam’s CII B&R and a 81% controlling interest in Indonesia’s PT Nusantara Infrastructure. In 2024, MPTC partnered with GIC to acquire a significant minority stake in PT Jasamarga Transjawa Tol (JTT). The Company also ventured into digital and mobility services through its subsidiaries focused on toll collection technology, roadside assistance, and related services.

Figure 1: MPTC Group Structure



¹ <https://www.mptc.com.ph/the-mptc-group/corporate-profile>
<https://www.mptc.com.ph/the-mptc-group/companies-concessions>
<https://www.mptc.com.ph/2018/09/28/metro-pacific-tollways-unit-raises-stake-in-indonesian-firm-to-78>

² Although CCLEX and NLEX Connector were awarded in 2016, they began commercial operations in 2022 and 2023, respectively.

Concessions

MPTC and its subsidiaries entered into various concession agreements for the design, funding, management, operation, and maintenance of toll roads and related facilities within and outside the Philippines. Currently, MPTC holds six operating toll road concessions in the Philippines. These toll roads serve key transport corridors across the country and are strategically located near major population centers, economic zones, airports, and ports. In Luzon, the Company's toll roads connect Metro Manila to the northern and southern regions of the island group; in Visayas, MPTC's Cebu-Cordova Link Expressway links the Mactan Island to mainland Cebu. In Southeast Asia, MPTC operates through its subsidiaries in Indonesia and Vietnam, holding interests in multiple toll road assets that support urban and regional transportation networks.

Table 1: Concession Projects³

Project	Length (in km)	Concession Expiration
Philippines		
NLEX	106	2037
SCTEX	94	2043
NLEX Connector	8	2058
CAVITEX	22	2033 (S1), 2046 (S4)
CALAX	45	2050
CCLEX	9	2063
Indonesia		
Jasamarga Transjawa Toll (JTT)*	639.3**	2044-2066
Jakarta-Cikampek Elevated (JAPEX-E)	36.4	2062
Jakarta Lingkar Baratsatu (JLB)	9.7	2042
Bintaro Serpong Damai (BSD)	7.3	2040
Makassar Metro Network (MMN)	10.3	2043
Makassar Airport Network (MAN)	14.8	2041
Vietnam		
DT741	49.7	2041
PRTC 2	36.8	2043
Hanoi Highway	15.7	2038
<i>Hanoi Highway Phase 1</i>	11.7	2038
<i>Hanoi Highway Phase 2</i>	4	2038
Rach Mieu 2	22.4	2031 (set to be extended until 2043)
Co Chien	1.6	2031 (set to be extended until 2043)

*Consists of 13 toll road segments

**Excluding JAPEX-E

³ As of September 2025, the following segments are under construction: CAVITEX – C5 South Link Segment 3B (2.0 km), CAVITEX–CALAX Link (CC Link) (1.3 km), CALAX Subsections 1 to 3 (26.5 km total), and NLEX Segment 8.2 Section 1A (2.0 km). These segments are extensions of existing expressways and are targeted for phased openings between Q4 2025 and Q2 2026. Hanoi Highway Phase 2 is also currently under construction.

*NLEX Corporation***• The North Luzon Expressway (NLEX)**

In April 1998, NLEX Corporation was awarded the concession to rehabilitate, modernize, expand, and operate the NLEX, including the installation of a suitable toll collection system, known as the Manila-North Expressway Project (MNEP).

The MNEP consists of three phases as follows:

1. Phase I - Rehabilitation and expansion of approximately 84 km of the existing NLEX and an 8.5 km stretch of a Greenfield expressway that connects Tipo in Hermosa, Bataan to Subic (Segment 7)
2. Phase II - Construction of the northern parts of the 17-km circumferential road C-5 which connects the current C-5 expressway to the NLEX and the 5.8- km road from McArthur Highway to Letre
3. Phase III - Construction of the 57-km Subic arm of the NLEX to Subic Expressway

The NLEX spans 106 km, accommodating an average of 356,392 vehicles daily as of the end of June 2025. NLEX Corporation has managed the expressway since February 2005, following the completion of its rehabilitation under Phase I of the NLEX Project. Prior to that, management was handled by the Philippine National Construction Corporation (PNCC) from 1998 until the handover.

In October 2008, the Toll Regulatory Board (TRB) extended NLEX Corporation's concession period from the original expiration date of 2030 to December 31, 2037, in view of the development of Segment 8.1, the 2.7-km NLEX-Mindanao Avenue Link under Phase II. Opened to the public on June 5, 2010, it provided an alternative route to NLEX from Mindanao Avenue, bypassing the Balintawak Toll Plaza. Segment 8.2, on the other hand, will be an 11.3-km expressway linking C-5 Road and Commonwealth Avenue to NLEX. It will follow an eastward route from Segment 8.1 in Mindanao Avenue to C.P. Garcia Avenue in Quezon City. The Section 1A of the project is expected to be completed by the first quarter of 2026 (1Q2026).

Also a portion of Phase II is Segment 9 or Karuhatan Interchange, a 2.4-km expressway that connects the NLEX to MacArthur Highway in Valenzuela City. Segment 9 opened on March 19, 2015.

Offering another access point to and from NLEX under Phase II of MNEP is Segment 10. It is an all-elevated 5.6 km expressway from MacArthur Highway in Valenzuela to C-3 Road in Caloocan City. Its construction began on April 28, 2014, under a contract with Leighton Contractors Asia Ltd (LCAL). It was completed on February 28, 2019 and opened to the public on March 1, 2019.

In April 2017, TRB granted NLEX Corporation approval to proceed with the R-10 Section of Segment 10, a 2.6 km elevated ramp linking C-3 Road to R-10, providing direct access to the Manila Port area. This section opened on June 15, 2020.

On February 19, 2021, NLEX Corporation opened the expanded section of NLEX Segment 7, also known as SFEX. This followed the completion of the SFEX Capacity Expansion Project. The project aimed to increase the carriageway capacity between Brgy. Tipo in Bataan and the Subic Bay Metropolitan Area.

For the remaining portion of Phase II of the NLEX Project, pre-construction activities are already underway. Construction of Phase III, however, has not yet commenced as of end-2024.

- **Subic-Clark-Tarlac Expressway (SCTEX)**

The SCTEX spans 93.5 km as a four-lane divided highway, running through the provinces of Bataan, Pampanga, and Tarlac. Completed by the BCDA in 2008 with financing from the Japan Bank of International Cooperation, SCTEX was established to connect special economic zones in Subic and Clark, Olongapo City, to Tarlac City.

In October 2009, BCDA initiated a competitive bidding process to select a private sector partner for SCTEX's management, operation, and maintenance. NLEX Corporation participated and was awarded the SCTEX Concession in June 2010. Following extensive commercial negotiations and regulatory approvals, NLEX Corporation assumed control of SCTEX toll facilities on October 27, 2015.

In 2016, NLEX Corporation fully integrated SCTEX toll operations with the NLEX, enhancing connectivity between the expressways by reconfiguring toll barriers and implementing a unified toll collection system. By end-June 2025, SCTEX was accommodating an average of 84,081 vehicle entries daily.

- **NLEX Connector**

The NLEX–SLEX Connector Road Project is an 8-km elevated four-lane toll expressway that follows the right-of-way of the Philippine National Railways (PNR). It connects NLEX Segment 10 at C-3 Road in Caloocan City to the South Luzon Expressway (SLEX) through the Metro Manila Skyway Stage 3 (MMSS3) in Manila. Awarded to NLEX Corporation on November 23, 2016, the concession involves the design, financing, construction, operation, and maintenance of the expressway.

The project is divided into two sections. Section 1 runs from Caloocan City to España Boulevard in Sampaloc, Manila. It opened to the public on March 23, 2023 and began toll collection on August 8, 2023. A portion of Section 2, from España Boulevard to Ramon Magsaysay Boulevard in Manila, was completed on October 8, 2023, with toll collection beginning nearly a year later on October 15, 2024.

As of June 20, 2025, Section 1 is 100% complete, while the remaining portion of Section 2 is substantially complete. The full completion of the project is dependent on the completion of the interconnection structure that will connect the NLEX–SLEX Connector Road to the Metro Manila Skyway Stage 3.

MPT South

- **Manila-Cavite Toll Expressway (CAVITEX)**

CAVITEX is a 22-km toll road developed and operated by Cavitex Infrastructure Corporation (CIC). Incorporated on October 9, 1995, CIC was established to design, construct, finance, and operate the expressway under a concession granted by the Government of the Republic of the Philippines. CIC was initially formed to represent United Engineers (Malaysia) Berhad (UEM) and Majlis Amanah Rakyat (MARA) under a Joint Venture Agreement (JVA) with the Philippine Reclamation Authority (PRA) signed on December 27, 1994.

The expressway was developed in phases, allowing each segment to begin operations upon completion:

1. Phase I - Improvement of the R-1 Expressway and construction of the C-5 Link Expressway to connect the former to the South Luzon Expressway (SLEX)

2. Phase II - Extension of R-1 Expressway from Zapote to Noveleta
3. Phase III - Construction of Segment 3B of the C-5 South Link

CIC began rehabilitation of R-1 Expressway in November 1996 and completed the project in May 1998. On April 29, 2011, the TRB authorized toll collection on the R-1 Expressway Extension, effective May 1, 2011.

