Motiva Infraestrutura de Mobilidade S.A.

(Publicly-held company)

Interim financial information as of and for the period ended March 31, 2026
(A free translation of the original in Portuguese)

KPDS 1911089

Contents

Profit or loss for the 1st Quarter of 2026

The Quarterly Financial Statements of the Parent Company and the Consolidated Information have been prepared and are being presented according to accounting policies adopted in Brazil and with the International Financial Reporting Standards ("IFRS"), issued by the International Accounting Standards Board ("IASB"), all applied in a manner consistent with the significant accounting policies described in note No. 3 to the Quarterly Financial Statements.

Financial and operational information, except where otherwise indicated, is presented on a consolidated basis, in millions of Brazilian Reais, and the comparisons relate to 1Q25. The adoption of this presentation unit became effective from 1Q26 and may result in slight differences compared to the data released throughout 2025, due to rounding. The data does not include the airport platform.

Consolidated information with joint ventures includes proportional data for joint ventures. This information, as well as the non-financial and other operating information, has not been audited by independent auditors. The statements of profit or loss by platform are already presented net of eliminations related to transactions between related parties.

Message from the President of Motiva - Miguel Setas

The profit or loss for the first quarter of 2026 reflect the consistent execution of Motiva's strategy, focused on the sustainable generation of value. During this period, we recorded Adjusted Net Revenue growth of 5.7%, Adjusted EBITDA growth of 9.3%, and EBITDA margin expansion of 2.2 percentage points, demonstrating the resilience of the portfolio and the maturity of the assets, reinforced by management focused on efficiency and operational excellence.

Discipline in operational management remained a key pillar of performance. Excluding the airport platform, the OPEX (cash) to Adjusted Net Revenue LTM[1] ratio was 35.1% in 1Q26, a decrease of 3.0 percentage points compared to 1Q25. The result demonstrates progress in our efficiency agenda, made possible by optimizing our portfolio and enhanced by our innovation strategy and technology adoption.

In early April, the Company began operating the Minas_SP (Fernão Dias) concession, a milestone for Motiva. This highway is one of the country's main logistics corridors between São Paulo and Minas Gerais, characterized as the largest federal highway in Brazil in terms of equivalent toll axes, with a strategic location that marks the Company's entry into a new strategic geography. Throughout the quarter, Motiva also signed an agreement addendum to extend the term of the Renovias concession until June 2026. These advancements reinforce the Company's commitment to developing mobility infrastructure in the country, strengthening the scale of its highway platform and its competitiveness in the sector.

We maintained a consistent pace of investment, with CAPEX of BRL1.5 billion in the quarter, 21.7% higher than the previous year, mainly directed towards road construction and expansion works in new concessions, including road widening, lane improvements, service roads, pavement restoration and expropriations in assets such as RioSP, Paraná, ViaSul, and Pantanal, in addition to the progress of works in Serra das Araras. In the rail business, investments focused on the implementation of power grids, cabins, and substations, as well as improvements and upgrades to stations, especially on ViaMobilidade's Linhas 8 e 9.

In line with our shareholder remuneration policy, on April 30, 2026, the Company will pay approximately BRL124 million in dividends, approved at the 2026 Annual General Meeting, reinforcing our commitment to the sustainable generation of value for our shareholders.

In the institutional field, Motiva stands out for being recognized, for the first time, as one of the World's Most Ethical Companies 2026, an award granted by Ethisphere. In the quarter, the Company was also recognized in the Merco Empresas Brasil 2025 Ranking as the company with the best reputation among infrastructure services companies, and was included in the IT Forum's ranking of the 100+ Most Innovative Companies in the Use of IT.

In February 2026, we recorded significant progress on our climate agenda, maintaining the performance level achieved in 2025 by exceeding, eight years ahead of schedule, the Scope 1 and 2 emissions reduction target established with the Science Based Targets initiative (SBTi). Motiva continues to make consistent progress in implementing its decarbonization plan, incorporating sustainable performance criteria into new businesses, with a focus on ensuring the achievement of its long-term goal for 2035.

We remain committed to the disciplined execution of our strategy, fulfilling our commitments to the market and consistently creating value.

1. It considers consolidated data with joint ventures, and excludes non-recurring effects.

Highlights

1. On April 2, 2026, the share Purchase and Sale Agreement for shares of **Minas_SP** (Fernão Dias) was signed. The transaction value was approximately BRL381 million.
2. Excluding the Airport Platform, the **OPEX (cash)/Adjusted Net Revenue LTM** was 35.1% in 1Q26, -3.0 p.p. vs. 1Q25.
3. On April 30, 2026, the Company will pay approximately BRL124 million in dividends, approved at the 2026 Annual General Meeting.
4. On March 4, 2025, the Addendum was signed for **Renovias**, resulting in the extension of the concession agreement term until June 30, 2026.
5. On January 8th, the Company announced the implementation of the joint operation of the digital platform for managing and processing toll payments at toll plazas with free-flow technology, the *Pedágio Digital* (Digital Toll) (www.pedagiodigital.com).

Consolidated Operating and Financial Highlights

OPERATIONAL AND FINANCIAL HIGHLIGHTS (BRL MM)	1Q25	1Q26	Var.%
Consolidated Adjusted Net Revenue[1]	**3,147**	**3,327**	**5.7%**
Consolidated Adjusted EBITDA[1]	**2,050**	**2,240**	**9.3%**
Adjusted EBITDA - Highways	1,685	1,932	14.7%
Adjusted EBITDA - Rails	574	587	2.3%
Adjusted EBITDA - Others	(209)	(279)	33.5%
Mg. Consolidated Adjusted EBITDA[2]	**65.1%**	**67.3%**	**2.2 p.p.**
Adjusted Net Profit[1]	**539**	**627**	**16.3%**
ROE[3] Last. 12m.	**10.0%**	**20.2%**	**10.2 p.p.**
ROIC[3] Last. 12m.	**6.7%**	**8.7%**	**2.0 p.p.**
Net Debt / Adjusted EBITDA of the Last 12m. (x)	**3.5**	**3.6**	**0.1 p.p.**
Highways - Equivalent Vehicles (million)	304.1	313.9	3.2%
Rails - Passengers Transported (million)	181.7	185.0	1.8%
CAPEX[4]	**1,210**	**1,473**	**21.7%**

1. Excludes revenue and construction costs. The adjustments are described in the non-recurring effects section in the analytical Tables section.
2. The adjusted EBITDA Margin was calculated by dividing the Adjusted EBITDA by Adjusted Net Revenue.
3. ROE = Corporate Net Profit / Equity | ROIC = NOPAT (EBIT*1-effective tax rate) / Invested Capital (Equity + Gross Debt).
4. It considers works that do not generate future economic benefits on ViaOeste.

Motiva Consolidated

The main variations in the Consolidated Result 1Q26 x 1Q25 are:

Adjusted Net Revenue
BRL3,327 MM (+ 5.7%)

Adjusted Net Revenue grew 5.7% in 1Q26, driven primarily by adjustments in toll rates on São Paulo state highways, in addition to solid positive operating performance. In comparable traffic, Highways and Rails showed an increase of 2.6% on each platform.

Adjusted Net Profit
BRL627 MM (+ 16.3%)

Adjusted net profit increased by 16.3%, reflecting improved operating performance, tariff adjustments, and portfolio optimization that resulted in cost reductions.

Adjusted EBITDA
BRL2,240 MM (+ 9.3%)

Adjusted EBITDA grew 9.3% in the quarter, reflecting the portfolio optimization and the performance of new assets, with emphasis on Paraná and Sorocabana. Adjusted cash costs decreased by 1.0%, benefiting from a reduction of BRL19 million in third-party services, especially in paving on the Pantanal and ViaOeste highways. These factors contributed to a 2.2 p.p. expansion in the adjusted EBITDA margin.

Net Debt / Adjusted EBITDA
3.6x (+ 0.1x)

The Company's leverage showed a slight increase of 0.1x in 1Q26, reflecting the higher level of indebtedness after acquiring new assets, which have not yet completed 1 year of cash generation. Additionally, leverage remained in line with 4Q25.

CAPEX
BRL1,473 (+ 21.7%)

Total investment reached BRL1.5 billion, an increase of 21.7% compared to 1Q26. This increase follows the construction schedule of our agreements, with the largest investments having been made in RioSP, Paraná ViaSul, and Pantanal.

Financial and operational performance

Highways

	Traffic			Average Rate[1]		
	1Q25	1Q26	Var.%	1Q25	1Q26	Var.%
Highways	Equivalent Vehicles[2]			Average Rate[1]		
AutoBAn	76,933,112	78,536,436	2.1%	11.9	12.6	5.8%
Pantanal	13,416,119	13,071,275	-2.6%	8.1	8.2	1.3%
RioSP	43,080,324	48,291,133	12.1%	7.9	7.6	-4.2%
RodoAnel Oeste	34,839,831	35,279,531	1.3%	3.2	3.5	9.1%
SPVias	17,907,178	18,646,532	4.1%	14.9	15.9	6.9%
ViaCosteira	23,755,937	23,303,749	-1.9%	2.4	2.4	-0.1%
ViaLagos	2,852,147	2,711,308	-4.9%	24.1	24.7	2.7%
ViaOeste	30,879,996	-	n.m.	9.7	-	n.m.
ViaSul	29,284,305	28,478,487	-2.8%	5.5	5.5	-0.1%
Sorocabana	295,185	48,218,495	n.m.	8.4	3.6	n.m.
Paraná	-	17,333,879	n.m.	-	11.7	n.m.
Consolidated IFRS[3]	**304,124,130**	**313,870,825**	**3.2%**	**7.7**	**8.2**	**5.7%**
Comparable Total[4]	**242,068,953**	**248,318,451**	**2.6%**	**8.4**	**8.7**	**3.9%**

1. The average tariff for highway businesses is obtained by dividing toll revenue by the number of equivalent vehicles for each concessionaire.

2. Equivalent Vehicles is the measure calculated by adding light vehicles to heavy vehicles (commercial ones such as trucks and buses), multiplied by their respective charged axle numbers. A light vehicle is equivalent to one axle of a heavy vehicle.

3. In consolidated data, ViaOeste, which charges tolls in only one direction of the highway, has doubled its traffic volume to match those adopting bi-directional tolling. This procedure is based on the fact that the one-direction toll already incorporates the costs for both directions of travel.

4. For improved comparability of the data presented, the following concessions were excluded: (i) ViaOeste, agreement ended on 03/29/2025; (ii) Sorocabana, toll collection began on 03/30/2025; and (iii) Paraná, toll collection began on 06/28/2025.

	1Q25	1Q26	Var.%
Gross Revenue	**2,917**	**3,461**	**18.6%**
Toll Revenue	2,330	2,541	9.1%
Other Revenues	27	26	-3.7%
(-) Revenue from Construction	560	894	59.6%
Deduction of Revenues	(206)	(222)	7.8%
Net Revenue without Construction (a)	**2,151**	**2,345**	**9.0%**
Total Costs and Expenses (b+c+d)	**(1,441)**	**(1,807)**	**25.4%**
Cash Costs (b)	**(553)**	**(413)**	**-25.3%**
Personnel	(73)	(48)	-34.2%
Third-party services	(173)	(123)	-28.9%
Concession fee	(32)	(33)	3.1%
Other Costs and Expenses	(275)	(209)	-24.0%
Non-Cash Costs (c)	**(328)**	**(500)**	**52.4%**
Depreciation and amortization	(206)	(264)	28.2%
Provision for maintenance	(89)	(205)	130.3%
Prepaid concession fee expenses	(33)	(31)	-6.1%
Construction Cost (d)	(560)	(894)	59.6%
Non-recurring (e)	**87**	**-**	**n.m.**
Adjusted EBITDA (a+b+e)	**1,685**	**1,932**	**14.7%**
Adjusted EBITDA Margin	**78.3%**	**82.4%**	**4.1 p.p.**

Consolidated comparable traffic grew 2.6% in 1Q26, reflecting the consistent performance of the portfolio. In the overall comparison, RioSP stood out with a 12.1% increase in comparable traffic, driven by the start of free-flow operations in the São Paulo Metropolitan Region in December 2025, and by the completion of works in the Guarulhos region; Disregarding the effects of free flow, the concession growth was 4.5% during the period. The Sorocabana and Paraná concessions also showed progress throughout the quarter, in line with the recent start of their operations. On the Sorocabana line, toll collection began in March 2025, with the installation of 8 free-flow gantries in October 2025 and 9 additional gantries between February and March 2026, increasing the number of equivalent axles but with a lower average tariff, in line with what was stipulated in the agreement. In Paraná, toll collection began through 5 toll plazas in June 2025, resulting in a still gradual contribution on a comparative basis.

Comparable commercial vehicle traffic grew **2.4%** during the period, highlighting the resilience of demand for freight transport in the Company's main logistics corridors. The performance reflected cyclical factors in the macroeconomic environment and agribusiness, as well as conditions in the international scenario, which may have influenced the flow rate in some markets, without significant impacts or changes in the structural dynamics of the segment.

Meanwhile, **comparable passenger vehicle traffic** showed growth of **2.8%**, with concessions in the state of São Paulo, such as AutoBAn, Rodoanel Oeste, and SPVias, as well as RioSP, standing out and sustaining the positive result for the period. In the concessions with a more tourist-oriented profile in the State of Rio Grande do Sul, State of Santa Catarina, and State of Rio de Janeiro, the performance reflected a higher comparison base in 2025, when favorable weather conditions boosted tourist flow, resulting in a natural adjustment in the annual comparison.

Toll Revenue grew by 9.1% in the quarter, reflecting improved operating performance and the current tariff base, which incorporates previously applied adjustments and the BRL0.10 increase resulting from the precautionary COVID-related rebalancing applied in 3Q25 to the AutoBAn, RodoAnel Oeste, and SPVias concessions. At RioSP, the effect of charging for free flow in the São Paulo Metropolitan Region stood out, contributing 2.0% to growth in the quarter for the concessionaire. At Pantanal, the 5.53% price adjustment applied in 2Q25 was offset by a 5% contractual discount for vehicles using TAG. The **Other Revenue** line showed a decrease of 3.7%, mainly due to the termination of the ViaOeste agreement in 1Q25, which had an impact of approximately BRL5 million. As a result, **Net Revenue without Construction** increased by 9.0% during the period.

The main variations in **Cash Costs** are:

- **Personnel:** The decrease was mainly due to the workforce demobilization at ViaOeste (BRL11 million), as a result of the termination of the concession agreement in March 2025. There was also greater capitalization of labor in Pantanal (BRL9 million) and SPVias (BRL3 million). These effects were partially offset by the average annual collective bargaining increase of 5.19% (BRL3 million), applied in 2Q25, and by the start of operations at Sorocabana (BRL2 million) and Paraná (BRL2 million).

- **Third-party services:** The reduction was mainly due to pavement maintenance costs, amounting to approximately BRL13 million in 1Q25, which were reclassified as investments as a result of the contractual solution in Pantanal. ViaOeste, on the other hand, stopped contributing approximately 70 million, mainly in pavement maintenance and signage services, due to the termination of the concession agreement. These effects were partially offset by the start of operations of Paraná (BRL8 million) and Sorocabana (BRL6 million), in addition to increased pavement work on the RodoAnel Oeste (BRL6 million).

- **Grant**: In line with 1Q25, the termination of the ViaOeste agreement (BRL11 million) was offset by the start of the Sorocabana project (BRL9 million) and increased toll revenue on AutoBAn, RodoAnel Oeste, and SPVias.

- **Other Costs and Expenses:** The reduction was mainly due to construction costs at ViaOeste, in the amount of BRL87 million in 1Q25, which did not recur in 1Q26, as such works began to be capitalized due to the future economic benefit in the highway sections previously managed by ViaOeste and currently by.

  The main variations in **Non-Cash Costs** are:

- **Depreciation and Amortization:** The increase resulted from the growth in the balance of intangible assets and property, plant, and equipment, mainly at RioSP, SPVias, and ViaSul, reflecting the works delivered during the period.

- **Maintenance Provision:** The increase is mainly explained by the higher volume of provisions at AutoBAn, amounting to BRL156 million in 1Q26 compared to BRL36 million in 1Q25, due to the completion of the current maintenance cycle.

- **Construction Cost:** The increase was a result of the investment schedule, highlighting the addition of approximately (i) BRL197 million in Paraná, (ii) BRL119 million in Pantanal, and (iii) BRL65 million in Sorocabana.

In addition, we detail the breakdown of the **Non-recurring** line: in **Other Costs and Expenses**, ViaOeste contributed BRL87 million in 1Q25, allocated to improvement works that did not generate future economic benefits.

Rails

	Traffic/Passengers			Average Rate[1]		
	1Q25	1Q26	Var.%	1Q25	1Q26	Var.%
Rails	**Passengers Transported**			**Average Rate**		
Barcas	1,473,655	-	n.m.	8.9	-	n.m.
Metrô Bahia	28,429,578	28,642,362	0.7%	3.5	3.6	4.6%
ViaMobilidade – Linhas 5 e 17	40,402,117	41,884,931	3.7%	2.5	2.7	4.9%
ViaMobilidade – Linhas 8 e 9	56,726,079	59,303,170	4.5%	3.8	4.0	4.8%
ViaQuatro	48,457,031	49,334,421	1.8%	3.8	4.0	4.3%
Integrated	*40,612,822*	*41,427,236*	*2.0%*	-	-	*n.m.*
Exclusive	*7,844,209*	*7,907,185*	*0.8%*	-	-	*n.m.*
VLT Carioca	6,251,921	5,800,929	-7.2%	4.1	4.3	4.7%
Consolidated IFRS	**181,740,381**	**184,965,813**	**1.8%**			
Comparable Total[2]	**180,266,726**	**184,965,813**	**2.6%**			

1. The average tariff for rails businesses considers only tariff revenues and transported passengers.
2. For improved comparability of the data presented, Barcas was excluded, as the agreement ended on 02/11/2025.

	1Q25	1Q26	Var.%
Gross Revenue	**1,206**	**1,150**	**-4.6%**
Tariff Revenue	633	674	6.5%
Mitigation Revenue	132	90	-31.8%
Revenue from financial assets	198	180	-9.1%
Real Estate Revenue[1]	21	26	23.8%
Commercial Revenues	25	25	0.0%
(-) Revenue from Construction	197	155	-21.3%
Deduction of Revenues	(12)	(10)	-16.7%
Net Revenue without Construction (a)	**997**	**985**	**-1.2%**
Total Costs and Expenses (b+c+d)	**(731)**	**(667)**	**-8.8%**
Cash Costs (b)	**(423)**	**(398)**	**-5.9%**
Personnel	(168)	(157)	-6.5%
Third-party services	(76)	(92)	21.1%
Concession fee	(2)	(1)	-50.0%
Energy[2]	(60)	(42)	-30.0%
Other Costs and Expenses	(117)	(106)	-9.4%
Non-Cash Costs (c)	**(111)**	**(114)**	**2.7%**
Depreciation and amortization	(111)	(114)	2.7%
Construction Cost (d)	(197)	(155)	-21.3%
Non-recurring (e)	**-**	**-**	**n.m.**
Adjusted EBITDA (a+b+e)	**574**	**587**	**2.3%**
Adjusted EBITDA Margin	**57.6%**	**59.6%**	**2.0 p.p.**

1. It takes into account revenue from the real estate exploitation of remaining areas and retrofitting at stations.
2. The energy value corresponds to the net cost of electric power, after deducting revenue from the sale of surplus energy.

According to the demand table presented above, rail assets recorded a **2.6%** increase in comparable **demand compared** to the same quarter of the previous year, excluding Barcas, due to the termination of the agreement on February 11, 2025. There was a growth of **3.4%** in the units located in São Paulo, driven mainly by the completion of the renovation of the Santo Amaro station, which favored the performance of Linha 5 Lilás e Linha 9 Esmeralda, in addition to the opening of the Varginha station on Linha 9 Esmeralda, expanding accessibility to the southern region. On the other hand, VLT Carioca showed a **7.2%** decrease, influenced by specific factors such as adjusting the service level to contractual requirements, temporary interruptions on the track, especially during Carnaval due to road closures for the circulation of Carnaval floats, and the occurrence of heavy rainfall throughout the quarter.

Reflecting the increase in passenger traffic and the implemented tariff adjustments, **Tariff Revenue** grew by **6.5%**. **Mitigation Revenue** decreased by **31.8%** due to the signing of TAM No. 10 with ViaQuatro, which covered mitigation revenues until the end of the validity of the bands in May 2028.

Revenue from Financial Assets decreased by 9.1% during the period, mainly reflecting the adjustment of macroeconomic assumptions used in updating the financial asset balance of Metrô Bahia, with a negative impact of BRL41 million. This effect was partially offset by the recognition of BRL27 million related to the imbalance of Phase II of ViaQuatro, as foreseen in TAM No. 10. As a result, Net Revenue without Construction showed a negative variation of 1.2% in the quarter.

The main variations in **Cash Costs** are:

- **Personnel:** The reduction was mainly due to the termination of the Barcas' operating agreement on February 11, 2025 (BRL19 million). This reduction was partially offset by the average annual collective bargaining increase of 4.93% (BRL9 million) applied in 2Q25.

- **Third-party services:** In 1Q25, there was reimbursement for claims at ViaMobilidade - Linhas 5 e 17 and Metrô Bahia (BRL8 million). Additionally, there was a higher volume of surveillance services on ViaMobilidade – Linhas 8 e 9 (BRL5 million).

