



# \ RESULTS

# 1Q22



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## \ Results for the first quarter of 2022

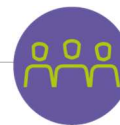
### São Paulo, May 12, 2022

The Parent Company and Consolidated Interim Financial Information ("ITR") was prepared and is being presented in accordance with the accounting practices adopted in Brazil and with International Financial Reporting Standards ("IFRS"), issued by the International Accounting Standards Board ("IASB"), all of which applied consistently with the main accounting practices described in Note 2 to the Interim Financial 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 1Q21.

The pro-forma information includes the proportional data of the jointly-controlled subsidiaries. Said information, as well as non-financial information and other operating information, has not been reviewed by the independent auditors.

The total amounts informed in the tables of this earnings release may have slight variations, due to rounding.



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## \ 1Q22 X 1Q21 HIGHLIGHTS

- Consolidated vehicle traffic **increased by 5.6%**. Excluding ViaCosteira, NovaDutra, RioSP and RodoNorte, the **increase was 6.2% in the period**.
- The number of passengers transported in airports **increased by 92.4%** in the period. Excluding South and Central Blocks, the **increase was 81.8% in the period**.
- The number of passengers transported in mobility units **increased by 92.8%** in the period. Excluding Lines 8 and 9, the **increase was 39.7% in the period**.
- Adjusted EBITDA **grew by 176%**, with a margin of 86.2% (13.4 p.p.). Same-basis adjusted EBITDA<sup>1</sup> **increased by 30.7%**, with a margin of 60.4% (0.5 p.p.).
- **Net Income totaled R\$3,452.5 million**, compared to a R\$688.9 million profit in 1Q21. On the same base<sup>1</sup>, **Net Loss totaled R\$89.3 million**, compared to a R\$204.2 million net income.

- On March 31, 2022, through a Material Fact, the Company disclosed that it **signed the Definitive Agreement**, whose object is to extend the term of AutoBAN's concession agreement until 12/31/2037, establish the final amounts recognized in the Preliminary Agreement and, terminate the legal actions related to the objects of the Definitive Agreement.
- On March 31, 2022, through a Material Fact, the Company disclosed that it **signed the TAM 25/2022**, whose object is to extend the term of ViaOeste 's concession agreement in 380 days, as well as the new investments referring to the New Access to the City of Osasco and to the Works on the side roads of SP-280, between km 23 and 32.
- On April 19, 2022, CCR informed its shareholders that it would **begin paying interim dividends**, of approximately R\$0.08 per common share, on April 29, 2022.
- Because of the COVID-19 pandemic, there was an impact in demand and, consequently, CCR's 1Q22 results. For more details, please refer to Note 1.1 of the Quarterly Information.

1. Same-basis adjustments are described in the same-basis comparison section.



## \ Financial Indicators

Financial Indicators (R\$ MM)	IFRS			Proforma		
	1Q21	1Q22	Chg %	1Q21	1Q22	Chg %
Net Revenues <sup>1</sup>	3,439.9	8,018.6	133.1%	3,554.0	8,168.7	129.8%
Adjusted Net Revenues on the same basis <sup>2</sup>	1,838.1	2,386.5	29.8%	1,952.2	2,536.6	29.9%
Adjusted EBIT <sup>3</sup>	1,765.7	6,396.1	262.2%	1,819.3	6,479.9	256.2%
Adjusted EBIT Mg. <sup>4</sup>	51.3%	79.8%	28.5 p.p.	51.2%	79.3%	28.1 p.p.
Adjusted EBITDA <sup>5</sup>	2,504.5	6,912.9	176.0%	2,582.9	7,027.1	172.1%
Adjusted EBITDA Mg. <sup>4</sup>	72.8%	86.2%	13.4 p.p.	72.7%	86.0%	13.3 p.p.
Adjusted EBITDA on the same basis <sup>2</sup>	1,101.9	1,440.4	30.7%	1,180.3	1,554.5	31.7%
Adjusted EBITDA Mg. on the same basis <sup>4</sup>	59.9%	60.4%	0.5 p.p.	60.5%	61.3%	0.8 p.p.
Net Income	688.9	3,452.5	401.2%	688.9	3,452.5	401.2%
Net Income on the same basis <sup>2</sup>	204.2	(89.3)	n.m.	204.2	(89.3)	n.m.
Net Debt / Adjusted EBITDA LTM (x)	2.4	1.8		2.5	1.9	
Adjusted EBITDA <sup>5</sup> / Interest and Monetary Variation (x)	7.8	9.4		7.2	9.1	

1. Net revenue excludes construction revenue.

2. The same-basis effects are described in the same-basis comparison section.

3. Calculated by adding net revenue, construction revenue, cost of services, and administrative expenses.

4. The adjusted EBIT and EBITDA margins were calculated by dividing adjusted EBIT and EBITDA by net revenue, excluding construction revenue.

5. Calculated by excluding non-cash expenses: depreciation and amortization, provision for maintenance, and accrual of prepaid concession expenses.



## \ Same-basis comparisons

**To ensure comparability of the quarterly results**, same-basis adjustments were made by excluding from the compared periods:

- ViaCosteira, whose billing began in May 2021.
- RodoNorte, whose concession agreement ended in November 2021.
- Lines 8 and 9, which started operating in January 2022.
- The Central and Southern Airport Blocks, which started operations in March 2022.

- NovaDutra, whose concession agreement ended in February 2022.
- RioSP, which started operating in March 2022.
- Pampulha Airport, whose concession agreement was signed in January 2022.
- **To ensure comparability the results**, in addition to the effects mentioned above, we also excluded ViaQuatro's rebalancing impacts, R\$1.1 billion (R\$0.73 billion net of taxes) from ViaQuatro, recognized in 1Q21 and R\$5.3 billion (R\$3.5 billion net of taxes) from AutoBAn due to the TAM Definitive recognized in 1Q22.



## \ 1<sup>st</sup> ESG Forum

In March we held our first ESG Forum, where the main goals and results of the CCR Group were presented to employees and investors.

In addition to the strategic sustainability objectives, 11 ESG KPIs are part of the composition of the executives' variable remuneration and were deployed for the Company, reinforcing transparency and our commitment to the agenda.

During the conference it was emphasized that we understand sustainability not only as long-term goals, but mainly as "HOW" to implement it in the day-to-day life of the entire Group. Therefore, the ESG Master Plan is structured transversally with the Businesses.

Throughout 2022, the ESG journey at CCR will go through the building of Science Based Targets, and commitments that will be made public, through ESG KPIs. The Company's goal is to become the segment leader in ESG.

To access the teleconference and view the presentations of the first ESG Forum: [https://ri.ccr.com.br/esg\\_apresentacoes\\_e\\_teleconferencia/](https://ri.ccr.com.br/esg_apresentacoes_e_teleconferencia/)

## \ Zero Scope 2 GHG emissions - BH Airport

The BH International Airport (AIBH) was awarded the Zero Scope 2 GHG emission certification for using 100% clean energy. Throughout 2021, Belo Horizonte International Airport purchased electric energy (kWh) from a 100% renewable source, which guaranteed the achievement of Cemig REC Certification. The document shows that the consumption was made by means of hydroelectric power, from a clean and safe source.

Another important acknowledgement to AIBH was given by the Sustainable Airports Program, promoted by the National Civil Aviation Agency (ANAC). In the third version of the award, the sustainable actions implemented by airports throughout 2021 were evaluated, and the terminal was awarded with a "First Class" classification, among the group of airports with 5 million passengers or more handled annually. Aspects related to aircraft noise, energy efficiency, water efficiency, waste generation and treatment, climate change, air quality, and organizational management were evaluated.

Learn more about our ESG actions access our integrated annual report: <https://www.grupoccr.com.br/ri2021/>

## \ Diversity

This topic has been part of **CCR's strategic ESG pillar** since October 2020 and is now transversally consolidated in the Company's modals. The first results are as follows:

- An initiative to celebrate Women's Day, focused on raising the awareness of all CCR Group employees, addressing the role of women as members of the workforce and promoting a debate on the importance of access to opportunities for this public.
- Three groups of Diversity and Respect Training - Caring for Quality in Relationships for operations teams, customer service agents, maintenance, traffic, collection, etc., reaching 972 employees. We presented the main concepts, causes of diversity, and the relationship and impacts of the topic on customer service.

Aiming to leverage the occupation of women in leadership positions, by 2022, CCR has broken down a goal so that more than 50% of new vacancies in leadership positions will be filled by women. This goal comprises the variable remuneration of 92% of the executives.

## \ Social Responsibility

CCR Institute is responsible for managing the CCR Group's social investment, coordinating projects and programs with its own resources and via tax incentive laws, on the Health, Education, Income Generation, Culture, and Sports fronts - always with a focus on promoting social inclusion and following the purpose of enabling people to take better care of their own paths. The following projects stood out this quarter:

## ***Caminhos para a Saúde (Paths to Health)***

CCR Institute is expanding its traditional “Estrada para a Saúde” program, created more than 20 years ago. Initially focused on monitoring the health of truck drivers, the program was renamed and is now called **Caminhos para a Saúde**, a measure that aims to mark the expansion of free health services to new modes and new audiences. In March, the program was launched at the Metrô Bahia unit, with pressure gauging, massage therapy, and other services.

In the first quarter, Paths to Health participated in the launch of the Ciclo Rota SP CCR in Holambra and Jundiaí, with an exclusive action to deliver snack kits, massage, and check blood pressure. It also started to work with the surrounding community, with monthly actions of the “Cantinho do Desabafo”, in partnership with the Help project, in the Chica Luiza community, located in the region of CCR AutoBAn. In January, during the ViaMobility event, which inaugurated a support space for delivery drivers, the Paths to Health participated with two services: the “Cantinho do Desabafo”, to support the mental health of the participants, and the free haircut service.

The service for truck drivers continues to happen in fixed points on the sections of the concessionaires CCR AutoBAn, CCR ViaOeste, CCR RioSP and CCR ViaSul (dental office), as well as in mobile points at CCR SPVias and CCR ViaSul. All services are performed free of charge by a multidisciplinary team.

