

# RESULTS

## 3Q24



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## 3Q24 Results



**São Paulo, October 31, 2024**

The Parent Company and Consolidated Quarterly Information was prepared and is being presented under the accounting practices adopted in Brazil and International Financial Reporting Standards (“IFRS”), issued by the International Accounting Standards Board (“IASB”), all of which applied in a manner consistent with the main accounting practices described in Note 3 to the Quarterly Information.

Unless otherwise stated, the financial and operating information is presented on a consolidated basis, in thousands of Brazilian reais, and the comparisons refer to 3Q23.

The consolidated information for jointly-owned subsidiaries includes the proportional data of the jointly-owned subsidiaries. Said information, as well as non-financial information and other operating information, were not audited by independent auditors. The results, by business platform, are presented with eliminations.

Due to rounding, the total amounts informed in the tables for this earnings release may have slight variations.



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## Highlights

1. The Company announced the extension of Renovias' term until April 13, 2026. Further details can be found in the regulatory matters section.
2. Record traffic in all platforms, with growths of 4.4% in toll roads, 5.1% in urban mobility, and 8.8% in airports.
3. CCR announced that will start the payment of dividends, totaling R\$ 304 million, on November 29, 2024.
4. CCR won the auction for the Sorocabana Route. The fixed grant amount offered was R\$1.6 billion.



## Consolidated Operational and Financial Highlights

OPERATIONAL AND FINANCIAL HIGHLIGHTS (R\$ MM)	3Q23	3Q24	Var.%	9M23	9M24	Var.%
Consolidated Adjusted Net Revenue <sup>1</sup>	3,416	3,782	10.7%	9,745	10,748	10.3%
Consolidated Adjusted EBITDA <sup>1</sup>	2,122	2,190	3.2%	5,853	6,265	7.0%
<i>Adjusted EBITDA - Toll Roads</i>	1,549	1,621	4.6%	4,375	4,653	6.4%
<i>Adjusted EBITDA - Mobility</i>	552	571	3.5%	1,422	1,561	9.8%
<i>Adjusted EBITDA - Airports</i>	235	274	16.5%	632	793	25.4%
<i>Adjusted EBITDA - Others</i>	(214)	(276)	28.8%	(575)	(742)	29.0%
Consolidated Adjusted EBITDA Margin <sup>2</sup>	62.1%	57.9%	-4.2 p.p.	60.1%	58.3%	-1.8 p.p.
Adjusted Net Income <sup>1</sup>	502	560	11.7%	1,022	1,420	38.9%
Net Debt/LTM Adjusted EBITDA (x)	2.9	3.1	0.2 p.p.	2.9	3.1	0.2 p.p.
Toll Roads - Equivalent Vehicles (million)	300.9	314.0	4.4%	869.3	909.6	4.6%
Mobility - Transported Passengers (million)	184.3	193.6	5.1%	529.2	560.6	5.9%
Airports - Boarded Passengers (million)	4.8	5.2	8.8%	13.5	14.6	8.4%
CAPEX <sup>3</sup>	1,331	2,101	57.9%	4,190	4,982	18.9%

1. Excludes construction revenue and costs. Adjustments are described in the "non-recurring effects" section in Exhibit I (page 25).

2. The Adjusted EBITDA Margin was calculated by dividing Adjusted EBITDA by Adjusted Net Revenue.

3. Includes improvement works that do not generate future economic benefits for ViaOeste.



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## Message from the CEO of Grupo CCR - Miguel Setas

Once again, we surpassed previous records and reported the best quarter in traffic volume across all our platforms. We saw a 4.4% growth in the number of equivalent vehicles on Toll Roads, a 5.1% increase in the number of customers transported in Urban Mobility, and an 8.8% rise in the number of passengers boarded at Airports.

As a result, the Adjusted Net Income increased by 11.7% over 3Q23, while the Adjusted Net Revenue grew by 10.7% and the Adjusted EBITDA by 3.2%. In 9M24, the Adjusted Net Income has risen by 38.9%. These results demonstrate the robustness and consistency of our management, focused on value creation and superior efficiency.

Aligned with our commitment to shareholder returns, CCR announced it will begin paying R\$ 304 million in dividends on November 29, 2024.

Considering investments made in 9M24, we reached a historic milestone of R\$5 billion for the Company, primarily allocated to works at CCR RioSP, ViaMobilidade - Lines 8 and 9 in São Paulo, and the South and Central Blocks. In 3Q24, investments totaled R\$2.1 billion, up by 57.9% over 3Q23.

It is worth noting that CCR maintains controlled leverage, with a net debt/EBITDA ratio of 3.1x. CCR Holding's net debt fell by 8% from 3Q23, mainly due to liability management, which allowed a 10.1% reduction in gross debt, in line with our strategy to optimize the Company's capital structure.

During this period, renovations were completed at Bacacheri (Curitiba), Palmas, and Petrolina (PE) airports, which are part of a R\$2 billion investment to expand and modernize terminals managed by CCR Aeroportos.

In line with our strategy of efficiency and digitalization, our Toll Roads platform began installing self-service systems on our state highways in São Paulo in September. As a result, drivers on the Anhanguera-Bandeirantes System, managed by CCR AutoBAn, and on southwestern São Paulo highways under CCR SPVias, such as the Raposo Tavares and Castelo Branco, will now have access to this new technology.

I would also like to highlight CCR's strong focus on technology, as we recently embarked on our Generative AI journey—a long-term, continuous improvement process aimed at superior efficiency and asset excellence. We currently use AI in an integrated manner across our urban mobility and airport operations, for tracking and monitoring activities. This technology is already used in the control of toll plazas on our highways, reducing evasions, identifying exempt vehicles, and mainly assisting in the identification of incidents through smart cameras.

In the field of Sustainability, Grupo CCR partnered to make Brazil's first carbon credit purchase registered on the upcoming B3 platform, acquiring 67,000 tons from the PSA Carbonflor

methodology, applied at Legado das Águas (SP), the largest private Atlantic Forest reserve in Brazil, managed by Reservas Votorantim. The announcement was made during the Brazil Climate Summit in New York, highlighting Grupo CCR's pioneering approach to ESG in the mobility infrastructure sector.

Furthermore, for the 11<sup>th</sup> consecutive year, Grupo CCR earned the Gold Seal in the Brazilian GHG Protocol Program, an award by Fundação Getulio Vargas (FGV) and the World Resources Institute (WRI) for companies adopting best market practices in the management of greenhouse gas (GHG) emissions inventory.

I am pleased to announce that Grupo CCR is among the 175 Best Companies to Work For in Brazil for the first time, ranking ninth in the "Giants" category of Great Place To Work® Brazil (GPTW) 2024, which includes organizations with over 10,000 employees. This achievement underscores our team's commitment to excellence and surpassing expectations in everything we do.

Finally, I am pleased to announce that Grupo CCR won the auction for the Sorocabana Route held on October 30, 2024. This is a premium asset of the São Paulo State that covers 460 kilometers across 12 routes in the southeastern region of the São Paulo State. The 30-year contract will require significant investments in improvement works and modernization of road conditions. The outcome reinforces the Group's presence and leadership in São Paulo, a region where the Company has extensive experience managing highway concessions. We remain optimistic about the future pipeline of opportunities and reiterate our disciplined capital allocation strategy in project evaluations.



## Financial and Operational Performance



### Toll Roads

	Traffic / Passengers			Average Tariff <sup>2</sup>		
	3Q23	3Q24	Var. %	3Q23	3Q24	Var. %
Toll Roads	Equivalent Vehicles <sup>1</sup>			Average Tariff <sup>2</sup>		
AutoBAn	77,625,060	82,939,476	6.8%	11.3	11.9	5.0%
MSVia <sup>3</sup>	15,205,613	14,584,255	-4.1%	3.2	3.9	23.0%
RioSP	43,431,108	44,999,079	3.6%	7.0	7.8	11.5%
RodoAnel Oeste	36,273,718	36,867,307	1.6%	3.0	3.2	6.8%
SPVias	18,192,055	18,787,085	3.3%	14.3	14.9	4.8%
ViaCosteira	20,372,696	22,133,911	8.6%	2.5	2.4	-4.1%
ViaLagos	2,170,208	2,185,911	0.7%	23.0	23.4	1.8%
ViaOeste <sup>4</sup>	32,342,491	33,374,296	3.2%	9.2	9.6	5.0%
ViaSul	22,949,845	24,757,682	7.9%	5.8	5.5	-5.1%
<b>Consolidated IFRS<sup>5</sup></b>	<b>300,905,285</b>	<b>314,003,297</b>	<b>4.4%</b>	<b>7.1</b>	<b>7.5</b>	<b>5.9%</b>

	Traffic / Passengers			Average Tariff <sup>2</sup>		
	9M23	9M24	Var. %	9M23	9M24	Var. %
Toll Roads	Equivalent Vehicles <sup>1</sup>			Average Tariff <sup>2</sup>		
AutoBAn	219,349,911	238,211,391	8.6%	11.0	11.5	4.8%
MSVia <sup>3</sup>	41,150,424	41,583,081	1.1%	3.2	4.1	26.9%
RioSP	124,633,057	129,638,612	4.0%	6.9	7.6	11.2%
RodoAnel Oeste	104,094,715	108,071,005	3.8%	2.9	3.1	7.1%
SPVias	51,920,908	54,635,159	5.2%	13.8	14.5	5.0%
ViaCosteira	61,606,536	64,406,731	4.5%	2.5	2.5	-0.2%
ViaLagos	6,931,911	6,977,433	0.7%	22.8	22.9	0.5%
ViaOeste <sup>4</sup>	93,767,861	97,188,452	3.6%	10.0	9.4	-6.0%
ViaSul	72,102,891	71,737,320	-0.5%	5.6	5.4	-2.5%
<b>Consolidated IFRS<sup>5</sup></b>	<b>869,326,075</b>	<b>909,637,636</b>	<b>4.6%</b>	<b>7.0</b>	<b>7.3</b>	<b>4.8%</b>

1. Equivalent Vehicles is a measure calculated by adding heavy vehicles (commercial vehicles such as trucks and buses) to light vehicles, multiplied by the number of axles charged. One light vehicle is equivalent to one axle of a heavy vehicle.

2. The average tariff for the highway business is calculated by dividing toll revenue by the number of equivalent vehicles of each concessionaire.

3. Due to the signing of the amendment to hold a new bidding process for MSVia in June 2021, revenue now accounts for 47.3% of the collected amount, impacting both revenue and the calculation of the average tariff.

4. Due to the signing of the 26th Amendment and Modifying Instrument of ViaOeste in June 2023, the revenue considered now accounts for 79.29% of the amount collected, impacting both revenue and the calculation of the average tariff.

5. In CCR's consolidated figures, traffic volume for ViaOeste, which only collects one-way tolls, is doubled to adjust it according to the concessionaires that have bidirectional toll collections. This procedure is based on the fact that one-way tolls already include round-trip costs.