- **Energy:** The main impact resulted from the transition to the use of self-generated energy on ViaQuatro and ViaMobilidade – Linhas 5 e 17 (BRL10 million), in addition to the recognition of revenue from surplus electric power on ViaQuatro, ViaMobilidade – Linhas 5 e 17, and ViaMobilidade – Linhas 8 e 9 (BRL9 million).

- **Other Costs and Expenses:** The reduction resulted from lower equipment rental and security costs, amounting to BRL5 million. Furthermore, Barcas stopped contributing BRL7 million due to the termination of the operating agreement.

The main variations in **Non-Cash Costs** are:

- **Depreciation and Amortization:** The increase observed is a consequence of the balance added to intangible assets, mainly related to the new rolling stock (new trains) and systems on ViaMobilidade - Linhas 8 e 9, which was offset by the 20-year extension of the ViaQuatro concession term.

- **Construction Cost:** The reduction observed in this line was mainly due to the lower volume of investments in ViaMobilidade - Linhas 8 e 9 (BRL52 million), partially offset by the higher volume of investments in ViaQuatro, in line with the investment curve agreed in the agreement addendum of BRL3.9 billion (BRL37 million).

Airports

On November 18, 2025, the Company entered into a purchase and sale agreement for all shares of Companhia de Participações em Concessões (CPC) with ASUR, marking the complete sale of the Airport Platform. The execution of the agreement generated significant accounting effects, since, as of such date, all results and equity position related to the airport segment were consolidated into a specific line item in the Statement of Profit or Loss, called Profit or Loss from Discontinued Operations, and in the Balance Sheet as Assets and Liabilities Held for Sale.

The 1Q25 fiscal year profit or loss were reclassified and restated to reflect this change, and 1Q26 is already presented without the contribution of airport operations in the Company's consolidated figures.

For informational purposes, when comparing 1Q26 with 1Q25, the Airports Platform showed a 31% growth in net profit. The result reflected the increase in passengers across all assets, combined with the positive effects of liability management implemented in the 2nd semester of 2025.

Others – Holdings and CSC

In Holdings, the main variations occurred: (i) in the **Personnel** line, an increase due to the adjustment of the engineering team based on the assets acquired (BRL25 million), in addition to the average annual wage increase of 5.19% (+BRL10 million). and (ii) **Third-Party Services**, with an increase of approximately BRL15 million resulting from studies of new businesses, digital transformation, and rebranding.

Consolidated Adjusted EBITDA

Adjusted EBITDA[1] (BRL MM)	1Q25	1Q26	Var.%
Highways	1,685	1,932	14.7%
Mg. Adjusted EBITDA - Highways	78.3%	82.4%	4.1 p.p.
Rails	574	587	2.3%
Mg. Adjusted EBITDA - Rails	57.6%	59.6%	2.0 p.p.
Other	(209)	(279)	33.5%
Consolidated Adjusted EBITDA	**2,050**	**2,240**	**9.3%**
Mg. Consolidated Adjusted EBITDA	**65.1%**	**67.3%**	**2.2 p.p.**

1. Excludes non-recurring effects.

Consolidated Net Finance Income

Financial Profit or Loss (BRL MM)	1Q25	1Q26	Var.%
Net Financial Profit or Loss	**(760)**	**(784)**	**3.2%**
Earnings from Financial Investments and Other Revenues	192	293	52.6%
Interest on Loans, Financing, Bonds, and Promissory Notes	(712)	(884)	24.2%
Capitalization of Costs on Loans	166	270	62.7%
Profit or loss from Hedge and Fair Value Transactions	18	(19)	n.m.
Monetary Variations	(306)	(371)	21.2%
Other financial revenue and expenses[1]	(119)	(74)	-37.8%

1. Others: commissions, rates, taxes, fines, interest on taxes, exchange rate variation, and others.

The main reasons for the variations in 1Q26 are:

Income from Financial Investments and Other Revenues line item showed an increase, due to the higher average annual CDI rate of 1.95 p.p. during the period, in addition to an average cash balance that was 11.8% higher between the compared periods.

Capitalization of Costs on Loans line item showed an increase, mainly due to the greater capitalization in Sorocabana (BRL57 million), AutoBAn (BRL32 million), RioSP (BRL16 million), and Paraná (BRL10 million), resulting from investments in assets.

Interest on Loans, Financing, Bonds, and Promissory Notes line item increased, mainly due to the Company's higher gross debt by **26.7%**, when compared to 1Q25, in addition to the higher average annual CDI rate by 1.95 p.p. between the periods compared.

The variation in the line item **Income from Hedge and Fair Value Operations** reflects the fair value of the financing obtained by: (i) ViaMobilidade – Linhas 5 e 17 in April 2020; (ii) Holding in December 2020, June 2021, and February 2022; (iii) Sorocabana in March 2025; (iv) Paraná in February 2025; (v) AutoBAn in July 2025; and (vi) Pantanal in January 2026, as well as the calculation of the fair value of the swaps linked to them.

The increase in the **Adjustments for Inflation** line occurred mainly due to adjustments for inflation on loans, financing, and bonds, with an impact of BRL65 million, reflecting the 31.6% increase in debt linked to the IPCA, partially offset by a 0.12 p.p. reduction in the IPCA between the periods compared;

The reduction in **Other Financial Revenues and Expenses** is mainly explained by: (i) In 1Q25, expenses related to intakes at Sorocabana and Paraná were recognized, in the approximate amounts of BRL51 million and BRL20 million, respectively, and (ii) in 1Q26, expenses related to intakes at Pantanal were recognized, in the approximate amount of BRL24 million.

Indebtedness

Disbursements Occurred in the Quarter

In 1Q26, disbursements occurred as shown in the table below.

Company	Issuance	Amount (BRL MM)	Debt	Cost	Due Date
Pantanal	Jan/26	1,400	1st Issuance of Bonds	IPCA + 7.3161%	Dec/30
Sorocabana	Mar/26	1,050	3rd Issuance of Bonds	IPCA + 6.9109%	Mar/31
ViaMobilidade - Linhas 8 e 9	Mar/26	82	5th Issuance of Bonds	CDI rate + 0.60%	Mar/29
Total		**2,532**			

1. Post-swap cost

Below is the allocation of the funds raised:

- Pantanal and Sorocabana: Reimbursement of investments made and future investments of the project;
- ViaMobilidade – Linhas 8 e 9: cash reinforcement.

Subsequent Disbursements

Company	Issuance	Amount (BRL MM)	Debt	Cost	Due Date
SPVias	Apr/26	922	15th Issuance of Bonds	IPCA + 7.23%	Apr/30
ViaQuatro	Apr/26	1,829	7th Issuance of Bonds	CDI rate + 0.96%	Apr/33
Minas_SP	Apr/26	203	1st Private Promissory Note	CDI rate + 0.45%	Jul/26
		2,954			

Indebtedness Evolution

(BRL MM)	Mar/25	Dec/25	Mar/26
Gross Debt[1] - Consolidated	31,677	37,241	40,125
Highways	14,796	17,097	19,834
Rails	11,762	11,749	11,861
Others[2]	5,119	8,394	8,430
Cash, Cash Equivalents, and Financial Investments[3] - Consolidated	5,498	8,094	9,336
Highways	4,097	4,576	7,238
Rails	914	1,219	1,018
Others[2]	487	2,299	1,080
Net balance of derivatives receivable (payable) - Consolidated	(115)	(94)	(103)
Net Debt – Consolidated	26,294	29,241	30,892
Net Debt – Holding	4,673	6,089	7,333

1. The gross debt is reduced by transaction costs incurred in the structuring of the respective financial instruments when measured at amortized cost.

2. Unallocated (Holdings).

3. Only current asset values are considered.

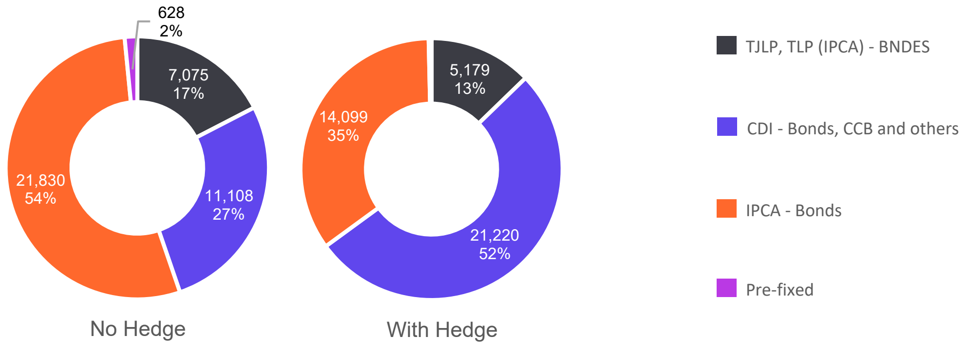
The evolution of indebtedness reflects the disbursements made in 1Q26, as well as BRL923 million in contributions in the company's investees. However, the EBITDA contribution will occur gradually as the operation of the assets progresses, naturally offsetting the increase in the Company's leverage.

Breakdown of Consolidated Debt[1]

Debt Breakdown (BRL MM)	Average Cost per Year
BNDES	TJLP + 0.0% - 4.0% p.a., IPCA + 2.28% - 8.68%
Bonds, Promissory Notes, and others	CDI rate - 1.30% - + 3.75% p.a.
Bonds	IPCA + 4.25% + 7.25% p.a.
Other	6.14% p.a. - 9.76% p.a.
Total Equivalent	**CDI rate - 0.26%**

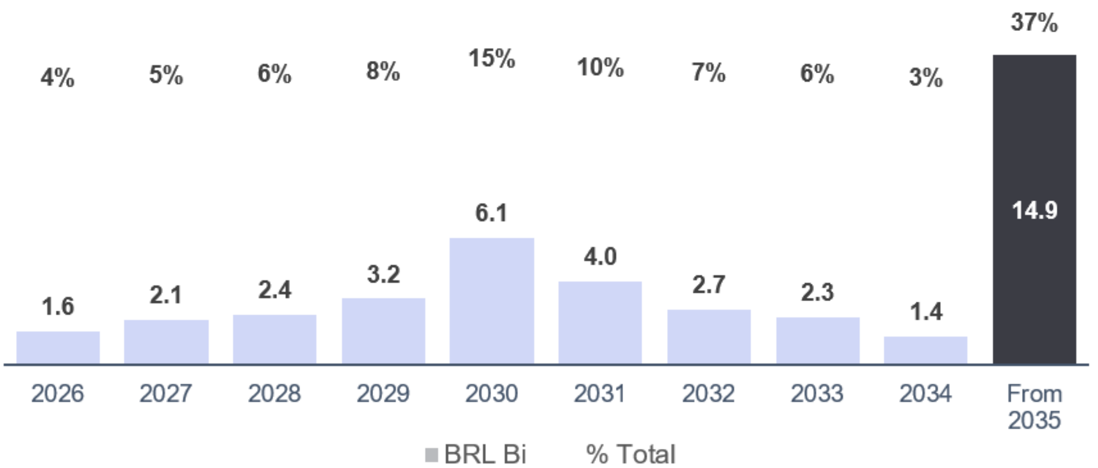
1. The amounts are not reduced by transaction costs and are measured at amortized cost.

Debt Breakdown by Index[1]



1. Values in BRL MM and % of the Company's total debt.

Repayment Schedule[1]



1. The amounts are not reduced by transaction costs and are measured at amortized cost.

The consolidated amortization schedule demonstrates the long-term profile of the Company's debt. Approximately 46% of the amortizations will be due from 2033 onwards, approximately 8 p.p. higher than the same period of the previous year. The duration in 1Q26 reached 5.4 years with an average cost equivalent to CDI rate - 0.26%.

Investment and Maintenance

Investments made (including those to be received as financial assets), combined with maintenance, **reached BRL 1,473 million** in 1Q26 (+21.7%).

BRL MM (100%)	Property, plant, and equipment and Intangible Assets	Maintenance Performed	Total
	Improvement Construction Works, Equipment, Financial Assets[1], and Others	Maintenance costs	
	1Q26	1Q26	1Q26
AutoBAn	30	99	129
ViaLagos	1	-	1
RodoAnel Oeste	11	-	11
SPVias	54	7	61
Pantanal	160	-	160
ViaSul	193	4	197
ViaCosteira	49	-	49
RioSP	312	-	312
ViaOeste[2]	127	-	127
Sorocabana	108	-	108
Paraná	214	-	214
Highways	**1,259**	**110**	**1,369**
ViaQuatro	(33)	-	(33)
ViaMobilidade - Linhas 5 e 17	8	-	8
Metrô Bahia	14	-	14
VLT Carioca	3	-	3
ViaMobilidade - Linhas 8 e 9	101	-	101
Rails	**93**	**-**	**93**
Others[3]	11	-	11
Consolidated	**1,363**	**110**	**1,473**

1. The investments made by the concessionaires, which will be received from the Concession Grantors as pecuniary compensation or contribution, constitute financial assets.
2. Improvement works classified as Capex, due to the future economic benefit in the highway sections previously managed by ViaOeste and currently by Sorocabana.
3. Includes Holding, CPC, Airports, and Exclusions.

The concessionaires that invested the most in the quarter were: **RioSP**, **Paraná**, **ViaSul**, and **Pantanal**.

In **RioSP**, investments were concentrated on expansion projects in the rural areas of São Paulo and Rio de Janeiro, in addition to advancing interventions in the Serra das Araras. In **Paraná**, noteworthy actions included pavement restoration along the road network, as well as quality monitoring initiatives. At **ViaSul**, the expenditures were mostly associated with roadway and service road improvements, as well as road widening projects on various sections of the BR-101, BR-290, and BR-386 highways. Finally, in **Pantanal**, investments were related to expropriations, implementation, and duplication of assets.

On ViaMobilidade – Linhas 8 e 9, investments focused on the implementation of power grids, electrical cabins, and substations, as well as improvements to stations, notably Ceasa, Granja Julieta, and Villa Lobos, and the restoration and adaptation of Júlio Prestes station.

Regulatory Issues and Other Material Facts

Renovias – Addendum No. 25

On March 4, 2026, Addendum No. 25 to the Renovias concession agreement was signed to extend the term of the concession until June 30, 2026, due to the time required for the approval of the result of International Bid No. 10/2025, regarding the new concession of the so-called "*Rota Mogiana*" Lot, in order to guarantee the continuity of the provision of delegated public services until the new concessionaire can take over the road system in question.

For further details on the above disclosures, refer to note No. 1.1 of the quarterly financial statements.

Sustainability Agenda

In March 2026, Motiva's 2025 Integrated Annual Report was recognized as one of the 15 best reports in the third edition of Reporting Matters Brazil (2025), an initiative of the World Business Council for Sustainable Development (WBCSD).

Also in 1Q26, Motiva was included, for the first time, in The Sustainability Yearbook, by S&P Global, which recognizes companies with the best sustainability practices in the world. In the 2026 edition, approximately 9,200 companies were evaluated based on the Corporate Sustainability Assessment (CSA) criteria, with Motiva being the only Brazilian organization with integrated operations in highways, rails, and airports to be included in the publication.

Diversity and Inclusion

In 1Q26, the Diversity, Equity, and Inclusion (DE&I) program advanced strategically with the implementation of the roadmap developed in partnership with platforms and executive boards. The collaborative work model strengthened the integration between operational and governance areas, increasing the effectiveness of decision-making and accelerating the achievement of strategic goals and Ambition 2035.

During this period, the implementation of the DE&I dashboard was completed, which improved governance and data reliability, allowing for real-time monitoring of priority indicators, analyses by territory, and diversity breakdowns. The tool increased the accuracy in defining actions and promoted continuous alignment with platforms regarding indicators and trends in the workforce.

Throughout the quarter, training initiatives were carried out focusing on key aspects of diversity, such as gender, LGBTIQAPN+ people, cultures, regional differences, and generations, in addition to institutional actions commemorating International Women's Month. The results reinforce the importance of linking governance, capacity building, and visibility, with a continuous focus on measuring results, using robust data, and consolidating practices that promote the attraction, development, and retention of diverse talent.

Social Responsibility

In 1Q26, Instituto Motiva made progress in consolidating its territorial development strategy, strengthening its integrated performance with Motiva's social responsibility areas. During this period, a new community relations model was implemented, with guidelines, roles, responsibilities, and a structured monitoring flow, increasing the effectiveness and governance of initiatives in the territories.

In the Sustainable Solutions pillar, Instituto Motiva renewed its partnership with the Public Management Support Program – Climate Action, aimed at strengthening public capacities in the areas of disaster risk management, adaptation, and climate resilience, operating in 10 municipalities in Rio Grande do Sul, involving more than 100 participants from 81 public bodies.

In the Reducing Inequalities pillar, with a focus on Culture and Education, Instituto Motiva received the Zero Project Award 2026 from the UN for the Projeto Centenários project, which transforms ViaQuatro into an accessible and inclusive cultural space. In education, the partnership with co.liga reached 100,000 students nationwide and began offering free courses in Artificial Intelligence, expanding access to training in creative economy, culture, technology, and innovation.

Learn more about Motiva at: https://www.motiva.com.br/

Complementary analytical tables

Gross Revenue (excluding Construction Revenue) per Asset

Gross Toll Revenue (BRL MM)	1Q25	1Q26	Var.%
AutoBAn	917	990	8.0%
ViaOeste	298	-	n.m.
RioSP	342	367	7.3%
SPVias	267	297	11.2%
ViaSul	162	157	-3.1%
RodoAnel Oeste	112	124	10.7%
ViaCosteira	57	56	-1.8%
ViaLagos	69	67	-2.9%
Pantanal	108	107	-0.9%
Sorocabana	2	174	n.m.
Paraná	-	202	n.m.
Total Gross Toll Revenue	**2,334**	**2,541**	**8.9%**
% Total Revenues	**54.6%**	**55.1%**	**0.5 p.p.**
% AVI (Automatic Vehicle Identification)	**82.7%**	**84.9%**	**2.2 p.p.**

Gross Revenue - Subway/Waterway (BRL MM)	1Q25	1Q26	Var.%
ViaQuatro	227	195	-14.1%
Metrô Bahia	146	161	10.3%
ViaMobilidade - Linhas 8 e 9	221	240	8.6%
ViaMobilidade - Linhas 5 e 17	136	144	5.9%
VLT Carioca	26	24	-7.7%
Barcas	11	-	n.m.
Total Gross Revenue – Subway/Waterway	**767**	**764**	**-0.4%**
% Total Revenues	**18.0%**	**16.6%**	**-1.4 p.p.**

Gross Revenue from Construction	1Q25	1Q26	Var.%
Total	**867**	**1,049**	**20.1%.**
% Total Revenues	**20.3%**	**22.7%**	**2.4 p.p.**

Other Gross Revenues	1Q25	1Q26	Var.%
Total Other Gross Revenues	**304**	**257**	**-15.5%**
% Total Revenues	**7.1%**	**5.6%**	**- 1.5 p.p.**

Total Gross Revenue	1Q25	1Q26	Var.%
Total (with construction revenue)	**4,272**	**4,611**	**7.9%**

Non-recurring Adjustment

BRL MM	1Q25	1Q26	Comments	Cash Effect
Consolidated Net Revenue	**3,147**	**3,327**		
(-) Non-Recurring	**-**	**-**		
Adjusted Net Revenue	**3,147**	**3,327**		

BRL MM	1Q25	1Q26	Comments	Cash Effect
EBITDA	**1,865**	**2,011**		
(+) Provision for maintenance	89	205		
(+) Appropriation of prepaid expenses	33	31		
(-) Profit or Loss from Equity Accounting Method	(28)	(23)		
(-) Equity Interest of Non-Controlling Shareholders	4	16		
(-) Non-Recurring	**87**	**-**		
ViaOeste	(87)	-	Improvement construction works that do not generate future economic benefit	Yes
Adjusted EBITDA	**2,050**	**2,240**		

BRL MM	1Q25	1Q26	Comments	Cash Effect
Consolidated Net Profit (Loss)	**545**	**627**		
(-) Non-Recurring[1]	**(6)**	**-**		
ViaOeste	57	-	Improvement construction works that do not generate future economic benefit	Yes
Aeris	(63)	-	D&A adjustment due to the extension	No
Adjusted Net Profit	**539**	**627**		

1. Non-recurring effects are net of IRPJ (Corporate Income Tax) and CSLL (Social Contribution Tax).

Breakdown of Other Gross Revenues from the rail platform (Excluding Construction Revenue)[1]

	ViaQuatro			Metrô Bahia		
Gross Revenue	1Q25	1Q26	Var.%	1Q25	1Q26	Var.%
Subway Revenue	227	195	-14.1%	146	161	10.3%
Mitigation Revenue	43	-	n.m.	47	56	19.1%
Tariff Revenue	184	195	6.0%	99	105	6.1%
Real Estate Revenue	7	8	14.3%	2	3	50.0%
Accessory Revenue	16	14	-12.5%	3	3	0.0%
Financial Assets	41	68	65.9%	106	66	-37.7%
Other	-	1	n.m.	-	-	n.m.
Total Gross Revenue	**291**	**286**	**-1.7%**	**257**	**233**	**-9.3%**