As part of CAVITEX Phase II, the C-5 South Link Expressway was implemented in stages. Segment 3A-1, a 2.2 km flyover crossing SLEX, was opened in July 2019; Segment 3A-2, in August 2022; and Segment 2, in September 2024.

On December 27, 2012, MPTC, Cavitex Holdings, Inc. (CHI), and CIC signed a Management Letter Agreement (MLA). The MLA gave MPTC control of CIC effective January 2, 2013. The agreement was amended on June 28, 2017, extending the management period to as long as MPTC holds CHI's preferred shares or until full ownership is achieved. As of December 31, 2024, CIC is 99.2% owned by Metro Pacific Tollways South Corporation (MPT South), a wholly owned subsidiary of MPTC.

- **Cavite-Laguna Expressway (CALAX)**

The CALAX project is a 44.63-km, four-lane closed-system toll road connecting Kawit, Cavite to Biñan, Laguna. On July 10, 2015, MPCALA Holdings, Inc. (MPCALA), a subsidiary of MPTC, was granted a 35-year concession to finance, design, construct, operate, and maintain CALAX, subject to a maximum concession period not exceeding 50 years from the start of operations.

CALAX is divided into two segments:

1. Cavite Segment - Approximately 29.58 km from Tirona Highway in Kawit, Cavite to Aguinaldo Highway in Silang, Cavite
2. Laguna Segment - Approximately 15.20 km from Aguinaldo Highway in Silang, Cavite to the SLEX Mamplasan Interchange in Biñan, Laguna

The first 10-km stretch of CALAX from Mamplasan Exit in Biñan, Laguna to the Santa Rosa-Tagaytay Interchange opened on October 31, 2019. On February 10, 2020, the TRB issued the Notice to Start Collection for Subsections 6-8, with initial toll rates effective February 11, 2020.

On June 18, 2021, MPCALA received the Toll Operating Permit for Subsection 5. Inaugurated on August 24, 2021, Subsection 5 extended the operating length of CALAX to 14.24 km. On November 8, 2023, Subsection 4, a 3.82-km segment from Aguinaldo Highway to Silang East Interchange, was opened. TRB approved its toll fee matrix on February 10, 2024.

As of December 31, 2024, construction of the Cavite Segment was 29% complete. It is expected to be completed by the second quarter of 2026.

MPT Vizmin

- **Cebu-Cordova Link Expressway (CCLEX)**

The CCLEX is an 8.9-km, four-lane toll road that connects Cebu City and the Municipality of Cordova on Mactan Island. On October 3, 2016, Cebu Cordova Link Expressway Corporation (CCLEC), a subsidiary of Metro Pacific Tollways Vizmin Corporation (MPT Vizmin), was awarded the concession to finance, design, construct, operate, and maintain the expressway. The project includes a main bridge structure, viaduct, causeway, and roadway. It is located approximately 7.5 km south of the Mactan-Mandaue Bridge, beginning at the Cebu South Coastal Road and crossing the Mactan Channel.

Under the concession agreement, CCLEC has the right to collect toll fees over a 35-year concession period unless otherwise extended in accordance with the agreement. CCLEX's total project cost is ₱33.5 billion. While no upfront or concession fees were paid, the grantors are entitled to 2% of the project's revenues.

CCLEX officially opened to motorists on April 30, 2022.

- **Lapu-Lapu Expressway (LLEX)**

The City Government of Lapu-Lapu, Cebu as grantor and LLEX Corp. as concessionaire executed the concession agreement for the LLEX in June 17, 2022. It covers the financing, design, construction, operation and maintenance of LLEX. The concession period is 35 years from start of construction, subject to extension.

In June 2025, MPTC, through its wholly-owned subsidiary MPT Vizmin, acquired 100% of the outstanding capital stock of LLEX Corp. and has since obtained beneficial ownership of all the shares of the latter, including its rights to the Lapu-Lapu concession, as a consequence of the execution of the definitive agreements. As of report-writing date, the Company is undertaking pre-construction activities of LLEX, including detailed engineering design and right-of-way appraisals.

MPT Asia

- In Indonesia, MPT Asia holds a 100.0% stake in PT Metro Pacific Tollways Indonesia (MPTIS), which holds a 61.6% effective stake in PT Margautama Nusantara (MUN). This entity operates toll roads including the Bintaro Serpong Damai (BSD) commuter road, Makassar International Airport Toll Road (JTSE), and Makassar Metro Network (MMN). MUN also has a 24.6% and 21.5% stake in Jakarta-Cikampek Elevated Road (JAPEX-E) and Jakarta Lingkar Baratsatu (JLB), respectively. These tollways serve densely populated urban centers and industrial zones.
- MPT Asia, through MPTIS, also holds a 22.9% stake in **PT Jasamarga Transjawa Toll (JTT)**, which manages sections of the Trans-Java Toll Road network in Java, Indonesia.
- In Vietnam, MPT Asia holds a 44.9% equity interest in **CII B&R**. The latter operates urban toll roads and bridges, including DT741, PRTC 2, Rach Mieu 2, Co Chien, and Hanoi Highway Phase 1—providing infrastructure services across several urban centers. Hanoi Highway Phase 2 is currently under construction, with its operations scheduled to commence on January 2027.

In summary, the following are MPTC's toll road projects currently under construction in the Philippines:

Table 2: Ongoing Projects

Project	Alignment	Length (in km)	Target Completion Date
North			
NLEX			
Segment 8.2 Section 1A	Mindanao Ave to Quirino Highway	2	Q12026
South			
CAVITEX			
Segment 3B	Sucats to RSG Subdivision	2	Q42025
Cavitex CALAX Link	Cavitex and CALAX in Kawit	1.3	Q42025
CALAX			
Sub-sections 1 to 3	Kawit to Silang	26.5	SS 1 & 2 - Q22026 SS 3 - Q42025
Total		31.8	

In addition to its toll road assets and investments, MPTC also operates business units that drive digital transformation, enhance customer experience, and provide mobility services.

MPT Mobility is focused on digital toll collection, customer services, roadside assistance, and other mobility-related services.

This includes Easytrip Services Corporation, which manages cashless toll collection systems; One Hub, a centralized customer support center; Drive & Dine, operating rest stops along expressways; Savvice, providing manpower outsourcing services; Spot On, managing out-of-home advertising; Assist and Assistance Concept, Inc. (AACI), offering subscription-based roadside assistance and emergency response; and the DriveHub mobile application, which integrates these services.

Metro Pacific Tollways Digital, Inc. is responsible for powering MPTC's internal and external digital transformation, optimizing data-driven business insights and enhancing enterprise support systems.

Operations

Table 3: Philippines Operational Highlights

Project	2020	2021	2022	2023	2024	1H2024	1H2025
NLEX							
Vehicle volume (ADVE)	211,555	271,638	309,207	336,930	350,559	351,328	356,392
Toll rates (PHP per km; Class 1) - closed	2.87	2.93	3.27	3.63	3.93		4.65
Toll rates (Php; Class 1) - open	51.79	53.14	55.51	61.46	66.07		70.54
Total Revenues (PHP m)	9,213	11,876	14,937	17,559	20,257	9,678	11,410
SCTEX							
Vehicle volume (ADVE)	44,784	56,382	72,403	78,600	79,202	81,618	84,081
Toll rates (PHP per km; Class 1)	3.19	3.19	3.97	4.61	5.26		5.26
Total Revenues (PHP m)	1,794	2,220	3,241	3,871	4,598	2,313	2,723
NLEX Connector							
Vehicle volume (ADVE)	N/A	N/A	N/A	12,688	19,258	18,096	20,467
Toll rates (PHP; Class 1)	N/A	N/A	N/A	76.79	106.25		106.25
Total Revenues (PHP m)	N/A	N/A	N/A	186	940	390	651
CAVITEX							
Vehicle volume (ADVE)	127,235	145,556	166,999	181,841	195,092	185,394	197,912
Toll rates (class 1)							
Cavite Expressway - R1 Expressway (Seg 1) (PHP)	22.32	22.43	29.46	31.24	31.24	31.24	31.25
Cavite Expressway - R1 Extension (Seg 4) (PHP)	57.14	57.14	57.14	65.18	65.18	65.18	65.18
Cavite Expressway - C5 Link (Seg 2 & Seg 3) (PHP per km)		-	8.93	8.93	8.93		8.93
Total Revenues (PHP m)	1,492	1,790	2,202	2,684	2,602	1,369	1,473
CALAX							
Vehicle volume (ADVE)	8,520	19,010	29,879	36,029	43,114	42,150	46,505
Toll rates (PHP per km; Class 1)				4.02	4.02	4.02	4.02
Total Revenues (PHP m)	120	273	411	504	707	333	381
CCLEX							
Vehicle volume (ADVE)	N/A	N/A	9,171	13,599	15,435	14,814	16,661
Toll rates (PHP per km; Class 1)	N/A	N/A	80.36	80.36	80.36	80.36	80.36
Total Revenues (PHP m)	N/A	N/A	169	372	444	223	234

In the Philippines, traffic volumes and revenues across all the Company's domestic expressways increased consistently over the period 2020 to 2024, with vehicle volume CAGRs ranging from 11% to nearly 50%. Toll rates either remained stable or increased throughout the period. Revenue growth continued into 1H2025, supported by sustained higher traffic across both mature and newer assets.