	3Q23	3Q24	Var. %	9M23	9M24	Var. %
<b>Gross Revenue</b>	<b>2,188,273</b>	<b>2,397,730</b>	<b>9.6%</b>	<b>6,263,173</b>	<b>6,817,236</b>	<b>8.8%</b>
Toll Revenue	2,130,535	2,355,068	10.5%	6,062,922	6,649,303	9.7%
Other Revenues	57,738	42,662	-26.1%	200,251	167,933	-16.1%
(-) Construction Revenue	453,761	679,802	49.8%	1,064,354	1,768,398	66.1%
Deductions from Revenue	(198,273)	(216,147)	9.0%	(559,923)	(618,218)	10.4%
<b>Net Revenue excluding Construction (a)</b>	<b>1,990,000</b>	<b>2,181,583</b>	<b>9.6%</b>	<b>5,703,250</b>	<b>6,199,018</b>	<b>8.7%</b>
<b>Total Costs and Expenses (b+c+d)</b>	<b>(1,477,961)</b>	<b>(1,791,065)</b>	<b>21.2%</b>	<b>(3,950,005)</b>	<b>(4,929,821)</b>	<b>24.8%</b>
<b>Cash Costs (b)</b>	<b>(699,523)</b>	<b>(748,463)</b>	<b>7.0%</b>	<b>(1,935,678)</b>	<b>(2,113,411)</b>	<b>9.2%</b>
Personnel	(121,973)	(124,091)	1.7%	(356,866)	(368,141)	3.2%
Third-party Services	(178,302)	(264,835)	48.5%	(490,219)	(650,848)	32.8%
Concession Fees	(32,470)	(35,576)	9.6%	(90,412)	(99,858)	10.4%
Other Costs and Expenses	(366,778)	(323,961)	-11.7%	(998,181)	(994,564)	-0.4%
<b>Non-Cash Costs (c)</b>	<b>(324,677)</b>	<b>(362,800)</b>	<b>11.7%</b>	<b>(949,973)</b>	<b>(1,048,012)</b>	<b>10.3%</b>
Depreciation, Amortization, and Impairment	(212,458)	(225,164)	6.0%	(620,146)	(653,637)	5.4%
Provision for Maintenance	(80,601)	(104,360)	29.5%	(226,683)	(294,546)	29.9%
Prepaid Concession Fees	(31,618)	(33,276)	5.2%	(103,144)	(99,829)	-3.2%
Construction Costs (d)	(453,761)	(679,802)	49.8%	(1,064,354)	(1,768,398)	66.1%
<b>Non-recurring (e)</b>	<b>258,844</b>	<b>187,918</b>	<b>-27.4%</b>	<b>607,287</b>	<b>567,672</b>	<b>-6.5%</b>
<b>ADJUSTED EBITDA (a+b+e)</b>	<b>1,549,321</b>	<b>1,621,038</b>	<b>4.6%</b>	<b>4,374,859</b>	<b>4,653,279</b>	<b>6.4%</b>
<b>Adjusted EBITDA Margin<sup>1</sup></b>	<b>77.9%</b>	<b>74.3%</b>	<b>-3.5 p.p.</b>	<b>76.7%</b>	<b>75.1%</b>	<b>-1.6 p.p.</b>

1. The Adjusted EBITDA Margin was calculated over the Adjusted Net Revenue of R\$1,990,000 thousand in 3Q23, R\$2,181,583 thousand in 3Q24, R\$5,703,250 thousand in 9M23 and R\$6,199,018 thousand in 9M24, as there were no non-recurring effects that impacted revenue in the period.

As presented in the demand chart above, equivalent vehicles traffic increased by **4.4%** over 3Q23.

**Commercial vehicles** grew by **6.2%** in the period. Positive highlights for the AutoBAN, SPVias, ViaOeste, and RodoAnel Oeste concessions, which were favored by the strong commodity exports (soybean, sugar, coffee, and cotton), reflect the good performance of the economy. It is worth mentioning that the result also reflected the start of charging of suspended axles on vehicles with the Electronic Manifest of Fiscal Documents (MDF-e) on all of the Group's toll roads, accounting for approximately **3.3%** of the total commercial equivalent axles (+R\$50 million in toll revenues).

**Passenger vehicle** traffic grew by **2.1%** in the period, featuring ViaSul and ViaCosteira, which have been resuming demand. Additionally, there was an increase in commute traffic on AutoBAN, SPVias, RodoAnel Oeste, and ViaOeste.



Driven by better operational performance and tariff adjustments between the periods, **Toll Revenue** grew by **10.5%** in the period. The **Other Revenues** line fell by **26.1%** due to the sale of Samm, with an impact of R\$17 million. Accordingly, **Net Revenue excluding Construction** increased by **9.6%** in the period.

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

- **Personnel:** The increase was mainly due to the impact of the average annual salary adjustment of 3.86% (+R\$5 million). This effect was partially offset by the increased labor capitalization, mainly on RioSP and ViaSul.
- **Third-Party Services:** Increases of R\$35 million at ViaOeste, R\$22 million at MSVia, R\$6 million at AutoBAn, R\$5 million at RodoAnel Oeste, R\$5 million at SPVias, and R\$4 million at ViaLagos, aimed at pavement maintenance, according to the parameters established by the Granting Authority.
- **Concession Fees:** The R\$3 million increase was mainly due to higher toll revenues at AutoBAn, ViaOeste, SPVias, and RodoAnel Oeste.
- **Other Costs and Expenses:** The decrease was mainly due to investments of R\$188 million at ViaOeste in 3Q24, compared to the R\$259 million recorded in 3Q23, in improvement works that do not generate future economic benefit and, therefore, were accounted for as cost when incurred. This effect was partially offset by the reversal of the provision for tax contingencies at AutoBAn, which occurred in 3Q23, totaling approximately R\$25 million.

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

- **Depreciation, Amortization, and Impairment:** The increase was mainly due to the addition of intangible and fixed assets at AutoBan, RioSP, and SPVias, reflecting the works delivered in the period.
- **Provision for Maintenance:** The increase is mainly explained by the obligations assumed in the Definitive Agreement for AutoBAn, of R\$11 million, as well as pavement maintenance cycles, totaling R\$4 million at RodoAnel Oeste, R\$3 million at SPVias and R\$2 million at ViaSul.
- **Construction Costs:** The increase was due to the investment schedule agreed upon with the Granting Authorities, featuring the increase of approximately R\$188 million at ViaSul related to expansion, expropriations, and pavement recovery services across several sections of the São Paulo metropolitan and rural regions. At ViaSul, the R\$39

million increase referred to duplications and reconstruction of infrastructures lost in the climate disaster that occurred in May.

In addition, we also detail the breakdown of the **Non-Recurring** line: In **Other Costs and Expenses**, we highlight ViaOeste, which contributed R\$259 million in 3Q23, R\$188 million in 3Q24, R\$607 million in 9M23 and R\$568 million in 9M24, aimed at improvement works that do not generate future economic benefits.

The breakdown, by concession, is provided in Exhibit I of the earnings release.



## Urban Mobility

	Traffic / Passengers			Average Tariff <sup>1</sup>		
	3Q23	3Q24	Var.%	3Q23	3Q24	Var.%
Mobility	Passengers Transported			Average Tariff <sup>1</sup>		
Barcas <sup>2</sup>	3,580,395	3,351,646	-6.4%	7.4	7.7	4.7%
Metrô Bahia	26,276,674	30,877,849	17.5%	3.3	3.5	5.7%
ViaMobilidade - Lines 5 and 17	40,854,561	42,786,734	4.7%	2.5	2.5	1.4%
ViaMobilidade - Lines 8 and 9	59,350,934	59,402,000	0.1%	3.7	3.7	2.0%
ViaQuatro	49,735,257	50,875,338	2.3%	3.6	3.6	-0.2%
Integrated	42,562,581	43,308,367	1.8%	-	-	n.m.
Exclusive	7,172,676	7,566,971	5.5%	-	-	n.m.
VLT Carioca	4,482,755	6,310,883	40.8%	4.0	4.1	3.3%
<b>Consolidated</b>	<b>184,280,576</b>	<b>193,604,450</b>	<b>5.1%</b>			

	Traffic / Passengers			Average Tariff <sup>1</sup>		
	9M23	9M24	Var.%	9M23	9M24	Var.%
Mobility	Passengers Transported			Average Tariff <sup>1</sup>		
Barcas <sup>2</sup>	10,081,419	9,964,276	-1.2%	7.7	7.8	0.6%
Metrô Bahia	75,901,069	87,765,926	15.6%	3.2	3.4	5.1%
ViaMobilidade - Lines 5 and 17	114,479,556	124,663,294	8.9%	2.4	2.5	2.0%
ViaMobilidade - Lines 8 and 9	172,392,430	173,439,896	0.6%	3.6	3.7	1.2%
ViaQuatro	142,775,250	148,132,378	3.8%	3.6	3.6	0.7%
Integrated	122,862,640	126,021,779	2.6%	-	-	n.m.
Exclusive	19,912,610	22,110,599	11.0%	-	-	n.m.
VLT Carioca	13,598,642	16,676,352	22.6%	3.9	4.0	3.4%
<b>Consolidated</b>	<b>529,228,366</b>	<b>560,642,122</b>	<b>5.9%</b>			

1. The average tariff for the mobility business considers only tariff revenues and the number of passengers transported.

2. Considers the total number of passing passengers.

	3Q23	3Q24	Var. %	9M23	9M24	Var. %
<b>Gross Revenue</b>	<b>983,967</b>	<b>1,062,134</b>	<b>7.9%</b>	<b>3,335,918</b>	<b>3,022,343</b>	<b>-9.4%</b>
Tariff Revenue	623,847	668,273	7.1%	1,777,216	1,919,780	8.0%
Mitigation Revenue	113,000	133,252	17.9%	365,292	357,436	-2.2%
Financial Asset Revenue	216,618	218,903	1.1%	1,101,963	625,921	-43.2%
Real Estate Revenue <sup>1</sup>	13,312	17,023	27.9%	39,966	47,988	20.1%
Other <sup>2</sup>	17,190	24,683	43.6%	51,481	71,218	38.3%
(-) Construction Revenue	455,112	621,803	36.6%	949,635	1,965,166	106.9%
Deductions from Revenue	(10,277)	(8,820)	-14.2%	(29,371)	(25,808)	-12.1%
<b>Net Revenue excluding Construction (a)</b>	<b>973,690</b>	<b>1,053,314</b>	<b>8.2%</b>	<b>3,306,547</b>	<b>2,996,535</b>	<b>-9.4%</b>
<b>Total Costs and Expenses (b+c+d)</b>	<b>(1,105,663)</b>	<b>(1,206,731)</b>	<b>9.1%</b>	<b>(2,642,420)</b>	<b>(3,679,602)</b>	<b>39.3%</b>
<b>Cash Costs (b)</b>	<b>(572,176)</b>	<b>(482,666)</b>	<b>-15.6%</b>	<b>(1,465,083)</b>	<b>(1,435,673)</b>	<b>-2.0%</b>
Personnel	(202,234)	(218,766)	8.2%	(602,948)	(621,051)	3.0%
Third-party Services	(102,981)	(108,195)	5.1%	(288,544)	(316,547)	9.7%
Concession Fees / Obligations with the Granting Authority	(1,356)	(203)	-85.0%	(3,889)	(4,334)	11.4%
Other Costs and Expenses	(265,605)	(155,502)	-41.5%	(569,702)	(493,741)	-13.3%
<b>Non-Cash Costs (c)</b>	<b>(78,375)</b>	<b>(102,262)</b>	<b>30.5%</b>	<b>(227,702)</b>	<b>(278,763)</b>	<b>22.4%</b>
Depreciation, Amortization, and Impairment	(78,375)	(102,262)	30.5%	(227,702)	(278,763)	22.4%
Construction Costs (d)	(455,112)	(621,803)	36.6%	(949,635)	(1,965,166)	106.9%
<b>Non-recurring (e)</b>	<b>150,000</b>	<b>-</b>	<b>n.m.</b>	<b>(419,921)</b>	<b>-</b>	<b>n.m.</b>
<b>ADJUSTED EBITDA (a+b+e)</b>	<b>551,514</b>	<b>570,648</b>	<b>3.5%</b>	<b>1,421,543</b>	<b>1,560,862</b>	<b>9.8%</b>
<b>Adjusted EBITDA Margin</b>	<b>56.6%</b>	<b>54.2%</b>	<b>-2.5 p.p.</b>	<b>51.9%</b>	<b>52.1%</b>	<b>0.1 p.p.</b>

1. Considers revenue from real estate development of remaining areas and retrofit in the stations.

2. Ancillary revenue and revenue from related parties.

3. The Adjusted EBITDA Margin was calculated over the Adjusted Net Revenue of R\$973,690 thousand in 3Q23, R\$1,053,314 thousand in 3Q24, and R\$2,996,535 thousand in 9M24, as there were no non-recurring effects that impacted revenue in the period. In 9M23, it came to R\$2,736,626 thousand, reflecting the non-recurring effects described at the end of this section.

As presented in the demand chart above, demand for urban mobility assets increased by **5.1%** over 3Q23.

The main variations in demand in the period are **i) 17.5%** increase in Metrô Bahia, mainly due to the addition of two new stations under Branch 3; **ii) 4.7%** and **2.3%** increases in ViaMobilidade – Lines 5 and 17 and ViaQuatro, respectively, due to the return of in-person activities; and **iii) 40.8%** increase in VLT Carioca, mainly due to the opening of the Gentileza Intermodal Terminal (TIG), starting the connection between the BRT and municipal bus systems, in addition to the impact of the closing of 5 stations during the period of works in 2023.