	VLT Carioca			ViaMobilidade - Lines 5 and 17		
Gross Revenue	1Q25	1Q26	Var.%	1Q25	1Q26	Var.%
Subway Revenue	25	24	-4.0%	137	144	5.1%
Mitigation Revenue	-	-	n.m.	34	32	-5.9%
Tariff Revenue	25	24	-4.0%	103	112	8.7%
Real Estate Revenue	5	6	20.0%	5	5	0.0%
Accessory Revenue	-	-	n.m.	5	6	20.0%
Financial Assets	50	46	-8.0%	1	-	n.m.
Other	-	-	n.m.	1	1	0.0%
Total Gross Revenue	**80**	**76**	**-5.0%**	**149**	**156**	**4.7%**

	ViaMobilidade - Linhas 8 e 9			Barcas		
Gross Revenue	1Q25	1Q26	Var.%	1Q25	1Q26	Var.%
Subway/Waterway Revenue	222	240	8.1%	8	-	n.m.
Mitigation Revenue	8	2	-75.0%	-	-	n.m.
Tariff Revenue	214	238	11.2%	8	-	n.m.
Real Estate Revenue	2	4	100.0%	-	-	n.m.
Accessory Revenue	1	2	100.0%	-	-	n.m.
Financial Assets	-	-	n.m.	-	-	n.m.
Other	-	-	n.m.	-	-	n.m.
Total Gross Revenue	**225**	**246**	**9.3%**	**8**	**-**	**n.m.**

1. It does not consider the effect of exclusions.

EBITDA Reconciliation

EBITDA Reconciliation (BRL MM)	1Q25	1Q26	Var.%
Net Profit	**545**	**627**	**15.0%**
(+) IR & CSLL	329	363	10.3%
(+) Net Financial Profit or Loss	760	784	3.2%
(+) Depreciation and Amortization	333	390	17.1%
EBITDA (1)	**1,967**	**2,164**	**10.0%**
Mg. EBITDA (1)	**50.4%**	**49.5%**	**- 0.9 p.p.**
(+) Prepaid Expenses (2)	33	31	-6.1%
(+) Provision for Maintenance (3)	89	205	130.3%
(-) Equity Accounting Method	(28)	(23)	-17.9%
(+) Equity Interest of Non-Controlling Shareholders	4	16	300.0%
(-) Non-Recurring	87	-	n.m.
(-) Net Profit or Loss from Discontinued Operations	(102)	(153)	50.0%
Adjusted EBITDA (4)	**2,050**	**2,240**	**9.3%**
Mg. Adjusted EBITDA (5)	**65.1%**	**67.3%**	**2.2 p.p.**

1. Calculated according to CVM Resolution 156/2022, which consists of net profit adjusted by net financial profit or loss, by Income Tax and Social Contribution on Net Income expenses, and by depreciation and amortization costs and expenses.
2. It refers to the allocation to the result of prepayments related to concessions, which is adjusted as it is a non-cash item in the Quarterly Financial Statements (ITR).
3. The provision for maintenance is adjusted, as it refers to estimated future expenses with periodic maintenance at Motiva's investees and is a non-cash item in the Quarterly Financial Statements.
4. Calculated excluding provision for maintenance, recognition of prepaid concession expenses, net profit or loss from discontinued operations, and non-recurring effects detailed in the "Non-recurring effects" section.
5. Adjusted EBITDA margin was calculated by excluding non-recurring effects and construction revenue, as this revenue is an IFRS requirement, with the counterpart affecting total costs.

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Independent Auditors' Report on review of interim financial information

To the shareholders, board of directors and management of
Motiva Infraestrutura de Mobilidade S.A.
São Paulo - SP

Introduction
We have reviewed the accompanying individual and consolidated interim financial information of Motiva S.A.. ("Company"), contained in the Quarterly Information Form - ITR for the period ended March 31, 2026, which comprises the statement of financial position as of March 31, 2026, and the related statements of income, comprehensive income, changes in equity and cash flows for the three-month period then ended, including the explanatory notes.

Management is responsible for the preparation of the individual and consolidated interim financial information in accordance with the Technical Pronouncement CPC 21 (R1) – *Demonstração Intermediária* and international standard IAS 34 - Interim Financial Reporting, issued by the International Accounting Standards Board (IASB), as well as for the presentation of these information in accordance with the standards issued by the *Comissão de Valores Mobiliários* (CVM), applicable to the preparation of Quarterly Information Form - ITR. Our responsibility is to express a conclusion on this interim financial information based on our review.

Scope of the review
We conducted our review in accordance with Brazilian and International standards on Reviews of Interim Financial Information (NBC TR 2410 - *Revisão de Informações Intermediárias Executada pelo Auditor da Entidade* and ISRE 2410 - Review of Interim Financial Information Performed by the Independent Auditor of the Entity, respectively). A review of interim financial information consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with auditing standards and, consequently, does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Conclusion on the individual and consolidated interim financial information
Based on our review, nothing has come to our attention that causes us to believe that the individual and consolidated interim financial information included in the Quarterly Information Form - ITR referred to above has not been prepared, in all material respects, in accordance with CPC 21 (R1) and IAS 34, applicable to the preparation of Quarterly Information Form - ITR and presented in accordance with the standards issued by the *Comissão de Valores Mobiliários* (CVM).

Others matters - Statements of value added
The interim financial information referred to above includes the individual and consolidated statements of value added (DVA) for the three-month period ended March 31, 2026, prepared under the responsibility of the Company's management and presented as supplementary

information for IAS 34 purposes. These statements were submitted to review procedures carried out together with the review of the Quarterly information, with the objective of concluding whether they are reconciled with the interim financial information and accounting records, as applicable, and whether their form and content are in accordance with the criteria defined in the Technical Pronouncement CPC 09 (R1) - Statement of Value Added. Based on our review, nothing has come to our attention that causes us to believe that these statements of value added were not prepared, in all material respects, in accordance with the criteria defined in this Pronouncement and consistent with the individual and consolidated interim financial information taken as a whole.

São Paulo, April 29, 2026

KPMG Auditores Independentes Ltda.
CRC 2SP014428/O-6

(Original report in Portuguese signed by)
Marcelo Gavioli
Accountant CRC 1SP201409/O-1

Motiva Infraestrutura de Mobilidade S.A. **(Publicly-held company)**

Statements of financial position

March 31, 2026 and December 31, 2025

(In millions of Brazilian Reais)

		Parent company		Consolidated	
Assets	**Note**	**03/31/2026**	**12/31/2025**	**03/31/2026**	**12/31/2025**
Current		**7,117**	**7,690**	**25,743**	**23,928**
Cash and cash equivalents	7	1,068	855	5,156	3,652
Financial investments	7	6	1,438	3,896	4,016
Interest earnings - reserve account	7	-	-	256	272
Accounts receivable of operations	8.1	-	-	947	898
Accounts receivable with the Concession Grantor	8.1	-	-	1,386	1,309
Accounts receivable with related parties	11	442	416	4	3
Loans - related parties	11	529	506	-	-
Inventory		-	-	452	443
Recoverable taxes		174	179	444	440
Concession-related prepayments	10	-	-	126	126
Trade receivables - operations with derivatives	23.2	8	-	8	-
Advances to suppliers		-	1	134	75
Advance to suppliers with related parties	11	-	-	9	9
Dividends and interest on capital	11	1,730	1,251	-	-
Prepaid expenses and others		80	30	237	187
Assets held for sale	26	3,080	3,014	12,688	12,498
Non-current		**18,725**	**17,750**	**48,416**	**47,087**
Long-term receivables					
Interest earnings - reserve account	7	-	-	30	155
Accounts receivable of operations	8.1	-	-	46	49
Accounts receivable with the Concession Grantor	8.1	-	-	5,529	5,530
Accounts receivable with related parties	11	-	-	-	-
Loans - related parties	11	170	164	158	153
Advance for capital increase - related parties	11	34	43	2	2
Inventory		-	-	167	187
Recoverable taxes		86	79	137	127
Deferred taxes	9.2	-	-	1,281	1,224
Concession-related prepayments	10	-	-	1,383	1,413
Trade receivables - operations with derivatives	23.2	233	217	394	235
Prepaid expenses and others		-	-	308	300
Investments	12	17,971	17,020	111	83
Fixed assets	13	146	143	2,039	1,856
Intangible assets	14	84	82	29,028	28,728
Infrastructure under construction	14	-	-	7,485	6,722
Leases		1	2	21	26
Investment property	15	-	-	277	277
Total assets		**25,842**	**25,440**	**74,159**	**71,015**

The accompanying notes are an integral part of these interim financial statements.

Motiva Infraestrutura de Mobilidade S.A.

(Publicly-held company)

Statements of financial position

March 31, 2026 and December 31, 2025

(In millions of Brazilian Reais)

		Parent company		Consolidated	
Liabilities and Equity	**Note**	**03/31/2026**	**12/31/2025**	**03/31/2026**	**12/31/2025**
Current		**1,078**	**1,236**	**15,732**	**15,511**
Loans, and financing	16	-	-	286	274
Debentures and commercial notes	17	475	501	1,919	1,583
Accounts payable - operations with derivatives	23.2	212	197	359	221
Suppliers		34	48	870	1,077
Income and social contribution taxes		-	-	315	532
Taxes and contributions payable		10	56	332	381
Taxes, contributions and fines with the Concession Grantor in installments		-	-	4	4
Social and labor obligations		205	298	391	541
Suppliers and accounts payable - related parties	11	4	4	19	15
Loans - related parties	11	-	-	-	-
Dividends and interest on capital	11	124	124	552	399
Provision for maintenance	19	-	-	516	364
Obligations with the Concession Grantor	24.1 e 24.3	-	-	12	11
Lease liability		1	2	12	17
Works to be performed		-	-	464	528
Deferred revenue		-	-	-	-
Other liabilities		13	6	100	105
Liabilities held for sale	26	-	-	9,581	9,459
Non-current		**8,428**	**8,413**	**41,747**	**39,221**
Loans and financing	16	-	-	6,823	6,834
Debentures and commercial notes	17	7,955	7,893	31,097	28,550
Taxes and contributions payable		-	-	5	5
Taxes, contributions and fines with the Concession Grantor in installments		-	-	9	10
Deferred Taxes	9.2	193	204	2,784	2,774
Deferred Pis and COFINS		-	-	16	16
Social, labor and social security obligations		5	2	5	2
Suppliers and accounts payable - related parties	11	-	-	1	2
Advance for capital increase - related parties	11	1	1	1	1
Loans - related parties	11	-	-	-	-
Provision for civil, labor, social security, tax and contractual risks	18.1	2	2	207	205
Provision for maintenance	19	-	-	392	426
Provision for unsecured liability	12	223	260	2	2
Obligations with the Concession Grantor	24.3	-	-	-	-
Lease liability		-	-	10	10
Payables from derivative operations	23.2	6	8	146	109
Works to be performed		-	-	33	25
Deferred revenue		-	-	29	32
Other liabilities		43	43	187	218
Equity	20	**16,336**	**15,791**	**16,680**	**16,283**
Capital		6,023	6,023	6,023	6,023
Capital reserves		397	394	397	394
Profit reserves		9,058	8,431	9,058	8,431
Additional proposed dividends		-	-	-	-
Equity valuation adjustment		858	943	858	943
Interest of non-controlling shareholders		-	-	344	492
Total liabilities and equity		**25,842**	**25,440**	**74,159**	**71,015**

The accompanyning notes are an integral part of these interim financial statements.

Motiva Infraestrutura de Mobilidade S.A. **(Publicly-held company)**

Statements of income

for the periods ended March 31, 2026 and 2025

(In millions of Brazilian Reais)

		Parent company		Consolidated	
	Note	03/31/2026	03/31/2025	03/31/2026	03/31/2025
Net operational revenue	21	**19**	**15**	**4,376**	**3,904**
Costs of services provided		**-**	**-**	**(2,232)**	**(1,961)**
Construction cost		-	-	(1,049)	(757)
Services		-	-	(189)	(234)
Cost of grant		-	-	(65)	(67)
Depreciation, amortization and impairment		-	-	(357)	(317)
Personnel cost		-	-	(178)	(211)
Cost of works		-	-	-	(87)
Provision for maintenance	19	-	-	(205)	(89)
Material, equipment and vehicles		-	-	(63)	(62)
Others		-	-	(126)	(137)
Gross profit		**19**	**15**	**2,144**	**1,943**
Operating expenses		**(71)**	**(33)**	**(530)**	**(435)**
General and administrative expenses					
Personnel expenses		(52)	(49)	(253)	(221)
Services		(12)	17	(65)	(39)
Material, equipment and vehicles		-	-	(2)	(2)
Depreciation and amortization		(9)	(9)	(33)	(16)
Non-deductible expenses, provisions and fines		-	-	-	1
Advertisement campaigns and events, trade fairs and bulletins		8	4	(7)	(3)
Rouanet law, audiovisual, sports and other incentives		-	-	(6)	(7)
(Provision) reversal for civil, labor, social security and contractual risk	18.1	-	-	(2)	41
Travel and accommodation expenses		(2)	(1)	(6)	(3)
Water, electricity, telephone, internet and gas		-	-	(1)	(2)
Legal and judicial expenses		-	-	-	(2)
Contributions to trade unions and associations		(1)	-	(2)	(1)
Taxes, fees and notary expenses		-	(1)	(4)	(5)
Property and condominium rentals		(2)	(1)	(1)	(1)
Provision for expected losses - accounts receivable		-	-	3	-
Other operating income and expenses		(1)	7	(151)	(175)
Equity accounted-investees	12	**733**	**597**	**23**	**28**
Profit before financial result		**681**	**579**	**1,637**	**1,536**
Financial result	22	(202)	(78)	(784)	(760)
Operating income and before income and social contribution taxes		**479**	**501**	**853**	**776**
Income and social contribution taxes - current and deferred	9.1	11	(54)	(363)	(329)
Net income from continuing operations		**490**	**447**	**490**	**447**
Net income from discontinued operations, net of taxes	26.1	**137**	**98**	**153**	**102**
Net income for the period		**627**	**545**	**643**	**549**
Attributable to:					
Owners of the Company		**627**	**545**	**627**	**545**
Results from continuing operations		490	447	471	436
Results from discontinued operations		137	98	156	109
Non-controlling interests		**-**	**-**	**16**	**4**
Results from continuing operations		-	-	19	11
Results from discontinued operations		-	-	(3)	(7)
Net income for the period		**627**	**545**	**643**	**549**
Earnings per share - basic (in brazilian Reais)	20.11	0.31183	0.27089	0.31978	0.27312
Earnings per share - diluted (in brazilian Reais)	20.11	0.31040	0.26980	0.31832	0.27178

The accompanying notes are an integral part of these interim financial statements.

Motiva Infraestrutura de Mobilidade S.A.

(Publicly-held company)

Statements of comprehensive income

for the periods ended March 31, 2026 and 2025

(In millions of Brazilian Reais)

	Parent company		Consolidated	
	03/31/2026	03/31/2025	03/31/2026	03/31/2025
Net income for the period	**627**	**545**	**643**	**549**
Other comprehensive income				
Items that will not be subsequently reclassified to the income statement	**-**	**-**	**-**	**-**
Equity valuation adjustment - pension plan	-	-	-	-
Items that will be subsequently reclassified to the income statement	**(85)**	**(121)**	**(96)**	**(124)**
Adjustments in the translation of financial statements of foreign subsidiaries - discontinued operations	(71)	(120)	(71)	(120)
Cash flow hedge result	(21)	(1)	(21)	(1)
Deferred income tax and social contribution	7	-	7	-
Adjustments in the translation of financial statements of foreign subsidiaries - non-controlling shareholders	-	-	(11)	(3)
Total comprehensive income for the period	**542**	**424**	**547**	**425**
Attributable to:				
Owners of the Company	**542**	**424**	**542**	**424**
Results from continuing operations	476	446	457	435
Results from discontinued operations	66	(22)	85	(11)
Non-controlling interests	**-**	**-**	**5**	**1**
Results from continuing operations	-	-	8	8
Results from discontinued operations	-	-	(3)	(7)
Total comprehensive income for the period	**542**	**424**	**547**	**425**

Motiva Infraestrutura de Mobilidade S.A. **(Publicly-held company)**

Statements of changes in equity - Individual

for the periods ended March 31, 2026 and 2025

(In millions of Brazilian Reais)

	Note	Capital		Capital reserves				Profit reserves						
		Capital	Borrowing costs	Transactions with shareholders	Goodwill in capital transaction	Long-Term Bonus Program	Treasury Shares	Legal	Profit retention reserve	Reserve for equalization of dividends and investments	Additional proposed dividend	Equity valuation adjustment	Retained earnings	Total
Balances on January 1, 2025		**6,126**	**(103)**	**360**	**(72)**	**32**	**(120)**	**1,010**	**102**	**4,818**	**320**	**1,136**	**-**	**13,609**
Net income for the period		-	-	-	-	-	-	-	-	-	-	-	545	**545**
Increased participation - VLT Carioca		-	-	15	-	-	-	-	-	-	-	-	-	**15**
Acquisition of loan - VLT Carioca		-	-	147	-	-	-	-	-	-	-	-	-	**147**
Deliveries of shares from the Long-Term Incentive Plan		-	-	-	-	4	-	-	-	-	-	-	-	**4**
Other comprehensive results		-	-	-	-	-	-	-	-	-	-	(120)	-	**(120)**
Balances on March 31, 2025		**6,126**	**(103)**	**522**	**(72)**	**36**	**(120)**	**1,010**	**102**	**4,818**	**320**	**1,016**	**545**	**14,200**
Balances on January 1, 2026		**6,126**	**(103)**	**507**	**(57)**	**47**	**(103)**	**1,174**	**2,356**	**4,901**	**-**	**943**	**-**	**15,791**
Net income for the period	20.11	-	-	-	-	-	-	-	-	-	-	-	627	**627**
Share Deliveries from the Long-Term Incentive Plan		-	-	-	-	-	7	-	-	-	-	-	-	**7**
Long-Term Incentive Plan, redeemable in shares		-	-	-	-	(4)	-	-	-	-	-	-	-	**(4)**
Other comprehensive income		-	-	-	-	-	-	-	-	-	-	(85)	-	**(85)**
Balances on March 31, 2026		**6,126**	**(103)**	**507**	**(57)**	**43**	**(96)**	**1,174**	**2,356**	**4,901**	**-**	**858**	**627**	**16,336**

The accompanyning notes are an integral part of these interim financial statements.

Motiva Infraestrutura de Mobilidade S.A.

(Publicly-held company)

Statements of changes in equity - Consolidated

for the periods ended March 31, 2026 and 2025

(In millions of Brazilian Reais)

		Capital		Capital reserves				Profit reserves								
	Note	Capital	Borrowing costs	Transactions with shareholders	Goodwill in capital transaction	Long-Term Bonus Program	Treasury Shares	Legal	Profit retention reserve	Reserve for equalization of dividends and investments	Additional proposed dividend	Equity valuation adjustment	Retained earnings	Equity attributable to owners of the company	Noncontrolling interests	Consolidated equity
Balances on January 1, 2025		**6,126**	**(103)**	**360**	**(72)**	**32**	**(120)**	**1,010**	**102**	**4,818**	**320**	**1,136**	**-**	**13,609**	**393**	**14,002**
Net income for the period		-	-	-	-	-	-	-	-	-	-	-	545	545	4	**549**
Increased participation - VLT Carioca		-	-	15	-	-	-	-	-	-	-	-	-	15	-	**15**
Acquisition of loan - VLT Carioca		-	-	147	-	-	-	-	-	-	-	-	-	147	(8)	**139**
Deliveries of shares from the Long-Term Incentive Plan		-	-	-	-	4	-	-	-	-	-	-	-	4	-	**4**
Other comprehensive results		-	-	-	-	-	-	-	-	-	-	(120)	-	(120)	(3)	**(123)**
Balances on March 31, 2025		**6,126**	**(103)**	**522**	**(72)**	**36**	**(120)**	**1,010**	**102**	**4,818**	**320**	**1,016**	**545**	**14,200**	**386**	**14,586**
Balances on January 1, 2026		**6,126**	**(103)**	**507**	**(57)**	**47**	**(103)**	**1,174**	**2,356**	**4,901**	**-**	**943**	**-**	**15,791**	**492**	**16,283**
Net income for the period	20.11	-	-	-	-	-	-	-	-	-	-	-	627	627	16	643
Dividends paid		-	-	-	-	-	-	-	-	-	-	-	-	-	(153)	(153)
Stock deliveries under the Long-Term Incentive Plan		-	-	-	-	-	7	-	-	-	-	-	-	7	-	7
Long-Term Incentive Plan, redeemable in shares		-	-	-	-	(4)	-	-	-	-	-	-	-	(4)	-	(4)
Other comprehensive income		-	-	-	-	-	-	-	-	-	-	(85)	-	(85)	(11)	(96)
Balances on March 31, 2026		**6,126**	**(103)**	**507**	**(57)**	**43**	**(96)**	**1,174**	**2,356**	**4,901**	**-**	**858**	**627**	**16,336**	**344**	**16,680**

The accompanying notes are an integral part of these interim financial statements.