Figures: In 1Q22, more than 3 thousand people were assisted in the program and 7,822 procedures were performed. The Parada do Desabafo program served 1,183 people and 600 truck drivers had their vehicles evaluated in the Check-Up actions of the first quarter of 2021.

Keep up with the latest news (<https://www.institutoccr.com.br/noticias/saude>)

## ***Caminhos para a Cidadania (Paths to Citizenship)***

**Caminhos para a Cidadania**, another landmark project of the CCR Institute, is a social and educational action that promotes the continued training and empowerment of educators by offering free pedagogical materials and distance learning courses. Since February, content, suggestions for activities, thematic materials, and games, among others, have been available for free on the program's website. In April, we will start an EaD course with the theme Diversity and Empathy for educators.

The program is currently available in five states, in the business units: CCR AutoBAn, CCR RioSP, CCR SPVias, CCR ViaLagos, CCR ViaOeste, CCR RodoAnel, CCR Metrô Bahia, CCR ViaSul, CCR ViaCosteira and ViaRio.

Learn more (<https://www.caminhosparaacidania.com.br/>)

## Income Generation

Income generation and entrepreneurship, one of the main ways to promote social inclusion, are becoming increasingly important in Grupo CCR's social strategies. In this sense, through the CCR Institute, the Company supports initiatives that contribute to the development of small entrepreneurs and the training of people to access the labor market, focused on the communities of the municipalities surrounding the CCR Group.

Aimed at accelerating young people to access the job market, the **Primeira Jornada** project has four training days, which range from challenges to stimulate self-knowledge, through administrative and entrepreneurial routines, to the development of social impact projects.

Focused on entrepreneurship in the communities and training women, the **Despertando a Empreendedora** will have two focuses: the training of 300 people who already have businesses and four trainings for about 1,200 people who want to take ideas off the paper and become entrepreneurs.

**Elas Na Tech** is an unprecedented technology course exclusively for women and provides training with simple language, agile, and free of terms that can restrict the learning of the nearly 1,300 participants who wish to become web programmers.

**Figures:** In 1Q22, we reached nearly 3 thousand people, through the projects Primeira Jornada, Despertando a Empreendedora and Elas na Tech.

## Tax Incentive

The CCR Institute, the Company's social branch, manages the incentive budget of the controlled units, ensuring they comply with CCR Group's social strategies therefore contributing to social transformation.

In 2022, CCR became one of the sponsors of the "Museu do Amanhã", a space for applied sciences that explores the opportunities and challenges that humanity will face in the coming decades, from the perspectives of sustainability and coexistence.

With the support of the CCR Group, celebrated through the CCR Institute, the Museum of Tomorrow resumes free visits on Tuesdays, through the Free Tuesdays program, guaranteeing, on this day, free access to any visitor, besides encouraging social inclusion.

In the first quarter, the Jewish Museum in São Paulo, sponsored by the CCR Group, through the Institute, opened its doors aiming to cultivate the various expressions, stories, memories, traditions, and values of the Jewish culture, in dialogue with the Brazilian context, with the present time, and with the aspirations of its different publics.



## \ Gross Revenue (excluding Construction Revenue)

In 1Q22, due to the signing of the TAM Definitive Agreement, signed with the São Paulo State Government, AutoBAn had its concession term extended until 12/31/2037, which generated revenue recognition of R\$5.3 billion.

Toll Gross Revenue (R\$ 000)	1Q21	1Q22	Chg %
AutoBAn	544,831	630,822	15.8%
NovaDutra <sup>14</sup>	278,857	97,178	-65.2%
RodoNorte <sup>4</sup>	218,484	-	n.m.
ViaLagos	38,016	46,806	23.1%
ViaOeste	250,151	288,278	15.2%
RodoAnel Oeste	68,541	79,815	16.4%
SPVias	170,050	192,404	13.1%
MSVia <sup>2</sup>	73,960	39,939	-46.0%
ViaSul	106,862	120,466	12.7%
ViaCosteira <sup>4</sup>	-	44,300	n.m.
RioSP <sup>4</sup>	-	96,250	n.m.
<b>Total</b>	<b>1,749,752</b>	<b>1,636,258</b>	<b>-6.5%</b>
<b>% of Total Revenues</b>	<b>48.3%</b>	<b>19.9%</b>	<b>-28.3 p.p.</b>
<b>% of Eletronic means of collection</b>	<b>73.4%</b>	<b>77.5%</b>	<b>4.1 p.p.</b>

Ancillary Gross Revenue	1Q21	1Q22	Chg %
<b>Total Ancillary Gross Revenue</b>	<b>28,184</b>	<b>5,342,824</b>	<b>18,856.9%</b>
<b>% of Total Revenues</b>	<b>0.8%</b>	<b>65.1%</b>	<b>64.3 p.p.</b>



Other Gross Revenues	1Q21	1Q22	Chg %
ViaQuatro <sup>3</sup>	1,219,600	228,764	-81.2%
ViaMobilidade - Linhas 5 e 17	86,625	110,315	27.3%
Metrô Bahia	212,063	259,366	22.3%
VLT	65,420	59,935	-8.4%
Barcas	8,958	19,218	114.5%
Curaçao	18,041	63,378	251.3%
BH Airport	48,205	76,625	59.0%
TAS	131,899	142,775	8.2%
San José (Aeris)	34,127	83,207	143.8%
Samm	22,865	21,824	-4.6%
Toronto	-	82	n.m.
Linhas 8 e 9 <sup>4</sup>	-	152,669	n.m.
Bloco Sul <sup>4</sup>	-	3,336	n.m.
Bloco Central <sup>4</sup>	-	5,032	n.m.
<b>Total</b>	<b>1,847,803</b>	<b>1,226,526</b>	<b>-33.6%</b>
<b>% of Total Revenues</b>	<b>51.0%</b>	<b>14.9%</b>	<b>-36.0 p.p.</b>
<b>Construction Gross Revenue</b>	<b>3,625,739</b>	<b>8,205,608</b>	<b>126.3%</b>

Construction Gross Revenue	1Q21	1Q22	Chg %
<b>Total</b>	<b>268,162</b>	<b>244,609</b>	<b>-8.8%</b>

1. Due to the end of NovaDutra's concession agreement in February 2021, revenue as of this date accounts for 42.98% of the collected amount, impacting both revenue and the calculation of the average tariff. According to the Material Fact disclosed on February 23, 2021, this concession agreement was extended until February 2022.

2. Due to the amendment to restart the bidding process of MSVia in June 2021. As of this date, revenue was 47.3% of the collected amount, impacting both the revenue and the calculation of the average tariff.

3. In 1Q21, there were non-recurring effects on ViaQuatro's revenues of R\$1.1 billion (More details in the 1Q21 results release)

4. The beginning or termination of the concessions are described in the comparisons section on the same basis.

The Gross Revenue from jointly-controlled subsidiaries recorded under equity pickup is shown below as additional information.

Gross Operating Revenue of Jointly Controlled Companies <sup>1</sup>	1Q21	1Q22	Chg %
Renovias	43,393	50,432	16.2%
Quito (Quiport)	53,381	79,677	49.3%
ViaRio	24,115	27,390	13.6%
<b>Total<sup>2</sup></b>	<b>120,889</b>	<b>157,499</b>	<b>30.3%</b>

1. Proportional share including Ancillary Revenue and excluding Construction Revenue.

2. Does not include eliminations

## \ Breakdown of Other Gross Revenue from the Mobility business (excluding Construction Revenue)

Gross Revenue (R\$ Mil)	ViaQuatro		Metrô Bahia		Linhas 8 e 9	
	1Q21	1Q22	1Q21	1Q22	1Q21	1Q22
Metroviary Revenue	66,361	111,842	114,064	110,132	-	152,669
<i>Mitigation revenue</i>	-	-	74,079	51,315	-	36,766
<i>Tariff Revenue</i>	66,361	111,842	39,985	58,817	-	115,903
Acessory Revenue	13,317	12,711	1,545	2,748	-	-
Financial Asset	1,139,861	104,137	96,113	146,419	-	-
Others	61	74	341	67	-	-
<b>Total Gross Revenue</b>	<b>1,219,600</b>	<b>228,764</b>	<b>212,063</b>	<b>259,366</b>	<b>-</b>	<b>152,669</b>

Gross Revenue (R\$ Mil)	VLT		ViaMobilidade	
	1Q21	1Q22	1Q21	1Q22
Metroviary Revenue	8,139	12,106	79,910	104,240
<i>Mitigation revenue</i>	-	-	31,379	34,274
<i>Tariff Revenue</i>	8,139	12,106	48,531	69,966
Acessory Revenue	1,639	3,381	6,715	6,075
Financial Asset	55,642	44,448	-	-
Others	-	-	-	-
<b>Total Gross Revenue</b>	<b>65,420</b>	<b>59,935</b>	<b>86,625</b>	<b>110,315</b>