Driven by the ongoing increase in passenger flow and tariff adjustments implemented between the periods, **Tariff Revenue** grew by **7.1%**, while **Mitigation Revenue** climbed **17.9%**, due to the start of the mitigation mechanism of VLT Carioca, which contributed R\$29 million in the quarter. Therefore, **Net Revenue excluding Construction** increased by **8.2%** in the period.

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

- **Personnel:** The increase was mainly due to the average annual salary adjustment of 3.86% (+R\$8 million) as of 2Q24, and the recovery of pre-operating costs for the implementation of Branch 3 in Metrô Bahia (+R\$4 million) in 3Q23.
- **Third-Party Services:** The increase was mainly due to vessel repairment services in Barcas aiming at the maintenance of the Navigation Safety Certifications (CSN), with an impact of R\$6 million.
- **Other Costs and Expenses:** The reduction was due to the effect of ViaMobilidade - Lines 8 and 9 Consent Decree (TAC), of R\$150 million, in addition to the reversals of provisions for lawsuits that occurred in 3Q23, of R\$20 million and R\$25 million in VLT Carioca and Barcas, respectively.

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

- **Depreciation and Amortization:** The increase was due to the addition in intangible assets, reflecting the new rolling stock (new trains) at ViaMobilidade – Lines 8 and 9.
- **Construction Costs:** The increase in this line was mainly due to the impact of R\$220 million in ViaMobilidade – Lines 8 and 9, with the acquisition of rolling stock (new trains). On the other hand, VLT Carioca reported a decrease of approximately R\$64 million, due to the completion phase of the works in the Gentileza Intermodal Terminal (TIG).

In addition, we also detail the breakdown of the **Non-Recurring** line: The **Revenue from Financial Assets** was impacted by R\$570 million due to the Barcas Agreement in 9M23. In **Other Costs and Expenses**, we feature the Consent Decree (TAC) at ViaMobilidade – Lines 8 and 9, of R\$150 million in 3Q23 and 9M23.

The breakdown, by concession, is provided in Exhibit I of the earnings release.



## Airports

	Traffic / Passengers			Average Tariff <sup>1</sup>		
	3Q23	3Q24	Var. %	3Q23	3Q24	Var. %
<b>Airports<sup>2</sup> - Domestic</b>	<b>Passengers Boarded</b>			<b>Average Tariff<sup>1</sup></b>		
Central Block (R\$)	1,037,000	1,070,077	3.2%	39.8	44.4	11.4%
South Block (R\$)	1,419,400	1,420,418	0.1%	42.0	43.9	4.5%
BH Airport (R\$)	1,304,034	1,593,594	22.2%	30.4	31.7	4.2%
Curaçao (USD)	34,027	35,371	3.9%	28.9	26.3	-9.2%
<b>Total Domestic</b>	<b>3,794,461</b>	<b>4,119,460</b>	<b>8.6%</b>			
<b>Airports<sup>2</sup> - International</b>	<b>Passengers Boarded</b>			<b>Average Tariff<sup>1</sup></b>		
Aeris (USD)	703,708	719,044	2.2%	31.7	30.5	-3.9%
Central Block (R\$)	100	-	n.m.	55.1	-	n.m.
South Block (R\$)	19,200	38,199	99.0%	75.6	79.3	4.8%
BH Airport (R\$)	62,486	82,118	31.4%	53.8	56.1	4.3%
Curaçao (USD)	174,310	214,555	23.1%	62.6	60.2	-3.8%
<b>Total International</b>	<b>959,804</b>	<b>1,053,916</b>	<b>9.8%</b>			
<b>Consolidated</b>	<b>4,754,265</b>	<b>5,173,376</b>	<b>8.8%</b>			

	Traffic / Passengers			Average Tariff <sup>1</sup>		
	9M23	9M24	Var. %	9M23	9M24	Var. %
<b>Airports<sup>2</sup> - Domestic</b>	<b>Passengers Boarded</b>			<b>Average Tariff<sup>1</sup></b>		
Central Block (R\$)	2,809,620	2,910,780	3.6%	39.4	45.1	14.5%
South Block (R\$)	4,012,108	4,056,426	1.1%	40.9	44.1	7.9%
BH Airport (R\$)	3,747,390	4,261,056	13.7%	29.6	30.9	4.6%
Curaçao (USD)	98,874	102,312	3.5%	28.8	26.4	-8.6%
<b>Total Domestic</b>	<b>10,667,992</b>	<b>11,330,574</b>	<b>6.2%</b>			
<b>Airports<sup>2</sup> - International</b>	<b>Passengers Boarded</b>			<b>Average Tariff<sup>1</sup></b>		
Aeris (USD)	2,143,150	2,364,136	10.3%	31.8	30.6	-4.0%
Central Block (R\$)	261	-	n.m.	66.5	-	n.m.
South Block (R\$)	51,467	94,331	83.3%	73.9	74.3	0.5%
BH Airport (R\$) <sup>3</sup>	140,665	210,273	49.5%	52.3	54.7	4.6%
Curaçao (USD)	478,733	611,344	27.7%	62.9	60.4	-4.0%
<b>Total International</b>	<b>2,814,276</b>	<b>3,280,084</b>	<b>16.6%</b>			
<b>Consolidated</b>	<b>13,482,268</b>	<b>14,610,658</b>	<b>8.4%</b>			

1. The average tariff for airports considers only tariff revenues and the number of passengers boarded. The average tariffs for the BH and the Central and South Block airports are stated in Brazilian reais, while tariffs for the other airports are reported in U.S. dollars.

2. The number of passengers may vary due to the official availability of passenger data provided by the airlines to ANAC.

3. The average tariff for 9M23 was adjusted on 9M24.

	3Q23	3Q24	Var.%	9M23	9M24	Var.%
<b>Gross Revenue</b>	<b>498,604</b>	<b>594,697</b>	<b>19.3%</b>	<b>1,621,887</b>	<b>1,686,517</b>	<b>4.0%</b>
Airport and Commercial Revenues	480,489	561,901	16.9%	1,376,267	1,601,658	16.4%
Other Revenues	18,115	32,796	81.0%	245,620	84,859	-65.5%
(-) Construction Revenue	101,713	506,272	397.7%	197,494	1,089,484	451.7%
Deductions from Revenue	(40,116)	(47,228)	17.7%	(112,491)	(129,788)	15.4%
<b>Net Revenue excluding Construction (a)</b>	<b>458,488</b>	<b>547,469</b>	<b>19.4%</b>	<b>1,509,396</b>	<b>1,556,729</b>	<b>3.1%</b>
<b>Total Costs and Expenses (b+c+d)</b>	<b>(415,861)</b>	<b>(877,539)</b>	<b>111.0%</b>	<b>(1,145,612)</b>	<b>(2,127,304)</b>	<b>85.7%</b>
<b>Cash Costs (b)</b>	<b>(223,121)</b>	<b>(273,305)</b>	<b>22.5%</b>	<b>(685,082)</b>	<b>(763,891)</b>	<b>11.5%</b>
Personnel	(74,290)	(89,495)	20.5%	(239,814)	(258,564)	7.8%
Third-party Services	(94,384)	(107,078)	13.4%	(264,934)	(295,411)	11.5%
Concession Fees / Obligations with the Granting Authority	(17,448)	(25,747)	47.6%	(49,738)	(74,935)	50.7%
Other Costs and Expenses	(36,999)	(50,985)	37.8%	(130,596)	(134,981)	3.4%
<b>Non-Cash Costs (c)</b>	<b>(91,027)</b>	<b>(97,962)</b>	<b>7.6%</b>	<b>(263,036)</b>	<b>(273,929)</b>	<b>4.1%</b>
Depreciation, Amortization, and Impairment	(91,027)	(97,962)	7.6%	(263,036)	(273,929)	4.1%
Construction Costs (d)	(101,713)	(506,272)	397.7%	(197,494)	(1,089,484)	451.7%
<b>Non-recurring (e)</b>	<b>-</b>	<b>-</b>	<b>n.m.</b>	<b>(192,131)</b>	<b>-</b>	<b>n.m.</b>
<b>ADJUSTED EBITDA (a+b+e)</b>	<b>235,367</b>	<b>274,164</b>	<b>16.5%</b>	<b>632,183</b>	<b>792,838</b>	<b>25.4%</b>
<b>Adjusted EBITDA Margin<sup>1</sup></b>	<b>51.3%</b>	<b>50.1%</b>	<b>-1.3 p.p.</b>	<b>48.0%</b>	<b>50.9%</b>	<b>2.9 p.p.</b>

1. The Adjusted EBITDA Margin was calculated over the Adjusted Net Revenue of R\$458,488 thousand in 3Q23, R\$547,469 thousand in 3Q24, and R\$1,556,729 thousand in 9M24, as there were no non-recurring effects that impacted revenue in the period. In 9M23, it came to R\$1,317,265 thousand, reflecting the non-recurring effects described at the end of this section.

According to the demand table above, the number of passengers boarded increased by **8.8%** in the airport modality.

We highlight Curaçao, which maintained a strong growth pace due to the consolidation of its international routes, as a result of higher aircraft occupancy and increased flight frequency.

At domestic airports, we highlight the BH Airport, which reported a **22.2%** growth in domestic traffic, driven by the effect of the discount in taxes on Aviation Kerosene (QAV), in addition to the **31.4%** growth in international traffic, as a result of the higher number of flights from TAP and LATAM. Additionally, the South Block reported a **99.0%** growth in international traffic, as a result of the creation of two new routes and the increased frequency of flights and seat availability.

The solid operational performance and tariff adjustments implemented between the periods contributed positively to the **16.9%** increase in **Airport and Commercial Revenues**. The **Other Revenues** line grew by **81.0%** in the period, mainly due to the increase in traffic and higher

consumption of Curaçao passengers. Therefore, **Net Revenue excluding Construction** increased by **19.4%** in the period.

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

- **Personnel:** The increase was mainly due to the Voluntary Separation Plan (PDV) in Curaçao, of approximately R\$12 million. The PDV will allow the Curaçao Airport to adjust operational teams during low season, resulting in cost reduction. There was also an increase of approximately R\$3 million, due to the average annual salary increase of 4.0%.
- **Third-Party Services:** The increase was mainly in Curaçao, due to the hiring of temporary staff to meet rising demand, with an impact of approximately R\$6 million, along with an increase in traffic control and cleaning services, totaling approximately R\$5 million.
- **Concession Fees / Obligations with the Granting Authority:** The increase was mainly due to higher airport revenue in Curaçao, impacting this line by R\$7 million.
- **Other Costs and Expenses:** The increase was mainly due to higher provisions for expected losses in Curaçao, totaling R\$4 million, due to the bankruptcy announcement of a local airline. There was also a reversal of the provision for expected losses in the South Block in 3Q23, of approximately R\$3 million. Furthermore, there was a R\$2 million increase in transfers to the supervisory bodies of Aeris, due to higher demand.

The main variation in **Non-Cash Costs** is:

- **Construction Costs:** The increase was mainly due to the execution of improvement works at boarding terminals and infrastructure and operational improvements at the airports in the South and Central Blocks, with impacts of R\$281 million and R\$116 million, respectively.

In addition, we also detail the variation of the **Non-Recurring** line: **Other Revenues** had the recognition of the contractual rebalancing in Aeris, totaling R\$192 million in 9M23.

The breakdown, by concession, is provided in Exhibit I of the earnings release.

## Other - Holdings and CSC

In the Holding Companies, the main impacts in the **Personnel** line were (i) the transfer of employees to the Shared Services Center (CSC), arising from the Company's New Organizational Model, and (ii) the average salary increase of 3.86% (+R\$6 million) implemented in 2Q24.

The **Third-Party Services** line increased by approximately R\$41 million with consultancy services related to the Value Acceleration Plan (PAV).