Motiva Infraestrutura de Mobilidade S.A. **(Publicly-held company)**

Cash flows statements - indirect method

for the periods ended March 31, 2026 and 2025

(In millions of Brazilian Reais)

		Parent company		Consolidated	
Cash flow from operating activities	Note	03/31/2026	03/31/2025	03/31/2026	03/31/2025
Profit for the period		**627**	**545**	**643**	**549**
Adjustments as to:					
Net profit for the year from discontinued operations		(137)	-	(153)	(119)
Result of discontinued operations		-	-	-	72
Deferred income tax and social contribution	9.2	(11)	54	(37)	(20)
Reversal for expected losses - accounts receivable of operations	8.1	-	-	(3)	1
Additions and remunerations of accounts receivable from the Concession Grantor	8.1	-	-	(338)	(340)
Depreciation, amortization and impairment	13 e 14	8	8	369	282
Write-off of fixed assets and intangible assets	13 e 14	-	-	1	2
Amortization of the concession right generated in acquisitions	13 e 14	-	-	16	35
Capitalization of borrowing costs	13 e 14	-	-	(270)	(180)
Net constitution of reversals and updates for provisions for civil, labor, social security, tax, contractual risks and obligations to be performed	18.1	-	1	22	10
Obligations to be performed		-	-	(2)	3
Constitution of the provision for maintenance	19	-	-	205	89
Adjustment to present value of the provision for maintenance	19	-	-	23	25
Monetary variation of obligations with the Concession Grantor	22	-	-	-	70
Interest and monetary variation on debentures, loans, financing, leasing and commercial notes	22	283	189	1,255	1,210
Income of derivatives operations	22	11	(18)	36	(8)
Fair value of loans, financing and debentures (fairvalue option and hedge accounting)	22	(8)	-	(17)	(11)
Interest and monetary variation on mutual loans with related parties	22	(34)	(61)	(5)	(2)
Interest on taxes, contributions and fines with the Concession Grantor in installments	22	-	-	-	1
Adjustment to present value of liabilities with Concession Grantor	22	-	-	-	18
Exchange-rate variations on foreign suppliers	22	-	-	-	(1)
Exchange variation on loans and financing	22	-	-	-	(6)
Equity accounted-investees	12.2	(733)	(694)	(23)	(28)
Appropriation of prepaid expenses	10	-	-	31	33
Depreciation - leases		1	-	5	4
Deferred ISS, Pis and COFINS		-	-	1	1
Financial investment income		-	(3)	(105)	(36)
Long-Term Bonus Program settled in shares		2	3	3	4
Capital losses (gains) on the disposal of investments		-	-	-	3
Variation in assets and liabilities					
(Increase) decrease in assets					
Accounts receivable of operations	8.1	-	-	(43)	(6)
Receipt of accounts receivable from Concession Grantor	8.1	-	-	361	343
Accounts receivable of Concession Grantor	8.1	-	-	94	3
Accounts receivable - related parties	11 e 25.1	(25)	(29)	(1)	33
Recoverable taxes		3	33	(13)	39
Dividends and interest on capital received		5	84	-	44
Advances to suppliers		1	-	(59)	9
Advances to suppliers with related parties		-	-	-	2
Inventory		-	-	11	(23)
Prepaid expenses and others		(50)	(5)	(55)	18
Increase (decrease) in liabilities					
Suppliers		(14)	(36)	(235)	(240)
Suppliers and accounts payable - related parties	11 e 25.1	(1)	-	2	(24)
Realization of the provision for maintenance	19	-	-	(110)	(141)
Social, labor and social security obligations		(90)	(77)	(147)	(222)
Taxes and contributions payable and in installments and provision for income tax and social contribution		(46)	(24)	305	264
Deferred taxes		-	-	(1)	(1)
Income tax and social contribution payments		-	-	(572)	(441)
Provision payment for civil, labor, social security, tax risks and contractual	18.1	-	(1)	(20)	(50)
Works to be performed		-	-	(54)	(15)
Obligations with the Concession Grantor	8.1 e 24.1	-	-	1	17
Other obligations		7	(2)	60	(17)
Net cash from operating activities		**(201)**	**(33)**	**1,090**	**1,253**

Motiva Infraestrutura de Mobilidade S.A. **(Publicly-held company)**

Cash flows statements - indirect method

for the periods ended March 31, 2026 and 2025

(In millions of Brazilian Reais)

		Parent company		Consolidated	
	Note	03/31/2026	03/31/2025	03/31/2026	03/31/2025
Cash flow from investment activities					
Loans with related parties (receipts)		-	31	-	31
Acquisition of fixed assets	13	(5)	(11)	(142)	(118)
Additions of intangible assets	14	(8)	(2)	(1,323)	(3,795)
Other fixed assets and intangible assets	13 e 14	-	-	1	12
Capital increase in investees and other investment activities		(709)	(1,144)	(5)	-
Advance for future capital increases whit related parties		(34)	-	-	-
Financial investments net of redemption	7	1,432	1,414	225	1,418
Redemption / Financial investments - reserve account	7	-	-	141	(48)
Assets and liabilities held for sale		-	-	(68)	-
Equity titles		-	-	-	(23)
Alienated investments		-	(67)	-	(67)
Net cashused in by investiment activies		**676**	**221**	**(1,171)**	**(2,590)**
Cash flow from financing activities					
Settlement of operations with derivatives	23.2	(22)	(12)	(56)	(11)
Financing, debentures and commercial notes					
Funding (net of transaction costs)	25.2	-	-	2,522	5,386
Principal payments	25.2	-	-	(164)	(2,252)
Interest payments	25.2	(239)	(191)	(712)	(515)
Lease liability (principal and interest payments)		(1)	-	(5)	(4)
Capital increase/decrease of non-controlling shareholders		-	-	-	(8)
Net cash used in financing activities		**(262)**	**(203)**	**1,585**	**2,596**
Effect of exchange rate changes on cash and cash equivalents		-	-	-	1
Increase (reduction) in cash and cash equivalents		**213**	**(15)**	**1,504**	**1,260**
Statement of increase (reduction) in cash and cash equivalents					
At the beginning of the period		855	463	3,652	4,188
At the end of the period		1,068	447	5,156	5,448
		213	**(16)**	**1,504**	**1,260**

The accompanyning notes are an integral part of these interim financial statements.

Motiva Infraestrutura de Mobilidade S.A. **(Publicly-held company)**

Statements of value added

for the periods ended March 31, 2026 and 2025

(In millions of Brazilian Reais)

	Note	Parent company 03/31/2026	Parent company 03/31/2025	Consolidated 03/31/2026	Consolidated 03/31/2025
Revenues					
Operating income	21	22	17	4,611	4,124
Others income		1	1	11	5
Provision for expected loss - accounts receivable		-	-	3	-
Inputs acquired from third parties					
Costs of services provided		-	-	(373)	(507)
Construction costs		-	-	(1,049)	(757)
Materials, energy, third-party services and others		(10)	24	(249)	(201)
Cost of grant		-	-	(65)	(67)
Provision for maintenance	19	-	-	(205)	(89)
Gross added value		**13**	**42**	**2,684**	**2,508**
Depreciation, amortization and impairment	14 e 15	(9)	(9)	(390)	(333)
Net value added generated by the Company		**4**	**33**	**2,294**	**2,175**
Added value received from transfer					
Equity accounted-investees	12	733	597	23	28
Financial income	22	193	176	584	347
Other transfers received		137	98	153	102
Total added value for distribution		**1,067**	**904**	**3,054**	**2,652**
Distribution of added value					
Employees					
Direct remuneration		47	42	256	271
Benefits		3	4	99	94
FGTS (Government severance indemnity fund for employees)		2	2	15	15
Taxes					
Federal		(8)	57	522	472
Municipal		1	2	131	125
State		-	-	1	-
Remuneration of third party capital					
Interest		394	254	1,369	1,104
Rentals		1	(2)	18	22
Remuneration on equity					
Dividends	20.9	-	304	-	304
Retained earnings for the period		627	241	471	132
Non-controlling interest		-	-	19	11
Non-controlling interest - discontinued operations		-	-	(3)	(7)
Total value added distributed from discontinued operations		-	-	156	109
		1,067	**904**	**3,054**	**2,652**

The accompanying notes are an integral part of these interim financial statements.

For this Quarterly Financial Statements, there was a change in the unit of presentation for current and comparative balances, which changed from thousands of Reais to millions of Reais.

The balances presented in these Quarterly Financial Statements are expressed in millions of Reais, rounded to the respective unit of presentation, except where otherwise indicated.

1. Operational context

Motiva Infraestrutura de Mobilidade S.A. ("Motiva" or "Company") is a publicly-held corporation headquartered in São Paulo, Capital City, incorporated according to the Brazilian Corporation Law and with its shares traded on B3 - Brasil, Bolsa, Balcão (B3) under the abbreviation "MOTV3."

No relevant changes occurred in the operating context in this quarter ended March 31, 2026, compared to the financial statements of December 31, 2025, except for the ones described below:

1.1. Main events occurred during the quarter ended March 31, 2026

1.1.1. Main regulatory events

a. Addendum No. 25 – Renovias

On March 4, 2026, Addendum No. 25 to the Renovias concession agreement was signed to extend the term of the concession until June 30, 2026, due to the time required for the approval of the result of International Bid No. 10/2025, regarding the new concession of the so-called "*Rota Mogiana*" Lot, in order to guarantee the continuity of the provision of delegated public services until the new concessionaire can take over the road system in question.

2. Presentation of the Quarterly Financial Statements

The individual and consolidated interim financial statements were prepared and are presented according to the technical pronouncement CPC 21(R1) – Demonstração Intermediária, and with the international accounting standard IAS 34 – Interim Financial Reporting, issued by the International Accounting Standards Board (IASB). They also include the provisions of Law No. 6,404/1976 and rules issued by the Brazilian Securities and Exchange Commission (CVM).

These Quarterly Financial Statements should be read together with the financial statements for the year ended on December 31, 2025.

Management states that all significant information specific to the Quarterly Financial Statements, and only such information, is disclosed and corresponds to the information used in managing the Company.

On April 28, 2026, the Compliance and Audit Committee and the Supervisory Board analyzed and issued their opinion in favor of these Quarterly Financial Statements and the Company's Board of Directors approved them on April 29, 2026.

3. Material accounting policies

In this quarter, there were no changes in the main material accounting policies and, therefore, the consistency of the application of the procedures disclosed in the explanatory notes to the financial statements for the year ended on December 31, 2025, is maintained.

4. Determination of fair values

There were no changes in the criteria for determining fair values in this quarter.

5. Financial risk management

There were no changes in financial risk management in this quarter.

6. Operating segments

6.1. Operating segments' profit or loss

Most of the Company's operations are conducted in Brazil, except for the holding of interests in airports, which are classified as discontinued operations, and their respective holding companies. Therefore, the Company has a widespread customer portfolio, with no revenue concentration.

The profit or loss of the operating segments are presented below, based on accounting numbers without management adjustments:

	03/31/2026					03/31/2025 (restated)				
	Highways	Rails (a)	Unallocated (b)	Airport	Consolidated	Highways	Rails (a)	Unallocated (b)	Airport	Consolidated
Gross revenue	3,461	1,150	798	(798)	**4,611**	2,917	1,206	738	(737)	**4,124**
Financial income	374	46	193	(29)	**584**	174	49	148	(24)	**347**
Financial costs	(608)	(365)	(647)	252	**(1,368)**	(464)	(389)	(532)	278	**(1,107)**
Depreciation, amortization and impairment	(264)	(114)	(96)	84	**(390)**	(206)	(111)	4	(20)	**(333)**
Income tax and social contribution	(352)	(22)	(8)	19	**(363)**	(264)	(11)	(57)	3	**(329)**
Equity accounted-investees	23	-	(2)	2	**23**	28	-	47	(47)	**28**
Income (loss) from reportable segments after income and social contribution	846	132	(335)	(153)	**490**	716	112	(272)	(109)	**447**

6.2. Assets and liabilities of operating segments

	31/03/2026					12/31/2025				
	Highways	Rails (a)	Unallocated (b)	Assets and Liabilities held for sale	Consolidated	Highways	Rails (a)	Unallocated (b)	Assets and Liabilities held for sale	Consolidated
Assets of reporting segments	37,555	21,051	2,272	13,281	**74,159**	33,332	21,151	4,034	12,498	**71,015**
Investment in associates and joint ventures, net of investees with negative equity	110	(2)	1	-	**109**	(19)	(5)	105	-	**81**
CAPEX	1,504	220	11	-	**1,735**	8,827	1,391	94	-	**10,312**
Liabilities of reporting segments	(24,460)	(14,783)	(8,637)	(9,599)	**(57,479)**	(21,646)	(14,231)	(9,396)	(9,459)	**(54,732)**

a) The amounts include Motiva, SPCP, and exclusion.

7. Cash and cash equivalents and Financial investments

	Parent company		Consolidated	
Cash and cash equivalents	**03/31/2026**	**12/31/2025**	**03/31/2026**	**12/31/2025**
Cash and banks	1	-	31	60
Financial investments classified as cash equivalents (a)	1,067	855	5,125	3,592
Total	**1,068**	**855**	**5,156**	**3,652**

	Parent company		Consolidated	
Financial investments	**03/31/2026**	**12/31/2025**	**03/31/2026**	**12/31/2025**
Current	**6**	**1,438**	**4,152**	**4,288**
Financial investments (a)	6	1,438	3,896	4,016
Reserve account (b)	-	-	256	272
Non-current	**-**	**-**	**30**	**155**
Reserve account (b)	-	-	30	155
Total	**6**	**1,438**	**4,182**	**4,443**

Financial investments have an average remuneration corresponding to 101.65% of the CDI rate, which is equivalent to 15.03% p.a., on March 31, 2026, (101.30% of the CDI rate, equivalent to 14.50% p.a., on average, on December 31, 2025).

a) They substantially comprise investments in an exclusive investment fund and in Bank Deposit Certificates (CDB); and
b) It is intended to meet long-term contractual obligations related to loans and debentures (explanatory notes 16 and 17).

8. Accounts receivable - Consolidated

8.1. Net accounts receivable

	03/31/2026	12/31/2025
Current	**2,333**	**2,207**
Accounts receivable from operations (a)	952	906
Provision for expected loss (b)	(5)	(8)
Accounts receivable from the Concession Grantors (c)	1,386	1,309
Non-current	**5,575**	**5,579**
Accounts receivable from operations (a)	46	49
Accounts receivable from the Concession Grantors (c)	5,529	5,530
Total	**7,908**	**7,786**

(a) Receivables from operations, such as ancillary, toll, waterway, and metro revenues;

(b) It reflects the expected loss on transactions relating to the receivables mentioned in item (a). With regard to the amounts to be received from the Concession Grantors, there is no provision for expected loss. Management considers the credit risk of accounts receivable from the Concession Grantors to be low, due to the absence of a history of non-receipt; and

(c) Accounts receivable from Concession Grantors relating to contributions, rebalancing, fixed and variable monetary considerations, demand mitigation, indemnities for operating costs, reversible and indemnifiable assets for the affected businesses of the Company, the changes of which are shown below:

	12/31/2025	03/31/2026					
	Opening balance	Additions	Receipt	Remuneration (g)	Transfer	Other	Closing balance
Current	**1,309**	**128**	**(361)**	**-**	**316**	**(6)**	**1,386**
Public contribution (a)	**18**	**9**	**-**	**-**	**14**	**-**	**41**
ViaQuatro	-	9	-	-	14	-	23
VLT Carioca	18	-	-	-	-	-	18
Rebalancing (b)	**342**	**-**	**(97)**	**-**	**104**	**-**	**349**
ViaQuatro	342	-	(97)	-	104	-	349
ViaMobilidade - Linhas 5 e 17	-	-	-	-	-	-	-
Revenue from fixed monetary consideration (a)	**640**	**-**	**(123)**	**-**	**128**	**(3)**	**642**
VLT Carioca	377	-	(53)	-	56	(2)	378
Metrô Bahia	263	-	(70)	-	72	(1)	264
Revenue from variable monetary consideration (a)	**41**	**36**	**(36)**	**-**	**-**	**-**	**41**
VLT Carioca	33	10	(11)	-	-	-	32
Metrô Bahia	8	26	(25)	-	-	-	9
Demand mitigation	**205**	**34**	**(69)**	**-**	**74**	**(1)**	**243**
Metrô Bahia (c)	156	-	(39)	-	74	(1)	190
ViaQuatro (d)	-	-	-	-	-	-	-
ViaMobilidade - Linhas 5 e 17 (d)	28	32	(28)	-	-	-	32
ViaMobilidade - Linhas 8 e 9 (d)	2	2	(2)	-	-	-	2
VLT Carioca (d)	19	-	-	-	-	-	19
Fee adjustment (e)	**4**	**-**	**-**	**-**	**(4)**	**-**	**-**
BC Concessões	4	-	-	-	(4)	-	-
Rebalancing through tariff adjustment (h)	**11**	**49**	**(36)**	**-**	**-**	**(3)**	**21**
Rota Sorocabana	11	49	(36)	-	-	(3)	21
Viability studies (f)	**48**	**-**	**-**	**-**	**-**	**1**	**49**
ViaQuatro	17	-	-	-	-	-	17
ViaMobilidade - Linhas 5 e 17	31	-	-	-	-	1	32
Non-current	**5,530**	**147**	**-**	**154**	**(316)**	**14**	**5,529**
Rebalancing (b)	**1,784**	**91**	**-**	**68**	**(118)**	**-**	**1,825**
ViaQuatro	1,784	91	-	68	(118)	-	1,825
ViaMobilidade - Linhas 5 e 17	-	-	-	-	-	-	-
Revenue from fixed monetary consideration (a)	**3,706**	**-**	**-**	**86**	**(128)**	**-**	**3,664**
VLT Carioca	1,540	-	-	46	(56)	-	1,530
Metrô Bahia	2,166	-	-	40	(72)	-	2,134
Fee adjustment (e)	**-**	**-**	**-**	**-**	**4**	**14**	**18**
BC Concessões	-	-	-	-	4	14	18
Demand mitigation (c)	**40**	**56**	**-**	**-**	**(74)**	**-**	**22**
Metrô Bahia	40	56	-	-	(74)	-	22
Total	**6,839**	**275**	**(361)**	**154**	**-**	**8**	**6,915**

(a) Contractual right to receive public contribution and/or pecuniary compensation from the Concession Grantors, as part of the remuneration for the implementation of infrastructure by the subsidiaries, and the amounts are recorded at their present values, which are calculated by the internal rates of return of each one of the concession agreements, according to the physical progress of the improvements made;

(b) Rebalancing to concession agreements due to (i) delay in completing the works in Phase I of the concession and the sectioning of intercity lines managed by EMTU, which will be received by ViaQuatro through an additional fee to the compensation rate pursuant to Addendum No. 6; and (ii) rebalancing resulting from the shortfall in tariff revenue related to the delay in completing Phase II, with an increase of BRL 0.4230 in the tariff per passenger transported from September 1, 2025, to August 7, 2036, for ViaQuatro, as per Addendum No. 10;

(c) Credits receivable from the Concession Grantor, arising from a demand risk mitigation section, due to the fact that the actual demand is lower compared to the projected one, according to annex 8 of the concession agreement. From the balance of accounts receivable on March 31, 2026, BRL190 is related to the 7th year of full operation (period from March 1, 2025, to February 28, 2026) and BRL22 relates to the 1st month of the 8th year of full operation (period from March 1, 2026, to February 28, 2027);

(d) Receivables from Concession Grantors arising from the demand risk mitigation section. The main activity for the period were as follows: (i) ViaMobilidade - Linhas 5 e 17 and ViaMobilidade - Linhas 8 e 9, and ViaQuatro, the receivables are collected throughout the period following the triggering event; and (ii) ViaQuatro had the mitigation values from July 2025 included in the rebalancing of phase II, contained in Addendum No. 10;

(e) Receivables from Concession Grantor relating to compensation for operating costs and assets reversible and compensable for the affected businesses of the Company, including inventory balances transferred to the new concessionaire;

(f) Receivables from the Concession Grantor, for the reimbursement of direct and management costs incurred in preparing Feasibility Studies on the benefits of including additional investments for ViaQuatro and ViaMobilidade - Linhas 5 e 17, pursuant to Addenda Nos. 9 and 3, respectively;

(g) Remuneration of receivables from the Concession Grantors resulting from interest and monetary variation provided for in the concession agreements or addenda thereto; and

(h) Repayment due from the Concession Grantor as a result of a change in charges, as provided for in Addendum and Modification Terms Nos. 01 and 02.