ADVE on the NLEX reached 350,559 in 2024, reflecting a 13.46% CAGR from 2020 to 2024. Toll rates for the open and closed system have increased from 2020 to 2025. Revenues grew at a 21.77% CAGR, reaching ₱20.3 billion in 2024. In 1H2025, revenues rose 17.89% YoY to ₱11.4 billion.

SCTEX recorded an ADVE of 79,202 in 2024, with a vehicle volume CAGR of 15.32% and toll rates increasing from ₱3.19/km in 2020 to ₱5.26/km in 2024. Revenues reached ₱4.6 billion in 2024, reflecting a 26.52% CAGR over the five-year period. In 1H2025, revenues grew 17.73% YoY to ₱2.7 billion.

The NLEX Connector began operations in 2023. ADVE reached 19,258 in 2024 and 20,467 in 1H2025. Toll rates increased by 38.37% from ₱76.79 to ₱106.25 and remained unchanged in 1H2025. Revenues totaled

₱940 million in 2024, up 405.76% from ₱186 million in 2023. In 1H2025, revenues increased 66.76% YoY to ₱651 million.

CAVITEX posted a vehicle volume CAGR of 11.28% from 2020 to 2024, with ADVE reaching 195,092 in 2024. Toll rates remained constant across all segments. Driven by the higher volume, revenues recorded a CAGR of 14.91% to ₱2.6 billion in 2024 and a YoY increase of 7.60% in 1H2025 to ₱1.47 billion.

CALAX recorded the highest vehicle volume CAGR of 49.98% between 2020 and 2024, with ADVE reaching 43,114 in 2024. Toll rates held steady at ₱4.02/km. Owing to the robust growth in vehicle volume, revenues from CALAX grew at a CAGR of 55.78% to ₱707 million in 2024 and rose 14.41% YoY in 1H2025 to ₱381 million.

Operational since 2022, CCLEX posted an ADVE of 15,435 in 2024 and 16,661 in 1H2025. Toll rates remained constant at ₱80.36. Revenues totaled ₱444 million in 2024, up 19.23% from ₱372 million in 2023. In 1H2025, revenues recorded a YoY increase of 4.56% to ₱234 million.

Table 4: Indonesia Operational Highlights

Project	2020	2021	2022	2023	2024	1H2024	1H2025
Jakarta-Cikampek Elevated (JAPEX)							
Vehicle volume (ADVE)	379,096	410,683	448,429	454,673	448,879	446,123	442,914
Toll Rates (Class 1) (IDR)			20,000	20,000	27,000	27,000	27,000
Total Revenues (IDR bn)	-	679	869	893	1,091	511	554
Jakarta Lingkar Baratsatu (JLB)							
Vehicle volume (ADVE)	66,338	69,323	81,127	87,014	85,648	84,339	84,507
Toll Rates (Class 1) (IDR)	15,000	16,000	16,000	17,000	17,000	17,000	17,000
Total Revenues (IDR bn)	387	429	498	534	558	273	274
Bintaro Serpong Damai (BSD)							
Vehicle volume (ADVE)	67,672	77,421	97,163	111,680	123,598	117,819	122,468
Toll Rates (Class 1) (IDR)	7,000	7,000	7,000	7,000	9,500	7,000	9,500
Total Revenues (IDR bn)	180	206	258	296	362	155	215
Makassar Metro Network (MMN)							
Vehicle volume (ADVE)	39,655	44,629	52,505	53,535	54,501	53,042	53,664
Toll Rates (Class 1) (IDR)	4,000	4,000	10,000	10,500	10,500	10,500	10,500
Total Revenues (IDR bn)	149	233	325	339	359	104	105
Jalan Tol Seksi Empat (JTSE)							
Vehicle volume (ADVE)	26,396	30,329	37,889	39,677	39,203	38,134	39,081
Toll Rates (Class 1) (IDR)	10,000	10,000	10,000	10,000	11,000	11,000	11,000
Total Revenues (IDR bn)	87	100	128	135	143	68	72

In Indonesia, traffic volumes and revenues across the Company's toll roads generally increased from 2020 to 2024. Over the five-year period, vehicle volume CAGRs of the toll roads ranged from 4% to 16%, and toll rates in all five expressways have increased. All assets posted revenue growth from 2020 to 2024 and continued to show YoY increases in 1H2025, particularly in BSD.

JAPEX recorded a vehicle volume CAGR of 4.31% between 2020 and 2024, with ADVE reaching 448,879 in 2024. Toll rates were set at IDR 20,000 in 2022 before being increased to IDR 27,000 in March 2024. Revenues reached IDR 1.1 trillion in 2024, reflecting a five-year CAGR of 17.13%. In 1H2025, revenues rose by 8.46% YoY to IDR 554 billion.

JLB posted a 6.60% vehicle volume CAGR from 2020 to 2024, with ADVE at 85,648 in 2024. Toll rates increased incrementally over the years, holding steady at IDR 17,000 in 2024 and 1H2025. Revenues reached IDR 558 billion in 2024, reflecting a 9.56% CAGR over the five-year period. In 1H2025, it recorded a 0.29% revenue growth to IDR 274 billion. Growth in traffic volume was marginal in 1H2025, increasing by 0.20% YoY.

BSD showed the highest vehicle volume CAGR at 16.25% from 2020 to 2024, with ADVE at 123,598 in 2024. Toll rates increased by 35.71% to IDR 9,500 in 2024 and have since remained unchanged. Revenues grew at a CAGR of 19.11%, reaching IDR 362 billion in 2024. Despite the steep increase in toll rates, 1H2025 traffic managed to rise by 3.95% YoY, leading to a 38.31% revenue surge.

MMN posted an 8.27% vehicle volume CAGR from 2020 to 2024, with ADVE reaching 54,501 in 2024. Toll rates rose sharply from IDR 4,000 in 2020 to IDR 10,500 in 2023 and remained flat since. Revenues reached IDR 359 billion in 2024, reflecting a 24.65% CAGR from 2020 to 2024. In 1H2025, however, revenues increased by a mere 0.50% YoY to IDR 105 billion.

Jalan Tol Seksi Empat (JTSE) recorded a 10.39% vehicle volume CAGR between 2020 and 2024, with ADVE at 39,203 in 2024. Toll rates increased modestly from IDR 10,000 in 2023 to IDR 11,000 in 2024. Revenues reached IDR 143 billion in 2024, reflecting a 13.18% CAGR over the five-year period. In 1H2025, revenues rose by 5.54% YoY to IDR 72 billion.

Table 5: Vietnam Operational Highlights

Project	2020	2021	2022	2023	2024	1H2024	1H2025
DT 741							
Vehicle volume (ADVE)	13,101	9,826	15,164	13,584	13,089	12,716	12,715
Toll Rates (Class 1) (VND)	15000	15000	15,000	15,000	15,000	15,000	15,000
Total Revenues (VND bn)	163	127	175	157	149	75	69
Ninh Thuan 2							
Vehicle volume (ADVE)	8,191	7,456	9,198	10,140	7,168	9,285	5,021
Toll Rates (Class 1) (VND)	15,000	15,000	15,000	35,000	41,000	41,000	41,000
Total Revenues (VND bn)	68	62	72	127	228	139	84
Rach Mieu							
Vehicle volume (ADVE)	16,086	11,842	17,819	18,304	18,649	19,228	18,706
Toll Rates (Class 1) (VND)	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Total Revenues (VND bn)	230	177	249	254	260	132	128
Co Chien Bridge							
Vehicle volume (ADVE)	4,888	3,863	5,938	6,126	6,346	6,485	6,828
Toll Rates (Class 1) (VND)	35,000	35,000	35,000	35,000	41,000	41,000	41,000
Total Revenues (VND bn)	93	75	108	111	136	68	71
Hanoi Highway							
Vehicle volume (ADVE)	-	9,764	25,673	29,440	30,862	30,100	31,104
Toll Rates (Class 1) (VND)	0	25,000	28,000	28,000	28,000	28,000	28,000
Total Revenues (VND bn)	-	336	663	680	711	348	347

In Vietnam, traffic volumes and revenues across the Company's toll roads showed mixed trends from 2020 to 2024. Toll rate adjustments were implemented selectively, with some toll roads experiencing increases and others maintaining previous rates.

The Hanoi Highway posted the highest vehicle volume CAGR at 46.76% between 2021 and 2024, with ADVE reaching 30,862 in 2024. Toll rates were held steady at VND 28,000 during this period. Revenues grew at a 28.40% five-year CAGR to VND 711 billion in 2024 and remained essentially flat YoY in 1H2025, slipping slightly from VND 348 billion in 1H2024 to VND 347 billion.