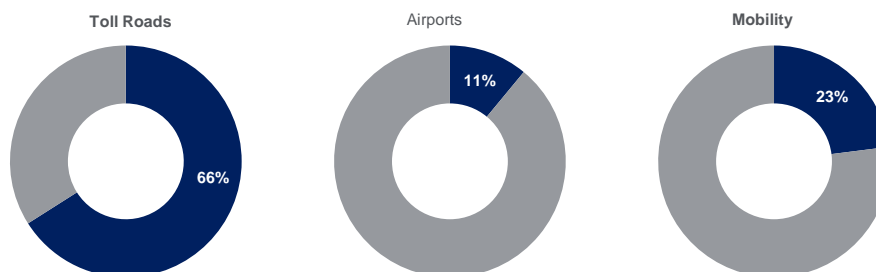


## Consolidated Adjusted EBITDA

Adjusted EBITDA <sup>1</sup> (R\$ MM)	3Q23	3Q24	Var.%	9M23	9M24	Var.%
Toll Roads	1,549	1,621	4.6%	4,375	4,653	6.4%
<i>Adjusted EBITDA Margin - Toll Roads</i>	77.9%	74.3%	-3.5 p.p.	76.7%	75.1%	-1.6 p.p.
Mobility	552	571	3.5%	1,422	1,561	9.8%
<i>Adjusted EBITDA Margin - Mobility</i>	56.6%	54.2%	-2.5 p.p.	51.9%	52.1%	+0.2 p.p.
Airports	235	274	16.5%	632	793	25.4%
<i>Adjusted EBITDA Margin - Airports</i>	51.3%	50.1%	-1.2 p.p.	48.0%	50.9%	+2.9 p.p.
Others	(214)	(276)	28.8%	(575)	(742)	29.0%
<b>Consolidated Adjusted EBITDA</b>	<b>2,122</b>	<b>2,190</b>	<b>3.2%</b>	<b>5,853</b>	<b>6,265</b>	<b>7.0%</b>
<b>Consolidated Adjusted EBITDA Margin</b>	<b>62.1%</b>	<b>57.9%</b>	<b>-4.2 p.p.</b>	<b>60.1%</b>	<b>58.3%</b>	<b>-1.8 p.p.</b>

1. Excludes non-recurring effects.

## Share in Adjusted EBITDA<sup>1</sup> by Platform



1. Does not consider the line Others – Holdings, CSC.





## Consolidated Net Financial Result

Financial Result (R\$ MM)	3Q23	3Q24	Var.%	9M23	9M24	Var.%
<b>Net Financial Result</b>	<b>(775)</b>	<b>(746)</b>	<b>-3.6%</b>	<b>(2,442)</b>	<b>(2,284)</b>	<b>-6.5%</b>
Income on Financial Investments and Other Revenues	278	214	-22.9%	826	562	-31.9%
Capitalization of Costs on Loans	52	111	112.7%	152	339	123.4%
Interest on Loans, Financing, and Debentures	(925)	(785)	-15.1%	(2,721)	(2,202)	-19.1%
Income from Hedge Operation and Fair Value	(39)	(24)	-38.1%	(157)	(10)	-93.6%
Monetary Variation	17	(110)	536.4%	(250)	(563)	125.1%
Other Financial Income and Expenses <sup>1</sup>	(124)	(152)	21.3%	(292)	(410)	40.4%

1. Other includes commissions, fees, taxes, fines, interest on taxes, exchange rate variations, and others.

### The main reasons for the variations reported in 3Q24 are:

The **Income on Financial Investments and Other Income** line reduced by 2.86 p.p. in the period, mainly due to a lower average annual CDI rate.

The **Capitalization on Loans** line increased mainly due to a higher capitalization at RioSP, ViaSul, and the South and Central Blocks, in line with the investments in the assets.

The **Interest on Loans, Financing, and Debentures** line fell mainly due to (i) the 2.86 p.p. decrease in the average annual CDI rate, (ii) the **30.2%** reduction in the debt linked to the CDI rate, and (iii) partially offset by the Company's higher gross debt level, which increased by **13.7%** over 3Q23.

The variation in the **Results from Hedge Operations and Fair Value** line reflects the fair value of financing obtained by **i)** ViaMobilidade – Lines 5 and 17 in April 2020; **ii)** ViaLagos in June 2023; and **iii)** CCR Holding in December 2017, December 2020, June 2021, and February 2022, as well as the fair value calculation of the related swaps.

The increase in the **Monetary Variation** line was mainly due to **i)** monetary variations in loans, financing, and debentures, causing an impact of R\$82 million and reflecting the **253.5%** increase in debt instruments indexed to the IPCA between the periods arising from the long-term financing obtained by RioSP, ViaMobilidade - Lines 8 and 9, ViaSul, and the South and Central Blocks; and **ii)** the monetary variation with the Granting Authority, which increased by R\$11 million due to the variation in the IPCA index related to the concession of the BH Airport. The increase mainly reflected the effects of the calculation of monetary variation on the balance, as a result of the IPCA between June 2024 and August 2024, of 0.57%, compared to 0.27% between June 2023

and August 2023, which are the periods considered to restate the concession balance in 3Q24 and 3Q23, respectively.

The increase in **Other Financial Income and Expenses** was mainly due to the effect of the payment of the premium of the 17<sup>th</sup> issue, totaling R\$27 million in CCR Holding, due to the liability management of R\$2.3 billion, which allowed refinancing and reducing the cost of debt. Additionally, there was an increase due to the monetary adjustment of the surplus tariff and TAC at MSVia, of approximately R\$10 million.



## Indebtedness

### Disbursements in the Quarter

In 3Q24, disbursements occurred as shown in the table below:

Company	Issue	Amount (R\$ MM)	Debt	Cost	Maturity
RioSP	Jul/24	2,500	2 <sup>nd</sup> Issue 1 <sup>st</sup> and 2 <sup>nd</sup> Series	IPCA + 6.90%	Jun/47
CCR	Jul/24	2,250	17 <sup>th</sup> Issue	CDI + 0.75%	Jul/29
ViaQuatro	Jul/24	940	6 <sup>th</sup> Issue	CDI + 1.10%	Jun/31
ViaCosteira	Sep/24	300	1 <sup>st</sup> Issue	CDI + 0.47%	Sep/27
South Block	Sep/24	200	3 <sup>rd</sup> Issue - 2 <sup>nd</sup> Series (4 <sup>th</sup> partial)	IPCA + 6.99%	Oct/47
South Block	Aug/24	100	3 <sup>rd</sup> Issue - 2 <sup>nd</sup> Series (3 <sup>rd</sup> partial)	IPCA + 6.99%	Oct/47
Central Block	Aug/24	85	Banco Nordeste	IPCA + 2.80%	Jul/45
Central Block	Aug/24	5	Banco Nordeste	IPCA + 2.29%	Jul/45
Central Block	Aug/24	70	Finem BNDES	IPCA + 8.05%	Oct/47
Central Block	Jul/24	10	CCB Banco Nordeste	CDI + 3.04%	Jan/25
<b>Total</b>		<b>6,460</b>			

Below is a description of the use of proceeds:

- RioSP, cash reinforcement for investments;
- CCR Holding, settlement of the 16<sup>th</sup> Debenture Issue and cash reinforcement;
- ViaQuatro, ViaCosteira, South and Central Blocks, cash reinforcement for investments.

### Evolution of Indebtedness

(R\$M)	Sep/23	Jun/24	Sep/24
Gross Debt <sup>1</sup> - Consolidated	30,259	31,233	34,392
Toll Roads	9,392	9,786	11,707
Mobility	10,213	10,833	11,750
Airports	4,685	5,083	5,569
Other <sup>2</sup>	5,969	5,531	5,366
Cash and Cash Equivalents and Financial Investments <sup>3</sup> - Consolidated	7,604	6,372	8,643
Toll Roads	2,854	2,041	3,985
Mobility	1,311	1,181	1,491
Airports	1,636	1,743	1,494
Other <sup>2</sup>	1,804	1,407	1,672
Net Balance of Derivatives Receivable (Payable) - Consolidated	152	(9)	(10)
Net Debt - Consolidated	22,503	24,870	25,759
Net Debt - CCR Holding	3,979	4,091	3,659

1. Gross debt excludes transaction costs incurred during the structuring of the respective financial instruments, when measured at amortized cost.

2. Unallocated (Holding Companies).

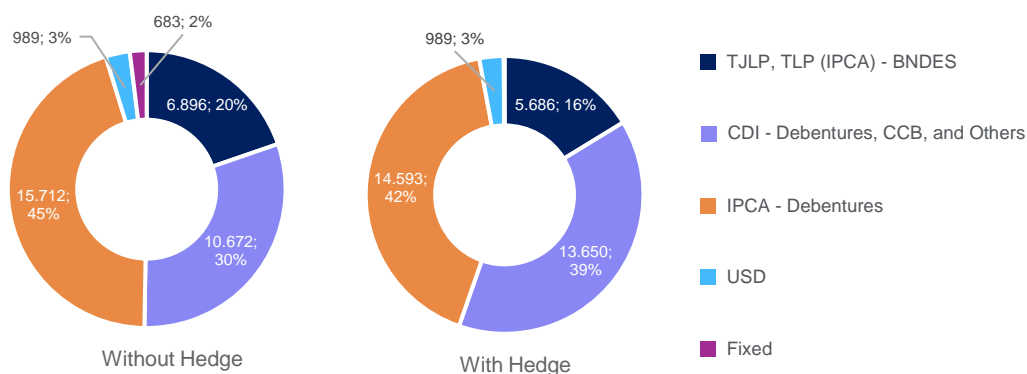
3. Considers current asset values only.

### Consolidated Debt Breakdown<sup>1</sup>

Debt Breakdown (R\$ MM)	Average Cost (% per annum)
BNDES	TJLP + 0.0% - 4.0% p.a., IPCA + 2.28% - 8.05% p.a.
Debentures, CCB, and Others	CDI + 0.47% - 3.75% p.a.
Debentures	IPCA + 4.5% - 7.5% p.a.
USD	4% p.a. - 12% p.a., SOFR + 4.60% p.a.
Others	6.14% p.a. - 9.76% p.a.

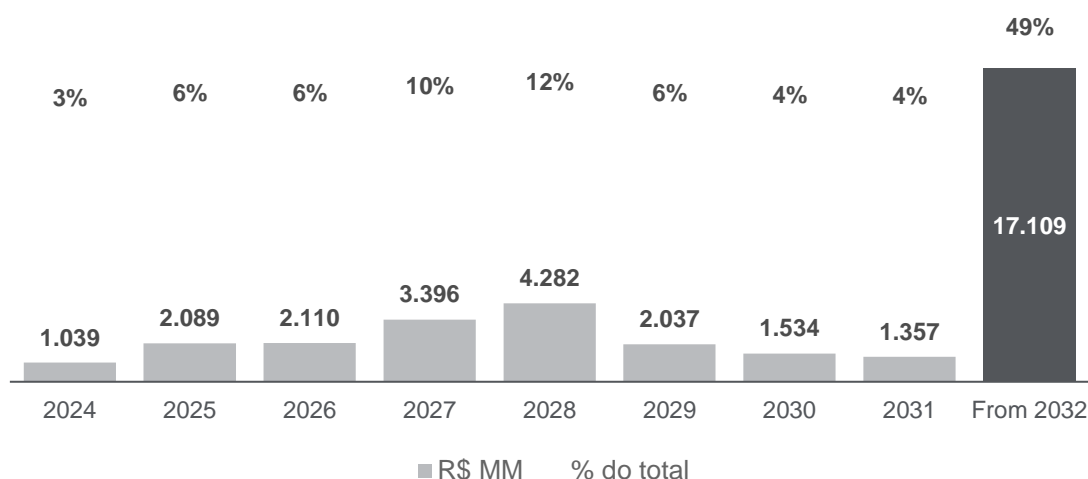
1. The amounts are not deducted from transaction costs and are measured at amortized cost.

### Debt Breakdown by Index<sup>1</sup>



1. Amounts in R\$MM and as a % of the Company's total debt.

### Amortization Schedule<sup>1</sup>



1. The amounts are not deducted from transaction costs and are measured at amortized cost.

The consolidated amortization schedule shows the Company's long-term debt profile. Nearly 49% of amortizations will mature as of 2032, already reflecting long-term financing disbursed in 2023 and 2024 at ViaMobilidade - Lines 8 and 9 (R\$4.6 billion hired and disbursed), the South and Central Blocks (R\$4.7 billion hired and R\$4.0 billion disbursed), ViaSul (R\$1.5 billion hired and R\$900 million disbursed), and RioSP (R\$10.6 billion hired and R\$2.5 billion disbursed).

Regarding the amortization of principal amounts in 2024, the R\$1.1 billion bridge loan at RioSP was refinanced through a long-term financing, partially disbursed in early 3Q24.