8.2. Aging in accounts receivable

Aging list of receivables	03/31/2026	12/31/2025
Credits to falling due	7,892	7,782
Credits overdue up to 60 days	16	3
Credits overdue from 61 to 90 days	-	1
Credits overdue from 91 to 180 days	-	1
Credits overdue for more than 180 days	5	7
Total	**7,913**	**7,794**

8.3. (Non-current) receipt schedule

Receipt Schedule (non-current)	03/31/2026	12/31/2025
2027	735	900
2028	666	632
2029	576	544
2030	523	503
2031 onwards	3,075	3,000
Total	**5,575**	**5,579**

9. Income tax and social security contribution

9.1. Reconciliation of current and deferred income tax and social contributions

The reconciliation of income tax and social security contribution registered in the profit or loss is shown as follows:

	Parent company		Consolidated	
Reconciliation of income tax and social contribution	03/31/2026	03/31/2025	03/31/2026	03/31/2025 (restated)
Income before income tax and social contribution	**479**	**501**	**853**	**766**
Income tax and social contribution at nominal rate (34%)	**(163)**	**(170)**	**(290)**	**(260)**
Tax effect of the permanent additions and exclusions				
Equity income (a)	250	203	8	10
Non-deductible expenses	-	-	-	(4)
Variable remuneration of statutory officers	(13)	(2)	(13)	(4)
Interest on equity	(9)	(5)	-	-
Incentives (cultural, artistic and sports) related to income tax	-	-	6	8
Non-constituted income tax and social contribution on tax losses and differences over time	(55)	(81)	(63)	(82)
Monetary variation on tax credits (selic)	1	1	2	3
Other tax adjustments (b)	-	-	(13)	-
Income tax and social contribution revenue (expenses)	**11**	**(54)**	**(363)**	**(329)**
Current taxes	-	-	(400)	(352)
Deferred taxes	11	(54)	37	23
Effective income tax rate	**-2.30%**	**10.78%**	**42.56%**	**42.95%**

(a) The amounts are net of the amortization of the concession right generated in acquisitions of additional shares in ViaQuatro and VLT Carioca;

9.2. Deferred taxes

Deferred income tax and social security contributions have the following sources:

Deferred income tax and social contribution	Parent company 03/31/2026	Parent company 12/31/2025	Consolidated 03/31/2026	Consolidated 12/31/2025
Assets	**91**	**75**	**3,179**	**3,060**
Income and social contribution on tax losses and carryforward (a)	79	64	2,655	2,576
Provisions (d)	11	11	423	391
Reimbursement of compensable costs	-	-	5	5
Assisted operation	-	-	3	5
Taxes with Pis and Confis suspension enforceability	1	-	23	25
Construction revenue (extrapolation of taxes on pecuniary consideration)	-	-	5	4
Provision TAC - ViaMobilidade - Linhas 8 e 9	-	-	35	38
Unrealized profit	-	-	18	16
Others	-	-	12	-
Tax compensation assets	**(91)**	**(75)**	**(1,898)**	**(1,836)**
Net deferred tax asset after clearing	**-**	**-**	**1,281**	**1,224**
Liabilities	**(284)**	**(279)**	**(4,682)**	**(4,610)**
Rebalancing revenues - AutoBAn (c)	-	-	(1,409)	(1,434)
Income from remuneration of amounts receivable from the Concession Grantors	-	-	(1,407)	(1,403)
Interest capitalization	-	-	(972)	(890)
Rebalancing income - ViaQuatro and ViaMobilidade - Linhas 5 e 17	-	-	(447)	(446)
Concession right generated in the remeasurement of equity interest	(106)	(108)	(106)	(107)
Temporary differences - law No. 12,973/2014 (d)	-	-	(78)	(80)
Bargain purchase gain on the acquisition of equity interest	(74)	(74)	(74)	(74)
Loan transaction cost	(16)	(16)	(114)	(113)
Income (loss) of derivatives operations	(79)	(73)	(23)	(19)
Gain on remeasurement at fair value on acquisition of equity interest	(5)	(5)	(5)	(5)
Fair value with hedge operations and debentures	(4)	(3)	(4)	(6)
Others	-	-	(43)	(33)
Tax compensation liabilities	**91**	**75**	**1,898**	**1,836**
Net deferred tax liabilities after clearing	**(193)**	**(204)**	**(2,784)**	**(2,774)**
Net deferred tax	**(193)**	**(204)**	**(1,503)**	**(1,550)**

Movement of deferred tax	Parent company 2026	Parent company 2025	Consolidated 2026	Consolidated 2025
Balance in January 1,	**(204)**	**(197)**	**(1,550)**	**(1,086)**
Recognized in the statement of income	**11**	**(54)**	**37**	**20**
Recognized in shareholders' equity	**-**	**(8)**	**10**	**(12)**
Deferred taxes on cash flow hedge	-	-	10	-
Accumulated conversion adjustments	-	-	-	(4)
Goodwill/Negative Goodwill on capital transactions	-	(8)	-	(8)
Balance in March 31,	**(193)**	**(259)**	**(1,503)**	**(1,078)**

(a) The Company and its investees estimate the recovery of tax credit arising from tax losses and negative bases of social security contribution in the following years, provided that the recovery may happen at a different term, due to possible corporate restructuring and capital structure:

	Parent company	Consolidated
2026	-	47
2027	-	57
2028	-	135
2029	-	176
2030	-	191
from 2031 onwards	79	2,049
Total	**79**	**2,655**

(b) Provisions: maintenance, for labor, tax, fiscal, civil, and contractual risks, for profit sharing (PLR), for expected loss - accounts receivable, and for a long-term bonus program;

(c) Deferred Income Tax/Social Security Contribution (IR/CS) on a temporary difference arising from revenue recording in AutoBAn, originating from the execution of the Final Agreement on March 31, 2022; and

(d) Balances of temporary differences arising from the application of Article 69 of Law No. 12,973/2014 (end of the Transition Tax Regime - RTT), consisting mainly of depreciation of property, plant, and equipment (tax) versus amortization of intangible assets (accounting).

Motiva and some investees, mainly CPC, RDN, and VOE, did not record the deferred tax assets on the balance of tax losses and negative bases, in the amounts of BRL4,116 and BRL4,396, respectively, as there is no expectation of taxable profit in the long term. Should such deferred tax assets (IRPJ/CSLL) have been recorded, the balance would be BRL1,425 on March 31, 2026 (BRL1,279 on December 31, 2025).

10. Concession-related prepayments - Consolidated

These are prepayments to the Concession Grantor and indemnities for subrogated agreements, which will be recognized in profit or loss throughout the concession term.

	03/31/2026	12/31/2025
Current	**126**	**126**
AutoBAn	52	52
RodoAnel Oeste	74	74
Non-current	**1,383**	**1,413**
ViaLagos	6	6
AutoBAn	555	567
RodoAnel Oeste	822	840
Total	**1,509**	**1,539**

During the quarter ended on March 31, 2026, the amount of BRL30 was recognized in profit or loss (BRL33 in the quarter ended on March 31, 2025).

11. Related parties

The balances of assets and liabilities on March 31, 2026, and December 31, 2025, as well as transactions that have impacted the profit or loss for the quarters ended on March 31, 2026, and 2025, related to operations with related parties, result from transactions between the Company, its parent companies, subsidiaries, joint ventures, key management personnel, and other related parties.

11.1. Parent company

	03/31/2026					12/31/2025				
Balances	**Parent companys**	**Subsidiaries**	**Joint ventures**	**Other related parties**	**Total**	**Parent companys**	**Subsidiaries**	**Joint ventures**	**Other related parties**	**Total**
Assets	**-**	**2,744**	**161**	**-**	**2,905**	**-**	**2,225**	**155**	**258**	**2,638**
Advance for future capital increase	-	34	-	-	**34**	-	43	-	-	**43**
Financial investments	-	-	-	-	**-**	-	-	-	258	**258**
Accounts receivable	-	438	4	-	**442**	-	414	2	-	**416**
Dividends and interest on equity	-	1,730	-	-	**1,730**	-	1,251	-	-	**1,251**
Mutual loans	-	542	157	-	**699**	-	517	153	-	**670**
Liabilities	**64**	**4**	**-**	**105**	**173**	**51**	**3**	**-**	**267**	**321**
Advance for future capital increase	1	-	-	-	**1**	1	-	-	-	**1**
Suppliers and accounts payable	-	4	-	-	**4**	-	3	-	1	**4**
Debentures	-	-	-	-	**-**	-	-	-	146	**146**
Dividends and interest on equity	63	-	-	61	**124**	50	-	-	74	**124**
Other debts	-	-	-	44	**44**	-	-	-	46	**46**

	03/31/2026				03/31/2025			
Transações	**Parent companys**	**Joint ventures**	**Other related parties**	**Total**	**Parent companys**	**Joint ventures**	**Other related parties**	**Total**
Costs / expenses - employee private pension benefit	-	-	-	**-**	-	-	(3)	**(3)**
Costs / expenses of infrastructure used	(1)	-	-	**(1)**	(1)	-	-	**(1)**
Costs / expenses - benefits to employees	-	-	-	**-**	-	-	(8)	**(8)**
Mutual cooperation revenue	-	-	1	**1**	-	-	1	**1**
Revenue from provision of guarantees in debt issues	21	1	-	**22**	16	1	-	**17**
Financial income - mutual loans	28	6	-	**34**	51	9	-	**60**
Financial income - interest, monetary and exchange variations	1	-	-	**1**	1	-	-	**1**
Transfer of costs and expenses - Shared services center	219	-	-	**219**	211	2	-	**213**
Transfer of costs and expenses of employees	1	-	-	**1**	3	-	-	**3**

11.2. Consolidated

	03/31/2026				12/31/2025			
Balances	**Parent companies**	**Joint ventures**	**Other related parties**	**Total**	**Parent companies**	**Joint ventures**	**Other related parties**	**Total**
Assets	**-**	**164**	**26**	**190**	**-**	**158**	**758**	**916**
Advance for future capital increase	-	2	-	**2**	-	2	-	**2**
Financial investments	-	-	5	**5**	-	-	719	**719**
Bank movement account	-	-	11	**11**	-	-	29	**29**
Advance to supplier	-	-	9	**9**	-	-	9	**9**
Accounts receivable	-	4	-	**4**	-	3	-	**3**
Mutual loans	-	158	-	**158**	-	153	-	**153**
Other credits	-	-	1	**1**	-	-	1	**1**
Liabilities	**52**	**-**	**1,342**	**1,394**	**51**	**-**	**1,268**	**1,319**
Advance for future capital increase	1	-	-	**1**	1	-	-	**1**
Suppliers and accounts payable	-	-	20	**20**	-	-	17	**17**
Debentures and commercial notes	-	-	683	**683**	-	-	672	**672**
Derivatives	-	-	89	**89**	-	-	178	**178**
Dividends and interest on equity	51	-	501	**552**	50	-	349	**399**
Other debts	-	-	49	**49**	-	-	52	**52**

Transações	03/31/2026 Joint ventures	03/31/2026 Other related parties	03/31/2026 Total	03/31/2025 Joint ventures	03/31/2025 Other related parties	03/31/2025 Total
Costs / expenses - private pension benefit for employees	-	-	**-**	-	(4)	**(4)**
Costs / expenses - data transmission services	-	-	**-**	-	(17)	**(17)**
Costs / expenses of infrastructure used	-	(23)	**(23)**	-	-	**-**
Costs / expenses - specialized services and consultancies	-	-	**-**	-	(1)	**(1)**
Costs / expenses - insurance	-	-	**-**	-	(49)	**(49)**
Costs / expenses - benefits to employees	-	-	**-**	-	(33)	**(33)**
Expenses in providing guarantees for debt issues	-	(17)	**(17)**	-	-	**-**
Net income from derivatives	-	(11)	**(11)**	-	7	**7**
Finance costs - mutual loans	-	-	**-**	-	(7)	**(7)**
Mutual cooperation revenue	-	1	**1**	-	2	**2**
Revenues from financial investments	-	-	**-**	-	1	**1**
Financial income - interest, monetary and exchange variations	-	-	**-**	-	1	**1**
Revenue from provision of guarantees in debt issues	1	-	**1**	1	-	**1**
Financial income - mutual loans	6	-	**6**	9	-	**9**
Revenue from service provision - related parties	-	-	**-**	-	1	**1**
Revenue from the sale of electricity	-	1	**1**	-	-	**-**
Transfer of costs and expenses - Shared services center	-	-	**-**	2	-	**2**
Fixed assets / Intangible assets	-	-	**-**	-	29	**29**

11.3. Key management professionals

Expenses with key personnel

	Directors - Non-statutory			
	Parent company (a) (c)		Consolidated	
	03/31/2026	03/31/2025	03/31/2026	03/31/2025 (restated)
Remuneration:	**8**	**21**	**8**	**20**
Short-term benefits - fixed remuneration	**8**	**13**	**8**	**13**
Other benefits:	**-**	**8**	**-**	**7**
Long-Term Bonus	1	1	1	1
Provision for variable remuneration of the period	5	6	5	6
Complement (reversal) provision for payment of profit sharing from the previous period (b)	(6)	-	(6)	(1)
Private pension plan	-	1	-	1

	Directors - Statutory			
	Parent company (a) (c)		Consolidated	
	03/31/2026	03/31/2025	03/31/2026	03/31/2025 (restated)
Remuneration:	**27**	**14**	**30**	**19**
Short-term benefits - fixed remuneration	**12**	**7**	**12**	**11**
Other benefits:	**15**	**7**	**18**	**8**
Long-Term Bonus	3	2	3	2
Provision for variable remuneration of the period	6	4	6	5
Complement (reversal) provision for payment of profit sharing from the previous period (b)	6	1	9	1

	Consolers			
	Parent company (a)		Consolidated	
	03/31/2026	03/31/2025	03/31/2026	03/31/2025 (restated)
Remuneration:	**2**	**3**	**2**	**3**
Short-term benefits - fixed remuneration	**2**	**3**	**2**	**3**

At the Annual General Meeting (AGM) held on April 15, 2026, the annual and global remuneration for the Parent Company's (statutory) Managers and Board of Directors for the year 2026 was approved, in the amount of up to BRL73.

Balances payable to key personnel

	Parent company (a)		Consolidated	
	03/31/2026	12/31/2025	03/31/2026	12/31/2025
Management remuneration	**12**	**51**	**12**	**59**

(a) Includes the total amount of fixed compensation attributable to the members of the Board of Directors and the Supervisory Board and the amount of fixed and variable compensation of the statutory and non-statutory executive board, comprising a total of 25 members, on March 31, 2026;

(b) Refers to the supplement/(reversal) of the Profit Sharing Program (PPR) provision due to the final determination of goal achievement. During the quarter ended March 31, 2026, PPR payments were made in the parent company and consolidated, respectively, in the amounts of BRL21 and BRL21 (statutory) and BRL23 and BRL32 (non-statutory); and

(c) The amount of BRL35 in remuneration for the statutory and non-statutory Executive Board of the parent company was allocated to the investees.

11.4. Contractual fees for transactions with related parties

		Parent company		Consolidated	
Contractual rates - mutual loans	Final maturity	03/31/2026	12/31/2025	03/31/2026	12/31/2025
Mutual loans - Assets		**699**	**670**	**158**	**153**
CDI+ 5% p.a.	June 2028	541	517	-	-
TR + 9.89% p.a.	January 2034	102	99	102	99
130% CDI	January 2034	56	54	56	54

	Parent company		Consolidated	
	03/31/2026	12/31/2025	03/31/2026	12/31/2025
Mutual loans - Assets	**699**	**670**	**158**	**153**
Current	529	506	-	-
Non-current	170	164	158	153

	Parent company		Consolidated	
Remuneration rates - guarantees in debt issuance	03/31/2026	12/31/2025	03/31/2026	12/31/2025
From 0.60% p.a. to 2% p.a.	22	92	-	4
Total	**22**	**92**	**-**	**4**

12. Investments in subsidiaries and joint ventures

12.1. Breakdown of the investments in subsidiaries and joint ventures

	Parent company			
	Investments (Provision for investees with negative equity)		Result from equity interests	
Subsidiaries and joint ventures	03/31/2026	12/31/2025	03/31/2026	12/31/2025 (restated)
In Brazil				
AutoBAn	1,164	878	303	298
BC Concessões	22	23	(1)	(42)
Inovap 5	5	1	(1)	-
Linha 15	2	2	-	-
Metrô Bahia	1,524	1,529	(9)	24
ND	(5)	3	(11)	11
Pantanal	609	610	(1)	21
PRN	1	2	-	1
PRVias	1,330	955	82	(8)
RDN	(218)	(260)	(8)	(12)
Renovias	70	44	26	30
RioSP	3,884	3,754	131	126
RodoAnel Oeste	1,324	1,317	8	7
Rota Sorocabana	236	176	60	(49)
RS Holding (a)	100	98	1	46
SIP	-	1	-	-
SPCP	281	280	-	-
SPVias	363	256	72	51
ViaCosteira	1,001	1,000	1	10
ViaLagos	68	45	24	27
ViaMobilidade - Linhas 5 e 17	241	220	21	19
ViaMobilidade - Linhas 8 e 9	1,124	1,178	(54)	(64)
ViaQuatro	372	761	83	72
ViaRio	35	37	(1)	(2)
ViaSul	1,852	1,680	22	-
VOE	956	746	2	57
VLT Carioca	988	1,005	(17)	(19)
Concession upon acquisition of businesses	419	419	-	(7)
Total	**17,748**	**16,760**	**733**	**597**
Investments	17,971	17,020		
Provision for unsecured liabilities	(223)	(260)		

Consolidated				
	Investments (Provision for investees with negative equity)		Result from equity interests	
Joint ventures	03/31/2026	12/31/2025	03/31/2026	03/31/2025 (restated)
In Brazil				
Inovap 5	4	-	(1)	-
Controlar	(2)	(2)	-	-
Renovias	70	44	25	30
ViaRio	37	37	(1)	(2)
Total	**109**	**79**	**23**	**28**

12.2. Changes in investments, net of changes in investees with negative equity

	Parent company		Consolidated	
	2026	2025	2026	2025
Balance in January 1	**16,760**	**14,276**	**81**	**885**
Equity accounted-investees	733	597	23	28
Transaction with partners and acquisition of participation	-	23	-	-
Capital increase	752	1,144	5	-
Dividends and interest on equity	(484)	(88)	-	(44)
Equity valuation adjustment	(85)	(120)	-	(55)
Transfer to discontinued operations	71	98	-	(733)
Other transactions	1	1	-	-
Balance in March 30	**17,748**	**15,931**	**109**	**81**

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12.3. Summarized financial information on subsidiaries

	03/31/2026			12/31/2025			03/31/2026		03/31/2025	
Subsidiaries	**Current and non-current assets**	**Current and non-current liabilities**	**Equity (Negative Equity)**	**Current and non-current assets**	**Current and non-current liabilities**	**Equity (Negative Equity)**	**Total of gross income in the year**	**Net income (loss) for the year**	**Total of gross income in the year**	**Net income (loss) for the year**
In Brazil										
AutoBAn	7,857	6,699	1,158	7,457	6,583	874	1,028	303	938	298
BC Concessões	60	38	22	65	42	23	-	(1)	8	(42)
BH Airport	3,094	3,368	(274)	3,055	3,317	(262)	140	(12)	133	(26)
Bloco Sul	4,842	3,955	887	4,772	3,848	924	183	(37)	231	(38)
Bloco Central	1,852	1,202	650	1,783	1,182	601	109	(5)	123	(13)
CPA (*)	131	8	123	132	11	121	-	8	-	19
CPC (*)	3,145	154	2,991	3,183	230	2,953	13	38	6	98
Five Trilhos	46	19	27	39	21	18	12	9	11	8
Four Trilhos	137	56	81	116	50	66	23	15	23	18
Inovap 5	-	-	-	1	1	-	-	-	-	-
Linha 15	2	-	2	1	(1)	2	-	-	-	-
Metrô Bahia	5,471	3,940	1,531	5,482	3,946	1,536	243	(9)	272	24
ND	41	45	(4)	42	35	7	-	(11)	-	11
ON Trilhos	29	7	22	26	9	17	6	5	3	3
Pantanal	2,931	2,322	609	1,465	855	610	230	(1)	112	21
Pampulha	259	190	69	269	201	68	17	1	11	2
PRN	3	1	2	3	1	2	-	-	-	1
RDN	62	280	(218)	69	329	(260)	-	(8)	-	(12)
RioSP	8,856	4,952	3,904	8,593	4,820	3,773	601	131	624	126
PRVias	2,631	1,306	1,325	2,192	1,242	950	399	83	-	(8)
RodoAnel Oeste	2,040	709	1,331	2,012	689	1,323	133	8	117	7
Rota Sorocabana	3,802	3,567	235	2,610	2,435	175	244	60	7	(49)
RS Holding	135	30	105	134	30	104	-	1	-	46
SIP	2	2	-	2	2	-	-	-	-	-
SPAC (*)	1	140	(139)	-	133	(133)	-	(6)	-	(13)
SPCP	283	2	281	284	2	282	-	-	-	-
SPVias	1,930	1,563	367	1,825	1,566	259	347	71	277	50
ViaCosteira	1,822	814	1,008	1,874	867	1,007	91	1	112	10
ViaLagos	312	243	69	282	237	45	67	24	68	27
ViaMobilidade - Linhas 5 e 17	1,273	983	290	1,251	987	264	149	26	163	23
ViaMobilidade - Linhas 8 e 9	7,143	5,738	1,405	7,081	5,609	1,472	327	(67)	361	(80)
ViaQuatro	4,361	4,476	(115)	4,565	4,161	404	312	110	280	96
ViaSul	4,145	2,304	1,841	3,988	2,319	1,669	321	22	359	45
VOE	1,139	180	959	973	224	749	-	2	303	57
VLT Carioca	2,703	1,715	988	2,693	1,688	1,005	80	(17)	86	(19)
Abroad (*)	-	-	-	-	-	-	-	-	-	-
Aeris Holding Costa Rica	1,263	1,207	56	1,245	1,222	23	242	34	125	94
Aeropuertos	4	-	4	1	11	(10)	-	14	-	40
CAI	201	11	190	242	12	230	-	8	-	22
CAP	455	254	201	516	274	242	102	8	105	22
CARE	-	6	(6)	-	7	(7)	-	-	-	-
CCR Costa Rica	26	-	26	22	12	10	-	17	-	46
CCR Costa Rica Concesiones y Participaciones	28	-	28	25	12	13	-	16	-	45
CCR España Concesiones	594	2	592	598	13	585	-	37	-	109
CCR España Emprendimientos	512	25	487	501	26	475	-	37	-	47
CCR USA	18	-	18	19	-	19	-	-	-	-
Desarrollos	5	1	4	-	14	(14)	-	18	-	49
Green Airports	298	1	297	310	1	309	-	4	-	4
Quiport Holdings	345	-	345	333	-	333	-	32	-	41
MTH	-	-	-	-	-	-	-	-	-	-
SJO Holding	328	2	326	339	12	327	-	16	-	45
Terminal	42	-	42	44	1	43	-	1	-	2
Subtotal	**76,659**	**52,517**	**24,142**	**72,514**	**49,288**	**23,226**	**5,419**	**986**	**4,858**	**1,256**
Parent company	**25,842**	**9,577**	**16,265**	**25,440**	**9,649**	**15,791**	**22**	**627**	**17**	**545**
Assets and liabilities available for sale	741	17	724	715	2,482	(1,767)	(798)	-	(728)	-
Exclusions	(29,083)	(4,632)	(24,451)	(27,654)	(6,687)	(20,967)	(32)	(970)	(23)	(1,252)
Consolidated	**74,159**	**57,479**	**16,680**	**71,015**	**54,732**	**16,283**	**4,611**	**643**	**4,124**	**549**

(*) Classified as an asset held for sale.

