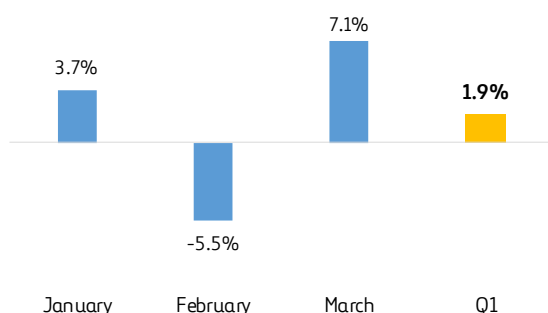


**TRAFFIC**

	MAR-25	MAR-24	VAR.
Avg trip length (km)	21.7	21.6	0.3%
Traffic/trips (mn)	24.2	23.8	1.7%
VKTs (mn)	524.3	514.2	1.9%
Avg revenue per trip (CAD)	16.81	13.72	22.5%

VKT (Vehicle Kilometres Travelled)

In Q1 2025, VKTs increased by +1.9% vs Q1 2024, due to an increase in mobility and rush-hour commuting from a higher percentage of on-site employees and as well as more targeted rush hour driving offers to alleviate congestion across the GTA during workday peak hours, starting in March. Furthermore, traffic was negatively impacted in February by unfavorable weather and the leap year effect on the 2024 calendar.

Quarterly VKT traffic performance vs 2024:**FINANCIAL RESULTS**

(CAD mn)	MAR-25	MAR-24	VAR.
Revenue	410	330	24.3%
EBITDA	321	279	15.0%
EBITDA margin	78.3%	84.7%	
EBIT	295	252	17.0%
EBIT margin	71.8%	76.4%	
Financial results	-106	-89	-18.9%
EBT	189	163	15.9%
Corporate income tax	-50	-43	-16.8%
Net Income	139	120	15.6%

Revenues were up by +24.3% vs Q1 2024, reaching CAD 410million.

- Toll revenue** (93.0% of total): +23.6% to CAD 381.5 million, due to higher traffic volumes, longer trips and higher toll rates effective January 1, 2025.
- Fee revenue** (7.0% of total): +34.4% to CAD 28.5 million, due to higher account fees resulting from higher traffic volumes and higher fee rates effective January 1, 2025. As well as higher net interest from higher delinquent balances and higher enforcement fees.

OPEX increased by +75.7%, primarily due to Schedule 22 Payment expense, which amounted to CAD 25.9 million in Q1 2025. Additionally, expenses rose due to higher billing and collection costs consistent with higher billing volume, and higher provision for lifetime expected credit loss. Higher system operations costs as result of lower salary capitalization as the 407 ETR's enterprise resource planning and customer relationship management project went live in Q1 2024, and higher license renewal and data usage costs. Furthermore, higher winter maintenance costs due to unfavorable weather.

EBITDA +15.0%, mainly as a result of higher traffic volumes and revenues.

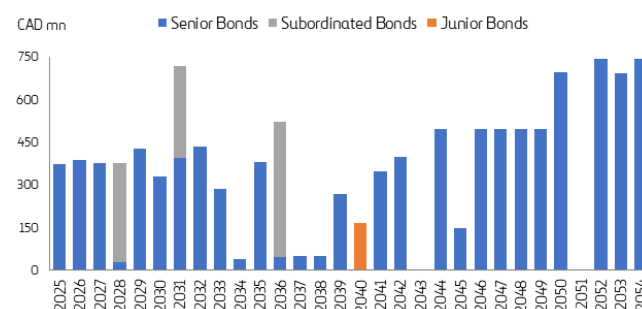
DIVIDENDS

No dividends were paid to shareholders in Q1 2025 or Q1 2024. At the April Board meeting, a CAD200mn dividend was approved for Q2 2025.

FINANCIAL POSITION & RATING

In Q1 2025, 407 ETR maintained strong liquidity: Cash and cash equivalents of CAD 494 million, and CAD 800 million in undrawn credit facilities.

- S&P:** "A" (Senior Debt), "A-" (Junior Debt) & "BBB" (Subordinated Debt), with stable outlook, reaffirmed on July 31, 2024.
- DBRS:** "A" (Senior Debt), "A low" (Junior Debt) & "BBB" (Subordinated Debt), with stable outlook, reaffirmed on July 11, 2024.