Co Chien Bridge recorded a 6.74% vehicle volume CAGR from 2020 to 2024, with ADVE at 6,346 in 2024. Toll rates increased from VND 35,000 to VND 41,000 in 2024 and has since remained unchanged. Revenues grew at a CAGR of 9.90% to VND 136 billion in 2024. In 1H2025, it increased by 4.32% YoY to VND 71 billion.

Rach Mieu saw a 3.76% vehicle volume CAGR from 2020 to 2024, with ADVE at 18,649 in 2024. Toll rates remained unchanged at VND 20,000. Revenues grew 3.10% CAGR to VND 260 billion in 2024. In 1H2025, revenues declined by 3.35% YoY to VND 128 billion.

Unlike the other toll roads that recorded positive CAGRs, Ninh Thuan 2 experienced a negative vehicle volume CAGR of -3.28% from 2020 to 2024, with ADVE at 7,168 in 2024. Toll rates rose significantly from VND 15,000 in 2022 to VND 41,000 in 2024 and has since remained unchanged. Revenues grew strongly at a 35.29% CAGR to VND 228 billion in 2024. In 1H2025, revenues fell by 39.70% YoY to VND 84 billion.

DT 741 showed relatively stable vehicle volume with a -0.02% CAGR from 2020 to 2024, recording ADVE of 13,089 in 2024. Toll rates were constant at VND 15,000. Revenues declined 2.22% CAGR to VND 149 billion in 2024. In 1H2025, revenues decreased by 7.86% YoY to VND 69 billion.

Recent Maintenance and System Upgrade Initiatives⁴

Road maintenance and system enhancement activities were implemented by MPTC over the past year to improve infrastructure reliability and toll operations. These include asphalt overlays, pothole repairs, bridge and overpass reinforcements, and drainage system upgrades to reduce water buildup. Such were carried out with phased lane closures, adjusted speed limits, and traffic advisories to limit disruption.

Under the Company's 2024 Pavement Heavy Maintenance Program, an asphalt overlay between Bocaue and Tabang is scheduled for completion by March 2025. In a separate initiative, NLEX Corp. completed sectional pavement repairs and patching works across selected segments of NLEX and SCTEX, covering approximately 102,400 square meters. This Pavement Repair Program, launched in May 2024, was completed by December 2024.

Structural repairs were likewise conducted on nine bridges and overpasses, including the Canumay Overpass, Malis II Farm Crossing, Del Carmen Farm Crossing, and Old Angeles Interchange. Works involved rebar replacement and girder restructuring. Reinforcement of the 720-meter Pasig-Potrero Bridge is also in progress, supporting the bridge's long-term structural integrity.

In February 2025, nearly ₱1.4 billion in investments was announced by the Company's subsidiary, NLEX Corp. for toll system upgrades. These include the installation of Automatic License Plate Recognition (ALPR) cameras across all its 315 toll lanes. ALPR cameras capture license plate data at barrierless plazas and tracks vehicles with insufficient Radio-Frequency Identification (RFID) balances and vehicles without installed valid RFID. At the time of the announcement, 77 lanes were already equipped with the technology. Aside from such, NLEX Corp. is converting its 133 existing RFID antennas to high-frequency models to improve read range and detection speed. These upgrades are designed to achieve 98% RFID readability and vehicle detection within one second across all classes. Additional enhancements include the installation of speed cameras; replacement of toll lane computers; and deployment of updated Plaza Computer System (PCS) and Video Enhancement System (VES) servers across the NLEX and SCTEX.

Ownership⁵

As of end-June 2025, MPTC is 99.9% owned by MPIC, a major Philippine infrastructure holding company with investments in power, water, toll roads, healthcare, light rail, real estate, and agribusiness. MPTC serves as MPIC's toll road arm.

MPIC shares were previously listed and traded on the Philippine Stock Exchange (PSE). On September 29, 2023, the PSE approved MPIC's Petition for Voluntary Delisting and ordered the delisting of its shares from the Official Registry of the Exchange effective October 9, 2023. Subsequently, on November 12, 2024, the SEC approved MPIC's Petition for Voluntary Revocation of Registration of Securities and Certificate of Permit to Sell Securities to the Public.

⁴ <https://nlex.com.ph/2025/02/19/nlex-corp-invests-almost-%E2%82%B11-4b-for-technology-upgrades-to-improve-customer-experience-in-its-expressways/>

⁵ <https://business.inquirer.net/512121/metro-pacific-2024-core-earnings-hit-record-high-p23-6b>

<https://www.gmanetwork.com/news/money/companies/955013/mpic-posts-p15-billion-core-net-income-in-h1-up-20/story/>

MPHI owned 46.28% of MPIC's total issued and outstanding common shares as of December 31, 2024. As the sole holder of voting Class A Preferred Shares, MPHI's combined voting interest in MPIC is estimated at 58.34%.

MPHI is a Philippine corporation that operates as a holding company providing investment management services through its subsidiaries. It invests across power, toll roads, water utilities, hospitals, railway, and logistics sectors in the Philippines. Its shareholders include Enterprise Investment Holdings, Inc. (EIH) with 60.0% interest, Intalink B.V. with 26.7%, and First Pacific International Limited (FPIL) with 13.3% as of end-2024. First Pacific Company Limited (FPC), incorporated in Bermuda and listed in Hong Kong, holds a 40.0% equity interest in EIH through its subsidiaries Intalink B.V. and FPIL. Under Hong Kong Generally Accepted Accounting Principles, EIH and its subsidiaries are consolidated as part of the FPC group of companies.

In 2024, MPIC posted record core earnings of ₱23.6 billion, a 21% increase, with Meralco as the main growth driver, supported by tariff adjustments at Maynilad and strong performance from MPTC. Net income rose 41% to ₱28.2 billion.

In the first half of 2025 (1H2025), MPIC posted a 20% increase in core net income to ₱15.0 billion, from ₱12.5 billion in the same period in 2024. The growth was attributed to strong results from Meralco's power generation business, the implementation of higher tariffs at Maynilad, and increased patient volumes in the Metro Pacific Hospitals network.

Among MPIC's key business segments, the power segment contributed the largest share of the company's operating income, amounting to ₱11.2 billion or 64% of the total. The Water and Toll Roads segments contributed ₱3.8 billion and ₱3.3 billion, respectively, accounting for a combined 41% of the total.

Management⁶

At the helm of MPTC is Mr. Manuel V. Pangilinan. He is the current Chairman of the Board of the Company. He holds several leadership roles including Chairman, President, and Chief Executive Officer (CEO) of PLDT, Inc., Smart Communications, Inc., and MPIC, among others. Mr. Pangilinan also serves as Chairman of Manila Electric Company, Maynilad Water Services Corporation, and TV5 Network, Inc. He is concurrently the Managing Director and CEO of First Pacific Company Limited and President Commissioner of P.T. Indofood Sukses Makmur Tbk. He holds a Bachelor of Arts degree in Economics (cum laude) from Ateneo de Manila University and a Master of Business Administration (MBA) from the Wharton School of the University of Pennsylvania. He has also been conferred honorary doctorate degrees in Humanities, Science, and Management from various Philippine universities.

PhilRatings notes that the Company recently appointed two new key officers—Mr. Gilbert Gabriel F. Santa as President and CEO; and Ms. Marisa V. Conde as Officer-in-Charge, Chief Finance Officer (CFO), and Treasurer.

Mr. Gilbert Gabriel F. Santa Maria has been appointed President and CEO of MPTC effective September 1, 2025. He also serves on the Board of Directors of MPTC and is a partner at LSM Ventures LLC. Mr. Santa

⁶ <https://bilyonaryo.com/2025/09/04/pangilinan-taps-former-pal-president-gilbert-santa-maria-to-lead-metro-pacific-tollways/infrastructure/>

<https://thephilbiznews.com/2025/09/04/mptc-unveils-new-leadership-appointments/>

<https://www.philstar.com/business/2024/11/23/2402231/mptc-bares-new-leadership-business-units>

Maria succeeded Mr. Jose Ma. K. Lim, who previously served as the Company's interim president. Nonetheless, Mr. Lim will remain a director of MPTC, MPIC, and their subsidiaries. Prior to joining MPTC, Mr. Santa Maria held executive roles in the airline and business process outsourcing sectors, including President and Chief Operating Officer (COO) of Philippine Airlines from 2019 to 2022, and COO at IBEX Limited from 2015 to 2018. His earlier experience included leadership positions in companies such as IQ BackOffice, Stream Global Services, and Convergys Philippines. He holds an MBA in Operations and Finance, a Master's in Public and Private Management from Yale University School of Management, and a Bachelor of Science degree in Electrical Engineering from the University of the Philippines.