12.4. Summarized financial information on joint ventures

The amounts presented below do not encompass Motiva's equity interest percentage, i.e., they refer to 100% of the financial information of the joint ventures.

	03/31/2026			
Summary balance sheet	**Inovap 5**	**ViaRio**	**Renovias**	**Controlar**
Current assets	**10**	**108**	**230**	**(2)**
Cash and cash equivalents	3	20	43	-
Other assets	7	88	187	(2)
Non-current assets	**-**	**832**	**20**	**2**
Total assets	**10**	**940**	**250**	**-**
Current liabilities	**-**	**83**	**70**	**-**
Financial liabilities (a)	-	62	-	-
Other liabilities	-	21	70	-
Non-current liabilities	**-**	**803**	**5**	**4**
Financial liabilities (a)	-	533	-	-
Other liabilities	-	270	5	4
Equity	**10**	**54**	**175**	**(4)**
Total liabilities and equity	**10**	**940**	**250**	**-**

	12/31/2025		
Summary balance sheet	**ViaRio**	**Renovias**	**Controlar**
Current assets	**138**	**192**	**-**
Cash and cash equivalents	61	53	-
Other assets	77	139	-
Non-current assets	**841**	**39**	**-**
Total assets	**979**	**231**	**-**
Current liabilities	**100**	**114**	**-**
Financial liabilities (a)	77	-	-
Other liabilities	23	114	-
Non-current liabilities	**823**	**8**	**4**
Financial liabilities (a)	561	-	-
Other liabilities	262	8	4
Equity	**56**	**109**	**(4)**
Total liabilities and equity	**979**	**231**	**-**

(a) Balance of loans and bonds.

	03/31/2026		
Summarized income statements	**Inovap**	**ViaRio**	**Renovias**
Revenues	-	53	187
Depreciation and amortization	-	(9)	(15)
Financial income	-	3	7
Financial costs	-	(35)	-
Income (loss) from operations before taxes	**(2)**	**(2)**	**100**
Income Tax and Social Contribution	-	-	(35)
Income (loss) from operations	**(2)**	**(2)**	**65**
Other comprehensive income	-	-	-
Total comprehensive income (loss) for the period	**(2)**	**(2)**	**65**

	03/31/2025 (restated)	
Summarized income statements	**ViaRio**	**Renovias**
Revenues	49	170
Depreciation and amortization	(9)	(4)
Financial income	7	5
Financial costs	(37)	-
Income (loss) from operations before taxes	**(4)**	**112**
Income Tax and Social Contribution	1	(38)
Income (loss) from operations	**(3)**	**74**
Other comprehensive income	-	-
Total comprehensive income (loss) for the period	**(3)**	**74**

12.5. Other relevant information – Legal, administrative-regulatory, and arbitration proceedings related to concession agreement issues

The Company and its investees are parties to legal, administrative-regulatory, and arbitration proceedings related to concession agreement matters.

In the context of concessions in general, administrative-regulatory proceedings are the formal instruments through which interaction between concessionaires and Concession Grantors occurs (such as a service provider relationship with the customer) regarding various topics relating to the concession agreement, covering, but not limited to, matters that affect the contractual interpretation and the economic-financial balance of the concession. Such administrative-regulatory proceedings can be initiated by either party, and technical, regulatory, contractual, and legal topics of different natures regarding the dynamics of the concession are presented and discussed. During their course, such proceedings bring preliminary or nondefinitive positions regarding the legal expectations of each requesting party. Administrative decisions must be made in compliance with the governing legislation and the concession agreements themselves and, in general, may be subject to judicial or arbitration review.

The nature of these contractual discussions typically involves tariff adjustments, force majeure events (i.e., COVID-19 pandemic), changes to the time of execution or scope of the construction works provided for in the concession agreement, controversies regarding compliance or non-compliance with specific contractual requirements, or even the form of measurement.

There are uncertainties related to the measurement of regulatory proceedings, including: (i) the understanding of each party on the topic, (ii) negotiations or their subsequent developments, which substantially alter the amounts involved, (iii) the complexity of measurement, which commonly involves technical expertise, (iv) the high probability of different issues being evaluated and resolved jointly, based on the respective net balance of the recognized claims of each party, and (v) the form of settlement.

Final resolutions on regulatory issues can occur in different, non-exclusive ways, such as: (i) receipt or payment in cash, (ii) extension or reduction of the concession contractual term, and (iii) reduction or increase of commitment to future investments, increase or reduction of the tariff.

Furthermore, rebalancing received in the form of a tariff increase or reduction is recognized as the service is provided by the concessionaire, as well as rebalancing in the form of a reduction or increase in future investment commitments, which, being executory agreements, will be recognized with the realization of the infrastructure improvement construction work. Management reiterates its confidence in the current legal procedures applicable to concession agreements and assesses the risk of loss of discussions related to regulatory matters of the agreements as being remote and/or with no expectation of cash disbursement.

The financial statements of the investees and the Parent Company do not reflect any adjustments arising from these discussions.

12.5.1. Ongoing proceedings

The relevant developments that occurred in the quarter are described below and should be read as a sequence of the complete wording, disclosed in the Financial Statements of December 31, 2025, respecting the same titles for each lawsuit.

12.5.1.1 RodoAnel Oeste

a. Citizen Suit No. 0617139-73.2008.8.26.0053 - State Law No. 2,481/53, which limits toll facilities within a radius of 35 km from the zero landmark of the Capital of São Paulo

On January 19, 2026, the Public Prosecution Office expressed a lack of interest in assuming the plaintiff role in the action, requesting the dismissal of the case without prejudice and the approval of the plaintiff's abandonment of the case.

Subsequently, on March 6, 2026, the withdrawal was approved and the case was dismissed without prejudice.

12.5.1.2 AutoBAn

a. Administrative Misconduct Action No. 0022800-92.2002.8.26.0053

On March 10, 2026, a decision was issued granting the co-defendant's request to suspend the proceedings due to the granting of a provisional remedy in ADI No. 7236 MC/DF.

12.5.1.3 Controlar

a. Public Civil Action for Administrative Misconduct No. 0044586-80.2011.8.26.0053

On March 9, 2026, the appeal in the special appeal filed by the Public Prosecution Office was not admitted.

12.5.1.4 ViaRio

a. Tariff adjustments for 2020, 2021, 2022, 2023, 2024, and 2025

On February 27, 2026, appeals were filed by the Municipality of Rio de Janeiro.

The Company and the investees' management reiterate their trust in the current legal procedures applicable to concession agreements.

The financial statements of the investees and of the parent company do not include any adjustments from these proceedings, since, up to date, there has been no unfavorable outcome or trend for any of them.

13. Property, plant, and equipment and construction in process - Consolidated

	Fixed Asseds								
	Furniture and fixtures	Machinery and equipment	Vehicles	Facilities and buildings	Land	Operating equipment	Total in operation	Construction in process	Total
Balance on January 1, 2025	**26**	**230**	**86**	**73**	**21**	**183**	**619**	**577**	**1,196**
Additions	-	-	-	-	-	-	-	808	808
Write-offs	-	(16)	-	(8)	-	(2)	(26)	-	(26)
Transfers	7	324	36	7	-	65	439	(439)	-
Reclassifications between fixed and intangible	-	-	-	-	-	79	79	-	79
Reclassifications to be held for sale	(2)	(18)	(9)	-	-	-	(29)	(24)	(53)
Depreciation	(5)	(67)	(27)	(5)	-	(43)	(147)	-	(147)
Conversion adjustments	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	(1)	(1)
Balance in December 31, 2025	**26**	**453**	**86**	**67**	**21**	**282**	**935**	**921**	**1,856**
Cost	65	790	208	82	21	659	1,825	921	2,747
Accumulated depreciation	(39)	(337)	(122)	(15)	-	(377)	(890)	-	(890)
Balance in December 31, 2025	**26**	**453**	**86**	**67**	**21**	**282**	**935**	**921**	**1,856**
Additions	-	-	-	-	-	-	-	212	212
Write-offs	-	-	-	-	-	(1)	(1)	-	(1)
Transfers	-	59	15	-	-	36	110	(110)	-
Reclassifications between fixed and intangible	3	-	-	-	-	-	3	-	3
Depreciation	-	(18)	(4)	-	-	(9)	(31)	-	(31)
Balance in March 31, 2026	**29**	**494**	**97**	**67**	**21**	**308**	**1,016**	**1,023**	**2,039**
Cost	68	848	223	82	21	694	1,936	1,023	2,959
Accumulated depreciation	(39)	(354)	(126)	(15)	-	(386)	(920)	-	(920)
Balance in March 31, 2026	**29**	**494**	**97**	**67**	**21**	**308**	**1,016**	**1,023**	**2,039**
Average annual depreciation rate%									
In March 31, 2026	10	14	23	6	-	12			

Borrowing costs of BRL70 were added to property, plant, and equipment in the quarter ended March 31, 2026 (BRL36 in the quarter ended March 31, 2025). The average capitalization rates (cost of loans divided by the average balance of loans, financing, bonds, and promissory notes) on the quarters ended on March 31, 2026, and 2025, were 0.84% p.m. and 0.57% p.m., respectively.

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14. Intangible assets and infrastructure under construction - Consolidated

	Intangible assets						
	Exploration of granted infrastructure	Software licenses	Concession right generated in the acquisition of businesses	Software licenses in progress	Total in operation	Infrastructure under construction	Total
Balance on January 1, 2025	**29,510**	**54**	**926**	**160**	**30,650**	**5,930**	**36,580**
Additions	2,821	-	-	68	2,891	6,613	9,504
Write-offs	(3)	-	-	-	(3)	-	(3)
Transfers	5,066	60	-	(60)	5,066	(5,066)	-
Reclassifications between fixed and intangible	-	-	-	(79)	(79)	-	(79)
Reclassifications for assets held for sale	63	-	-	-	63	-	63
Reclassifications to accounts receivable from the Concession Grantor	-	-	-	-	-	(19)	(19)
Reclassifications to be held for sale	(8,168)	(8)	(130)	(9)	(8,315)	(657)	(8,972)
Amortization	(1,236)	(35)	(98)	-	(1,371)	-	(1,371)
Other	(174)	-	-	-	(174)	(79)	(253)
Balance in December 31, 2025	**27,879**	**71**	**698**	**80**	**28,728**	**6,722**	**35,450**
Cost	42,818	452	2,118	80	45,454	6,722	52,176
Accumulated amortization	(14,939)	(381)	(1,420)	-	(16,726)	-	(16,726)
Balance in December 31, 2025	**27,879**	**71**	**698**	**80**	**28,728**	**6,722**	**35,450**
Additions	-	-	-	17	17	1,506	1,523
Transfers	638	14	-	(12)	640	(640)	-
Reclassifications between fixed and intangible	-	-	-	(3)	(3)	-	(3)
Reclassifications from accounts receivable to the Concession Grantor	-	-	-	-	-	(102)	(102)
Amortization	(330)	(8)	(16)	-	(354)	-	(354)
Other	-	-	-	-	-	(1)	(1)
Balance in March 31, 2026	**28,187**	**77**	**682**	**82**	**29,028**	**7,485**	**36,513**
Cost	43,456	469	2,118	82	46,125	7,485	53,610
Accumulated amortization	(15,269)	(392)	(1,436)	-	(17,097)	-	(17,097)
Balance in March 31, 2026	**28,187**	**77**	**682**	**82**	**29,028**	**7,485**	**36,513**
Annual average amortization rate %							
In March 31, 2026	(a)	20	(a)				

(a) Amortization based on the economic benefit curve;

(b) The main amounts under Infrastructure Concession Revenue relate to the grant costs of Rota Sorocabana and PRVias; and

(c) This is mainly compensation received from the Concession Grantor by the company RioSP regarding an accident that occurred on BR-101;

Infrastructure under construction

The amount of infrastructure under construction as of March 31, 2026, refers mainly to the construction works detailed below:

Trilhos	**ViaMobilidade - Linhas 8 e 9**	**529**
	Revitalization of trains and stations	370
	Siemens Contrat (railroad signaling and energy)	140
	Alstom Contract (Train Acquisitions)	17
	Implementation of a workshop for maintenance and review of train bogies	1
	Office renovation and expansion	1
	ViaQuatro	**174**
	Revitalization of trains and stations	171
	Acquisition of trains (Phase II)	3
	Metrô Bahia	**59**
	Revitalization of trains and stations	55
	Acquisition of operational vehicles	4
	ViaMobilidade - Linhas 5 e 17	**58**
	Revitalization of trains and stations	27
	Implementation of a workshop for maintenance and overhaul of train bogies	13
	Renovation of Santo Amaro Station	9
	Extension of Linha 5	9
	VLT Carioca	**35**
	Revitalization of trains and stations	29
	Improvements at the Terminal Intermodal Gentileza (TIG)	6
Rodovias	**RioSP**	**2,259**
	Roadworks on BR-116 - Serra das Araras	1,222
	Roadworks on BR-116 - Rural Region of São Paulo	397
	Roadworks on BR-101 - Duplication	156
	1st pavement intervention	104
	Pavement and duplication works on Highways BR-101 and BR-116	97
	Roadworks on BR-116 - Rural Region of Rio de Janeiro	80
	Roadworks on BR-116 - Metropolitan Region of São Paulo	78
	Implementation of footbridges	41
	Reinforcement and widening works on special engineering structures	36
	Clearance of the right-of-way	22
	Building works	14
	Execution of works and improvements on BR-101	12
	ViaSul	**1,497**
	Duplication of BR-386 between km 324+100 and km 340+400	1,015
	Implementation of additional lanes and marginal roads	218
	1ª Intervenção de pavimento	149
	Improvement works on BR-386	90
	Implementation of walkways, safety devices and signage	25
	Rota Sorocabana	**420**
	First Pavement Intervention	211
	Implementation of Free Flow System	66
	Duplication of SP-250	46
	Free flow Project	29
	Implementation of operational service base	16
	Implementation of additional lanes and service roads	12
	Implementation of service station	11
	SP-079 improvements	14
	Protection and safety elements	6
	Building works	4
	1st pavement intervention	2
	Duplication of SP-079	2
	Implementation of rest stop	1

Rodovias	**PRVias**	**393**
	1st pavement intervention	208
	1st intervention of signage, right-of-way and engineering structures	94
	Implementation of BR-376 bypass	36
	Implementation of road duplication	35
	Implementation of toll plaza/Free flow	14
	Electrical connections and adaptations	3
	Execution of works and improvements to bases and toll plazas	1
	Installation and reconstruction of police buildings	1
	Clearance of right-of-way	1
	Pantanal	**374**
	Execution of works and improvements on BR-163	332
	Flexible pavement	20
	Implementation and supply of barriers	15
	Improvement of headquarters infrastructure	2
	Environment	1
	Environmental projects and licensing	1
	Duplication of BR-163	1
	Additional lanes on BR-163	1
	Protection and safety elements	1
	ViaCosteira	**292**
	Implementation of roadside, safety and signaling devices, fiber optics and walkways	245
	1st Pavement Intervention	42
	1st Intervention - Special Engineering Structures	3
	Implementation of roundabouts	1
	Implantação posto de pesagem	1
	AutoBAn	**82**
	SP-330 - 2nd Phase Jundiaí Complex	44
	Additional Lane SP-330	26
	Installation of hazardous materials containers SP-330	8
	Improvement to the infrastructure of the Jundiaí headquarters	2
	Channeling of a stream with a containment structure	2
	SPVias	**57**
	Duplication of SP-255, SP-258 and SP-270	32
	Refurbishment of the SP-127 device	18
	Security devices	7
	RodoAnel Oeste	**7**
	Adaptation and implementation of retention boxes SP-021	4
	Implementation of marginal roads Padroeira-Raposo	2
	Implementation of additional lanes	1

Borrowing costs of BRL200 were added to intangible assets in the quarter ended March 31, 2026 (BRL144 in the quarter ended March 31, 2025). The average capitalization rates (cost of loans divided by the average balance of loans, financing, bonds, and promissory notes) on the quarters ended on March 31, 2026, and 2025, were 0.84% p.m. and 0.57% p.m., respectively.

15. Investment properties - Consolidated

The balance of investment properties comprises the land acquired by the investee SPCP, reclassified from fixed assets to property, plant, and equipment in 2023, and measured at cost, in the amount of BRL277.

If the criterion of recognizing this asset at its fair value were adopted, the balance determined would be BRL829 (level 3). The fair value was determined using the direct comparison method, which involves comparison with samples of similar characteristics.

16. Loans and financing

Company	Financial institutions	Contractual rates	Transaction cost effective rate (% p.a.)	Final maturity	Transaction costs incurred	Balance of the costs to be allocated	03/31/2026	12/31/2025
Metrô Bahia	BNDES - FINEM II (Sub-loan A and B)	TJLP + 3.18% p.a.	3.4364% (a)	October 2042	43	19	2,570	2,567 (b) (d)
Metrô Bahia	BNDES (Sub-loan A)	TJLP + 3.18% p.a.	N/I	October 2042	-	-	3	3 (b) (d)
Metrô Bahia	BNDES - FINEM II (Sub-loan E)	TJLP + 4% p.a.	4.3450% (a)	October 2042	13	7	702	702 (b) (d)
Metrô Bahia	BNDES (Sub-loan C)	TJLP + 3.4% p.a.	3.4979% (a)	October 2042	9	8	436	435 (b) (d)
Pantanal	BNDES - FINEM I (Sub-loan B and R1)	TJLP + 2% p.a.	2.2338% (a)	March 2039	17	6	515	520 (b) (d) (f)
Pantanal	Caixa Econômica Federal	TJLP + 2% p.a.	2.1918% (a)	March 2039	3	1	98	99 (b) (d) (f)
Pantanal	Caixa Econômica Federal	TJLP + 2% p.a.	2.4844% (a)	March 2039	3	1	40	42 (b) (d) (f)
RioSP	BNDES - FINEM (Sub-loan A- 1st disbursement)	8.6848420% p.a.	9.2597% (a)	February 2047	15	15	370	366 (b) (d) (e) (g)
ViaMobilidade Linhas 8 e 9	BNDES - FINEM II (Sub-loan A)	IPCA + 7.91% p.a.	8.3342% (a)	December 2048	6	6	221	218 (b) (d) (e) (g)
ViaMobilidade Linhas 8 e 9	BNDES - FINEM II (Sub-loan A)	IPCA + 7.91% p.a.	8.3297% (a)	December 2048	20	18	716	708 (b) (d) (e) (g)
ViaSul	BNDES - FINEM (Sub-loan A - 1st disbursement)	IPCA + 4.60% p.a.	5.4367% (a)	December 2044	5	4	82	83 (b) (d) (f)
ViaSul	BNDES - FINEM (Sub-loan B - 1st disbursement)	IPCA + 4.60% p.a.	5.2196% (a)	December 2044	5	4	114	113 (b) (d) (f)
ViaSul	BNDES - FINEM (Sub-loan B - 2nd disbursement)	IPCA + 4.60% p.a.	5.9391% (a)	December 2044	5	4	56	55 (b) (d) (f)
ViaSul	BNDES (working capital)	Pre 7,42% p.a.	N/I	December 2029	-	-	112	120 (h)
ViaSul	BNDES - FINEM (Sub-loan B - 3rd disbursement)	IPCA + 4.598216% p.a.	5.0599% (a)	December 2044	1	1	33	32 (b) (d) (f)
ViaSul	BNDES - FINEM (Sub-loan A - 1st disbursement)	IPCA + 7.7788% p.a.	8.2846% (a)	December 2043	1	1	22	22 (b) (d) (f)
ViaSul	BNDES - FINEM (Sub-loan B - 4th disbursement)	IPCA + 4.598216% p.a.	5,0881% (a)	December 2044	5	4	133	131 (b) (d) (f)
ViaSul	BNDES - FINEM (Sub-loan B - 2nd disbursement)	IPCA + 7.7788% p.a.	8,2926% (a)	December de 2043	3	3	87	86 (b) (d) (f)
VLT Carioca	BNDES - FINEM I (Sub-loan A and C)	TJLP + 3.44% p.a.	3.8659% (a)	November 2035	18	5	769	775 (b) (c) (d) (e)
VLT Carioca	BNDES - FINEM I (Sub-loan B)	6.14% p.a.	N/I	November 2035	-	-	30	31 (b) (c) (d) (e)
					Total	107	7,109	7,108

	Consolidated	
	03/31/2026	12/31/2025
Current	**286**	**274**
Loans and financing	296	283
Transaction costs	(10)	(9)
Non-current	**6,823**	**6,834**
Loans and financing	6,920	6,932
Transaction costs	(97)	(98)
Total	**7,109**	**7,108**

N/I - Transaction cost not identified due to unfeasibility or immateriality.