As additional information, on September 30, 2024, the net exposure of short-term equipment supply in U.S. dollars of companies with revenues in Brazilian reais totaled US\$15.9 million, referring to ViaQuatro, ViaMobilidade Lines 5 and 17, and ViaMobilidade - Lines 8 and 9. This amount is in line with the Company's financial policy.



## CAPEX and Maintenance

In 3Q24, **investments** (including those to be received as financial assets) and maintenance **reached R\$1,913 million**. Considering the R\$188 million investments carried out by ViaOeste, in the construction of improvement works that do not generate future economic benefit, investments **reached R\$2,101 in 3Q24**.

R\$ MM (100%)	Intangible and Fixed Assets		Maintenance Performed		Total	
	Improvements, Equipment, Financial Assets <sup>1</sup> , and Others		Maintenance Costs			
	3Q24	9M24	3Q24	9M24	3Q24	9M24
AutoBAAn	26	57	140	189	166	246
ViaLagos	2	4	-	-	2	4
RodoAnel Oeste	20	46	-	-	20	46
SPVias	50	113	-	-	50	113
MSVia	4	14	-	-	4	14
ViaSul	181	532	-	-	181	532
ViaCosteira	85	224	-	-	85	224
RioSP	465	1,123	-	-	465	1,123
ViaOeste	(2)	(2)	-	-	(2)	(2)
<b>Toll Roads</b>	<b>831</b>	<b>2,111</b>	<b>140</b>	<b>189</b>	<b>971</b>	<b>2,300</b>
ViaQuatro	3	42	-	-	3	42
ViaMobilidade Lines 5 and 17	45	92	-	-	45	92
Metrô Bahia	14	48	-	-	14	48
VLT Carioca	9	80	-	-	9	80
ViaMobilidade - Lines 8 and 9	339	700	-	-	339	700
Barcas	-	-	-	-	-	-
<b>Mobility</b>	<b>410</b>	<b>962</b>	<b>-</b>	<b>-</b>	<b>410</b>	<b>962</b>
BH Airport	8	13	-	-	8	13
Aeris	24	31	-	-	24	31
Curaçao	13	27	-	-	13	27
Central Block	137	329	-	-	137	329
South Block	334	726	-	-	334	726
Pampulha	4	13	-	-	4	13
<b>Airports</b>	<b>520</b>	<b>1,139</b>	<b>-</b>	<b>-</b>	<b>520</b>	<b>1,139</b>
Samm	-	4	-	-	-	4
Other <sup>2</sup>	12	9	-	-	12	9
<b>Consolidated</b>	<b>1,773</b>	<b>4,225</b>	<b>140</b>	<b>189</b>	<b>1,913</b>	<b>4,414</b>
ViaOeste <sup>3</sup>	188	568	-	-	188	568
<b>Consolidated + ViaOeste</b>	<b>1,961</b>	<b>4,793</b>	<b>140</b>	<b>189</b>	<b>2,101</b>	<b>4,982</b>

1. The investments made by the concessionaires, which will be received by the Granting Authorities as monetary consideration or contribution, compose financial assets.
2. Includes CCR Holding, CPC, and Eliminations.
3. Considers improvement works that do not generate future economic benefit and, therefore, were recorded as costs when incurred.

The concessionaires that invested the most in the quarter were **RioSP**, **South Block**, **ViaSul**, and **ViaMobilidade – Lines 8 and 9**. The breakdown of investments was already presented for each business, in the Construction Cost line.



## Regulatory Matters and Other Material Facts

### Extension of Renovias

On September 27, 2024, the Amendment and Modifying Instrument 23/2024 was executed between Renovias and the São Paulo State to extend the term of the concession contract until April 13, 2026, an extension of 547 days. The extension was requested by the Granting Authority, due to the term of the new bidding process, expected for December 2025. The agreement does not conclude any discussions on rebalancing and indicates that this term may be shorter if the bidding process occurs faster than expected. As a result, no revenue for contractual rebalancing was recognized at the signing of the amendment.

For more details, see Note 1 of the 3Q24 Financial Statements.



## Climate Agenda and Carbon Credits

During its most recent CCR Day, the Company announced the commitment to neutralize its scopes 1 and 2 carbon emissions by 2035, in line with the strategy of decarbonizing its operations. The goal is to reduce direct emissions and those associated with electricity consumption and offset the residual balance. These actions reinforce CCR's leadership in the sustainability agenda of the mobility segment.

In addition, Grupo CCR received the Best ESG award in the "Transportation and Logistics" category, by Revista EXAME. This is the third time the Company has been recognized for its efforts in the sustainability agenda.



## Diversity and Inclusion

In 3Q24, Grupo CCR focused on implementing the D&I Governance model with the creation of the D&I Committee (led by the Vice Presidency of People and Organizational Development), composed of other leaders and professionals in strategic positions. Sponsors (C-level executives)

were selected as institutional sponsors for each D&I pillar. The D&I Office (composed of the People Officer, D&I technical team, and Communications Management) defined the leadership of affinity groups across six pillars: i) gender equity, ii) race and ethnicity, iii) people with disabilities, iv) LGBTQIAPN+, v) generations, and vi) cultures and regionalities. Training programs are underway for members of this Governance, along with discussions on the next steps of the Company's D&I journey.

CCR also participated as a panelist at the 4th Pink Seal (Selo Rosa) Breakfast, hosted by the Instituto Mulher em Construção, to discuss female representation and age diversity, key themes for the industry and for the Diversity and Inclusion agenda.

As part of the agenda, we highlight:

1. Launch of the 2nd Cycle of the Elas Mentorship Program, designed to empower women's careers, supporting the Gender Equity pillar. Currently, 145 women are being mentored by 48 mentors. Also this quarter, we partnered with a provider specialized in the development of people to support the mentorship program conducted by the group.
2. An unprecedented discussion round about August Lilac (Agosto Lilás) addressing the fight against violence toward women and girls as part of the awareness-raising initiatives for employees. This live event recorded 626 connections.
3. To emphasize the importance of all people being represented, CCR Rodovias, the platform managing the 11 highway concessions of Grupo CCR, joined the People at Work (Pessoas Trabalhando) Movement, an initiative by the Instituto Mulher em Construção (IMEC) to promote a more equitable and inclusive workplace. The initiative provides guidance on the use of "People at Work" rather than the traditional "Men at Work" on construction signs to encourage diversity and recognize the increasing presence of female participation in infrastructure works in Brazil. CCR Rodovias will increase the installation of signs across its worksites in the five States where it operates, as a strategy to increase visibility and reach for the Movement.



## Social Responsibility

In July, the CCR Institute reinforced its support of culture by sponsoring the Book Fair and the São Paulo Bienal. The "Centennials Exhibition - Tarsila do Amaral" opened at Oscar Freire Station, featuring inclusive resources such as sign language and Braille. Another attraction was the traveling "Story Truck – Clarice's Mysteries," inspired by Clarice Lispector, expected to attract 200,000 visitors. CCR Mobility, Brazil's largest chamber music project, was also launched, with 244 free concerts.

In August, the CCR Institute supported Flipelô with a dedicated children's program space and organized 19 volunteer actions, benefiting 3,000 people. The "Paths to Citizenship" Program awarded R\$ 30,000 to implement 10 innovative projects by educators from five states in schools.

In September, Instituto ASPA inaugurated basketball program centers in Jundiaí, providing uniforms to 480 young people. At the Museum of Tomorrow, the "Between Museums" project facilitates visits to 20 cultural institutions in Rio de Janeiro, promoting inclusion and accessibility for over 10,000 people.



## Brief Background

**About Grupo CCR:** Grupo CCR, the largest mobility infrastructure company in Brazil, operates in the highways, urban mobility, and airport segments. It operates 39 assets in 13 Brazilian states and has more than 17,000 employees. The Group is responsible for the management and maintenance of 3,615 kilometers of highways, providing nearly 3,600 services every day. In urban mobility, it manages passenger transportation services of subways, trains, VLT, and ferries, transporting 3 million passengers per day. In airports, with 17 units in Brazil and three abroad, it serves approximately 43 million customers every year. The Company has been listed on B3's sustainability index for 13 years. For further information, visit [grupoccr.com.br](http://grupoccr.com.br).

**About CCR:** CCR is the holding company of Grupo CCR and is listed on the B3 index, the Brazilian Stock Exchange. In 2024, the Company celebrates 25 years of history and is recognized in the domestic and international markets, mainly for its strict governance and compliance criteria. CCR was the first company in the infrastructure services industry to go public in the Novo Mercado listing segment of B3 (former BM&FBovespa). Its shares are traded in the Novo Mercado segment, with 49.43% being floating shares. In addition to B3, the Company's shares are also listed in ISE (Corporate Sustainability Index), ICO2 (Carbon Efficient Index), IGC (Special Corporate Governance Stock Index), IBrX-50 (Brazil Index 50), IBrX-100 (Brazil Index 100), and MSCI Latin America.





## Exhibit 1 - IFRS

### Gross Revenues (excluding Construction Revenues) by Asset

Gross Revenue - Tolls (R\$ 000)	3Q23	3Q24	Var.%	9M23	9M24	Var.%
AutoBAn	879,577	986,395	12.1%	2,412,786	2,747,096	13.9%
ViaOeste	297,212	322,012	8.3%	933,372	909,268	-2.6%
RioSP	302,259	349,289	15.6%	855,435	989,535	15.7%
SPVias	259,320	280,641	8.2%	717,814	792,840	10.5%
ViaSul	133,409	136,585	2.4%	402,143	390,113	-3.0%
RodoAnel Oeste	109,176	118,470	8.5%	299,692	333,121	11.2%
ViaCosteira	51,114	53,267	4.2%	152,047	158,644	4.3%
ViaLagos	49,981	51,230	2.5%	157,828	159,632	1.1%
MSVia	48,487	57,179	17.9%	131,805	169,054	28.3%
<b>Total Gross Revenue - Tolls</b>	<b>2,130,535</b>	<b>2,355,068</b>	<b>10.5%</b>	<b>6,062,922</b>	<b>6,649,303</b>	<b>9.7%</b>
<b>% Total Revenue</b>	<b>45.5%</b>	<b>40.2%</b>	<b>-5.3 p.p.</b>	<b>45.1%</b>	<b>40.7%</b>	<b>-4.5 p.p.</b>
<b>% AVI</b>	<b>76.9%</b>	<b>79.6%</b>	<b>3.3 p.p.</b>	<b>76.0%</b>	<b>78.6%</b>	<b>2.6 p.p.</b>

Gross Revenue - Railway/Waterway (R\$ 000)	3Q23	3Q24	Var.%	9M23	9M24	Var.%
ViaQuatro	209,295	214,542	2.5%	604,970	625,535	3.4%
Metró Bahia	129,557	141,646	9.3%	394,102	421,553	7.0%
ViaMobilidade - Lines 8 and 9	216,872	226,559	4.5%	622,437	650,436	4.5%
ViaMobilidade Lines 5 and 17	135,682	138,272	1.9%	388,941	406,485	4.5%
VLT Carioca	17,795	54,666	207.2%	52,998	95,928	81.0%
Barcas	27,646	25,840	-6.5%	79,060	77,279	-2.3%
<b>Total Gross Revenue - Railway</b>	<b>736,847</b>	<b>801,525</b>	<b>8.8%</b>	<b>2,142,508</b>	<b>2,277,216</b>	<b>6.3%</b>
<b>% Total Revenue</b>	<b>15.7%</b>	<b>13.7%</b>	<b>-2.0 p.p.</b>	<b>15.9%</b>	<b>13.9%</b>	<b>-2.0 p.p.</b>