## \ Operational Data

	Traffic/Passengers			Average Toll Paid <sup>1</sup>		
	1Q21	1Q22	Chg %	1Q21	1Q22	Chg %
<b>Traffic</b>	<b>Equivalent Vehicles<sup>2</sup></b>			<b>Average Toll Paid<sup>1</sup></b>		
AutoBAn	61,019,933	64,996,997	6.5%	8.9	9.7	8.7%
NovaDutra <sup>3 9</sup>	31,784,287	21,715,859	-31.7%	8.8	4.5	-49.0%
RodoNorte <sup>9</sup>	23,307,609	-	n.m.	9.4	n.m.	n.m.
ViaLagos	2,280,274	2,430,580	6.6%	16.7	19.3	15.5%
ViaOeste	27,079,036	28,646,755	5.8%	9.2	10.1	8.9%
RodoAnel Oeste	31,207,668	31,838,515	2.0%	2.2	2.5	14.1%
SPVias	15,120,473	15,840,232	4.8%	11.2	12.1	8.0%
MSVia <sup>4</sup>	11,193,502	12,529,295	11.9%	6.6	3.2	-51.7%
ViaSul	23,243,273	25,514,973	9.8%	4.6	4.7	2.6%
ViaCosteira <sup>9</sup>	-	21,087,080	n.m.	-	2.1	n.m.
RioSP <sup>9</sup>	-	14,376,971	n.m.	-	6.7	n.m.
Renovias <sup>5</sup>	4,933,344	5,251,230	6.4%	8.3	9.0	8.6%
ViaRio <sup>5</sup>	3,128,220	3,502,640	12.0%	7.7	7.8	1.6%
<b>Consolidated IFRS<sup>6</sup></b>	<b>253,315,091</b>	<b>267,624,012</b>	<b>5.6%</b>	<b>6.9</b>	<b>6.5</b>	<b>-6.5%</b>
<b>Consolidated Pró-forma<sup>6,7</sup></b>	<b>261,376,655</b>	<b>276,377,882</b>	<b>5.7%</b>	<b>6.9</b>	<b>6.2</b>	<b>-10.1%</b>
<b>Mobility</b>	<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
ViaQuatro	23,497,350	34,326,446	46.1%	2.8	3.3	15.6%
<i>Integrated</i>	20,596,631	30,111,766	46.2%	-	-	n.m.
<i>Exclusive</i>	2,900,719	4,214,680	45.3%	-	-	n.m.
ViaMobilidade	23,836,053	31,763,103	33.3%	2.0	2.2	7.8%
Metrô Bahia	15,174,371	21,226,173	39.9%	2.6	2.8	4.9%
VLT	2,849,864	3,973,065	39.4%	2.9	3	6.6%
Linhas 8 e 9 <sup>9</sup>	-	34,729,595	n.m.	-	3.3	n.m.
Barcas	1,363,863	1,971,156	44.5%	6.6	7.2	8.8%
<b>Consolidated</b>	<b>66,721,501</b>	<b>127,989,538</b>	<b>91.8%</b>			
<b>Airport</b>	<b>Boarding Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
<b>Domestic</b>	<b>Boarding Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
BH Airport (R\$)	738,391	1,007,645	36.5%	23.4	27.5	17.5%
Curaçao (USD)	9,427	18,411	95.3%	25.2	30.3	20.4%
Quiport (USD)	85,444	219,351	156.7%	13.0	13.1	0.6%
Bloco Central (R\$) <sup>9</sup>	-	93,489	n.m.	-	32.6	n.m.
Bloco Sul (R\$) <sup>9</sup>	-	33,513	n.m.	-	34.4	n.m.
<b>International</b>	<b>Boarding Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
BH Airport (R\$)	5,410	21,558	298.5%	57.7	62.0	7.4%
San José (USD) <sup>8</sup>	227,502	584,793	157.0%	31.1	30.8	-0.9%
Curaçao (USD)	32,929	124,275	277.4%	48.3	63.6	31.6%
Quiport (USD)	91,005	187,262	105.8%	50.4	51.8	2.8%
<b>Consolidated</b>	<b>1,190,108</b>	<b>2,290,297</b>	<b>92.4%</b>			

1. The average tariff (i) for the Highway business is calculated by dividing toll revenue by the number of equivalent vehicles of each concessionaire, and (ii) for mobility and airports only tariff revenues and the number of passengers transported and boarded, respectively, are considered. Also, the average tariffs for the BH airport are in Brazilian reais, while the tariffs for the other airports are reported in U.S. dollars.
2. 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.
3. Due to the end of NovaDutra's concession agreement in February 2021, revenue as of this date accounts for 42.98% of the collected amount, impacting both revenue and the calculation of the average tariff. According to the Material Fact disclosed on February 23, 2021, this concession agreement was extended until February 2022.
4. Due to the amendment signature to restart the bidding process of MSVia in June 2021. As of this date, revenue was 47.3% of the collected amount, impacting both the revenue and the calculation of the average tariff.
5. The number of equivalent vehicles at Renovias and ViaRio account for 40% and 66.66%, respectively.
6. In CCR's consolidated figures, the traffic volume of ViaOeste, which collects one-way toll only, is multiplied by two to adjust to the concessionaires that collect two-way toll. This procedure is based on the fact that one-way collection already includes the return trip costs.
7. The pro-forma calculation considers the jointly-controlled companies for the road segment: Renovias (40%) and ViaRio (66.66%).
8. Tariffs for San José International Airport do not exclude the 35.2% government share. The revenues shown in the subsidiaries' revenue table are net of this share. This airport has no revenue from domestic passenger boarding fees.
9. The beginning or termination of the concessions are described in the comparisons section on the same basis.



## \ Highways

The expressive growth in light vehicle traffic in the 1Q22 vs. 1Q21 comparison is due, in part, to a comparison base distorted by the start of the 2nd wave of COVID-19 that occurred during 1Q21, and by the advance, in 2022, of the continued resumption of in-person activities.

MSVia has seen a significant growth in commercial vehicle traffic, mainly due to the anticipation of the soybean harvest and flow, as well as fertilizer imports.

### Equivalent Vehicle Mix Breakdown

Equivalent Vehicles	1Q21		1Q22	
	Light	Commercial	Light	Commercial
AutoBAn	40.2%	59.8%	44.0%	56.0%
NovaDutra	31.5%	68.5%	34.3%	65.7%
RodoNorte	20.3%	79.7%	-	-
ViaLagos	83.5%	16.5%	82.6%	17.4%
ViaOeste	54.4%	45.6%	56.5%	43.5%
Renovias	49.1%	50.9%	51.9%	48.1%
RodoAnel Oeste	50.3%	49.7%	51.8%	48.2%
SPVias	28.8%	71.2%	31.0%	69.0%
MSVia	21.0%	79.0%	19.5%	80.5%
ViaRio	92.5%	7.5%	92.8%	7.2%
ViaSul	47.1%	52.9%	48.8%	51.2%
ViaCosteira	-	-	43.2%	56.8%
RioSP	-	-	34.4%	65.6%
<b>CCR proforma<sup>1</sup> Consolidated</b>	<b>42.3%</b>	<b>57.7%</b>	<b>46.3%</b>	<b>53.7%</b>

1. Includes Renovias' and ViaRio's traffic.



## \ Urban Mobility

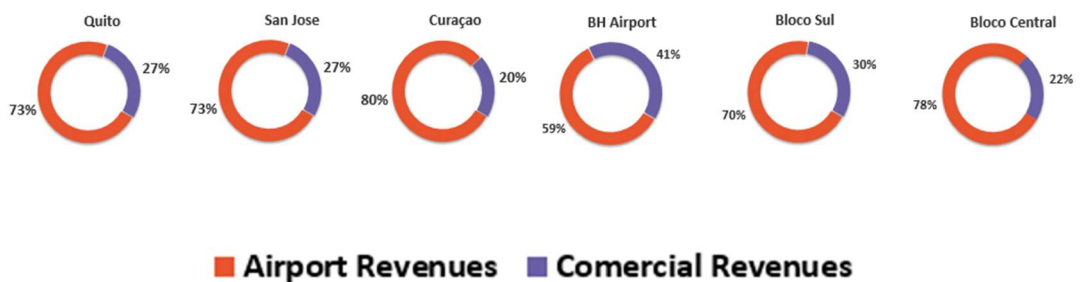
The increase in the number of passengers in the mobility business observed in 1Q22 compared with the same period of the previous year is a reflection of the continued resumption of face-to-face activities, softer social isolation measures, and a pandemic-affected comparison base for the same period in 2021. However, it should be noted that the COVID-19 effect continues directly impacting the mobility sector, whose demand is still lower than in the pre-pandemic period.



## \ Airports

The increase in flights and passenger numbers observed compared to the same period last year is due to a series of less restrictive social isolation measures and the continued resumption of face-to-face activities that have restored passenger confidence in traveling. However, it should be noted that the COVID-19 pandemic effects continues directly affecting the airport sector, which still records demand lower than in the pre-pandemic period.

### Airport Revenue Mix in the Quarter





## \ Total Costs

**Total costs moved down by 3.9% in 1Q22** from 1Q21, to R\$1,867.1 million. **Same-basis cash costs totaled R\$946.1 million, an increase of 28.5%.** Considering only same-basis assets in Brazil, cash costs increased by 23.1% in the period (IPCA of 11.3% in the period).

Costs (R\$ MM)				Same basis		
	1Q21	1Q22	Chg %	1Q21	1Q22	Chg %
<b>Total Costs<sup>1</sup></b>	<b>(1,942.4)</b>	<b>(1,867.1)</b>	<b>-3.9%</b>	<b>(1,252.6)</b>	<b>(1,666.1)</b>	<b>33.0%</b>
Depreciation and Amortization	(656.1)	(400.3)	-39.0%	(323.4)	(389.3)	20.4%
Anticipated Expenses	(69.7)	(69.7)	0.0%	(69.7)	(69.7)	0.0%
Construction Costs	(268.2)	(244.6)	-8.8%	(113.0)	(214.2)	89.6%
Maintenance Provision	(13.0)	(46.8)	260.0%	(10.3)	(46.8)	354.4%
<b>Third-Party Services</b>	<b>(340.3)</b>	<b>(286.1)</b>	<b>-15.9%</b>	<b>(190.9)</b>	<b>(224.5)</b>	<b>17.6%</b>
<b>Concession Fee Costs</b>	<b>(21.4)</b>	<b>(33.5)</b>	<b>56.5%</b>	<b>(21.4)</b>	<b>(33.5)</b>	<b>56.5%</b>
<b>Personnel Costs</b>	<b>(367.7)</b>	<b>(510.2)</b>	<b>38.8%</b>	<b>(347.9)</b>	<b>(438.5)</b>	<b>26.0%</b>
<b>Other Costs</b>	<b>(206.0)</b>	<b>(275.9)</b>	<b>33.9%</b>	<b>(176.0)</b>	<b>(249.7)</b>	<b>41.9%</b>
<b>Cash costs</b>	<b>(935.4)</b>	<b>(1,105.7)</b>	<b>18.2%</b>	<b>(736.2)</b>	<b>(946.1)</b>	<b>28.5%</b>
<b>Cash costs (National Assets)</b>	<b>(788.6)</b>	<b>(896.0)</b>	<b>13.6%</b>	<b>(569.2)</b>	<b>(700.6)</b>	<b>23.1%</b>

1. Total Costs: Cost of services + Administrative expenses + Other operating expenses and revenues.

### The main reasons for the YoY variations in 1Q22 are:

**Depreciation and Amortization:** Reduced by 39% (R\$255.8 million). In 1Q22, Via Costeira, South and Central Blocks, Lines 8 and 9 and Rio-SP, contributed with R\$11 million, while in 1Q21, RodoNorte, NovaDutra and ViaCosteira contributed with R\$332.7 million. On the same basis, the 20.4% increase occurred mainly at ViaOeste, as a result of the Preliminary Agreement signed with the State of São Paulo at the end of 2Q21.