(a) The actual cost of these transactions refers to costs incurred in the issuance of securities and does not consider post-fixed rates since interest and principal will be settled at the end of the transaction, and the applicable future rates are not known on the date of each transaction. These rates will only be known as each transaction period elapses. When a transaction has more than one series/tranche, it is presented at the weighted average rate;

Guarantees:

(b) Assignment of bank accounts, indemnities, and receivables;

(c) Motiva´s corporate surety/guarantee proportional to its direct/indirect equity participation;

(d) Security interest;

(e) Capital support (Equity Support Agreement – ESA) from Motiva and other shareholders in proportion to their direct/indirect equity participation until completion;

(f) 100% corporate surety/guarantee from Motiva;

(g) Motiva's corporate guarantee under a suspensive condition in the event of early termination of the concession agreement; and

(h) Bank guarantee.

	Consolidated
Payment Schedule (non-current)	**31/03/2026**
2027	212
2028	300
2029	318
2030	314
2031 onwards	5,776
(-) Transaction costs	(97)
Total	**6,823**

The Company and its investees have financial agreements, such as loans and financing, among others, with cross-default and/or cross-acceleration clauses, establishing early maturity if they are in default of amounts due in other agreements signed by them, or in case the early maturity of these agreements occurs. The indicators are constantly monitored in order to avoid the enforcement of such clauses. There are no breaches of covenants relating to loans and financing.

17. Bonds and promissory notes

Company	Series	Contractual rates	Transaction cost effective rate (% p.a.)	Final maturity	Transaction costs incurred	Balance of the costs to be allocated	03/31/2026	12/31/2025
Motiva	14th Issuance - Series 2	IPCA + 4,25% a.a.	(b)	December 2028	10	-	365	350 (c)
Motiva	15th Issuance - Series 1	IPCA + 4,88% a.a.	(b)	November 2033	18	-	465	449 (c)
Motiva	16th Issuance - Series 2	IPCA + 6,4370% a.a.	6,9460% (a)	January 2036	34	24	919	919 (c)
Motiva	16th Issuance - Series 2	IPCA + 6,4370% a.a.	(b)	January 2036	38	-	1,057	1,061 (c)
Motiva	17th Issuance - Single Series	CDI + 0,75% a.a.	0,8308% (a)	July 2029	7	4	2,318	2,408 (c)
Motiva	18th Issuance - Single Series	CDI + 0,57% a.a.	0,6270% (a)	May 2030	3	3	1,388	1,340 (c)
Motiva	19th Issuance - Single Series	CDI + 0,47% a.a	0,5150% (a)	October de 2032	1	1	530	511 (c)
Motiva	19th Issuance - Single Series	IPCA + 6,6497% a.a.	7,1455% (a)	October de 2037	15	14	405	392 (c)
Motiva	19th Issuance - Single Series	IPCA + 6,6497% a.a.	(b)	October de 2037	-	-	983	964 (c)
				Sub-total of the parent company		**46**	**8,430**	**8,394**
AutoBAn	15th Issuance - Single Series	CDI +0.44% p.a.	0.4903% (a)	November 2030	5	5	2,114	2,039 (c)
AutoBAn	16th Issuance - Serie 1	CDI + 0.50% p.a.	0.5534% (a)	July 2032	5	5	1,436	1,486 (c)
AutoBAn	16th Issuance - Serie 2	IPCA + 7.0457% p.a.	(b)	July 2037	-	-	1,173	1,182 (c)
Pantanal	1th Issuance - Single Series	IPCA + 7.3161% p.a.	(b)	December 2030	-	-	1,436	- (d)
PRVias	1th Issuance - Single Series	IPCA + 7,60% p.a.	(b)	February 2030	-	-	1,134	1,097 (d)
RioSP	2nd Issuance - Serie 1	IPCA + 6,90% p.a.	6.9791% (a)	June 2047	4	3	548	530 (e) (f) (g) (h) (k)
RioSP	2nd Issuance - Series 2	IPCA + 6,90% p.a.	6.9791% (a)	June 2047	15	15	2,187	2,121 (e) (f) (g) (h) (k)
RioSP	2nd Issuance - Series 3	IPCA + 6,90% p.a.	6.9691% (a)	June 2047	9	8	1,422	1,376 (e) (f) (g) (h) (k)
RodoAnel Oeste	8th Issuance - Single Series	IPCA + 5.95% p.a.	6.4342% (a)	April 2031	9	7	452	439 (c)
RodoAnel Oeste	9th Issuance - Single Series	CDI + 0.50% p.a.	0.6058% (a)	November 2028	-	-	137	132 (c)
Rota Sorocabana	2nd Issuance - Single Series	IPCA + 7,78% p.a.	(b)	February 2033	-	-	2,323	2,253 (d)
Rota Sorocabana	3rd Issuance - Single Series	CDI + 6.9109% p.a.	7.3471% (a)	March 2031	10	10	553	- (d)
Rota Sorocabana	3rd Issuance - Single Series	CDI + 6.9109% p.a.	(b)	March 2031	-	-	499	- (d)
SPVias	13th Issuance - Single Series	CDI + 1.30% p.a.	1.5477% (a)	March 2028	1	-	237	245 (c)
SPVias	14th Issuance - Single Series	CDI + 0.47% p.a.	0.6142% (a)	May 2029	2	2	568	549 (c)
ViaCosteira	1th Issuance - Single Series	CDI + 0.47% p.a.	0.5861% (a)	September 2027	1	1	301	312 (d)
ViaCosteira	2nd Issuance - Single Series	CDI + 0.38% p.a.	0.4458% (a)	September 2028	1	-	374	387 (d)
ViaLagos	7th Issuance - Single Series	CDI + 0.60% p.a.	0.6895% (a)	December 2031	1	1	208	201 (c)
ViaMobilidade - Linhas 5 e 17	2nd Issuance - Single Series	9.76% p.a.	(b)	April 2030	21	-	440	429 (e) (f) (g) (j)
ViaMobilidade - Linhas 8 e 9	3rd Issuance - Single Series	IPCA+ 6.4544% p.a.	6.5219% (a)	October 2048	20	17	2,907	2,819 (e) (f) (g) (i) (h) (k)
ViaMobilidade - Linhas 8 e 9	4th Issuance - Single Series	IPCA+ 7.25% p.a.	7.9038% (a)	January 2042	54	46	1,342	1,345 (e) (f) (g) (i) (h) (k)
ViaMobilidade - Linhas 8 e 9	4th Issuance - Single Series	CDI + 0.60% p.a.	0.7414% (a)	March 2029	-	-	83	- (c)
ViaQuatro	5th Issuance - Series 1	CDI + 2.30% p.a.	2.5373% (a)	March 2028	10	-	260	325 (e) (f) (g)
ViaQuatro	5th Issuance - Series 2	IPCA+ 7.0737% p.a.	7.2943% (a)	March 2028	6	-	248	299 (e) (f) (g)
ViaQuatro	6th Issuance - Single Series	CDI + 1.10% p.a.	1.1493% (a)	June 2031	3	3	977	944 (c)
ViaSul	1th Issuance - Single Series	IPCA + 6.70% p.a.	6.6699% (a)	February 2045	6	4	1,072	1,078 (f) (g) (h)
VLT Carioca	2nd Issuance - Single Series (Commercial Notes)	CDI + 2.50% p.a.	3.4151% (a)	September 2026	1	-	69	66 (d)
VLT Carioca	4nd Issuance - Single Series (Commercial Notes)	CDI + 0.32% p.a.	0.5696% (a)	May 2026	-	-	86	85 (d)
					Total	**173**	**33,016**	**30,133**

	Parent company		Consolidated	
	03/31/2026	12/31/2025	03/31/2026	12/31/2025
Current	**475**	**501**	**1,919**	**1,583**
Debentures and commercial notes	399	425	1,624	1,399
Fair value	82	82	315	204
Transaction costs	(6)	(6)	(20)	(20)
Non-current	**7,955**	**7,893**	**31,097**	**28,550**
Debentures and commercial notes	8,299	8,232	31,803	29,120
Fair value	(304)	(297)	(553)	(422)
Transaction costs	(40)	(42)	(153)	(148)
Total	**8,430**	**8,394**	**33,016**	**30,133**

(a) The actual cost of these transactions refers to the Internal Return Rate (IRR) calculated considering contracted interest plus transaction costs. For applicable cases, variable contractual rates were not considered for the purposes of calculating the IRR;

(b) The transaction is being measured at fair value through result, according to hedge accounting methods (hedge of fair value). See explanatory note No. 22 for further details;

Guarantees:

(c) There are no guarantees;

(d) Motiva's corporate surety/guarantee proportional to its direct/indirect equity participation;

(e) Security interest;

(f) Fiduciary sale;

(g) Fiduciary assignment of concession rights and receivables;

(h) Motiva's corporate guarantee under a suspensive condition in the event of early termination of the concession agreement;

(i) Bank guarantee until the constitution of the project's tangible guarantees;

(j) Shareholders' corporate guarantee in proportion to their equity participation until completion; and

(k) Capital support (Equity Support Agreement – ESA) from Motiva and other shareholders in proportion to their direct/indirect equity participation until completion.

	03/31/2026	
Payment Schedule (non-current)	**Parent company**	**Consolidated**
2027	899	1,666
2028	1,011	2,133
2029	881	2,903
2030	1,457	5,788
2031 onwards	4,051	19,313
Fair value	(304)	(553)
(-) Transaction costs	(40)	(153)
Total	**7,955**	**31,097**

The Company and its investees have financial agreements, such as bonds, among others, with cross-default and/or cross-acceleration sections, establishing early maturity if they are in default of amounts due in other agreements signed by them, or in case the early maturity of these agreements occurs. The indicators are constantly monitored in order to avoid the enforcement of such sections. There are no covenants breaches related to the debentures and promissory notes.

18. Provision for civil, labor, social, tax, and contractual risks - Consolidated

The Company and its subsidiaries are parties to lawsuits and administrative proceedings before courts and governmental agencies, arising from the normal course of their operations, involving tax, labor, civil, and contractual matters.

18.1. Proceedings with a probable loss expectation

Management constituted a provision in an amount considered sufficient to cover estimated probable losses regarding pending actions, according to the table below, based on (i) information from its legal advisors, (ii) an analysis of the ongoing legal proceedings, and (iii) previous experience in relation to the amounts claimed:

	Civil, administrative and others	Labor and social security	Tax	Agreements	Total
Balance in December 31, 2025	**59**	**99**	**46**	**1**	**205**
Constitution	27	15	3	-	45
Reversal	(5)	(6)	(19)	-	(30)
Payments	(8)	(9)	(3)	-	(20)
Update of the processual and monetary basic	1	2	4	-	7
Balance in March 31, 2026	**74**	**101**	**31**	**1**	**207**

18.2. Proceedings with a possible loss expectation

The Company and its subsidiaries have other risks related to tax, civil, and labor matters, which were assessed by legal advisors as possible in the amounts indicated below, for which no provision has been made, as the accounting practices adopted in Brazil and IFRSs do not determine their recording.

	03/31/2026	12/31/2025
Tax (a) (b)	1,287	1,498
Civil, administrative and others (c)	195	172
Labor and social security	102	102
Total	**1,584**	**1,772**

The main proceedings related to tax issues are:

(a) The amount of BRL467 on March 31, 2026 (BRL451 on March 31, 2025), for alleged Corporate Income Tax (IRPJ) and Social Contribution on Net Profit (CSLL) debts arising from amortization of goodwill expenses and, for the purposes of guaranteeing the disputed portion for the calendar years 2014 to 2017, an insurance was presented, in the amount of BRL219 (BRL216 on December 31, 2025), and in relation to the calendar years as of 2018, the amounts were subject to judicial deposit, in the total amount of BRL248 on December 31, 2026 (BRL235 on December 31, 2025). We are awaiting analysis of the Appeal filed by the Company on August 9, 2023, against the decision dismissing the action with regard to tax deduction;

(b) The amount BRL240 on March 31, 2026 (BRL235 on December 31, 2025), for differences in IRPJ and CSLL in calendar years 2014, resulting from the disallowance of commission expenses and interest on bonds issued. On April 11, 2024, a trial took place at CARF, canceling the tax requirement. On June 25, 2024, the PGFN filed a special appeal. On September 9, 2025, the appeal was dismissed. Waiting for notification; and

Regarding proceedings relating to civil, administrative, and other matters:

(c) The balance on March 31, 2026, comprises, substantially, (i) tax assessment notices of the RDN on discussions of compliance with the minimum levels of operation, conservation, and maintenance services, (ii) compensation for civil liability against the group's concessionaires, and (iii) pulverized lawsuits of several types.

Further to making court deposits, legal guarantees were provided for the ongoing proceedings, on March 31, 2026, in the amount of BRL21 (BRL21 on December 31, 2025).

19. Maintenance provision - Consolidated

	Current	Non-current	Total
Balance in December 31, 2025	**364**	**426**	**790**
Constitution	173	32	205
Adjustment at present value	12	11	23
Transfers	77	(77)	-
Realization	(110)	-	(110)
Balance in March 31, 2026	**516**	**392**	**908**

The rate on March 31, 2026, and December 31, 2025, for calculating the present value was 11.43% p.a.

20. Equity

20.1. Basic and diluted profit per share

	Parent company		Consolidated	
Parent company and Consolidated	**03/31/2026**	**03/31/2025**	**03/31/2026**	**03/31/2025 (restated)**
Numerator				
Profit from continuing operations	137	98	153	102
Profit from discontinued operations	137	-	16	4
Net profit for the period	**274**	**98**	**169**	**106**
Denominator (in thousands)				
Weighted average shares - basic	2,011	2,010	2,011	2,010
Weighted average shares - diluted	2,020	2,020	2,020	2,020
Net income per share – basic	**0.13627**	**0.04875**	**0.08405**	**0.05273**
Profit from continuing operations	0.06813	0.04875	0.07609	0.05074
Profit from discontinued operations	0.06813	0.00000	0.00796	0.00199
Net income per share – diluted	**0.13564**	**0.04851**	**0.08366**	**0.05248**
Profit from continuing operations	0.06782	0.04851	0.07574	0.05050
Profit from discontinued operations	0.06782	0.00000	0.00792	0.00198

20.2. Long-Term Incentive Plans, payable in shares

No new Long-Term Incentive Plans were granted this quarter. The plans granted in previous fiscal years maintain the characteristics disclosed in the explanatory notes of the respective fiscal years, with 5,797,615 shares remaining to be exercised as the vesting period progresses.

In the quarter ended March 31, 2026, the amount of BRL4 related to the plans granted in 2023, 2024, and 2025, was recognized as an expense, with a corresponding entry to capital reserve.

21. Net operating revenue

	Parent company		Consolidated	
	03/31/2026	03/31/2025	03/31/2026	03/31/2025
Gross revenue	**22**	**17**	**4,611**	**4,124**
Revenue from toll fees	-	-	2,541	2,330
Construction revenue (ICPC 01 R1)	-	-	1,049	757
Revenue from subway	-	-	664	615
Income from remuneration of accounts receivable from the Concession Grantor	-	-	86	173
Accessory revenues	-	-	76	71
Revenue from waterways	-	-	-	8
Revenue from optical fiber services	-	-	1	2
Revenue from variable monetary consideration	-	-	26	25
Revenue from service provision between the related parties	22	17	-	1
Revenue from rebalancing - ViaQuatro	-	-	68	-
Revenue from pecuniary consideration - installment B	-	-	10	10
Demand projected risk mitigation	-	-	90	132
Deductions from gross income	**(3)**	**(2)**	**(235)**	**(220)**
Taxes on revenue	(3)	(2)	(233)	(217)
Discount	-	-	(2)	(3)
Net operating revenue	**19**	**15**	**4,376**	**3,904**
Net operating revenue in Brazil	19	15	4,376	3,904
Net operating revenue abroad	-	-	-	-

22. Financial profit or loss

	Parent company		Consolidated	
	03/31/2026	03/31/2025	03/31/2026	03/31/2025 (restated)
Finance costs	**(395)**	**(254)**	**(1,368)**	**(1,107)**
Interest on loans, financing, debentures, promissory notes and commercial notes	(213)	(115)	(884)	(712)
Monetary variation on loans, financing, debentures and commercial notes	(70)	(74)	(371)	(306)
Interest and monetary variations	(1)	-	(1)	(7)
Loss with derivative operations	(74)	(45)	(214)	(95)
Adjustment to present value of the provision for maintenance	-	-	(23)	(24)
Loan costs capitalization	-	-	270	166
Fair value of loans, financing and debentures	(30)	(18)	(95)	(33)
Foreign exchange-rate variations on foreign suppliers	-	-	-	(1)
Rates, commissions and other financial costs	(7)	(2)	(50)	(95)
Financial income	**193**	**176**	**584**	**347**
Exchange-variation on loans and financing	-	-	-	6
Interest and monetary variations	35	60	6	8
Gain from derivative operations	63	62	178	102
Fair value of loans, financing and debentures	38	18	112	44
Adjustment to present value - leases	-	-	1	1
Revenue on financial investments	55	33	272	173
Foreign exchange-rate variations on foreign suppliers	-	-	-	2
Interest and other financial income	2	3	15	11
Net finance result	**(202)**	**(78)**	**(784)**	**(760)**

23. Financial instruments

23.1. Financial instruments by category and fair value hierarchy

The table below shows the carrying amounts and the fair values of the financial assets and liabilities, including their levels in the hierarchy of fair value. It does not include information on the fair value of the financial assets and liabilities not measured at fair value if the carrying amount is a reasonable approximation of the fair value.

		Parent company		Consolidated	
		03/31/2026	12/31/2025	03/31/2026	12/31/2025
Assets	**Level**	**4,220**	**4,890**	**17,808**	**16,270**
Fair value through profit or loss		**1,315**	**2,510**	**9,740**	**8,330**
Cash and banks	Level 2	1	-	31	60
Financial investiments	Level 2	1,073	2,293	9,021	7,608
Linked financial investiments - reserve account	Level 2	-	-	286	427
Accounts receivable - operations with derivatives	Level 2	241	217	402	235
Amortized cost		**2,905**	**2,380**	**8,068**	**7,940**
Accounts receivable from operations		-	-	969	923
Accounts receivables from related parties		442	416	4	3
Accounts receivable with the Concession Grantor		-	-	6,915	6,839
Mutual loans with related parties		699	670	158	153
Securities and financial instruments		-	-	20	20
Advance for capital increase - related parties		34	43	2	2
Dividends and interest on equity		1,730	1,251	-	-
Liabilities	**Level**	**(8,868)**	**(8,825)**	**(42,372)**	**(39,379)**
Fair value through profit or loss		**(3,088)**	**(3,029)**	**(10,352)**	**(8,115)**
Debentures and commercial notes (a)	Level 2	(2,870)	(2,824)	(9,875)	(7,785)
Accounts payable of operations with derivatives	Level 2	(218)	(205)	(477)	(330)
Fair value through comprehensive income		**-**	**-**	**(28)**	**-**
Accounts payable - operations with derivatives		-	-	(28)	-
Amortized cost		**(5,780)**	**(5,796)**	**(31,992)**	**(31,264)**
Debentures and commercial notes (a)		(5,560)	(5,570)	(23,141)	(22,348)
Loans and financing (a)		-	-	(7,109)	(7,108)
Suppliers and accounts payable		(91)	(97)	(1,157)	(1,380)
Suppliers and accounts payable to related parties		(4)	(4)	(20)	(17)
Advance for capital increase - related parties		(1)	(1)	(1)	(1)
Dividends and interest on own capital		(124)	(124)	(552)	(399)
Liabilities with Concession Grantor		-	-	(12)	(11)
Total		**(4,648)**	**(3,935)**	**(24,564)**	**(23,109)**

(a) Carrying amounts are net of transaction costs.

Loans in foreign currency measured at fair value through profit or loss - The subsidiary ViaLagos took a loan in foreign currency (U.S. dollar), bearing interest at USD + 5.88% p.a., having contracted a swap exchanging the entire exchange-rate variation, interest, and IR on remittances of interest abroad at the CDI rate + 1.60% p.a. The Company understands that the measurement of this loan at fair value (fair value option) would result in more relevant information and would reduce accounting mismatch in profit or loss, caused by measuring the derivative at fair value and debt at amortized cost. The loan agreement was settled on June 26, 2025.

Loans, bonds, and promissory notes measured at amortized cost - In the event the criterion for recognition of these liabilities at fair values (level 2) was adopted, balances would be as follows:

	Parent company				Consolidated			
	03/31/2026		12/31/2025		03/31/2026		12/31/2025	
	Book value	Fair value	Book value	Fair value	Book value	Fair value	Book value	Fair value
Loans (a)	-	-	-	-	112	101	127	103
Debentures and commercial notes (a)	5,606	5,455	5,618	5,483	23,314	21,880	22,516	21,265

(a) Carrying amounts are gross from transaction costs.