Ms. Marisa V. Conde has been appointed Officer-in-Charge, CFO, and Treasurer of MPTC effective September 1, 2025. She succeeded Mr. Luis S. Renon, who previously served as the Company's CFO before being appointed President and General Manager of NLEX Corporation. Ms. Conde is also Vice President and Group Controller at MPIC. She has extensive experience in finance and accounting, gained from her previous roles as CFO and Treasurer at Metropac Water Investments Corporation, Metro Pacific Health Tech Corporation, and Metpower Venture Partners Holdings Inc. She also held senior finance positions at PLDT Inc. and Smart Communications, Inc. Earlier in her career, she worked at SyCip, Gorres, Velayo & Co., Deloitte & Touche LLP (USA), and Ernst & Young LLP (USA). She earned a Master in Business Management from the Asian Institute of Management and a Bachelor of Science in Business Administration with a major in Accounting from Pamantasan ng Lungsod ng Maynila.

As of June 30, 2025, MPTC and its subsidiaries have a total of 4,317 regular employees. It has no labor unions or collective bargaining agreements, and there have been no recorded past instances of strike.

Environmental, Social, and Governance (ESG)⁷

MPTC implements its ESG initiatives under a group-wide sustainability framework, in alignment with its parent company's, MPIC. The Company's sustainability efforts are guided by five strategic priorities: Drive Product Utilization, Build with Least Disruption, Improve Customer Experience, Drive Decarbonization, and Design for Resilience.

Since 2016, MPTC has reported sustainability data to MPIC. In 2020, senior management intensified efforts to integrate ESG into operations by aligning sustainability goals with business strategy, performance management, and employee engagement, securing leadership commitment and fostering a company-wide sustainability mindset.

Oversight is provided by MPTC's Governance, and Risk Committee, supported by a Sustainability Council composed of business unit-level representatives referred to as "Sustainability Champions."

MPTC contributes to the United Nations Sustainable Development Goals (SDGs), particularly to the following: SDG 3 (Good Health and Wellbeing), SDG 9 (Industry, Innovation, and Infrastructure), SDG 11 (Sustainable Cities and Communities), SDG 13 (Climate Action), and SDG 17 (Partnerships for the Goals).

⁷ <https://www.mptc.com.ph/sustainability>

The Company's toll roads and mobility solutions aim to improve transport efficiency, reduce travel time, manage environmental and social impacts, as well as support economic development.

Sustainability principles are integrated into MPTC's infrastructure development, workplace policies, community relations, and operational decision-making processes.

ECONOMY

Gross Domestic Product (GDP)⁸

In 2024, the Philippine economy grew by 5.6%, the same rate recorded in 2023. The economy expanded by 5.2% in the fourth quarter of 2024 (4Q2024), contributing to the full-year growth. This placed the Philippines as the second fastest-growing economy in ASEAN and among the top performers globally based on countries that had released their fourth quarter data. While the figure fell short of the government's target, the economy remained resilient despite challenges such as multiple typhoons, subdued global demand, and geopolitical tensions.

Growth in 4Q2024 was driven by Wholesale and retail trade; repair of motor vehicles and motorcycles (5.5%), Financial and insurance activities (8.5%), and Construction (7.8%). For the entire year, the same industries contributed significantly to growth, with Wholesale and retail trade increasing by 5.6%, Financial and insurance activities by 9.0%, and Construction by 10.3%. Among major sectors, Services and Industry posted full-year growth rates of 6.7% and 5.6%, respectively. Meanwhile, Agriculture, forestry, and fishing (AFF) contracted by 1.6%, following six typhoons that affected production. In the fourth quarter, AFF declined by 1.8%.

On the demand side, Household Final Consumption Expenditure grew by 4.8% in 2024, supported by lower inflation and increased demand for services. Government Final Consumption Expenditure rose by 7.2%, while Gross capital formation expanded by 7.5%. Exports and imports of goods and services grew by 3.4% and 4.3%, respectively, reflecting improvements in trade.

In the second quarter of 2025 (2Q2025), the economy grew by 5.5%, slightly higher than the 5.4% growth in the first quarter. Growth was driven by Wholesale and retail trade (5.1%), Public administration and defense; compulsory social security (12.8%), and Financial and insurance activities (5.6%). All major sectors posted growth in the quarter, with AFF increasing by 7.0%, Industry by 2.1%, and Services by 6.9%. Household spending rose by 5.5%, boosted by improved employment conditions and election-related spending.

⁸ <https://psa.gov.ph/content/gdp-expands-52-percent-fourth-quarter-2024-brings-full-year-2024-gdp-year-year-growth-rate>
<https://psa.gov.ph/content/gdp-expands-55-percent-second-quarter-2025>
<https://www.dof.gov.ph/ph-economy-maintained-steady-growth-in-2024-despite-challenges-outlook-for-2025-remains-bullish-driven-by-lower-inflation-higher-consumption-and-investments/>

Outlook⁹

The Asian Development Bank projects the Philippine economy to grow by 6.0% in 2025 and 6.1% in 2026, supported by robust domestic demand, sustained infrastructure spending, and stable inflation. The government aims to maintain infrastructure investments at 5.0% to 6.0% of GDP over the medium term. Recent policy developments such as the Corporate Recovery and Tax Incentives for Enterprises to Maximize Opportunities for Reinvigorating the Economy (CREATE MORE) Act, VAT refund for non-resident tourists, and the Trabaho Para sa Bayan Plan are expected to support investment and employment.

The International Monetary Fund, however, revised its 2025 GDP growth forecast for the Philippines to 5.5%, down from its earlier estimate of 6.1%, due to weaker-than-expected fourth quarter growth in 2024 and global trade disruptions from new US tariffs. Its forecast for 2026 was also lowered to 5.8%. Despite the revision, the Philippines is still expected to be the second fastest-growing economy in emerging and developing Asia, next to India.

Inflation¹⁰

Inflation in the Philippines rose to 1.5% in August 2025 from 0.9% in July, bringing the national average inflation from January to August to 1.7%. This was lower than the 3.3% recorded in August 2024. The increase was mainly driven by higher prices in food and non-alcoholic beverages, as well as slower declines in transport costs. Additional upward pressures came from furnishings and household maintenance, health, information and communication, and personal care and miscellaneous goods and services.

Meanwhile, lower inflation was observed in clothing and footwear; housing, water, electricity, gas and other fuels; recreation, sport and culture; and education services. The main contributors to inflation in August 2025 were housing and utilities, food and non-alcoholic beverages, and restaurant and accommodation services.

In response to the inflation trend, the Bangko Sentral ng Pilipinas (BSP) reduced its key policy rate by 25 basis points in August 2025, bringing the rate to 5.0%. This was the third consecutive rate cut since the BSP began easing in August 2024. Since then, the policy rate has been reduced by a total of 150 basis points. The central bank's latest forecast places the average inflation rate at 1.7% for 2025 and 3.3% for 2026. Despite risks such as possible electricity rate adjustments and increased rice tariffs, inflation is expected to remain within the 2.0% to 4.0% target range. The BSP indicated that there may still be room for one more rate cut in 2025, depending on future economic data.

Crude Oil Prices¹¹

For the week ending August 29, 2025, the prices of Dubai crude, gasoline, diesel, and kerosene all increased. Dubai crude rose by about \$1.15 per barrel, while gasoline increased by approximately \$0.60 per barrel. Diesel and kerosene both saw an increase of around \$1.30 per barrel.

⁹ <https://www.dof.gov.ph/ph-economy-maintained-steady-growth-in-2024-despite-challenges-outlook-for-2025-remains-bullish-driven-by-lower-inflation-higher-consumption-and-investments/>

<https://www.adb.org/news/philippines-remain-bright-spot-southeast-asia-2025-2026>

<https://business.inquirer.net/521118/imf-cuts-ph-%CA%BC25-growth-outlook-to-5-5>

¹⁰ <https://psa.gov.ph/content/summary-inflation-report-consumer-price-index-2018100-august-2025>

<https://www.bworldonline.com/top-stories/2025/08/29/694539/bsp-cuts-rates-for-3rd-straight-meeting/>

¹¹ <https://doe.gov.ph/articles/2969156--oil-monitor-as-of-02-september-2025>

The price hike was influenced by ongoing geopolitical tensions, particularly between Russia and Ukraine. Ukrainian drone strikes targeted Russia's Afipsky and Kuibyshev oil refineries on August 28, keeping global attention on energy infrastructure. The lack of progress toward a peace deal has continued to pose risks for the oil market, with sanctions and secondary tariffs remaining a concern. Notably, a 50% tariff rate on India's purchases of Russian oil took effect on August 27, 2025.

Market sentiment was further affected by data from the United States Energy Information Administration, which reported a 2.4-million-barrel decline in crude oil stockpiles, along with decreases in gasoline and distillate inventories due to strong demand. Meanwhile, the Organization of the Petroleum Exporting Countries and allies (OPEC+) is expected to unwind the last 1.65 million barrels per day of production cuts in its September 7 meeting. Several refineries are also scheduled for maintenance in preparation for winter demand, which may temporarily reduce crude oil consumption.