**Prepaid Expenses:** Remained flat in the quarter-on-quarter comparison, reflecting the recording of prepaid fixed concession fees at ViaLagos, AutoBAn, RodoAnel Oeste, and ViaOeste, which were appropriated to profit or loss during the remaining term of the concessions.

**Construction Costs:** Reduced by 8.8% (R\$23.6 million). In 1Q22, costs of R\$30.4 million were recorded for Via Costeira, South and Central Blocks, Lines 8 and 9 and Rio-SP, while in 1Q21, NovaDutra, RodoNorte and ViaCosteira contributed with R\$155.2 million. The 89.6% same-basis increase was mainly due to higher investments at ViaSul and ViaOeste, following the investment schedule agreed upon with the Granting Authority. (Please refer to the CAPEX section for the quarterly information on investments).

**Provision for Maintenance:** Accrued based on the frequency of the maintenance works, cost estimates, and the corresponding present value calculation. The change in this line was mainly due to the provisions made at AutoBAn and SPVias recorded provisions of R\$22.8 million and R\$13.4 million, respectively, due to the signing of the Definitive Collective Agreement on March 31, 2022.

**Third-Party Services:** Reduced by 15.9% (R\$54.2 million). In 1Q22, expenses of R\$61.6 million were recorded at NovaDutra, RodoNorte, ViaCosteira, RioSP, Central and Southern Blocks and Lines 8 and 9. In 1Q21, expenses of R\$149.3

million were recorded at ViaCosteira, RodoNorte and NovaDutra. On the same basis, there was a 17.6% increase, mainly due to studies and consulting services for new businesses (R\$12.5 million) and sidewalk maintenance at MSVia (R\$10.2 million) as a result of the signing an amendment of relicense.

**Concession Fees:** Increased by 56.5% (R\$12.1 million). The variation reflects the increase in variable grants, as a consequence of the increase in airport revenues, mainly at BH Airport and Curaçao.

**Personnel Costs:** On the same basis of comparison, there was an increase of 26% explained mainly by (i) the effect of the PLR reflecting the consolidated positive result of 2021 compared to 2020 and (ii) the partial reversal of R\$10 million in 1Q21 of the amount accrued for the 2017 to 2020 Barcas severance pay (more details in 1Q21 Release). Considering same-basis assets in Brazil only, personnel costs edged up by 38.5%.

Considering all the assets, there was an increase of 38.8% (R\$142.5 million) mainly due to the PLR impact in 1Q22 of R\$101 million compared to the R\$20.4 million effect in 1Q21. At NovaDutra, RioSP, Pampulha, RodoNorte, ViaCosteira, Blocos Central, and Lines 8 and 9 recorded expenses of R\$71.7 million, while in 1Q21, a total of R\$19.8 million were recorded at RodoNorte, NovaDutra and ViaCosteira.

**Other costs:** (materials, insurance, rent, marketing, travel, fuel, and other general expenses): Increased by 33.9% (R\$69.9 million). In 1Q22, a total of R\$26.3 million in expenses were incurred at NovaDutra, RodoNorte, Pampulha, ViaCosteira, Blocos Central e Sul, Lines 8 and 9 and RioSP, while in 1Q21, R\$30.1 million in expenses were incurred at NovaDutra, RodoNorte and ViaCosteira.. On the same basis of comparison, there was an increase of 41.9% due mainly to the receipt of R\$38.4 million in 1Q21 related to the Cares Act by TAS, which was not repeated in 1Q22. Considering only same-basis assets in Brazil, third-party services increased by 9.2%.

## \ Results by Segment

Gross Revenue <sup>1</sup> (R\$ MM)	1Q21	1Q22	Chg %
Highway <sup>3</sup>	2,012.0	7,142.4	255.0%
Airports <sup>2</sup>	246.1	400.0	62.5%
Mobility <sup>3</sup>	1,613.0	887.8	-45.0%
Other	91.8	88.1	-4.0%
Elimination	(69.0)	(68.1)	-1.3%
<b>Gross Revenue</b>	<b>3,893.9</b>	<b>8,450.2</b>	<b>117.0%</b>

Adjusted EBITDA (R\$ MM)	1Q21	1Q22	Chg %
Highway <sup>3</sup>	1,108.4	6,402.5	477.6%
Airports <sup>2</sup>	36.5	80.7	121.1%
Mobility <sup>3</sup>	1,390.2	527.5	-62.1%
Other	(25.5)	(86.4)	238.8%
Elimination	(5.2)	(11.4)	119.2%
<b>Adjusted EBITDA</b>	<b>2,504.5</b>	<b>6,912.9</b>	<b>176.0%</b>

1.Includes the construction revenue

2.Considers TAS (Total Airport Services)

3.Considers rebalancing revenue of R\$1.1 billion at ViaQuatro in 1Q21 and R\$5.3 billion at AutoBAn due to the TAM Definitive recognized in 1Q22.

## \ EBITDA Reconciliation

EBITDA Reconciliation (R\$ MM)	1Q21	1Q22	Chg %
<b>Net Income</b>	<b>688.9</b>	<b>3,452.5</b>	<b>401.2%</b>
(+) Income Tax and Social Contribution	571.7	2,109.5	269.0%
(+) Net Financial Results	355.6	878.6	147.1%
(+) Depreciation and Amortization	656.1	400.3	-39.0%
<b>EBITDA (a)</b>	<b>2,272.4</b>	<b>6,840.9</b>	<b>201.0%</b>
<b>EBITDA Mg. (a)</b>	<b>61.3%</b>	<b>82.8%</b>	<b>21.5 p.p.</b>
(+) Anticipated expenses (b)	69.7	69.7	0.0%
(+) Maintenance provision (c)	13.0	46.8	260.0%
(-) Equity Income	(6.0)	(30.4)	406.7%
(+) Part. of Non-controlling Shareholders	155.4	(14.1)	n.m.
<b>Adjusted EBITDA</b>	<b>2,504.5</b>	<b>6,912.9</b>	<b>176.0%</b>
<b>Adjusted EBITDA Mg. (d)</b>	<b>72.8%</b>	<b>86.2%</b>	<b>13.4 p.p.</b>

a.Calculation according to CVM Instruction 527/2012, which consists of net income adjusted for the net financial result, income tax and social contribution expenses, and depreciation and amortization costs and expenses.

b.Refers to the recognition of prepayments related to the concession, which are adjusted, given that they constitute a non-cash item in the financial statements.

c.The provision for maintenance is adjusted since it refers to estimated future expenditures with periodic maintenance in CCR's investees, and is a non-cash item in the financial statements.

d.The adjusted EBITDA margin was calculated by excluding construction revenue since it is an IFRS requirement, whose corresponding entry impacts total costs.



## \ Net Financial Result

Net Financial Result (R\$ MM)	1Q21	1Q22	Chg %
<b>Net Financial Result</b>	<b>(355.6)</b>	<b>(878.6)</b>	<b>147.1%</b>
- Income from Hedge Operation	(169.3)	(150.5)	-11.1%
- Fair Value of Hedge Operation	188.5	27.1	-85.6%
- Monetary Variation on Loans, Financing and Debentures	(65.6)	(69.8)	6.4%
- Exchange Rate Variation on Loans, Financing, Debentures, Derivatives and	(4.2)	122.5	n.m.
- Monetary Variation on Liabilities related to the Granting Power	(57.1)	(59.8)	4.7%
- Present Value Adjustment of Maintenance Provision and Liabilities related to th	(14.0)	(13.1)	-6.4%
- Interest on Loans, Financing and Debentures	(275.3)	(685.4)	149.0%
- Capitalization on Loans	27.6	20.2	-26.8%
- Investment Income and Other Income	54.5	158.5	190.8%
- Others <sup>1</sup>	(40.6)	(228.2)	462.1%

1. Other: Commissions, fees, taxes, fines, interest on taxes and others.

Key indicators	1Q21	1Q22
Average annual CDI	2.02%	10.27%
IGP-M accrued	8.26%	5.49%
IPCA accrued	2.05%	3.20%
Average annual TJLP	4.39%	6.08%
Average Exchange (R\$ - US\$)	5.48	5.23

**ViaMobilidade has a swap contract**, fully changing the debt flow from 9.76% p.a. FIXED to CDI + 1.44% p.a.

**SPVias has a swap contract**, fully exchanging the debt flow from 115% of the CDI to CDI + 0.40% p.a.

**RodoAnel Oeste has a swap contract**, partially exchanging the debt flow (50%) from 120% of the CDI to CDI + 0.99% p.a.

### CCR has three swap contracts

- i) interest rate swap, fully exchanging the debt flow from IPCA+ 4.25% p.a. to CDI + 1.76% p.a.
- ii) interest rate swap, fully exchanging the debt flow from IPCA+ 4.88% p.a. to CDI + 1.37% p.a and CDI + 1.38% p.a.
- iii) foreign exchange swap, fully exchanging the debt flow from IPCA + 6.00% p.a. to CDI + 1.80% p.a.

### The main reasons for the variations reported in 1Q22 are:

**The changes in the Result from hedge transactions and Fair value of the hedge transaction** reflect the fair value of the financings obtained by (i) ViaMobilidade in April 2020, and (ii) CCR in December 2017, December 2020 and June 2021, as well as the fair value calculation of the related swaps.