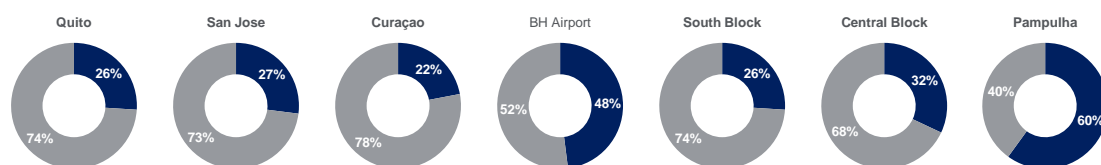
Gross Revenue - Airports (R\$ 000)	3Q23	3Q24	Var.%	9M23	9M24	Var.%
Curaçao	65,320	84,091	28.7%	186,413	234,096	25.6%
BH Airport	99,525	126,464	27.1%	275,071	344,782	25.3%
Aeris	90,638	99,762	10.1%	291,878	312,122	6.9%
South Block	142,644	153,109	7.3%	396,329	443,784	12.0%
Central Block	75,208	89,353	18.8%	205,508	239,967	16.8%
Pampulha	7,154	9,122	27.5%	21,068	26,907	27.7%
<b>Total Gross Airport Revenue</b>	<b>480,489</b>	<b>561,901</b>	<b>16.9%</b>	<b>1,376,267</b>	<b>1,601,658</b>	<b>16.4%</b>
<b>% Total Revenue</b>	<b>10.3%</b>	<b>9.6%</b>	<b>-0.7 p.p.</b>	<b>10.2%</b>	<b>9.8%</b>	<b>-0.4 p.p.</b>

Gross Revenue - Construction	3Q23	3Q24	Var.%	9M23	9M24	Var.%
<b>Total</b>	<b>1,010,586</b>	<b>1,807,877</b>	<b>78.9%</b>	<b>2,211,483</b>	<b>4,823,048</b>	<b>118.1%</b>
<b>% Total Revenue</b>	<b>21.6%</b>	<b>30.8%</b>	<b>9.2 p.p.</b>	<b>16.5%</b>	<b>29.5%</b>	<b>13.0 p.p.</b>

Other Gross Revenue	3Q23	3Q24	Var.%	9M23	9M24	Var.%
<b>Total Gross Revenue - Other<sup>1</sup></b>	<b>323,911</b>	<b>337,235</b>	<b>4.1%</b>	<b>1,643,191</b>	<b>1,001,369</b>	<b>-39.1%</b>
<b>% Total Revenue</b>	<b>6.9%</b>	<b>5.8%</b>	<b>-1.2 p.p.</b>	<b>12.2%</b>	<b>6.1%</b>	<b>-6.1 p.p.</b>

Total Gross Revenue	3Q23	3Q24	Var.%	9M23	9M24	Var.%
<b>Total (with Construction Revenue)</b>	<b>4,682,368</b>	<b>5,863,606</b>	<b>25.2%</b>	<b>13,436,371</b>	<b>16,352,594</b>	<b>21.7%</b>

### Airport Revenue Mix in the Quarter



■ Airport Revenue

■ Commercial Revenue



### Non-Recurring Effects

Net Revenue					
R\$ MM	3Q23	3Q24	9M23	9M24	Comments
Consolidated Net Revenue	3,416	3,782	10,507	10,748	
(-) Non-Recurring	-	-	(762)	-	
Aeris	-	-	192	-	Contractual Rebalancing of Aeris
Barcas	-	-	570	-	Barcas Settlement Agreement
Consolidated Adjusted Net Revenue	3,416	3,782	9,745	10,748	

Adjusted EBITDA					
R\$ MM	3Q23	3Q24	9M23	9M24	Comments
EBITDA	1,659	1,889	5,550	5,430	
(+) Provision for Maintenance	81	104	227	295	
(+) Recognition of Prepaid Expenses	32	33	103	100	
(-) Equity Pick-Up	(59)	(61)	(130)	(178)	
(-) Share of Non-controlling Shareholders	1	36	(12)	51	
(-) Non-Recurring	409	188	117	568	
Aeris	-	-	192	-	Contractual Rebalancing of Aeris
ViaOeste	(259)	(188)	(607)	(568)	Improvement works that do not generate future economic benefit
Barcas	-	-	570	-	Barcas Settlement Agreement
CPC	-	-	(121)	-	Cost provision for land devolution (NASP)
ViaMobilidade - Lines 8 and 9	(150)	-	(150)	-	Consent Decree (TAC)
Adjusted EBITDA	2,122	2,190	5,853	6,265	

Net Income					
R\$ MM	3Q23	3Q24	9M23	9M24	Comments
Consolidated Net Income (Loss)	252	422	1,151	1,031	
(-) Non-Recurring <sup>1</sup>	250	138	(129)	389	
Aeris	-	-	(187)	-	Contractual Rebalancing of Aeris

ViaOeste	171	138	401	389	Improvement works that do not generate future economic benefit
Barcas	-	-	(543)	-	Barcas Settlement Agreement
CPC	-	-	121	-	Cost provision for land devolution (NASP)
ViaMobilidade - Lines 8 and 9	79	-	79	-	Consent Decree (TAC)
<b>Adjusted Net Income</b>	<b>502</b>	<b>560</b>	<b>1,022</b>	<b>1,420</b>	

1. Non-recurring effects are net of income tax and social contribution (IRPJ and CSLL).



## Breakdown of Other Gross Revenue from the Mobility Business (excluding Construction Revenue)<sup>1</sup>

Gross Revenue	ViaQuatro						Metrô Bahia					
	3Q23	3Q24	Var.%	9M23	9M24	Var.%	3Q23	3Q24	Var.%	9M23	9M24	Var.%
Railway Revenue	209,295	214,542	2.5%	604,970	625,535	3.4%	129,557	141,646	9.3%	394,102	421,553	7.0%
<i>Mitigation Revenue</i>	29,380	30,975	5.4%	92,163	90,468	-1.8%	43,120	34,299	-20.5%	146,920	121,539	-17.3%
Tariff Revenue	179,915	183,567	2.0%	512,807	535,067	4.3%	86,437	107,347	24.2%	247,182	300,014	21.4%
<i>Ancillary Revenue</i>	13,257	21,095	59.1%	39,468	56,065	42.1%	4,036	5,166	28.0%	12,362	14,490	17.2%
Financial Asset	10,561	53,208	403.8%	15,302	145,066	848.0%	153,380	112,116	-26.9%	338,951	311,175	-8.2%
<i>Other</i>	308	354	14.9%	1,549	846	-45.4%	2	3	50.0%	2	3	50.0%
<b>Total Gross Revenue</b>	<b>233,421</b>	<b>289,199</b>	<b>23.9%</b>	<b>661,289</b>	<b>827,512</b>	<b>25.1%</b>	<b>286,975</b>	<b>258,931</b>	<b>-9.8%</b>	<b>745,417</b>	<b>747,221</b>	<b>0.2%</b>

Gross Revenue	VLT Carioca						ViaMobilidade Lines 5 and 17					
	3Q23	3Q24	Var.%	9M23	9M24	Var.%	3Q23	3Q24	Var.%	9M23	9M24	Var.%
Railway Revenue	17,795	54,666	207.2%	52,998	95,928	81.0%	135,682	138,272	1.9%	388,941	406,485	4.5%
<i>Mitigation Revenue</i>	-	28,918	n.m.	-	28,918	n.m.	35,286	31,708	-10.1%	109,843	96,404	-12.2%
Tariff Revenue	17,795	25,748	44.7%	52,998	67,010	26.4%	100,396	106,564	6.1%	279,098	310,081	11.1%
<i>Ancillary Revenue</i>	2,480	3,225	30.0%	8,258	10,260	24.2%	8,075	8,478	5.0%	23,636	25,814	9.2%
Financial Asset	51,702	51,844	0.3%	170,988	151,654	-11.3%	-	1,851	n.m.	-	12,418	n.m.
<i>Other</i>	-	-	n.m.	-	-	n.m.	-	636	n.m.	-	1,104	n.m.
<b>Total Gross Revenue</b>	<b>71,977</b>	<b>109,735</b>	<b>52.5%</b>	<b>232,244</b>	<b>257,842</b>	<b>11.0%</b>	<b>143,796</b>	<b>149,237</b>	<b>3.8%</b>	<b>412,616</b>	<b>445,821</b>	<b>8.0%</b>

Gross Revenue	ViaMobilidade Lines 8 and 9 <sup>2</sup>						Barcas					
	3Q23	3Q24	Var.%	9M23	9M24	Var.%	3Q23	3Q24	Var.%	9M23	9M24	Var.%
Railway/Waterway Revenue	216,872	226,559	4.5%	622,437	650,436	4.5%	27,646	25,840	-6.5%	79,060	77,279	-2.3%
<i>Mitigation Revenue</i>	5,214	7,352	41.0%	16,366	20,107	22.9%	-	-	n.m.	-	-	n.m.
Tariff Revenue	211,658	219,207	3.6%	606,071	630,329	4.0%	27,646	25,840	-6.5%	79,060	77,279	-2.3%
<i>Ancillary Revenue</i>	1,867	2,615	40.1%	5,267	7,188	36.5%	762	1,094	43.6%	2,383	5,306	122.7%
Financial Asset	-	-	n.m.	-	-	n.m.	975	(116)	n.m.	576,722	5,608	-99.0%
<i>Other</i>	-	105	n.m.	-	105	n.m.	330	457	38.5%	1,007	1,424	41.4%
<b>Total Gross Revenue</b>	<b>218,739</b>	<b>229,279</b>	<b>4.8%</b>	<b>627,704</b>	<b>657,729</b>	<b>4.8%</b>	<b>29,713</b>	<b>27,275</b>	<b>-8.2%</b>	<b>659,172</b>	<b>89,617</b>	<b>-86.4%</b>

1. Does not consider effects from Eliminations.

2. As of 3Q23, the "Assessment of IQS/IQM Quality Indicators", previously considered as deductions, began to be recognized as a revenue reducer, impacting the tariff revenue for ViaMobilidade - Lines 8 and 9.



## EBITDA Reconciliation

EBITDA Reconciliation (R\$ MM)	3Q23	3Q24	Var.%	9M23	9M24	Var.%
<b>Net Income</b>	252	422	67.8%	1,151	1,031	-10.5%
(+) Income Tax and Social Contribution	234	281	19.7%	797	861	8.1%
(+) Net Financial Result	775	746	-3.6%	2,442	2,284	-6.5%
(+) Depreciation and Amortization	399	440	10.3%	1,160	1,254	8.1%
<b>EBITDA (1)</b>	<b>1,660</b>	<b>1,889</b>	<b>13.8%</b>	<b>5,550</b>	<b>5,430</b>	<b>-2.2%</b>
<b>EBITDA Margin (1)</b>	<b>37.5%</b>	<b>33.8%</b>	<b>- 3.7 p.p.</b>	<b>43.6%</b>	<b>34.9%</b>	<b>- 8.7 p.p.</b>
(+) Prepaid Expenses (2)	31	33	5.4%	103	99	-3.2%
(+) Provision for Maintenance (3)	80	105	29.5%	226	295	29.9%
(-) Equity Income	(59)	(61)	3.4%	(131)	(178)	36.6%
(+) Share of Non-controlling Shareholders	1	36	5966.7%	(12)	51	n.m.
(-) Non-Recurring	409	188	-54%	117	568	387%
<b>Adjusted EBITDA (4)</b>	<b>2,122</b>	<b>2,190</b>	<b>3.2%</b>	<b>5,853</b>	<b>6,265</b>	<b>7.0%</b>
<b>Adjusted EBITDA Margin (5)</b>	<b>62.1%</b>	<b>57.9%</b>	<b>- 4.2 p.p.</b>	<b>60.1%</b>	<b>58.3%</b>	<b>- 1.8 p.p.</b>

1. Calculation according to CVM Resolution 156/2022, which consists of net income adjusted for the net financial result, income tax and social contribution expenses, and depreciation and amortization costs and expenses.

2. Refers to the recognition of prepayments related to the concession, which are adjusted for being a non-cash item in the financial statements.

3. The provision for maintenance is adjusted, as it refers to estimated future expenditures from periodic maintenance in CCR's investees and constitutes a non-cash item in the interim financial information.

4. Calculated by excluding provision for maintenance, accrual of prepaid concession fees, and non-recurring effects detailed in the "Non-recurring effects" section.

5. The adjusted EBITDA margin was calculated excluding construction revenues since this revenue is an IFRS requirement, whose corresponding entry impacts total costs.