In Asia, the gasoline market remained soft despite a drop in U.S. gasoline stocks, as concerns over weaker demand in Southeast Asia persisted due to heavier-than-usual rainfall in India and Pakistan. The market for ultra-low sulfur diesel stayed relatively stable, though prices may rise as China is expected to reduce diesel exports amid lower profit margins and smaller export quotas.

Domestically, Philippine oil companies implemented price increases effective September 2, 2025. Gasoline and kerosene prices went up by ₱0.70 per liter, while diesel increased by ₱1.00 per liter. Year-to-date, gasoline and diesel have seen total net increases of ₱12.80 and ₱13.45 per liter, respectively, while kerosene has posted a net increase of ₱2.75 per liter.

INDUSTRY

Infrastructure Flagship Projects (IFPs) under the Build, Better, More Program¹²

As of September 2025, the Department of Economy, Planning, and Development (DEPDev) reported that 52 infrastructure flagship projects (IFPs) are targeted for completion by 2028. These projects are part of the 207 total IFPs under the administration's Build, Better, More Program. While 23 of these projects are progressing as scheduled, 29 have experienced delays of at least two months. Delayed projects were reported under various agencies, including the Departments of Agriculture, Information and Communications Technology, Transportation, and Public Works and Highways, as well as other institutions such as the Local Water Utilities Administration and the Metropolitan Waterworks and Sewerage System.

According to DEPDev, of the 52 projects targeted for completion by 2028, 32 fall under the physical connectivity sector. The rest are distributed across different sectors, namely water resources (8 projects), digital connectivity (2), health (2), agriculture (3), and power (1). Around 21 of these projects, valued at about ₱1 billion in total, are located in Metro Manila, Central Luzon, and Calabarzon. Common issues affecting project timelines include site access problems, contractor and consultant delays, procurement bottlenecks, and legal challenges. In response, implementing agencies have introduced measures such as simplifying access procedures, improving procurement planning, and enhancing legal coordination. To further support implementation, DEPDev launched an IFP monitoring dashboard to regularly track project status.

¹² <https://www.bworldonline.com/top-stories/2025/09/10/697368/depdev-52-flagship-projects-to-be-completed-by-2028/>

To streamline the permitting process, Executive Order No. 59, issued in 2024, reduced the number of IFP-licensing agencies from 30 to about 18. As of June 2025, seven IFPs have been completed. For 2026, ₱52.08 billion has been allocated for the 52 IFPs set for completion within the current administration. This represents 33.14% of the ₱157.2-billion total funding requirement for the 52 projects. The government's full infrastructure budget for 2026 stands at ₱1.558 trillion. Meanwhile, 140 IFPs are expected to be completed beyond 2028.

Automotive Sales¹³

Vehicle sales in the Philippines continued to grow modestly as of end-August 2025. According to the latest joint report from the Chamber of Automotive Manufacturers of the Philippines, Inc. (CAMPI) and the Truck Manufacturers Association (TMA), total sales reached 305,381 units in the first eight months of the year, reflecting a 0.2% increase compared to the same period in 2024.

In terms of vehicle type, commercial vehicles accounted for 79.91% of sales, totaling 244,023 units. This includes 182,240 light commercial vehicles, making it the second-largest sales category. Passenger cars made up 61,358 units during the same period.

In terms of manufacturer, Toyota Motor Philippines Corp. remained the market leader with a 47.93% share, followed by Mitsubishi Motors Philippines Corp. (18.96%), Nissan Philippines, Inc. (4.96%), Ford Group Philippines (4.89%), and Suzuki Philippines, Inc. (4.75%).

The report also highlighted the continued rise in electric vehicle (EV) sales—primarily hybrid and battery-electric models—which now hold a 6.04% market share.

On a month-on-month basis, vehicle sales declined by 7.6%, from 38,295 units in July to 36,174 units in August. Despite this short-term dip, the industry remains optimistic, buoyed by evolving consumer preferences and a growing shift toward sustainable mobility.

CAMPI and TMA reaffirmed their commitment to supporting innovation and furthering the automotive sector's contribution to national development.

Cashless Toll Collection and Interoperability Developments¹⁴

Developments in toll operations also moved forward this year, particularly in relation to electronic toll collection (ETC) and interoperability. In early 2025, MPTC and San Miguel Corp. Infrastructure (SMCI) suspended their plan to fully enforce cashless toll collection following a directive from the Department of Transportation (DoTr). The plan, which included a “no valid ETC device, no entry” rule, was set to take effect in March 2025. The DoTr halted the policy, citing the need to avoid inconvenience for motorists and to prevent potential congestion at toll booths.

Despite the suspension, both MPTC and SMCI emphasized that full adoption of cashless systems remains critical to achieving ETC interoperability across tollways. As of early 2025, the TRB reported that 97% of

¹³ <https://www.pna.gov.ph/articles/1258817>

¹⁴ <https://www.topgear.com.ph/news/motoring-news/mptc-smc-infrastructure-suspend-cashless-plans-a6888-20250226>
<https://www.bworldonline.com/corporate/2025/03/05/657216/regulator-still-targets-cashless-unified-toll-rollout-this-year/>

tollway users were already using cashless systems. The TRB is currently reviewing operational issues such as real-time charging, account management, and RFID performance. It also conducted recent audits of toll operators' systems to support further improvements. While RFID reader systems were found to be compliant, worn-out RFID tags were noted as a recurring issue.

The TRB remains committed to implementing both full cashless operations and ETC interoperability by the end of the year. Proof-of-concept testing is expected to begin by the third quarter, followed by a possible dry run. Final implementation will depend on confirmation that all operational concerns have been resolved.

Political and Regulatory Environment in Indonesia

Indonesia's current administration is promoting private-sector-led infrastructure development to address a projected \$625 billion infrastructure gap from 2025 to 2029, primarily through initiatives like the Danantara Fund. However, significant budget cuts in early 2025—including the Ministry of Public Works' budget reduction from IDR 110.95 trillion to IDR 29.57 trillion—have led to delays and cancellations of several government infrastructure projects, shifting funding reliance toward PPP schemes and foreign loans.

With respect to MPTC's toll road operations in the country, recent regulatory developments under Government Regulation No. 23 of 2024 introduce more structured toll rate adjustment mechanisms while also setting new provisions such as special adjustments and clawback mechanisms. The clawback rule, however, only applies to future greenfield projects and does not affect MPTC's existing concessions. The planned nationwide rollout of the Multi-Lane Free Flow (MLFF) system—now targeted for 2029—will shift toll collection to a government-appointed agency. Nonetheless, this shift is not expected to affect toll revenue integrity.

FINANCIAL RISK

Analysts' Note: PhilRatings' calculation of certain ratios may be different from what the Company uses and publishes.

Profitability

2020–2023

After revenues from toll fees declined by 27% to ₱13.6 billion in 2020 given the COVID-19-related movement restrictions, such consistently improved over the succeeding years. By 2022, toll revenues already exceeded the 2019 pre-pandemic level. Toll revenues grew at a CAGR of 26%, doubling from ₱13.6 billion in 2020 to ₱27.2 billion in 2023, backed by traffic improvement as well as toll rate increases. Further bolstered by the pickup in non-toll revenues, total revenues similarly expanded at a CAGR of 26%, from ₱14.4 billion in 2020 to ₱29.0 billion in 2023.

Cost of services registered a slower CAGR of 19%, from ₱6.0 billion in 2020 to ₱10.2 billion in 2023. As a result, gross margin steadily improved from 58% in 2020 to 65% in 2023. Moreover, gross profit posted a CAGR of 31%, from ₱8.4 billion in 2020 to ₱18.8 billion in 2023.

Amid controlled increases in expenses, consolidated net income grew at a CAGR of 29%, from ₱3.4 billion in 2020 to ₱7.3 billion in 2023. While earnings were cut in half in 2020, such steadily recovered and exceeded the 2019 pre-pandemic amount (₱6.8 billion) in 2022 (₱7.1 billion)—similar to the top line. Net income attributable to MPTC likewise recorded a CAGR of 30%, from ₱2.3 billion in 2020 to ₱5.0 billion in 2023.

Net profit margin fluctuated during the period, ranging from 22% to 29%, largely on account of movements in general and administrative (G&A) expenses and financing costs. Return on average equity (ROAE) rose from 6% in 2020 to 11% in 2022, before inching down to 10% in 2023. Following the same trend, return on average assets (ROAA) climbed from 2% in 2020 to 3% in 2023.

2024

Toll revenues further expanded by 16% to ₱31.6 billion in 2024, on the back of continued traffic growth in the Philippines combined with toll rate increases. Following the trend of toll revenues, total revenues likewise rose by 15% to ₱33.4 billion. With a still relatively moderate growth of 11% in cost of services, gross profit increased by 18% to ₱22.1 billion. Similarly, gross margin inched up from 65% in 2023 to 66% in 2024.