The increase in the **monetary variation on loans, financing, and debentures** was mainly due to the increase, of the debt balance indexed to the IPCA, by 32.2% plus 1.15 p.p. the increase in the index between the compared periods.

The increase of **expenses with FX variation on gross debt, derivatives, and suppliers** was mainly due to the contracting of a loan in foreign currency through Law 4,131/1962 in August 2021 at CCR Holding, with an outstanding balance of R\$669 million.

**Monetary variation on obligations with the Granting Authority** includes the monetary variation (IPC-A) on BH Airport concession fees. The increase was due to the effects of the monetary variation calculation on the balance, despite the lower IPCA verified between December 2021 and February 2022, totaling 2.28% versus 2.46%, verified between December 2020 and February 2021, which are the periods considered for updating the award balance in 1Q22 and 1Q21, respectively.

**Adjustments to present value of the provision for maintenance and obligations with the Granting Authority** moved down by 6.4% due, mainly, to the signing of the additive for the relicensing of MSVia.

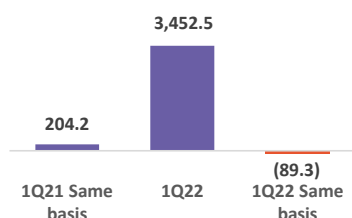
**Interest on loans, financing, and debentures** increased by 149%, mainly due to the 8.25 p.p. between the compared periods, and also to the Company's higher indebtedness, 39.4% higher when compared to 1Q21.

**Loan costs capitalization** decreased by 26.8% due mostly to lower interest capitalization at ViaQuatro, partially offset due to high capitalization on Lines 8 and 9.

**Interest on financial investments and other revenues** increased by 190.8% year on year in 1Q22, chiefly due to the impact caused by the Average annual CDI (8.25 p.p.) in the period.

**Other financial income and expenses increased** by 462.1%, mainly due to the non-recurring effect of the transaction cost related to the pre-payment of senior notes at Aeris (R\$105.5 million) reducing the cost of debt from PRE 7.25% p.a. to SOFR + 4.60% p.a, and the monetary updating of MSVia's tariff surplus (R\$60 million), after the signing of the relicensing addendum, which occurred in June 2021.

## \ Net Income

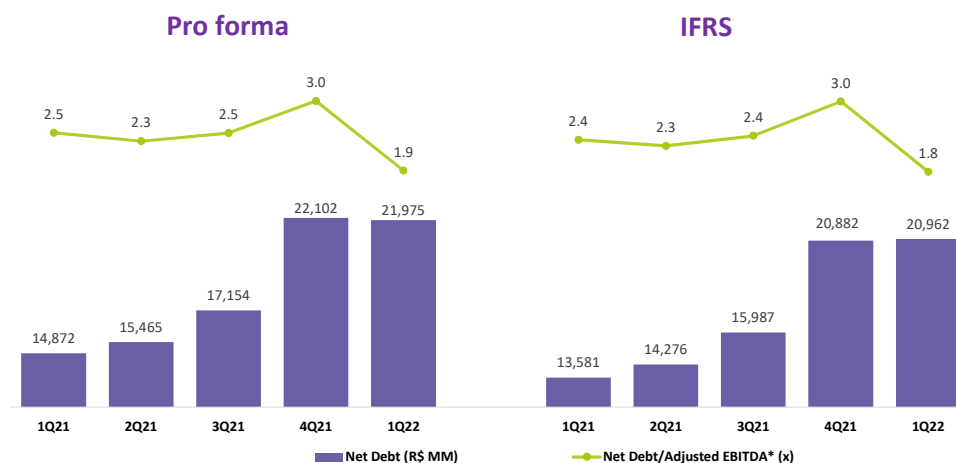


Consolidated net income totaled R\$3,452.5 million in 1Q22. Same-basis<sup>1</sup> Net Loss was R\$89.3 million, compared to a Net Income of R\$204.2 million in 1Q21.

1. The same-basis effects are described in the same-basis comparison section.

## \ Indebtedness

Consolidated Net Debt (IFRS) came to R\$21 billion in March 2022, while the Net Debt/LTM adjusted EBITDA<sup>1</sup> ratio reached 1.8x, as shown below:



1. Calculated by excluding non-cash expenses: depreciation and amortization, provision for maintenance, and accrual of prepaid concession fee expenses.

## Fundraising in 1Q22

In 1Q22, fundraising and rollover were as follows:

Company	Issuance	Amount (R\$ MM)	Debt	Cost	Maturity
Pampulha	jan/22	10.0	CCB	CDI + 2,20% a.a.	jul/24
SPVias	feb/22	160.0	11 <sup>a</sup> Issuance of Debenture	CDI + 1,90% a.a.	feb/27
CCR	feb/22	1,700.0	16 <sup>a</sup> Issuance - 1 <sup>a</sup> Série of Debenture	CDI + 1,70% a.a.	jan/29
CCR	feb/22	1,716.0	16 <sup>a</sup> Issuance - 2 <sup>a</sup> Series of Debenture	IPCA + 6,437% a.a.	jan/36
Bloco Sul	mar/22	111.0	2 <sup>a</sup> Issuance of Debenture	CDI + 1,60% a.a.	abr/24
Bloco Central	mar/22	71.0	2 <sup>a</sup> Issuance of Debenture	CDI + 1,60% a.a.	abr/24
<b>Total</b>		<b>3,768.0</b>			

Company	Issuance	Amount (US\$ MM)	Debt	Cost	Maturity
AERIS	feb/22	130.0	LOAN AGREEMENT	SOFR + 4,60% a.a.	dez/25
<b>Total</b>		<b>130.0</b>			

## Indebtedness Evolution

(R\$ MM)	Mar/21	Dec/21	Mar/22
<b>Gross Debt<sup>1</sup></b>	<b>19,661.8</b>	<b>26,751.0</b>	<b>27,417.0</b>
% Real-Denominated	95%	94%	95%
% Foreign Currency-Denominated	5%	6%	5%
<b>Short Term</b>	<b>4,836.5</b>	<b>3,485.0</b>	<b>2,310.0</b>
% Real-Denominated	98%	95%	99%
% Foreign Currency-Denominated	2%	5%	1%
<b>Long Term</b>	<b>14,825.4</b>	<b>23,266.0</b>	<b>25,107.0</b>
% Real-Denominated	94%	94%	94%
% Foreign Currency-Denominated	6%	6%	6%
<b>Cash, Equivalents and Financial Investments<sup>2</sup></b>	<b>6,177.0</b>	<b>5,779.0</b>	<b>6,502.0</b>
% Real-Denominated	92%	93%	94%
% Foreign Currency-Denominated	8%	7%	6%
<b>Receivable/Payable Swap Settlements<sup>3</sup></b>	<b>(96.6)</b>	<b>90.0</b>	<b>(47.0)</b>
<b>Net Debt</b>	<b>13,581.4</b>	<b>20,882.0</b>	<b>20,962.0</b>

1. Gross debt excludes transaction costs incurred during the structuring of the respective financial instruments and is measured at fair value, where applicable.

2. Considers current asset values only (cash and cash equivalents and investments)

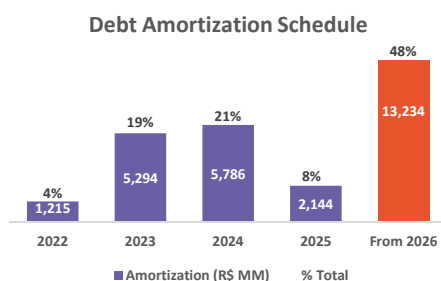
3. Swap adjustment in the period.

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

Debt Breakdown (R\$ MM)	Index	Average Cost p.a.	Not Hedged		Hedged	
			Values	%	Values	%
BNDES	TJLP	TJLP - 0.0% 4.0% p.a.	6,006.2	21.7%	6,006.2	21.7%
Local Bond, Credit Deposit and other:	CDI	115% - 120.0% of CDI, CDI + 0.4050% - 2.90% p.a.	15,813.5	57.1%	18,506.8	66.9%
Local Bond	IPCA	IPCA + 4.25% - 7.07% p.a.	3,660.7	13.2%	2,292.8	8.3%
Dolar	USD	4.2% p.a. - 12% p.a. - SOFR + 4.60% p.a.	1,421.8	5.1%	829.3	3.0%
Other	Pre fixed	6.14% p.a. - 9.76% p.a.	771.4	2.8%	38.6	0.1%
<b>Total</b>			<b>27,673.6</b>	<b>100.0%</b>	<b>27,673.6</b>	<b>100.0%</b>

1. The amounts do not exclude transaction costs and are not measured at fair value.

## Amortization Schedule<sup>1</sup> (IFRS)



CCR's amortization schedule shows the **Company's long-term profile with no debt concentrations**; about 48% of the repayments will mature as of 2026, and only 4% in 2022. **Debt totaled R\$27.7 billion in 1Q22.**

As additional information, on March 31, 2022, the net exposure in U.S. dollars of companies with revenues in Brazilian reais was US\$29.6 million, and refer to ViaQuatro, Metrô Bahia and Lines 8 and 9.

In this same period, the pro-forma gross debt was R\$28.9 billion, including non-controlled companies (without transaction costs and MTM).