INCOME STATEMENT - CONSOLIDATED	3Q23	3Q24	Var.%	9M23	9M24	Var.%
Brazilian Corporation Law (R\$ 000)						
<b>Gross Revenue</b>	<b>3,671,782</b>	<b>4,055,729</b>	<b>10.5%</b>	<b>11,224,888</b>	<b>11,529,546</b>	<b>2.7%</b>
- Toll Revenue	2,130,535	2,355,068	10.5%	6,062,922	6,649,303	9.7%
- Other Revenues	1,541,247	1,700,661	10.3%	5,161,966	4,880,243	-5.5%
Gross Revenue Deductions	(256,198)	(273,797)	6.9%	(718,213)	(781,552)	8.8%
<b>Net Revenue</b>	<b>3,415,584</b>	<b>3,781,932</b>	<b>10.7%</b>	<b>10,506,675</b>	<b>10,747,994</b>	<b>2.3%</b>
(+) Construction Revenue	1,010,586	1,807,877	78.9%	2,211,483	4,823,048	118.1%
<b>Cost of Services</b>	<b>(2,704,812)</b>	<b>(3,645,491)</b>	<b>34.8%</b>	<b>(6,990,564)</b>	<b>(10,069,303)</b>	<b>44.0%</b>
- Depreciation and Amortization	(378,942)	(418,511)	10.4%	(1,101,224)	(1,189,518)	8.0%
Third-Party Services	(317,825)	(423,369)	33.2%	(886,161)	(1,123,011)	26.7%
- Concession Fees	(51,274)	(61,526)	20.0%	(144,039)	(179,127)	24.4%

- Personnel Costs	(333,418)	(360,893)	8.2%	(988,124)	(1,031,616)	4.4%
- Construction Costs	(1,010,586)	(1,807,877)	78.9%	(2,211,483)	(4,823,048)	118.1%
- Provision for Maintenance	(80,601)	(104,360)	29.5%	(226,683)	(294,546)	29.9%
- Other	(500,548)	(435,679)	-13.0%	(1,329,706)	(1,328,608)	-0.1%
- Recognition of Prepaid Concession Fees	(31,618)	(33,276)	5.2%	(103,144)	(99,829)	-3.2%
<b>Gross Profit</b>	<b>1,721,358</b>	<b>1,944,318</b>	<b>13.0%</b>	<b>5,727,594</b>	<b>5,501,739</b>	<b>-3.9%</b>
Gross Margin	50.4%	51.4%	+1.0 p.p.	54.5%	51.2%	-3.3 p.p.
<b>Administrative Expenses</b>	<b>(519,532)</b>	<b>(520,230)</b>	<b>0.1%</b>	<b>(1,480,612)</b>	<b>(1,452,499)</b>	<b>-1.9%</b>
- Depreciation and Amortization	(19,942)	(21,603)	8.3%	(58,625)	(64,078)	9.3%
Third-Party Services	(86,905)	(129,248)	48.7%	(222,643)	(274,593)	23.3%
- Personnel	(220,387)	(249,161)	13.1%	(639,097)	(752,599)	17.8%
- Other	(192,298)	(120,218)	-37.5%	(560,247)	(361,229)	-35.5%
<b>Adjusted EBIT</b>	<b>1,201,826</b>	<b>1,424,088</b>	<b>18.5%</b>	<b>4,246,982</b>	<b>4,049,240</b>	<b>-4.7%</b>
Adjusted EBIT Margin (a)	35.2%	37.7%	+2.5 p.p.	40.4%	37.7%	-2.7 p.p.
+ Equity Pick-up	59,342	61,318	3.3%	130,409	178,124	36.6%
+ Share of Non-Controlling Shareholders	(576)	(36,366)	6213.5%	12,401	(50,836)	n.m.
<b>EBIT (b)</b>	<b>1,260,592</b>	<b>1,449,040</b>	<b>14.9%</b>	<b>4,389,792</b>	<b>4,176,528</b>	<b>-4.9%</b>
EBIT Margin	28.5%	25.9%	-2.6 p.p.	34.5%	26.8%	-7.7 p.p.
(+) Depreciation and Amortization	398,884	440,114	10.3%	1,159,849	1,253,596	8.1%
<b>EBITDA (b)</b>	<b>1,659,476</b>	<b>1,889,154</b>	<b>13.8%</b>	<b>5,549,641</b>	<b>5,430,124</b>	<b>-2.2%</b>
EBITDA Margin	37.5%	33.8%	-3.7 p.p.	43.6%	34.9%	-8.7 p.p.
<b>Net Financial Result</b>	<b>(774,490)</b>	<b>(746,338)</b>	<b>-3.6%</b>	<b>(2,441,826)</b>	<b>(2,284,157)</b>	<b>-6.5%</b>
Financial Expenses:	(1,306,710)	(1,061,399)	-18.8%	(4,113,276)	(3,452,978)	-16.1%
Financial Income:	532,220	315,061	-40.8%	1,671,450	1,168,821	-30.1%
<b>Equity Pick-Up</b>	<b>59,342</b>	<b>61,318</b>	<b>3.3%</b>	<b>130,409</b>	<b>178,124</b>	<b>36.6%</b>
<b>Profit (Loss) Before Income Tax and Social Contribution</b>	<b>486,678</b>	<b>739,068</b>	<b>51.9%</b>	<b>1,935,565</b>	<b>1,943,207</b>	<b>0.4%</b>
Income Tax and Social Contribution - Current	(360,031)	(303,007)	-15.8%	(1,065,435)	(1,067,611)	0.2%
Income Tax and Social Contribution - Deferred	125,461	22,309	-82.2%	268,544	206,083	-23.3%
<b>Profit before Minority Interest</b>	<b>252,108</b>	<b>458,370</b>	<b>81.8%</b>	<b>1,138,674</b>	<b>1,081,679</b>	<b>-5.0%</b>
Share of Non-controlling Shareholders	(576)	(36,366)	6213.5%	12,401	(50,836)	n.m.
<b>Net Income</b>	<b>251,532</b>	<b>422,004</b>	<b>67.8%</b>	<b>1,151,075</b>	<b>1,030,843</b>	<b>-10.4%</b>
<b>Basic Net Income per Share (R\$)</b>	<b>0.12471</b>	<b>0.20955</b>	<b>68.0%</b>	<b>0.57071</b>	<b>0.51135</b>	<b>-10.4%</b>

### CONSOLIDATED BALANCE SHEET

2Q24

3Q24

Brazilian Corporation Law (R\$ 000)

#### ASSETS

#### CURRENT

Cash and Cash Equivalents	4,464,857	6,796,739
Accounts Receivable	2,763,279	2,625,887
Accounts Receivable from Related Parties	11,639	12,513
Financial Investments and Reserve Account	1,906,696	1,846,528
Taxes Recoverable	305,483	386,160
Prepaid Concession Fees	131,194	129,283
Accounts Receivable from Derivative Operations	27,521	25,619
Advances to Suppliers and Related Parties	89,229	85,878

Prepaid Expenses and Others	581,644	663,284
Assets Held for Sale	-	-
<b>Total Current Assets</b>	<b>10,281,542</b>	<b>12,571,891</b>
<b>NON-CURRENT ASSETS</b>		
Accounts Receivable and Financial Inv. at Fair Value through P&L	5,795,318	5,851,383
Credits with Related Parties	305,892	288,123
Taxes and Contributions Receivable	311,491	231,845
Deferred Taxes	1,347,267	1,351,544
Prepaid Concession Fees	1,601,488	1,570,123
Accounts Receivable from Derivative Operations	116,139	125,535
Prepaid Expenses and Others	368,762	404,411
Investment Property	277,361	277,361
<b>Total Non-Current Assets</b>	<b>10,123,718</b>	<b>10,100,325</b>
Investments	879,100	863,400
PP&E	934,645	1,013,475
Intangible Assets	33,077,706	34,373,873
Ongoing Intangible Assets	93,990	141,987
Lease	14,905	12,154
<b>Total Non-Current Assets</b>	<b>45,124,064</b>	<b>46,505,214</b>
<b>TOTAL ASSETS</b>	<b>55,405,606</b>	<b>59,077,105</b>
<b>LIABILITIES AND EQUITY</b>		
<b>CURRENT</b>		
Loans and Financing	378,962	350,290
Debentures	2,819,717	1,866,842
Accounts Payable with Derivative Operations	99,103	108,153
Suppliers	787,096	937,847
Taxes and Contributions Payable	748,943	790,564
Taxes and Contributions Paid in Installments	3,380	4,052
Labor and Social Security Obligations	472,553	569,453
Liabilities with Related Parties	36,238	36,288
Loans with Related Parties	212,064	219,589
Dividends and Interest on Equity Payable	44,996	154,265
Provision for Maintenance	362,097	404,902
Obligations with the Granting Authority	278,429	287,366
Other accounts payable	506,658	630,954
Liabilities Held for Sale	-	-
<b>Total Current Liabilities</b>	<b>6,750,236</b>	<b>6,360,565</b>
<b>NON-CURRENT LIABILITIES</b>		
Loans and Financing	7,461,040	7,561,650
Debentures	20,573,159	24,613,147
Taxes and Contributions Payable	7,059	6,866
Taxes and Contributions Paid in Installments	8,740	12,928
Accounts Payable with Derivative Operations	53,165	53,139
Deferred Taxes	2,556,425	2,538,929
Provision for Civil, Labor, Tax, and Social Security Risks	217,570	225,888

Provision for Maintenance	647,071	590,307
Obligations with the Granting Authority	2,527,565	2,565,889
Liabilities with Related Parties	11,194	5,905
Works to be Performed	285,712	248,239
Other accounts payable	426,838	393,533
<b>Total Non-Current Liabilities</b>	<b>34,775,538</b>	<b>38,816,420</b>
<b>EQUITY</b>		
Share Capital	6,022,942	6,022,942
Equity Valuation Adjustments and Other Comprehensive Income	953,380	920,457
Profit Reserves	5,306,264	5,306,264
Retained Earnings	608,839	1,030,843
Goodwill on Capital Transactions	266,679	229,695
<b>Equity for Controlling Shareholders</b>	<b>13,158,104</b>	<b>13,510,201</b>
Share of Non-Controlling Shareholders	721,728	389,919
<b>Total Equity</b>	<b>13,879,832</b>	<b>13,900,120</b>
<b>TOTAL</b>	<b>55,405,606</b>	<b>59,077,105</b>

CONSOLIDATED CASH FLOW STATEMENT Corporate Legislation (R\$ Thousands) - Indirect Method	3Q23	3Q24	9M23	9M24
<b>Cash flow from operating activities</b>				
<b>Net cash originating from (used on) operational activities</b>	<b>1,603,019</b>	<b>2,043,778</b>	<b>4,757,758</b>	<b>5,251,291</b>
Net profit (loss) in the period	252,108	458,370	1,138,674	1,081,679
<b>Adjusted for:</b>				
Deferred income tax and social contribution	(125,461)	(22,309)	(268,544)	(206,083)
Recognition of prepaid expenses	31,618	33,276	103,144	99,829
Depreciation, amortization, and impairment	359,086	399,853	1,042,474	1,136,703
Write-off of PP&E and intangible assets	(10,956)	(1,209)	121,390	29,405
Deferred PIS/COFINS taxes	698	716	2,075	2,145
Amortization of goodwill on concession rights generated in acquisitions	34,153	37,888	100,280	103,481
Exchange rate variation on loans and financing	18,446	(1,197)	(33,488)	9,027
Monetary variation of liabilities with the Granting Authorities	9,885	20,695	136,790	120,878
Interest and monetary variation on debentures, promissory notes, commercial notes, loans, financing, and leases	930,282	874,315	2,833,664	2,644,168
Capitalization of financing costs	(51,993)	(110,567)	(151,453)	(338,496)
Results from derivative operations	141,011	12,865	53,412	256,403
Creation of provision for maintenance	80,601	104,360	226,683	294,546
Present value adjustment of the provision for maintenance	13,443	22,078	36,192	62,421
Creation and reversal of provisions for civil, labor, tax, and social security risks	(25,833)	27,651	13,911	79,631
Provision for expected losses - accounts receivable	(5,305)	1,467	(16,920)	6,484
Interest and monetary variation on loans with related parties	1,435	2,389	21,077	13,791
Interest on tax paid in installments and loans with third parties	379	286	1,256	1,021
Present value adjustment of liabilities with the Granting Authority	20,482	19,876	59,973	58,406
Additions and remunerations of accounts receivable from the Granting Authorities	(576,602)	(376,590)	(1,541,689)	(1,063,714)
Equity income	(59,342)	(61,318)	(130,409)	(178,124)
Exchange rate variations on foreign suppliers	215	1,256	(3,201)	3,973
Investments in 2022 and Works to be Executed TAC Lines 8 and 9 in 2023	150,000	481	150,000	12,482
Monetary restatement of provision for civil, labor, tax, and social security risks	2,341	-	17,542	-
Interest on loans with third parties	4,950	4,544	14,310	13,095