Other income notably jumped by 126% to ₱1.1 billion, driven by the ₱679 million gain on reversal of earnout liability of a joint venture (nil in 2023). The latter was on account of the reduction in the acquisition consideration for JAPEX, which was contingent upon the approval of tariff hikes.¹⁵ Equity in

¹⁵ In June 2022, PT Margautama Nusantara (MUN), an indirect subsidiary of MPTC in which it held an aggregate equity interest of 90%, entered into a Conditional Share and Purchase Agreement to acquire 40% of the outstanding shares of PT Jasa Marga Jalanlayang Cikampek (JJC). JJC is the concession holder of the JAPEX toll road. MUN entered into an agreement to acquire a total of 2.2 million shares of JJC for a total consideration of up to IDR 4.4 trillion (₱16.6 billion). The base consideration of the transaction is IDR 4.0 trillion (₱15.3 billion). An additional consideration (earnout) of IDR 359 billion (₱1.3 million) shall be paid subject to pre-agreed target level of tariff adjustment, with a long-stop date of December 31, 2024. As of end-2023, MUN estimated the earnout to be at IDR 190 billion (₱679 million) and recorded "Provisions" under other current liability. As of end-

net earnings of associates and joint ventures also amounted to ₱995 million, a turnaround from the ₱164 million loss in 2023, following the acquisition of JTT and the reduction in losses of JJC. Additionally propped up by the hike in other income and the turnaround in equity earnings, bottom line climbed by 34% to ₱9.8 billion in 2024. Net income attributable to MPTC amounted to ₱6.5 billion, up by 28%.

Net profit margin improved from 25% in 2023 to 29% in 2024. ROAE also increased to 12%.

1H2025

Sustaining its growth momentum, toll revenues rose by 18% YoY to ₱18.1 billion in 1H2025, still due to a combination of toll rate increases and domestic traffic growth. Total revenues recorded a similar increase of 18% YoY, amounting to ₱19.1 billion. In line with top line growth, cost of services went up by 16% YoY to ₱6.7 billion. As a result, gross profit improved by 19% YoY to ₱12.3 billion; however, it translated to a slightly lower gross margin of 65%.

G&A expenses were reduced by 25% YoY to ₱1.8 billion. This was offset, however, by the 71% YoY hike in interest expense and other finance costs to ₱5.1 billion. Other income also fell by 93% YoY to ₱54 million, given the absence of the one-off gain from the reversal of contingent considerations related to the JAPEX toll road acquisition (which was recorded in the prior year).

Growth in the bottom line was therefore more muted at 5%, from ₱4.7 billion in 1H2024 to ₱4.9 billion in 1H2025. Net profit margin slipped from 29% in 1H2024 to 26% in 1H2025.

Projected Period (2025–2035)

Toll revenues are projected to continue to grow over the next decade, supported by project completions, sustained traffic growth, and the implementation of tariff adjustments. Margins are also seen to be satisfactory, pointing to generally well-controlled costs and expenses. In addition to the benefits of rising traffic volumes and operating leverage, the MPTC Group intends to maintain strong cost discipline and drive efficiencies across its operations.

Cash Flow and Liquidity

2020–2023

MPTC consistently recorded positive operating cash flows in 2020–2023. Net cash flows from its operating activities fell by 39% to ₱8.2 billion in 2020 amid the onset of the COVID-19 pandemic, but has since recovered and grown to ₱19.0 billion in 2023. The rebound and uptrend were underpinned by the improvement in the Company's earnings.

Net cash flows used in investing activities in 2020–2023 ranged from ₱9.1 billion to ₱38.4 billion. Cash was primarily used for additions to concession assets, as well as for investments in unit investment trust funds (UITF). In 2022, MPTC also completed the acquisition of JJC (concession holder of JAPEX) through an indirect Indonesian subsidiary, which contributed to net investing cash outflow peaking at ₱38.4 billion.

2024, MUN had reversed the earnout liability of IDR 190 billion (₱679 million), as the pre-agreed target level of tariff adjustment was no longer expected to be met based on JJC's latest tariff adjustment in March 2024. The reversal was recognized under "Other income".

Funds were augmented by cash from financing activities, the net amount of which ranged from ₱7.2 billion to ₱24.8 billion. Proceeds from debt availments during the period averaged ₱31.2 billion annually.

Year-end cash balance ranged from ₱7.4 billion to ₱15.3 billion and, except for 2020, were higher than the 2019 pre-pandemic level. Current ratio jumped from 0.6x as of end-2020 to 1.3x as of end-2021, given a favorable combination of higher current assets (particularly cash) and lower current liabilities. The said ratio, however, gradually dropped to 0.9x as of end-2023 given increasing current liabilities. EBITDA interest coverage ratio nevertheless remained ample throughout at 2.8–3.7x.

2024

In 2024, operating cash remained positive at ₱15.5 billion, albeit 19% lower than in the previous year. In contrast, net cash used in investing activities jumped by 39% to ₱37.9 billion. Higher net outflow was largely on account of MPTC's acquisition of equity interest in JTT for a consideration of IDR 10.4 trillion (₱38 billion). Net cash from financing activities climbed by 33% to ₱15.9 billion, driven by the ₱75.1 billion aggregate proceeds from long-term debts and short-term loans during the year.

Consequently, MPTC's cash and cash equivalents stood at ₱9.5 billion as of end-2024, down by 38% from a year ago. Current ratio dropped to 0.4x, given lower current assets (mainly cash) and higher current liabilities (particularly short-term loans). Nonetheless, EBITDA interest coverage ratio continued to be sufficient at 2.8x.

1H2025

Net cash flow from operating activities amounted to ₱8.2 billion in 1H2025, up by 3% YoY and more than enough to cover the net investing cash outflow of ₱5.8 billion during the period. A net cash inflow from investing activities of ₱690 million was recorded in 1H2025, similarly falling from ₱5.5 billion in 1H2024 primarily driven by lower use of restricted cash. A net financing cash inflow of ₱2.1 billion was also posted, a turnaround from the net outflow of ₱16.6 billion in the same period last year. The turnaround was a result of higher loan proceeds coupled with lower debt repayments.

The Company therefore ended 1H2025 with a cash balance of ₱15.1 billion, notably up by 58% from end-2024. Current ratio was unchanged at 0.4x, while EBITDA interest coverage ratio was slightly lower (but ample) at 2.4x.

On its current ratio falling below 1.0x, MPTC explained that it is in the middle of the investing and financing cycle where bridge loans played a big role in financing recent acquisitions. The maturity profile of these bridge loans pulled down the Company's liquidity ratios. MPTC is currently putting permanent financing in place to extend the maturity of its short-term loans and achieve proper matching between the life of its asset and the term of its financing. This will improve liquidity ratios going forward.

Projected Period (2025–2035)

Cash flows are expected to remain healthy, backed by continued robust profitability. Internally generated funds, in particular, are seen to be enough to cover the settlement of the proposed bonds upon maturity. Liquidity will be satisfactory overall, with the mentioned improvement in relevant ratios.

Capital Structure

2020–2023

Total assets grew at a CAGR of 14%, from ₱182.9 billion as of end-2020 to ₱274.6 billion as of end-2023. Asset expansion was primarily driven by increases in service concession assets—which, on average, accounted for 70% of total assets—as well as in cash and cash equivalents.

Total liabilities registered a CAGR of 16%, from ₱124.1 billion as of end-2020 to ₱195.2 billion as of end-2023. Interest-bearing debt, in particular, grew at a CAGR of 21%, from ₱85.8 billion to ₱152.3 billion. Total equity had a slower CAGR of 11%, rising from ₱58.5 billion to ₱79.4 billion. D/E ratio therefore increased from 1.5x as of end-2020 to 2.1x as of end-2022, before slightly easing to 1.9x as of end-2023.

2024

In 2024, total assets further expanded by 13% to ₱310.5 billion. To fund this, total liabilities increased by 19% to ₱232.8 billion. Interest-bearing debt totaled ₱190.8 billion, up by 25%, with foreign-currency denominated loans making up about 15%. Total equity, on the other hand, marginally declined by 2% to ₱77.7 billion. Consequently, the Company's D/E ratio increased to 2.5x as of end-2024.

As at end-2024, MPTC was not able to comply with the D/E ratio and debt service coverage ratio (DSCR) required under its long-term debt agreements with its lenders. Prior to year-end, the Company obtained approvals from the banks on the waiver of the D/E ratio and DSCR non-compliance. Nevertheless, MPTC continued to pay its long-term loans in accordance with its credit terms.

1H2025

Consolidated assets stood at ₱324.0 billion as of end-June 2025, up by 4% from end-2024. Total liabilities increased by 9% to ₱253.9 billion, with interest-bearing debt likewise growing by 9% to ₱208.9 billion. In contrast, total equity further decreased by 10% to ₱70.0 billion on account of premiums paid on acquisition of non-controlling interests. As a result, D/E ratio rose to 3.0x as of end-June 2025.

As at end-June 2025, MPTC was already able to comply with the D/E ratio required under its long-term debt agreements. The Company, however, was still not able to comply with the minimum DSCR required. Similar to the previous period, it nevertheless obtained approvals from the banks on the waiver of the DSCR noncompliance and, at the same time, continued to pay its loans accordingly.