## \ CAPEX and Maintenance

**Investments** (including financial assets) and maintenance expenditures **totaled R\$313.9 million** in **1Q22**.

R\$ MM (%100)	Intangible and Fixed Assets			Performed Maintenance	Financial Asset <sup>1</sup>	Total
	Improvements	Equipment and Others	Total	Maintenance Cost		
	1Q22	1Q22	1Q22	1Q22	1Q22	1Q22
ViaLagos	0.2	0.3	0.5	-	-	0.5
RodoNorte	0.1	-	0.1	-	-	0.1
AutoBAn	5.8	1.0	6.8	-	-	6.8
ViaOeste	29.3	1.1	30.4	-	-	30.4
ViaQuatro	10.5	0.6	11.1	-	-	11.1
RodoAnel Oeste	3.5	-	3.6	4.5	-	8.1
Samm	0.1	2.2	2.3	-	-	2.3
SPVias	1.6	1.3	2.9	-	-	2.9
San José - Aeris	7.5	0.3	7.8	-	-	7.8
CAP	0.8	-	0.8	-	-	0.8
Barcas	-	0.1	0.1	-	-	0.1
VLT Carioca	19.3	0.1	19.3	-	-	19.3
Metrô Bahia	4.7	0.9	5.5	-	-	5.5
BH Airport	13.8	0.6	14.4	-	(9.9)	4.5
MSVia	8.1	0.4	8.6	-	-	8.6
TAS	0.1	0.1	0.3	-	-	0.3
ViaMobilidade - Linhas 5 e 17	6.7	1.1	7.8	-	-	7.8
ViaSul	106.2	3.8	110.0	-	-	110.0
ViaCosteira	10.0	1.7	11.8	-	-	11.8
Bloco Sul <sup>2</sup>	10.5	1.3	11.8	-	-	11.8
Bloco Central <sup>3</sup>	9.8	1.3	11.0	-	-	11.0
Linhas 8 e 9 <sup>3</sup>	42.9	1.7	44.6	-	-	44.6
Pampulha	-	-	-	-	-	-
RioSP	0.6	4.4	5.0	-	-	5.0
Others <sup>2</sup>	3.6	(0.7)	2.8	-	-	2.8
<b>Consolidado</b>	<b>295.7</b>	<b>23.6</b>	<b>319.3</b>	<b>4.5</b>	<b>(9.9)</b>	<b>313.9</b>

1. The investments made by the Company, which will be reimbursed by the Granting Authorities as monetary consideration or contribution, are recorded under financial assets.

2. Includes CCR and CPC.

The concessionaires that invested the most in the quarter were: **ViaSul, Linhas 8 and 9, and ViaOeste**.

ViaSul's spending was mainly in duplications in stretches of BR-386, sidewalk recovery, completion of construction work, technology equipment and signage. Lines 8 and 9's spending was mainly from the acquisition of equipment. ViaOeste's investments were focused on the duplication of several stretches of the Raposo Tavares Highway.

In 1Q22, **Metrô Bahia received R\$72.5 million** related to considerations from the Granting Authority.

As additional information, investments in jointly-controlled subsidiaries were as follows:

Investments and maintenance expenditures at jointly-controlled subsidiaries totaled R\$2.6 million in 1Q22.

R\$ MM	Jointly owned Intangible and Fixed Assets			Jointly owned performed maintenance	Proforma Financial Asset <sup>1</sup>	Total
	Improvements	Equipment and Others	Total	Maintenance Cost		
	1Q22	1Q22	1Q22	1Q22	1Q22	1Q22
Renovias (40%)	0.2	0.3	0.5	0.0	0.0	0.5
ViaRio (66.66%)	0.4	0.0	0.4	0.0	0.0	0.4
Quito - Quiport (46.5%)	1.6	0.2	1.7	0.0	0.0	1.7
<b>Consolidated</b>	<b>2.2</b>	<b>0.5</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>2.6</b>

1. The investments made by the Company, which will be reimbursed by the Granting Authorities as monetary consideration or contribution, are recorded under financial assets.

## \ Brief Background

**About Grupo CCR:** Founded in 1999, the CCR Group is a leading player in infrastructure services for human mobility, headquartered in Brazil and with businesses in the airport sector in Latin America and the USA. It started operating in the highway concessions segment and later diversified its portfolio. In 2018, Grupo CCR transformed its four core businesses into divisions composed of the following business units: CCR Lam Vias, CCR Infra SP, CCR Aeroportos, and CCR Mobilidade. The divisions are responsible for managing the Company's current businesses and developing and analyzing new opportunities in the primary and secondary markets, both in Brazil and abroad.

Grupo CCR currently has more than 17,000 employees and is responsible for the management and maintenance of 3,698 kilometers of highways; it also manages airports and passenger transportation services in subways, VLT, and barges, transporting approximately 3 million passengers per day. In the airport segment, after being awarded the contracts of the Central and South Blocks, granted by ANAC, the annual number of passengers will exceed the current 23 million, including the Pampulha Airport/BH.

The Company is recognized in the domestic and international markets for adopting the highest standards of corporate governance as the basis for its operation, which are listed in the Integrity and Compliance Program. For further information, visit [grupoccr.com.br](http://grupoccr.com.br)

**About CCR:** CCR is the holding company of Grupo CCR listed on the B3 index, the Brazilian Stock Exchange. With more than 20 years of experience, it has been recognized in the domestic and international markets, mainly for its strict governance and compliance criteria. It was the first group in the infrastructure services industry to join the Novo Mercado listing segment of B3 (former BM&FBovespa). 55.23% of its shares, all of which common voting shares, are traded on the Novo Mercado listing segment. 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-100 (Brazil Index 100), and MSCI Latin America.

## Exhibit - IFRS Tables

CONSOLIDATED INCOME STATEMENT Brazilian Corporate Law (R\$ '000)	1Q21	1Q22	Chg %
<b>Gross Revenues</b>	<b>3,625,739</b>	<b>8,205,608</b>	<b>126.3%</b>
- Toll Revenues	1,749,752	1,636,258	-6.5%
- Other Revenues	1,875,987	6,569,350	250.2%
Gross Revenues Deductions	(185,819)	(187,042)	0.7%
<b>Net Revenues</b>	<b>3,439,920</b>	<b>8,018,566</b>	<b>133.1%</b>
(+) Construction Revenues	268,162	244,609	-8.8%
<b>Cost of Services</b>	<b>(1,726,043)</b>	<b>(1,582,261)</b>	<b>-8.3%</b>
- Depreciation and Amortization	(638,795)	(384,572)	-39.8%
- Third-party Services	(271,669)	(205,109)	-24.5%
- Concession Costs	(21,426)	(33,464)	56.2%
- Personnel Costs	(284,921)	(402,871)	41.4%
- Construction Costs	(268,162)	(244,609)	-8.8%
- Maintenance Provision	(13,017)	(46,806)	259.6%
- Other	(158,385)	(195,162)	23.2%
- Appropriation of Anticipated Expenses from the Concession	(69,668)	(69,668)	
<b>Gross Profit</b>	<b>1,982,039</b>	<b>6,680,914</b>	<b>237.1%</b>
	<i>Gross Margin</i>		
	57.6%	83.3%	25.7 p.p.
<b>Administrative Expenses</b>	<b>(216,334)</b>	<b>(284,791)</b>	<b>31.6%</b>
- Depreciation and Amortization	(17,342)	(15,759)	-9.1%
- Third-party Services	(68,592)	(80,948)	18.0%
- Personnel	(82,744)	(107,303)	29.7%
- Other	(47,656)	(80,781)	69.5%
<b>Adjusted EBIT</b>	<b>1,765,705</b>	<b>6,396,123</b>	<b>262.2%</b>
<i>Adjusted EBIT Margin (a)</i>	51.3%	79.8%	28.5 p.p.
+ Equity Income Result	5,973	30,438	409.6%
+ Part. of Non-controlling Shareholders	(155,418)	14,080	n.m.
<b>EBIT (b)</b>	<b>1,616,260</b>	<b>6,440,641</b>	<b>298.5%</b>
<i>EBIT Margin</i>	43.6%	77.9%	34.3 p.p.
+ Depreciation and Amortization	656,137	400,331	-39.0%
<b>EBITDA (b)</b>	<b>2,272,397</b>	<b>6,840,972</b>	<b>201.0%</b>
<i>EBITDA Margin</i>	61.3%	82.8%	21.5 p.p.
+ Maintenance Provision (c)	13,017	46,806	259.6%
+ Appropriation of Anticipated Expenses (d)	69,668	69,668	
- Equity Income Result	(5,973)	(30,438)	409.6%
- Part. of Non-controlling Shareholders	155,418	(14,080)	n.m.
<b>Adjusted EBITDA</b>	<b>2,504,527</b>	<b>6,912,928</b>	<b>176.0%</b>
<i>Adjusted EBITDA Margin (e)</i>	72.8%	86.2%	13.4 p.p.
<b>Net Financial Result</b>	<b>(355,572)</b>	<b>(878,632)</b>	<b>147.1%</b>
<b>Financial Expenses:</b>	<b>(637,454)</b>	<b>(1,366,689)</b>	<b>114.4%</b>
- Interest on Loans, Financing and Debentures and Loans Cost Capitalization	(247,725)	(665,229)	168.5%
- Monetary variation on loans, financing and debentures	(73,536)	(69,844)	-5.0%
- Monetary variation on Liabilities related to the Granting Power	(57,146)	(59,841)	4.7%
- Exchange Rate Variation	-	-	n.m.
- Losses from Hedge Operations	(196,533)	(299,704)	52.5%
- Present Value Adjustment of Maintenance Provision	(13,970)	(13,143)	-5.9%
- Fair Value of Hedge Operations	(3,662)	(25,039)	583.8%
- Other Financial Expenses	(35,552)	(224,973)	532.8%
- Exchange Rate Variation on foreign suppliers	(4,281)	(5,704)	33.2%
- Loan and monetary variation on self-composing term, leniency	(2,253)	(615)	-72.7%
- Present Value Adjustment and Exchange Rate Variation - Lease	(2,796)	(2,597)	-7.1%
<b>Financial Income:</b>	<b>281,882</b>	<b>488,057</b>	<b>73.1%</b>
- Gains from Hedge Operations	27,195	149,162	448.5%
- Exchange Rate Variation	-	113,773	n.m.
- Monetary Variation	7,889	-	n.m.
- Fair Value of Hedge Operations	192,210	52,155	-72.9%
- Interest and Other Financial Income	54,511	158,548	190.9%
- Exchange Rate Variation on foreign suppliers	77	14,419	18626.0%
<b>Equity Income Result</b>	<b>5,973</b>	<b>30,438</b>	<b>409.6%</b>
<b>Profit (Loss) Before Income and Social Contribution Taxes</b>	<b>1,416,106</b>	<b>5,547,929</b>	<b>291.8%</b>
Income and Social Contribution Taxes - Current	(217,251)	(280,835)	29.3%
Income and Social Contribution Taxes - Deferred	(354,497)	(1,828,701)	415.9%
<b>Profit before Minority Interest</b>	<b>844,358</b>	<b>3,438,393</b>	<b>307.2%</b>
<b>Part. of Non-controlling Shareholders</b>	<b>(155,418)</b>	<b>14,080</b>	<b>n.m.</b>
<b>Net Profit for the Period</b>	<b>688,940</b>	<b>3,452,473</b>	<b>401.1%</b>
<b>Basic profit Per Share (In Reais - R\$)</b>	<b>0.34106</b>	<b>1.70915</b>	
Number of shares at the end of fiscal year (in units)	2,020,000,000	2,020,000,000	

(a) Adjusted EBIT Margin was calculated by dividing EBIT by Net Revenues, excluding construction revenue, as this is an IFRS requirement, whose corresponding amount affects total cost.