BOND MATURITY PROFILE

- On March 5, 2025, 407 ETR issued CAD 350 million Senior Bonds, Series 25-A1 to repay Senior Bonds, Series 20-A2 on May 22, 2025.

OVERALL OUTLOOK

The outlook for 2025 is positive with revenue growth driven by higher traffic volumes and higher toll and fee rates. 407 ETR is focused on driving traffic growth, particularly during workday peak hours, while managing expenses, maintaining a high level of customer satisfaction and achieving efficiencies throughout the organization. As a result, 2025 earnings before income tax expense and interest expense are expected to be higher than 2024.

1) SHAREHOLDERS UPDATE

On March 13, 2025, it was announced that ownership control of the 407 ETR is expected to be Cintra at 48.29%, CPP Investments at 44.20%, and Public Sector Pension Investment Board at 7.51%. AtkinsRéalis will cease to be a shareholder. These shareholder transactions are expected to occur in Q2 2025, subject to various closing conditions.

SCHEDULE 22

The toll rate increase by 407 ETR effective February 1, 2024, terminated the Force Majeure event and 407 ETR will be subject to a Schedule 22 Payment for 2025, payable to the Province in 2026.

At the end of each reporting period, Management prepares an estimate of the Schedule 22 Payment for the calendar year 2025 (2025 Schedule 22 Payment Estimate). Schedule 22 Payment expense for Q1 2025 is determined by allocating the 2025 Schedule 22 Payment Estimate, on the basis of dividing the toll revenues of Q1 2025, over the total estimated toll revenues for 2025. Schedule 22 Payment expense for each quarter of 2025 will fluctuate due to the seasonal nature of the business.

TOLL RATES

407 ETR implemented a new toll rate and fee rate schedule effective on January 1, 2025. The changes also included additional toll zones and new vehicle classifications for motorcycles and medium-sized vehicles.

Light Vehicle Rates for vehicles under 5,000 kgs (cars, vans, SUVs, small pick-up trucks) (in \$CAD)

Westbound	Eastbound											
Weekdays	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9	Zone 10	Zone 11	Zone 12
12 a.m.	36.11¢	36.11¢	36.09¢	36.06¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢
6 a.m.	61.18¢	61.18¢	61.18¢	61.18¢	61.14¢	61.16¢	66.13¢	66.13¢	66.13¢	56.49¢	64.05¢	64.05¢
7 a.m.	69.59¢	65.16¢	67.47¢	69.59¢	71.55¢	71.55¢	77.71¢	77.71¢	77.71¢	62.30¢	70.89¢	70.89¢
9:30 a.m.	60.72¢	60.72¢	60.72¢	60.72¢	62.84¢	62.84¢	66.51¢	66.51¢	66.51¢	62.29¢	66.50¢	66.50¢
10:30 a.m.	56.48¢	56.48¢	56.48¢	56.48¢	56.48¢	56.48¢	58.08¢	58.08¢	58.08¢	56.48¢	56.48¢	56.48¢
2:30 p.m.	74.14¢	65.17¢	67.48¢	69.59¢	71.55¢	71.55¢	72.83¢	72.83¢	72.83¢	62.28¢	62.28¢	62.28¢
3:30 p.m.	74.14¢	65.17¢	67.48¢	69.60¢	71.56¢	71.56¢	77.72¢	77.72¢	77.72¢	62.29¢	70.76¢	70.76¢
6 p.m.	74.10¢	65.16¢	66.59¢	69.48¢	71.55¢	71.55¢	72.83¢	72.83¢	72.83¢	62.28¢	62.28¢	62.28¢
7 p.m.	36.11¢	36.11¢	36.09¢	36.06¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢

Weekends and Ontario Statutory Holidays

	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9	Zone 10	Zone 11	Zone 12
12 a.m.	36.11¢	36.11¢	36.09¢	36.06¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢
8:30 a.m.	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢
10 a.m.	43.56¢	45.56¢	45.56¢	45.56¢	48.94¢	48.94¢	51.34¢	51.34¢	51.34¢	49.41¢	49.41¢	49.41¢
7 p.m.	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢
9 p.m.	36.11¢	36.11¢	36.09¢	36.06¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢

Westbound Eastbound

	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9	Zone 10	Zone 11	Zone 12
Weekdays												
12 a.m.	35.66¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢
6 a.m.	56.49¢	56.82¢	57.03¢	60.31¢	68.25¢	68.25¢	67.72¢	67.72¢	67.72¢	60.02¢	60.02¢	60.02¢
7 a.m.	62.89¢	62.54¢	62.54¢	62.54¢	69.33¢	76.13¢	80.57¢	80.57¢	80.57¢	68.29¢	68.29¢	68.29¢
9:30 a.m.	62.52¢	62.53¢	62.53¢	62.52¢	68.95¢	67.72¢	67.72¢	67.72¢	60.02¢	60.02¢	60.02¢	60.02¢
10:30 a.m.	56.48¢	56.48¢	56.48¢	56.48¢	58.08¢	58.08¢	59.13¢	59.13¢	59.13¢	55.62¢	55.62¢	55.62¢
2:30 p.m.	62.84¢	62.52¢	62.52¢	62.53¢	69.31¢	69.94¢	74.13¢	74.13¢	74.13¢	69.40¢	69.40¢	69.40¢
3:30 p.m.	62.89¢	62.53¢	62.53¢	62.54¢	69.32¢	76.14¢	85.15¢	85.15¢	85.15¢	73.38¢	83.50¢	83.50¢
6 p.m.	62.88¢	62.52¢	62.52¢	62.37¢	66.96¢	69.94¢	74.13¢	74.13¢	74.13¢	66.83¢	66.83¢	66.83¢
7 p.m.	35.66¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢

Weekends and Ontario Statutory Holidays

	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8	Zone 9	Zone 10	Zone 11	Zone 12
Weekdays												
12 a.m.	35.66¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢
8:30 a.m.	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢
10 a.m.	46.41¢	46.41¢	46.41¢	46.41¢	46.48¢	46.48¢	51.34¢	51.34¢	51.34¢	49.44¢	49.44¢	49.44¢
7 p.m.	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢	42.30¢
9 p.m.	35.66¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢	36.11¢

Motorcycles Rate is 0.8 times the Light Vehicle Rate.

Medium Vehicle Rate for vehicles under 5,000 kg (larger pickup trucks, sprinter vans, SUVs, trucks and vans towing a trailer) is 1.5 times the Light Vehicle Rate.

Heavy Single Unit Vehicle Rate for vehicles over 5,000 kg (single unit trucks, tractors and buses) is two times the Light Vehicle Rate.

Heavy Multiple Unit Vehicle Rate for vehicles over 5,000 kg (trucks and tractors with one or more trailers) is three times the Light Vehicle Rate.

For further details on the 407 ETR's toll rates and the new fees rates, please visit 407etr.com

ENVIRONMENTAL, SOCIAL, AND GOVERNANCE REPORTING

407 ETR continues to monitor the evolving ESG reporting landscape, including the International Financial Reporting Standards Sustainability Disclosure Standards, the Canadian Sustainability Standards Board's first proposed Canadian Sustainability Disclosure Standards, and applicable disclosure laws and guidelines. 407 ETR's current reporting frameworks establishes a strong foundation for any new reporting requirements as they emerge.

In 2023, 407 ETR developed its greenhouse gas (GHG) emission reduction roadmap as part of its strategy towards achieving its targeted 25% reduction in Scope 1 and Scope 2 GHG emissions by 2030 relative to the 2018 baseline. In 2024, 407 ETR lowered its absolute Scope 1 and Scope 2 GHG emissions by 19% against its 2018 baseline.

407 ETR's ESG reports can be found at 407etr.com/esgreporting.

407 ETR in the Community

407 ETR is a proud sponsor of Toronto and Region Conservation Authority and provided \$100,000 in the first quarter. The funding helps support the popular Sugarbush Maple Syrup Festival, and an ongoing phytoremediation study to research how native plants can help remove salts from soil, including the effects of roadside application. The festival ran from March 8 to April 6 at Kortright Centre for Conservation and Bruce's Mill Conservation Park. Attendees learned about the cultural and historical significance of maple syrup production, its Indigenous origins, and the importance of supporting local producers and sustainable practices. Additionally, 407 ETR supported the Little Native Hockey League tournament for the second consecutive year. Held in Markham, the event welcomed over 270 teams and more than 4,000 Indigenous athletes. As a diamond sponsor, 407 ETR has committed a CAD30,000 donation and provided CAD150,000 in in-kind travel for athletes and their families.