Projected Period (2025–2035)

MPTC looks forward to an improvement in its leverage levels, supported by operating cash flow growth and proactive liability management. Total interest-bearing debt, along with total liabilities, is seen to steadily decline. On the other hand, an uptrend in total equity is anticipated, on the back of continued growth in retained earnings.

Financial Flexibility

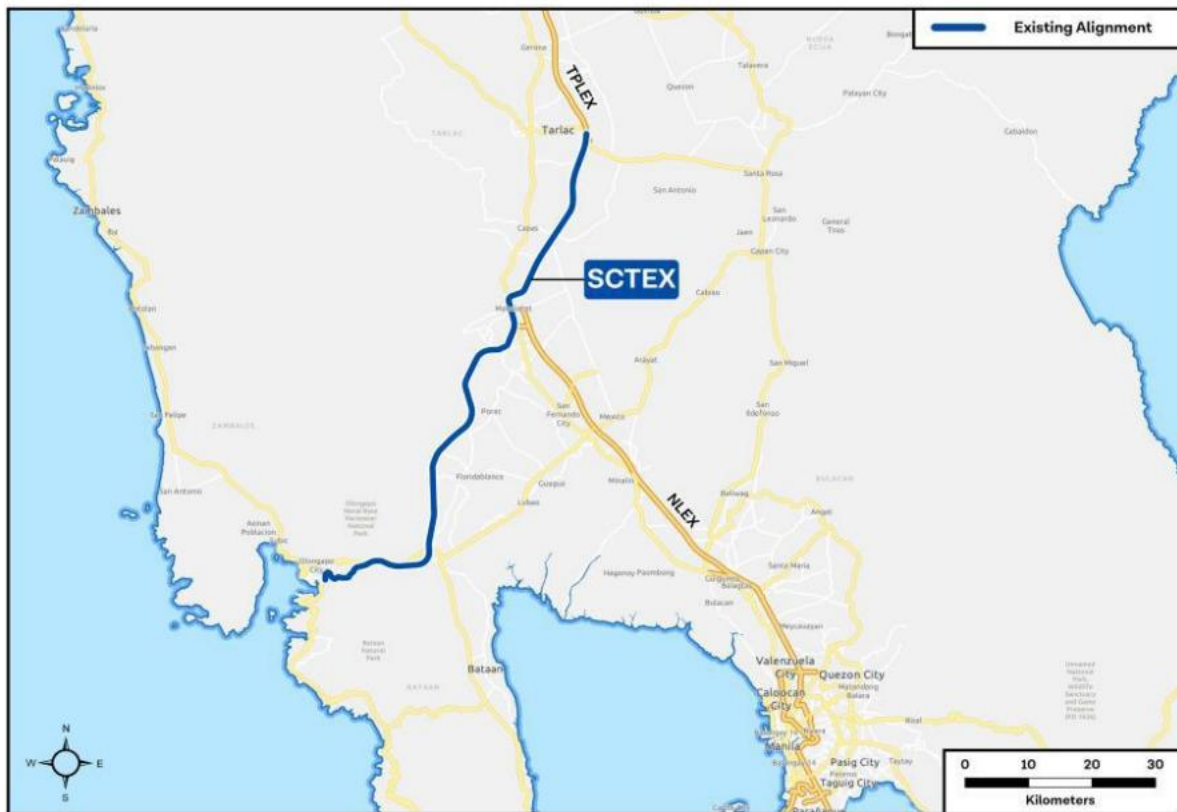
As of September 15, 2025, MPTC had a substantial amount of available credit facilities, which it could tap should the need arise. PhilRatings also positively notes that these were granted on a clean basis, reflecting the Company's strong credit standing with its lenders.

ANNEX: Latest roadmap showing existing, ongoing, and planned projects

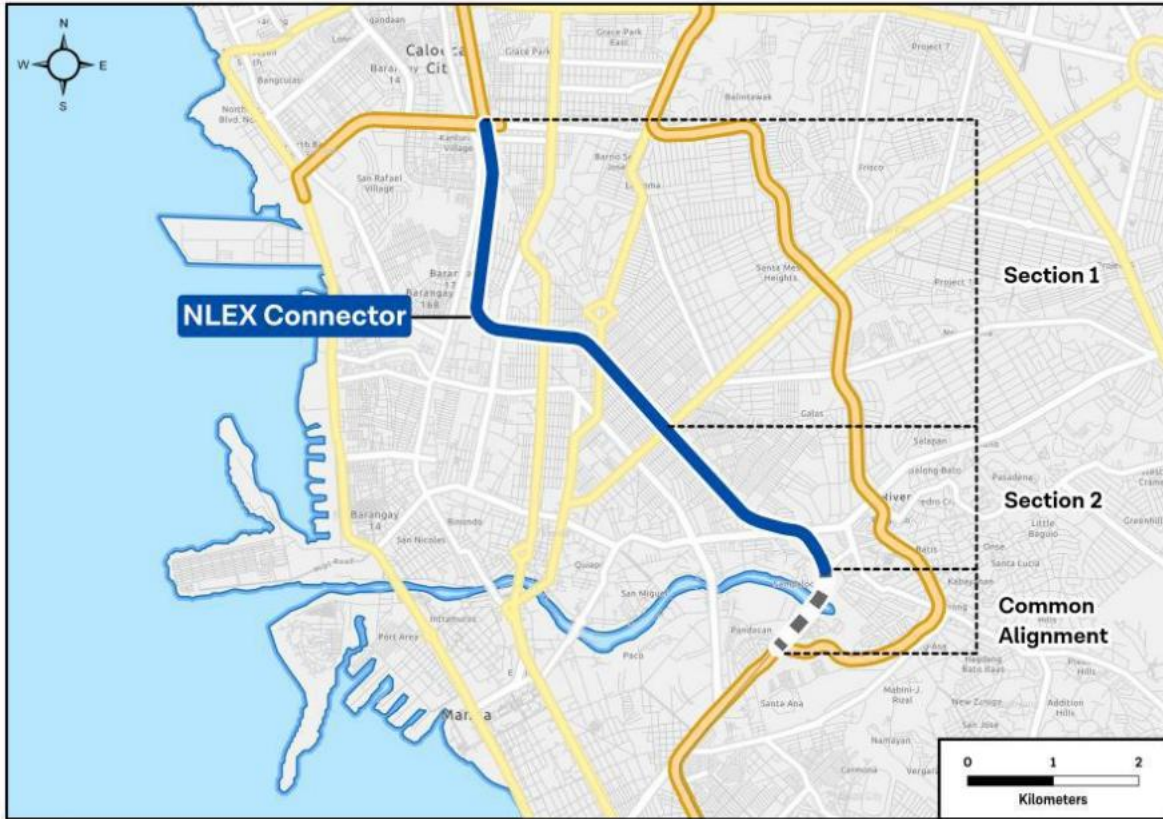
NLEX



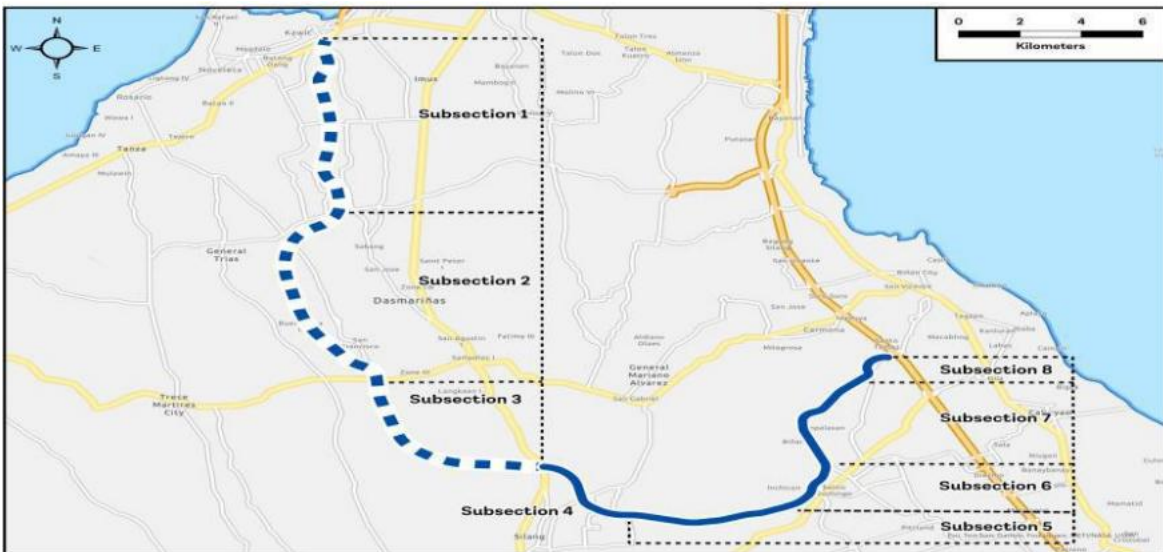
SCTEX



NLEX Connector



CALAX



CCLEX



JAPEX-E



JLB



BSD



MMN



JTSE



MPTC Expressway Projects (Under Construction)