(b) Calculated in accordance with CVM instruction number 527/12.

(c) The Maintenance Provision refers to an estimate of future expenditures for regular maintenance in CCR subsidiaries and is adjusted as it relates to a non-cash-relevant item of the financial statements.

(d) Refers to the result appropriation of prepayments related to the concession and is adjusted relates to a non-cash relevant item of the financial statements.

(e) The adjusted EBITDA margin were calculated excluding construction revenue, in accordance with IFRS requirements, with a counter-entry impacting total costs.



CONSOLIDATED BALANCE SHEET		
Brazilian Corporate Law (R\$ '000)	4Q21	1Q22
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & cash equivalents	4,593,600	4,031,727
Accounts receivable	1,395,041	2,110,174
Related parties receivable	1,594	715
Financial investments and reserve account	1,185,805	2,470,351
Recoverable taxes	192,816	169,526
Anticipated expenses concession right	278,680	159,181
Accounts receivable swap	4,988	4,102
Advances to Supplier	17,477	36,036
Anticipated expenses and others	239,455	269,085
<b>Total Current Assets</b>	<b>7,909,456</b>	<b>9,250,897</b>
<b>LONG TERM ASSETS</b>		
Accounts Receivable and Short-term Investments at Fair Value	6,584,120	6,156,314
Related parties	207,301	205,815
Recoverable taxes and contributions	120,952	132,437
Deferred taxes	928,206	966,140
Anticipated expenses concession right	1,833,934	1,883,765
Accounts receivable swap	251,887	163,467
Anticipated expenses and others	187,297	203,011
<b>Total Long Term assets</b>	<b>10,113,697</b>	<b>9,710,949</b>
<b>Investments</b>	<b>848,796</b>	<b>776,344</b>
<b>Fixed assets</b>	<b>979,318</b>	<b>965,456</b>
<b>Intangible assets</b>	<b>21,314,643</b>	<b>26,306,708</b>
<b>Ongoing Intangible assets</b>	<b>33,182</b>	<b>32,673</b>
<b>Lease</b>	<b>157,352</b>	<b>127,946</b>
<b>Total Non-Current Assets</b>	<b>33,446,988</b>	<b>37,920,076</b>
<b>TOTAL ASSETS</b>	<b>41,356,444</b>	<b>47,170,973</b>
<b>LIABILITIES AND NET EQUITY</b>		
<b>CURRENT LIABILITIES</b>		
Loans and financing	799,400	540,540
Debentures	2,685,516	1,769,567
Accounts payable swap	158,172	176,675
Suppliers	514,517	438,186
Income and contributions payable	385,270	356,064
Taxes and contributions installment payments	3,563	2,836
Income and social contribution taxes	370,385	444,857
Liabilities with related parties	68,405	70,899
Mutual loan - Related parties	337,710	353,041
Dividends and Interest on equity	72,921	73,388
Maintenance Provision	35,682	34,899
Liabilities related to the granting power	181,134	183,959
Settlement Agreement and Leniency Agreement	-	-
Other accounts payable	239,814	243,262
Preliminary Agreement	-	-
<b>Total Current Liabilities</b>	<b>5,852,489</b>	<b>4,688,173</b>
<b>NON-CURRENT LIABILITIES</b>		
Loans and financing	7,237,591	6,858,871
Debentures	16,028,642	18,247,837
Taxes and contributions payable	24,947	19,066
Taxes and contributions installment payments	3,626	3,351
Accounts payable swap	8,661	37,851
Deferred taxes	918,807	2,780,620
Provision for civil contingencies, labor, tributary and social welfare	183,198	193,562
Maintenance Provision	102,910	148,608
Liabilities related to the granting power	1,748,175	1,815,815
Liabilities with related parties	112,081	141,419
Settlement Agreement and Leniency Agreement	-	-
Other accounts payable	569,517	520,568
<b>Total Long-term Liabilities</b>	<b>26,938,155</b>	<b>30,767,568</b>
<b>NET EQUITY</b>		
Capital stock	6,022,942	6,022,942
Equity valuation adjustments and other comprehensive income	1,074,508	830,115
Profit reserve	1,151,378	1,151,378
Accumulated earnings and losses	-	3,452,473
Goodwill on capital transactions	15,934	21,955
<b>Controlling Shareholders Equity</b>	<b>8,264,762</b>	<b>11,478,863</b>
Part of Non-controlling Shareholders	301,038	236,369
<b>Total Net Equity</b>	<b>8,565,800</b>	<b>11,715,232</b>
<b>TOTAL</b>	<b>41,356,444</b>	<b>47,170,973</b>

Consolidated Cash Flow Statement Brazilian Corporate Law (R\$ '000) - Indirect Method	1Q21	1Q22
<b>Operational activities cash flow</b>		
Net cash originating from (used on) operational activities	736,194	846,472
Net profit (loss) in the period	844,358	3,438,393
<b>Settlements by:</b>		
Deferred income and social contribution taxes	354,497	1,828,701
Appropriation of anticipated expenses	69,668	69,668
Depreciation and Amortization	605,147	348,368
Fixed, intangible and deferred assets write off	16,551	18,107
Deferred taxes	456	394
Amortization of concessionaire rights-goowill	39,720	39,949
Exchange rate variation on loans and financing	-	(113,773)
Monetary variation of the liabilities related to the granting power	57,146	59,841
	340,922	755,272
Financing costs capitalization	(27,550)	(20,199)
Result from derivative operations	169,338	150,542
Recognition of maintenance provision	13,017	46,806
Present value adjustment of maintenance provision	3,221	2,626
Recognition and reversion of provision for civil, labor, tax and social security risks	9,964	15,567
Provision of doubtful accounts	6,105	1,449
Interest and mutual loan monetary variation with related parties	3,535	21,350
Interest on taxes in installments	18	230
Present value adjustment of liabilities related to the granting power	10,749	10,517
Present value adjustment of financial assets	(246,754)	(341,739)
Equity	(5,973)	(30,438)
Exchange rate on foreign suppliers	4,204	(8,715)
Advantageous purchase of VLT	-	-
Exchange rate on derivatives	-	-
Monetary adjustment of the provision for civil, labor, tax and social security risks	11,097	6,345
Interest on loans with third-party	587	3,086
Fair value of loans, financing and debentures	(188,548)	(27,116)
Interest and monetary variation on self-composition term, leniency agreement and PIC	2,253	615
Depreciation - Lease	11,270	12,014
Remeasurement of previous stake in VLT Carioca	-	-
Loss estimate Law nº 13.448 / 17	-	10,296
Financial investment income	-	(52,958)
Reversal of the adjustment to present value of the leasing	2,796	2,597
Rebalancing revenue - AutoBAn	-	(5,254,058)
<b>Assets and liabilities variations</b>	<b>(1,371,600)</b>	<b>(147,265)</b>
<b>Assets (increase) decrease</b>		
Accounts receivable	(1,092,943)	(101,783)
Accounts receivable - Related parties	2,561	7,410
Recoverable taxes	23,349	12,766
Dividends and interests on received equity	3,988	3,316
Anticipated expenses - fixed concession fee	(0)	-
Dividends and interests on receivable equity	(58,590)	(49,250)
Receipt of Financial Asset	69,880	161,965
Advances to Supplier	(5,250)	(18,559)
Reimbursement of civil works performed	-	-
<b>Liabilities increase (decrease)</b>		
Suppliers	(106,254)	(88,591)
Suppliers - Related parties	(38,760)	(7,910)
Social and labor obligations	19,546	73,898
Taxes and contributions payable and in installments, and accrual for income and social contribution taxes	176,363	254,537
Payments of income tax and social contribution	(328,560)	(293,429)
Realization of the maintenance provision	(12,827)	(4,517)
Liabilities related to the granting power	1,643	1,239
Payment of provision for civil, labor, tax and social security risks	(6,982)	(7,638)
Settlement Agreement and Leniency Agreement	(67,763)	-
Deferred Revenues	6,644	1,283
Loans with third-party	(88)	(463)
Deferred taxes	(419)	(519)
Others accounts with granting power	-	(1,487)
Other accounts payable	42,862	(89,533)
<b>Investment activities cash flow</b>		
Fixed assets acquisition	(27,777)	(23,649)
Advances for the intangible assets	(283,816)	(340,442)
Intangible assets - other	29,958	27,988
Settlement of hedge operations	-	-
Loans with related parties	-	-
Fundraising	-	-
Receivables	-	-
Capital increase in investees and other investment movements	-	-
Advance of funds for future capital increase - related parties	-	(9)
Acquisition of 25,37813% share of VLT	-	-
Acquisition of leasing	-	-
Net redemption financial investments	79,857	(1,278,131)
Redemptions / Applications (reserve account)	1,487	38,930
<b>Net cash used on investment activities</b>	<b>(200,291)</b>	<b>(1,575,313)</b>
<b>Financing activities cash flow</b>		
Settlement of hedge operations	(305)	(18,758)
Loans with related parties	-	-
Fundraising	1,800	-
Receivables	-	-
Loans, financing, debentures, promissory notes and leasing	-	-
Fundraising	485,926	4,303,306
Principal Payment	(861,523)	(3,761,912)
Interest Payment	(112,134)	(359,946)
Dividends	-	-
Paid to controlling shareholders	-	-
Payable / (paid) to non-controlling shareholders	-	-
Part. of Non-controlling Shareholders	13,140	(49,941)
Advance of funds for future capital increase - related parties	-	30,413
Capital integralization	-	-
Lease (Fundraising)	-	-
Lease (payment)	(14,097)	(13,394)
<b>Net cash used on financing activities</b>	<b>(487,193)</b>	<b>129,768</b>
Effect of exchange rate changes on cash and cash equivalents	(5)	37,200
<b>Increase / Decrease of cash and cash equivalents</b>	<b>48,705</b>	<b>(561,873)</b>
<b>Cash Balances Demonstration</b>		
In the beginning of the period	3,548,987	4,593,600
At the end of the period	3,597,692	4,031,727

## \ Exhibit - Pro-Forma Tables

Including the proportional results of Renovias (40%), ViaRio (66.66%), and Quito International Airport (46.5%).