Fair values were calculated by projecting cash flows up to the maturity of the transactions based on future rates obtained from public sources (e.g., B3, ANBIMA, and Bloomberg), adding contractual spreads and brought to present value using a pre-fixed rate (pre-DI), plus credit risk components, which considers the ANBIMA triple-A credit curve on the base date as the spread.

Bonds measured at fair value through profit or loss (hedge accounting) – The Company and its subsidiaries obtained funding by issuing bonds and entered into swap agreements, swapping the contractual remuneration for a percentage of the CDI rate. The Company understands that measuring these debts at fair value (level 2) (hedge accounting) would result in more relevant information and would reduce accounting mismatch in profit or loss, caused by the measurement of the derivative at fair value and debt at amortized cost. Had these bonds been measured at amortized cost, the carrying amount would be BRL10,147 on March 31, 2026 (BRL8,004 on December 31, 2025), as detailed below:

Company	Series	Agreement fees	Agreement fees - swap	Amortized cost (a)
Motiva	Debentures - 14th issuance - series 2	IPCA + 4.25% p.a.	CDI rate + 1.76% p.a.	398
Motiva	Debentures - 15th issuance - series 1	IPCA + 4.8791% p.a.	CDI rate + 1.3763% p.a.	573
Motiva	Debentures - 16th issuance - series 2	IPCA + 6.4370% p.a.	CDI rate + 0.90% p.a. / 107.2% CDI p.a. / CDI + 0.85% p.a. / 105.78% CDI p.a.	2,121
AutoBAn	Debentures - 16th issuance - series 2	IPCA + 7,0457% a.a.	CDI – 0,80% / CDI – 0,805% / CDI – 0,815%	1,144
Pantanal	Debentures - 1st Issuance - single series	IPCA+7,3161%AA	CDI – 0,38% / CDI – 0,30% a.a.	1,440
PRVias	Debentures - 1st Issuance - single series	IPCA + 7,60% p.a.	CDI + 0,07% p.a. (string) / CDI + 0,08% p.a. (string)	1,146
Rota Sorocabana	Debentures - 2nd issuance - single series	IPCA + 7,78% p.a.	CDI 0,0375% p.a. (string) / CDI + 0,0151% p.a. (capitalized flow)	2,349
Rota Sorocabana	Debentures - 3nd issuance - single series	IPCA + 6,9109% a.a.	CDI – 1,14% a.a.	491
ViaMobilidade - Linhas 5 e 17	Debentures - 2nd issuance - single series	9.76% p.a.	CDI rate + 1.44% p.a.	485
Total				**10,147**

(a) Gross values from transaction costs.

23.2. Derivative financial instruments

The main goal of the outstanding trades with derivatives on March 31, 2026, is to protect against fluctuations in other indexes and interest rates, without a speculative nature. Accordingly, they are characterized as hedge instruments and recorded at fair value through profit or loss.

Motiva contracted swap transactions to mitigate the exchange rate risk of cash flows from loans in foreign currency, inflation/interest risks of bonds issuances, and NDF (Non-Deliverable Forward) to protect against foreign exchange risks of agreements with foreign suppliers. The transactions in force on March 31, 2026, are detailed below:

Company	Risk	Covered risk
AutoBAn	*Swap* - interest risk	100% Debentures - 16th Issue - Series 2
Motiva	*Swap* - interest risk	100% Debentures - 14th Issue - Series 2
Motiva	*Swap* - interest risk	100% Debentures - 15th Issue - Single Series
Motiva	*Swap* - interest risk	58.28% Debentures - 16th Issue - Series 2
Motiva	*Swap* - interest risk	69.23% Debentures - 19th Issue - Series 2
Pantanal	*Swap* - interest risk	7.3161% Debentures - 1th Issue - Single Series
PRVias	*Swap* - interest risk	100% Debentures - 1st Issue - Single Series
Rota Sorocabana	*Swap* - interest risk	100% Debentures - 2nd Issue - Single Series
Rota Sorocabana	*Swap* - interest risk	6.9109% Debentures - 3td Issue - Single Series
ViaMobilidade - Linhas 5 e 17	*Swap* - interest risk	100% Debentures - 2nd Issue - Single Series

All derivative financial instruments were traded over-the-counter (OTC).

The following table shows the derivatives contracted for the Company and its subsidiaries:

		Reference value (Notional)		Gross values contracted and settled		Accumulated effect		Income (loss)			
		Local currency		Received/(paid) local currency		Amounts receivable /payable		Gain/(loss) in income		Gain/(loss) in comprehensive income	
Operation	Maturity date	03/31/2026	12/31/2025	03/31/2026	03/31/2025	03/31/2026	12/31/2025	03/31/2026	03/31/2025	03/31/2026	03/31/2025
SWAP - foreign exchange risks		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**(7)**	**-**	**-**
ViaLagos	2025	-	-	-	-	-	-	-	(7)	-	-
SWAP - interest risks		**9,625**	**7,736**	**(56)**	**(11)**	**(75)**	**(95)**	**(36)**	**14**	**-**	**-**
AutoBAn	2037	1,100	1,100	(34)	-	44	17	(7)	-	-	-
Motiva	2023 to 2037	2,860	2,876	(22)	(11)	23	12	(11)	18	-	-
ViaMobilidade - Linhas 5 e 17	2030	700	700	-	-	(60)	(53)	(7)	7	-	-
Pantanal	2033	1,418	-	-	-	(1)	-	(1)	-	-	-
Rota Sorocabana	2033	2,539	2,050	-	-	(43)	(37)	(6)	(1)	-	-
PRVias	2030	1,008	1,010	-	-	(38)	(34)	(4)	(10)	-	-
NDF - foreign exchange risks		**409**	**432**	**-**	**-**	**(28)**	**-**	**-**	**-**	**(28)**	**(1)**
ViaMobilidade - Linhas 5 e 17	2023 to 2025	-	-	-	-	-	-	-	-	-	(1)
ViaQuatro	2026 to 2031	409	432	-	-	(28)	-	-	-	(28)	-
Total		**10,034**	**8,168**	**(56)**	**(11)**	**(103)**	**(95)**	**(36)**	**7**	**(28)**	**(1)**

23.3. Sensitivity analysis

Sensitivity analyses are established based on assumptions and premises related to future events. The Management of the Company and its subsidiaries regularly review these estimates and assumptions used in calculations. However, the settlement of transactions involving these estimates may result in amounts that differ from estimated amounts, as a result of the subjectivity inherent to the process used to prepare the analyses.

In the sensitivity analysis calculations, new contracts of operations with derivatives were not considered other than the current ones.

For the A and B stress scenarios of the sensitivity analysis, the Company adopted the percentages of 25% and 50%, respectively, which are applied to present the situation showing relevant sensitivity to variable risk.

23.3.1. Sensitivity analysis of variations in foreign currency

The table below shows the nominal values related to the exchange rate variation on debts and agreements with foreign suppliers and NDF subject to such risk. The amounts refer to the effects on the income for the fiscal year and in equity and were calculated based on the balance of foreign exchange exposures on the date of these financial statements, and the exchange rates used in the probable scenario were stressed by 25% and 50% for scenarios A and B.

			Consolidated - effects in BRL on the result		
Operation	**Risk**	**Foreign currency exposure [1]**	**Probable scenario**	**Scenario A 25%**	**Scenario B 50%**
Commitments with foreign suppliers	Dollar / Euro	(17)	-	(5)	(9)
Net effect			**-**	**(5)**	**(9)**
Currency in 03/31/2026:	Dollar [2]		5.2194	6.5243	7.8291
	Euro [2]		6.0117	7.5146	9.0176

(1) The exposure values do not cover adjustments to fair value and are not deducted from transaction costs; and

(2) Refers to the currency sales rate on 03/31/2026, disclosed by the Central Bank of Brazil.

23.3.2. Sensitivity analysis of interest rate variations

Below, we state amounts resulting from adjustments for inflation and interest on loan agreements, financing, bonds, and promissory notes, loans, obligations in installments, and financial investments with post-fixed rates, in a 12-month period, that is, until March 31, 2027, or until the final maturity date of each transaction, whichever occurs first.

		Consolidated - Effects in BRL on the result		
Risk	Exposure in BRL (6) (7)	Probable scenario	Scenario A 25%	Scenario B 50%
CDI rate	(20,795)	(2,982)	(3,712)	(4,441)
IPC-A	(13,845)	(1,518)	(1,667)	(1,816)
TJLP	(5,563)	(698)	(822)	(946)
Pre	(143)	-	-	-
Effect on loans, financing, debentures, derivatives and commercial notes		**(5,198)**	**(6,201)**	**(7,203)**
CDI rate	(174)	(25)	(29)	(32)
Effect on mutuals		**(25)**	**(29)**	**(32)**
Selic over	(14)	(2)	(3)	(3)
Effect on installment obligations		**(2)**	**(3)**	**(3)**
CDI rate	12,210	1,434	1,700	1,965
Effect on financial investments		**1,434**	**1,700**	**1,965**
Total effect from gain / (loss)		**(3,791)**	**(4,533)**	**(5,273)**

The interest rates considered were (1):	CDI rate increase (2)	14.6500%	18.3125%	21.9750%
	IPC-A (3)	4.1400%	5.1750%	6.2100%
	TJLP (4)	9.1300%	11.4125%	13.6950%
	Selic *over* (5)	14.7500%	18.4375%	22.1250%
	CDI rate decrease (2	14.6500%	10.9875%	7.3250%

(1) The rates presented above served as the basis for the calculation and were used in the 12 months of the calculation:

Items (2) to (5) below detail the assumptions used in obtaining the rates of the probable scenario:

(2) Rate as of 03/31/2026, published by B3. In the investees where the liabilities linked to the CDI rate are higher than the financial investments, the increase in the CDI rate was taken into account to calculate the stress scenarios. In the investees where the investments are higher than the liabilities linked to the CDI rate, the decrease in the CDI rate was taken into account to calculate the stress scenarios;

(3) Accumulated annual variation in the past 12 months, published by the Brazilian Institute of Geography and Statistics (IBGE);

(4) Rate on 03/31/2026, published by the BNDES;

(5) Rate on 03/31/2026, published by the Central Bank of Brazil;

(6) The exposure amounts do not include adjustments to fair value, are not deducted from transaction costs, and do not consider the balances of interest on 03/31/2026, when they do not affect the calculations of subsequent effects; and

(7) The stress scenarios consider depreciation of the risk factors (CDI rate, Long Term Interest Rate (TJLP), Amplified Consumer Price Index (IPCA), and Special System for Settlement and Custody (Selic) rate).

24. Commitments subject to concession agreements - Consolidated

24.1. Commitments to the Concession Grantor

			Amount paid in the year		Current Amount payable	
			03/31/2026	03/31/2025 (restated)	03/31/2026	12/31/2025
Variable concession fee	**%**	**Calculation basis**	**26**	**34**	**10**	**10**
AutoBAn	1.5	Gross revenue	15	14	5	5
RodoAnel Oeste	3.0	Gross revenue	4	3	1	1
Rota Sorocabana	2.0	Gross revenue	1	-	1	1
SPVias	1.5	Gross revenue	5	4	1	1
ViaMobilidade – Linhas 5 e 17	1.0	Gross revenue	1	1	2	2
VOE	5.0	Gross revenue	-	12	-	-
Ônus de fiscalização			**1**	**-**	**2**	**1**
Rota Sorocabana	3.0	Receita bruta	1	-	2	1
Total			**27**	**34**	**12**	**11**

24.2. Commitments related to concessions

The concessionaires assumed commitments in their concession agreements, which encompass investments (improvements and major periodic maintenance) to be made over the concession period. The values shown below reflect the value of investments established at the beginning of each concession agreement, adjusted by rebalancing agreed upon with the Concession Grantors and restated on an annual basis by the Tariff Adjustment Indices of each concessionaire; therefore, they do not include possible differences in relation to market prices and other price correction indicators:

Company	03/31/2026	31/12/2025
AutoBAn	2,498	2,632
Pantanal	11,925	12,083
PRVias	10,520	10,719
RioSP	13,666	13,907
RodoAnel Oeste (a)	449	451
Rota Sorocabana	8,767	8,546
SPVias	1,430	1,572
ViaCosteira	1,124	1,084
ViaLagos	63	63
ViaMobilidade - Linhas 5 e 17 (a)	36	34
ViaMobilidade - Linhas 8 e 9 (a)	1,013	1,085
ViaQuatro (a)	905	880
ViaSul	2,924	3,090
Total	**55,320**	**56,146**

(a) The amounts represent 100% of the concessionaire.

In addition to the items listed in the table, VOE has an outstanding balance of investment commitments in the amount of BRL390.

The values above do not include any contingent investments (except for Rota Sorocabana, Pantanal, and PRVias, which have contingencies covered since the acquisition of the assets), service level commitments, cases under discussion for rebalancing, and minor non-periodic maintenance.

25. Statements of cash flows

25.1. Transactions not affecting cash flow

Transactions that did not affect cash, in the quarters ended March 31, 2026, and 2025, are presented in the cash flow line items, which are shown below:

	Parent company		Consolidated	
	03/31/2026	12/31/2025	03/31/2026	12/31/2025
Variations in assets and liabilities	**-**	**23**	**102**	**45**
Accounts receivable with the Concession Grantor	-	-	-	13
Accounts receivables from related parties	-	(7)	1	4
Taxes to recover	-	-	-	(2)
Dividend received	-	-	(1)	-
Financial assets	-	-	102	-
Others obligations	-	30	-	30
Effect on net cash from investment activities	**-**	**(23)**	**(102)**	**(45)**
Mutual loans with related parties	-	(237)	-	-
Transaction with partners	-	214	-	(30)
Other fixed assets and intangible assets	-	-	(102)	(15)
Capital contributions to investees and other investment activities	43	-	-	-
Advance for future capital increase with related parties	(43)	-	-	-

25.2. Financing activities

The Company classifies the interest paid as a financing activity, as it considers that such classification best represents the funding flows to fulfill the obligations in the concession agreements.

The reconciliation of financing activities is shown below:

Parent company	Debentures and commercial notes	Dividends and interest on equity	Operations with derivatives	Leases	Treasury shares	Total
Balance on December 31, 2025	**(8,394)**	**(124)**	**12**	**(2)**	**103**	**(8,405)**
Variations in financing cash flows	**239**	**-**	**22**	**1**	**-**	**262**
Payments of principal	-	-	-	1	-	1
Payments of interest	239	-	-	-	-	239
Settlement of operations with derivatives	-	-	22	-	-	22
Other variations that do not affect cash	**(275)**	**-**	**(11)**	**-**	**(7)**	**(293)**
Interest expenses, monetary and exchange variation	(283)	-	-	-	-	(283)
Result of fair value	8	-	(11)	-	-	(3)
Treasury shares settled	-	-	-	-	(7)	(7)
Balance on March 31, 2026	**(8,430)**	**(124)**	**23**	**(1)**	**96**	**(8,436)**

Consolidated	Loans and financing	Debentures and commercial notes	Mutual loans with related parties	Dividends and interest on equity	Interest of non-controlling shareholders	Operations with derivatives	Leases	Treasury shares	Total
Balance on December 31, 2025	**(7,108)**	**(30,133)**	**-**	**(399)**	**(492)**	**(95)**	**(27)**	**103**	**(38,151)**
Variations in financing cash flows	**209**	**(1,855)**	**-**	**-**	**-**	**56**	**5**	**-**	**(1,585)**
Funding (net of transaction costs)	-	(2,522)	-	-	-	-	-	-	(2,522)
Payments of principal	59	105	-	-	-	-	5	-	169
Payments of interest	150	562	-	-	-	-	-	-	712
Settlement of operations with derivatives	-	-	-	-	-	56	-	-	56
Other variations that do not affect cash	**(210)**	**(1,028)**	**-**	**(153)**	**148**	**(64)**	**-**	**(7)**	**(1,314)**
Interest expenses, monetary and exchange variation	(210)	(1,045)	-	-	-	-	-	-	(1,255)
Result of operations with derivatives and fair value	-	17	-	-	-	(64)	-	-	(47)
Result of the period of non-controlling shareholders	-	-	-	-	(16)	-	-	-	(16)
Dividend payable	-	-	-	(153)	153	-	-	-	-
Cumulative translation adjustments	-	-	-	-	11	-	-	-	11
Treasury shares settled	-	-	-	-	-	-	-	(7)	(7)
Balance on March 31, 2026	**(7,109)**	**(33,016)**	**-**	**(552)**	**(344)**	**(103)**	**(22)**	**96**	**(41,050)**

26. Assets and liabilities held for sale and discontinued operations

On November 18, 2025, the Company entered into a share purchase and sale agreement with ASUR, whereby the Company undertook to sell, and ASUR undertook to acquire, all of the shares of CPC, a holding company that concentrates the Company's holdings in airport assets in Brazil and abroad. CPC was valued at BRL5.000, subject to usual adjustments until the closing of the transaction. The completion of the transaction is contingent upon the fulfillment of certain conditions, including regulatory approvals in Brazil (ANAC) and abroad, as well as approvals from competition authorities. Management expects to complete the transaction by June 2026, subject to applicable regulatory approvals.

Thus, CPC met the classification criteria as both an "asset held for sale" and a "discontinued operation" simultaneously, in connection with the Management's strategic plan, approved by the Company's governance bodies. As part of classifying a group of assets as assets held for sale, the Company measured this group of assets at the lower of its carrying amount and its fair value less costs to sell. No indicator of impairment loss was identified at the time of the initial recognition of the classification of the subsidiary CPC as an asset held for sale, as it was measured based on the existing carrying amounts, which substantially approximated their respective fair values.

The airport segment was not previously classified as a discontinued operation or as held for sale. The income and cash flow statements for the comparative period are being restated to disclose the discontinued operation separately from the continuing operations.

26.1. Net result from discontinued operations

	Consolidated	
	03/31/2026	03/31/2025
Revenues	**762**	**694**
Costs	(419)	(284)
Gross Profit	**343**	**410**
Administrative and General Expenses	(85)	(101)
Other operating revenue and expenses	2	2
Profit or loss using the equity accounting method	135	44
Profit before financial results, profit sharing, and taxes	**395**	**355**
Net financial result	(223)	(251)
Profit before taxes	**172**	**104**
Taxes on profits	(19)	(2)
Net result from discontinued operations	**153**	**102**

26.2. Key asset and liability classes classified as held for sale

	Consolidated	
	31/03/2026	31/12/2025
Assets held for sale	**12,688**	**12,498**
Cash and cash equivalents	867	831
Financial investments	276	271
Accounts receivable from operations	316	272
Deferred tax assets	100	825
Prepaid expenses and other	-	516
Fixed assets	52	54
Intangible assets	9,875	8,973
Right of use on lease	1,202	756
Liabilities held for sale	**9,581**	**9,459**
Suppliers	135	168
Tax liabilities	68	92
Social and labor obligations	56	81
Other liabilities	3,084	2,987
Loans and financing	1,407	1,416
Bonds	4,778	4,688
Deferred income tax and social security contribution	53	27

27. Subsequent events

27.1. New concession – Fernão Dias

On April 2, 2026, the Company acquired all of Arteris' shares in Autopista Fernão Dias S.A., the current concessionaire of the BR-381/MG/SP Highway, as established in Bidding Process No. 04/2025, conducted by the Brazilian Land Transport Agency – ANTT. The transaction value was BRL381, paid in cash, with any additional installment of BRL20, as a price adjustment, currently under review within the scope of a precautionary measure issued by the Federal Court of Auditors in Process TC 006.915/2026-4.

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Composition of the Executive Board

Miguel Nuno Simões Nunes F. Setas	President Director
André Gustavo Salcedo Teixeira Mendes	Vice President of Business
Eduardo Siqueira Moraes Camargo	Vice President of Business
Pedro Paulo Archer Sutter	Vice President of Sustainability, Risk and Compliance
Raquel Cardoso da Silva	Vice President of People and Organizational Development
Roberto Penna Chaves Neto	Vice President Director of Legal Affairs, Governance, Compliance and Government Relations
Rodrigo Araujo Alves	Vice Presidente Director of Finance and Investor Relations Officer
Waldo Edwin Perez Leskovar	Vice President Director of Capex, Supply Chain and Shared Services

Composition of the Board of Directors

João Henrique Batista de Souza Schmidt	(Effective Member) President
Claudio Borin Guedes Palaia	(Effective Member) Vice president
Ana Maria Marcondes Penido Sant'Anna	Effective Member
Eduardo Bunker Gentil	Independent Member
Eliane Aleixo Lustosa de Andrade	Independent Member
José Guimarães Monforte	Independent Member
Leonardo de Mattos Galvão	Effective Member
Luiz Carlos Cavalcanti Dutra Júnior	Effective Member
Mateus Gomes Ferreira	Effective Member
Roberto Egydio Setúbal	Effective Member
Vicente Furletti Assis	Effective Member

Accountant

Fabia da Vera Cruz Campos Stancatti
CRC 1SP190868/O-0

Supervisory Board

Leda Maria Deiro Hahn
Maria Cecília Rossi
Piedade Mota da Fonseca

Audit, Compliance and Risk Committee

Jorge Roberto Manoel
Coordinator

Eduardo Bunker Gentil
Eliane Aleixo Lustosa de Andrade
José Guimarães Monforte