Fair value of loans, financing, and debentures	(102,241)	11,115	103,100	(246,413)
Interest and monetary variation on settlement agreement, leniency agreement and PIC 2022, and monetary variation on works to be executed TAC in 2023	7	-	329	-
Depreciation - lease	5,645	2,373	17,095	13,412
Write-off - rounding	3	(61)	63	688
Estimated loss - Law 13,448/17	16,475	17,426	55,966	58,330
Gain and Loss on sale of investments / Maas (2023), write-off from portion retained by former Barcas shareholders (2022), and sale of Samm (05/2024)	-	-	15,430	2,212
Income from financial investments	(219,024)	(55,060)	(147,691)	(151,788)
Reversal of present value adjustment on lease	1,416	(448)	3,710	1,345
Contract amortization - lease	-	(190)	-	(190)
Long-term incentive plan, to be settled in shares	2,554	4,105	7,847	14,847
Rebalancing revenue - Aeris, ViaMobilidade 5 and 17, ViaQuatro, and BH Airport (2023), and AutoBan (2022)	-	27,670	(192,131)	-
<b>Variations in assets and liabilities</b>	<b>702,543</b>	<b>587,672</b>	<b>966,897</b>	<b>1,315,697</b>
<b>(Increase) decrease in assets</b>				
Accounts receivable	(112,420)	(27,395)	(38,655)	(178,786)
Receivables from related parties	(6,489)	26,346	(1,080)	53,005
Taxes recoverable	(28,666)	687	(112,809)	22,745
Dividends and interest on equity received	-	407	-	407
Prepaid concession fees	1,560	68,276	75,439	105,421
Prepaid expenses and others	60,223	(89,074)	(29,842)	(93,230)
Revenue from financial asset	358,627	439,643	1,422,109	1,516,281
Advances to suppliers	6,283	2,089	(50,084)	4,700
Financial asset	251,810	87,898	223,378	241,582
Inventories	(112,332)	(35,123)	(112,332)	(96,579)
<b>Increase (decrease) in liabilities</b>				
Suppliers	74,453	121,834	(106,985)	(320,158)
Suppliers - related parties	(174,101)	(9,191)	(180,675)	17,275
Labor and social security obligations	101,371	97,599	25,202	37,595
Taxes and contributions payable, tax paid in installments, and provision for income tax and social contribution	360,710	323,526	880,726	973,689
Payments of income tax and social contributions	(282,743)	(278,913)	(1,053,388)	(880,240)
Realization of the provision for maintenance	(48,041)	(140,397)	(104,243)	(189,274)
Obligations with the Granting Authorities	18,299	6,850	44,998	4,464
Labor, tax, and social security	(34,768)	(19,331)	(66,381)	(70,105)
Settlement agreement and leniency agreement	(2,706)	-	(2,706)	-
Deferred revenue	47,940	-	(697)	-
Loans with third parties	(743)	(4,544)	(2,147)	(13,095)
Deferred taxes	(535)	(593)	(1,587)	(1,734)
Works to be executed (TAC)	-	6,687	-	16,084
Advances to suppliers and related parties	-	1,262	-	10,442
Other accounts payable	224,811	9,129	158,656	155,208
<b>Cash flow from investing activities</b>				
Acquisition of fixed assets	(78,663)	(102,367)	(222,071)	(234,094)
Additions to intangible assets	(1,017,357)	(1,688,321)	(3,459,148)	(4,044,988)
Other intangible assets	10,272	11,820	9,450	16,069
Capital increase in investees and other investment changes	-	(460)	-	(460)
AFAC - related parties	(105)	(141)	(355)	(342)
Sale of investments / Net cash acquired from the sale of the stake in TAS	-	-	-	100,000
Lease acquisition	2,134	-	-	-



Financial investments net of redemptions	650,128	151,419	2,480,983	1,010,423
Redemption / investments (reserve account)	79,383	(72,159)	70,711	(192,078)
Assets and liabilities held for sale	(1,448)	-	(29,960)	-
<b>Net cash used in investing activities</b>	<b>(355,656)</b>	<b>(1,700,209)</b>	<b>(1,150,390)</b>	<b>(3,345,470)</b>
<b>Cash flow from financing activities</b>				
Share buyback	(44,825)	(41,102)	(44,825)	(41,102)
Settlement of derivative operations	(69,436)	(11,335)	(219,349)	(74,590)
Loans with related parties	-	-	-	-
Funding	-	-	-	-
Payments	-	-	-	-
Loans, financing, debentures, promissory notes, and leases	-	-	-	-
Funding	81,157	6,429,871	5,782,363	8,571,805
Principal payments	(2,680,385)	(3,593,741)	(4,936,656)	(5,386,981)
Interest payment	(755,935)	(542,141)	(2,484,243)	(1,963,012)
Dividends	-	-	-	-
Paid to controlling shareholders	961	109,269	(83,481)	(456,968)
Paid to non-controlling shareholders	(1,681)	(395,063)	(4,543)	(395,133)
Share of non-controlling interest	49,634	24,108	150,322	111,344
AFAC - related parties	-	-	-	-
Paid-in capital	-	-	-	-
Lease (funding)	-	-	-	-
Lease (payments)	(7,481)	(2,486)	(20,423)	(15,139)
<b>Net cash used in financing activities</b>	<b>(3,427,991)</b>	<b>1,977,380</b>	<b>(1,860,835)</b>	<b>350,224</b>
Effect from exchange rate variations on cash and cash equivalents	1,993	10,933	3	(8,023)
Increase / decrease in cash and cash equivalents	(2,178,635)	2,331,882	1,746,536	2,248,022
<b>Statement of reduction in cash and cash equivalents</b>				
Beginning of the period	9,154,244	4,464,857	5,229,073	4,548,717
End of the period	6,975,609	6,796,739	6,975,609	6,796,739



## Exhibit 2 - Consolidated for Jointly-Owned Subsidiaries

OPERATIONAL AND FINANCIAL HIGHLIGHTS (R\$ MM)	3Q23	3Q24	Var. %	9M23	9M24	Var. %
Adjusted Net Revenue <sup>1</sup>	3,623	4,017	10.9%	10,306	11,399	10.6%
Adjusted EBITDA <sup>1</sup>	2,283	2,365	3.6%	6,276	6,756	7.7%
Adjusted EBITDA - Toll Roads	1,617	1,690	4.5%	4,565	4,856	6.4%
Adjusted EBITDA - Mobility	553	571	3.2%	1,422	1,561	9.8%
Adjusted EBITDA - Airports	330	381	15.7%	871	1,086	24.6%
Adjusted EBITDA - Other	(216)	(278)	28.6%	(582)	(747)	28.2%
Adjusted EBITDA Margin <sup>2</sup>	63.0%	58.9%	-4.1 p.p.	60.9%	59.3%	-1.6 p.p.
Adjusted Net Income <sup>1</sup>	502	560	11.7%	1,209	1,420	17.4%
Net Debt/LTM Adjusted EBITDA (x)	2.8	3.0	0.2x	2.8	3.0	0.2x
Toll Roads - Vehicle Equivalents (million)	311.2	324.8	4.4%	898.4	940.7	4.7%
Mobility - Transported Passengers (million)	184.3	193.6	5.0%	529.2	560.6	5.9%
Airports - Boarded Passengers (million)	5.5	5.9	7.3%	15.5	16.6	7.1%
CAPEX <sup>3</sup>	1,352	2,123	57.0%	4,239	5,012	18.2%
OPEX (cash) / Adjusted Net Revenue (LTM)	41.3%	41.5%	0.2 p.p.	41.3%	41.5%	0.2 p.p.

1. Excludes construction revenue and costs. Adjustments are described in the "non-recurring effects" section.

2. The Adjusted EBITDA Margin was calculated by dividing Adjusted EBITDA by Adjusted Net Revenue.

3. Includes improvement works that do not generate future economic benefits for ViaOeste.

## Operating Performance

	Traffic / Passengers			Average Tariff		
	3Q23	3Q24	Var. %	3Q23	3Q24	Var. %
Renovias	6,253,746	6,668,334	6.6%	10.2	10.6	3.9%
ViaRio	3,991,786	4,106,987	2.9%	7.8	7.8	0.0%
<b>Total Proforma</b>	<b>10,245,532</b>	<b>10,775,321</b>	<b>5.2%</b>			

	Traffic / Passengers			Average Tariff		
	9M23	9M24	Var. %	9M23	9M24	Var. %
Renovias	17,543,498	19,002,180	8.3%	10.0	10.4	4.0%
ViaRio	11,554,110	12,014,930	4.0%	7.8	7.8	0.0%
<b>Total Proforma</b>	<b>29,097,609</b>	<b>31,017,109</b>	<b>6.6%</b>			

	Traffic / Passengers			Average Tariff		
	3Q23	3Q24	Var.%	3Q23	3Q24	Var.%
<b>Quito</b>	<b>Passengers Boarded</b>			<b>Average Tariff<sup>1</sup></b>		
Domestic	393,696	380,137	-3.4%	14.4	14.7	2.5%
International	368,273	347,552	-5.6%	57.3	58.2	1.6%
<b>Proforma - Consolidated</b>	<b>761,969</b>	<b>727,689</b>	<b>-4.5%</b>			

	Traffic / Passengers			Average Tariff		
	3Q23	3Q24	Var.%	3Q23	3Q24	Var.%
<b>Quito</b>	<b>Passengers Boarded</b>			<b>Average Tariff<sup>1</sup></b>		
Domestic	1,125,527	1,072,467	-4.7%	14.2	14.7	3.4%
International	934,735	965,602	3.3%	56.4	58.1	3.1%
<b>Proforma - Consolidated</b>	<b>2,060,262</b>	<b>2,038,069</b>	<b>-1.1%</b>			

## Supplemental Revenues

Supplemental Revenues	3Q23	3Q24	Var.%	9M23	9M24	Var.%
Airports	178,370	221,939	24.4%	516,596	627,262	21.4%
Mobility	30,477	41,673	36.7%	91,374	119,123	30.4%
Toll Roads	30,205	31,373	3.9%	88,711	90,821	2.4%
Others <sup>1</sup>	4,775	342	-92.8%	12,364	7,672	-37.9%
<b>Consolidated for Jointly-Owned Subsidiaries</b>	<b>243,827</b>	<b>295,327</b>	<b>21.1%</b>	<b>709,045</b>	<b>844,878</b>	<b>19.2%</b>

1. Holdings, CSC, and SAMM.

The key highlights were:

- **Airports:** the growth reflected the 9% passenger traffic increase, in addition to the increase in the average dollar in the period. Five new VIP lounges were opened in Curitiba, BH Airport, Palmas, Goiânia, and Foz do Iguaçu, in addition to the inauguration of new retail operations in Curaçao and across several airports in the South and Central Blocks. Additionally, in Quiport, an administrative/commercial building was acquired and operated, allowing for the receipt of commercial remunerations for all leased areas, tariff adjustments of parking lots at BH Airport, and car rental contract renegotiations in Goiânia and São Luís.
- **Mobility:** increase mainly driven by advertising revenue, with an impact of approximately R\$5 million, due to the fulfillment of contractual triggers and naming rights. Furthermore, there was the opening of malls in Metrô Bahia and higher commercialization of spaces in malls in São Paulo and Rio de Janeiro.
- **Toll Roads:** increase mainly due to new advertising contracts and the exploration of the right-of-way in ViaRio, Renovias, RioSP, ViaOeste, and ViaSul.

The complete Consolidated tables for jointly-owned subsidiaries are available on the IR website, in the Results section **Financial, Operational, Readjustment, and Banding Data and Contract Terms**, at the link below:

<https://ri.grupoccr.com.br/resultados/dados-financeiros-operacionais-reajustes-e-bandas/> 

# Videoconference

Videoconference in Portuguese with simultaneous translation in English:

**TUESDAY, NOVEMBER 01, 2024**

**10:00 a.m. São Paulo / 9:00 a.m. New York**

Instructions to participate in these events are available on CCR's website [www.ccr.com.br/ri](http://www.ccr.com.br/ri)

To access the videoconference link [Click Here](#)