CONSOLIDATED INCOME STATEMENT			
Brazilian Corporate Law (R\$ '000)	1Q21	1Q22	Chg %
<b>Gross Revenues</b>	<b>3,746,178</b>	<b>8,363,163</b>	<b>123.2%</b>
- Toll Revenues	1,814,566	1,710,733	-5.7%
- Other Revenues	1,931,612	6,652,430	244.4%
Gross Revenues Deductions	(192,129)	(194,481)	1.2%
<b>Net Revenues</b>	<b>3,554,049</b>	<b>8,168,682</b>	<b>129.8%</b>
(+) Construction Revenues	278,172	246,356	-11.4%
<b>Cost of Services</b>	<b>(1,781,090)</b>	<b>(1,636,024)</b>	<b>-8.1%</b>
- Depreciation and Amortization	(659,801)	(410,420)	-37.8%
- Third-party Services	(277,760)	(212,510)	-23.5%
- Concession Costs	(22,728)	(34,969)	53.9%
- Personnel Costs	(292,969)	(410,523)	40.1%
- Construction Costs	(278,172)	(246,356)	-11.4%
- Maintenance Provision	(13,465)	(47,298)	251.3%
- Other	(164,395)	(202,147)	23.0%
- Appropriation of Anticipated Expenses from the Concession	(71,800)	(71,801)	0.0%
<b>Gross Profit</b>	<b>2,051,131</b>	<b>6,779,014</b>	<b>230.5%</b>
	<i>Gross Margin</i>	<i>83.0 %</i>	<i>25.3 p.p.</i>
<b>Administrative Expenses</b>	<b>(231,832)</b>	<b>(299,116)</b>	<b>29.0%</b>
- Depreciation and Amortization	(18,531)	(17,656)	-4.7%
- Third-party Services	(75,487)	(85,391)	13.1%
- Personnel	(87,626)	(112,278)	28.1%
- Other	(50,188)	(83,791)	67.0%
<b>Adjusted EBIT</b>	<b>1,819,299</b>	<b>6,479,898</b>	<b>256.2%</b>
<i>Adjusted EBIT Margin (a)</i>	<i>51.2%</i>	<i>79.3 %</i>	<i>28.1 p.p.</i>
+ Equity Income Result	-	-	n.m.
- Part. of Non-controlling Shareholders	(155,418)	14,080	n.m.
<b>EBIT (b)</b>	<b>1,663,881</b>	<b>6,493,978</b>	<b>290.3%</b>
<i>EBIT Margin</i>	<i>43.4%</i>	<i>77.2 %</i>	<i>33.8 p.p.</i>
+ Depreciation and Amortization	678,332	428,076	-36.9%
<b>EBITDA (b)</b>	<b>2,342,213</b>	<b>6,922,054</b>	<b>195.5%</b>
<i>EBITDA Margin</i>	<i>61.1%</i>	<i>82.3 %</i>	<i>21.2 p.p.</i>
+ Maintenance Provision (c)	13,465	47,298	251.3%
+ Appropriation of Anticipated Expenses (d)	71,800	71,801	0.0%
- Part. of Non-controlling Shareholders	155,418	(14,080)	n.m.
<b>Adjusted EBITDA</b>	<b>2,582,896</b>	<b>7,027,073</b>	<b>172.1%</b>
<i>Adjusted EBITDA Margin (e)</i>	<i>72.7%</i>	<i>86.0 %</i>	<i>13.3 p.p.</i>
<b>Net Financial Result</b>	<b>(393,280)</b>	<b>(922,889)</b>	<b>134.7%</b>
<b>Financial Expenses:</b>	<b>(675,700)</b>	<b>(1,411,119)</b>	<b>108.8%</b>
- Interest on Loans, Financing and Debentures and Loans Cost Capitalization	(283,145)	(705,885)	149.3%
- Monetary variation on loans, financing and debentures	(73,536)	(69,844)	-5.0%
- Monetary variation on Liabilities related to the Granting Power	(57,146)	(59,841)	4.7%
- Exchange Rate Variation	-	-	n.m.
- Losses from Hedge Operations	(196,533)	(299,704)	52.5%
- Present Value Adjustment of Maintenance Provision	(14,070)	(13,288)	-5.6%
- Fair Value of Hedge Operations	(3,662)	(25,039)	583.8%
- Other Financial Expenses	(38,247)	(228,568)	497.6%
- Exchange Rate Variation on foreign suppliers	(4,281)	(5,704)	33.2%
- Interest and monetary var. on settlement agreement and leniency agreement	(2,253)	(615)	-72.7%
- Present value adjustment and currency exchange variation - lease	(2,827)	(2,631)	-6.9%
<b>Financial Income:</b>	<b>282,420</b>	<b>488,230</b>	<b>72.9%</b>
- Gains from Hedge Operations	27,195	149,162	448.5%
- Exchange Rate Variation	-	113,773	n.m.
- Monetary Variation	7,889	-	n.m.
- Fair Value of Hedge Operations	192,210	52,155	-72.9%
- Interest and Other Financial Income	55,049	158,721	188.3%
- Exchange Rate Variation on foreign suppliers	77	14,419	18626.0%
<b>Profit (Loss) Before Income and Social Contribution Taxes</b>	<b>1,426,019</b>	<b>5,557,009</b>	<b>289.7%</b>
Income and Social Contribution Taxes - Current	(226,377)	(290,304)	28.2%
Income and Social Contribution Taxes - Deferred	(355,284)	(1,828,312)	414.6%
<b>Profit before Minority Interest</b>	<b>844,358</b>	<b>3,438,393</b>	<b>307.2%</b>
Part. of Non-controlling Shareholders	(155,418)	14,080	n.m.
<b>Net Profit for the Period</b>	<b>688,940</b>	<b>3,452,473</b>	<b>401.1%</b>
<b>Basic profit Per Share (In Reais - R\$)</b>	<b>0.34106</b>	<b>1.70915</b>	
Number of shares at the end of fiscal year (in units)	2,020,000,000	2,020,000,000	

(a) Adjusted EBIT Margin was calculated by dividing EBIT by Net Revenues, excluding construction revenue, as this is an IFRS requirement,

whose corresponding amount affects total cost.

(b) Calculated in accordance with CVM instruction number 527/12.

(c) The Maintenance Provision refers to an estimate of future expenditures for regular maintenance in CCR subsidiaries and is adjusted as it relates to a non-cash-relevant item of the financial statements.

(d) Refers to the result appropriation of prepayments related to the concession and is adjusted relates to a non-cash relevant item of the

(e) The adjusted EBITDA margin were calculated excluding construction revenue, in accordance with IFRS requirements, with a counter-entry impacting total costs.

CONSOLIDATED BALANCE SHEET - PROFORMA		
Brazilian Corporate Law (R\$ '000)	4Q21	1Q22
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & cash equivalents	4,768,944	4,216,719
Accounts receivable	1,441,301	2,152,634
Related parties receivable	1,212	652
Financial investments and reserve account	1,226,072	2,501,534
Recoverable taxes	202,913	178,482
Anticipated expenses concession right	281,292	160,226
Accounts receivable swap	4,988	4,102
Advances to Supplier	20,505	37,157
Anticipated expenses and others	312,786	279,781
<b>Total Current Assets</b>	<b>8,260,013</b>	<b>9,531,287</b>
<b>LONG TERM ASSETS</b>		
Accounts Receivable and Short-term Investments at Fair Value through Profit and Loss	6,636,168	6,199,190
Related parties	57,827	59,442
Recoverable taxes	120,952	132,437
Income and deferred taxes	983,862	1,022,186
Anticipated expenses concession right	1,834,876	1,884,141
Accounts receivable swap	251,887	163,467
Advances to Supplier	29,318	-
Anticipated expenses and others	221,464	256,048
Advance for capital increase - related parties	544	536
<b>Total Long Term assets</b>	<b>10,136,898</b>	<b>9,717,447</b>
<b>Fixed assets</b>	<b>1,019,684</b>	<b>999,900</b>
<b>Intangible assets</b>	<b>23,793,622</b>	<b>28,516,631</b>
<b>Ongoing Intangible assets</b>	<b>49,667</b>	<b>32,738</b>
<b>Lease</b>	<b>158,453</b>	<b>129,282</b>
<b>Total Non-Current Assets</b>	<b>35,158,324</b>	<b>39,395,998</b>
<b>TOTAL ASSETS</b>	<b>43,418,337</b>	<b>48,927,285</b>
<b>LIABILITIES AND NET EQUITY</b>		
<b>CURRENT LIABILITIES</b>		
Loans and financing	846,226	558,633
Debentures	2,734,048	1,818,527
Accounts payable swap	158,172	176,675
Suppliers	529,087	447,378
Taxes and contributions payable	406,798	366,042
Taxes and contributions installment payments	3,709	2,873
Income and social contribution taxes	379,597	455,720
Accounts payable - related parties	68,114	70,482
Mutual loan - related parties	337,724	354,223
Dividends and interest on equity	74,867	73,388
Maintenance provision	39,182	39,395
Liabilities related to the granting power	181,134	183,959
Settlement Agreement and Leniency Agreement	-	-
Other accounts payable	277,048	270,088
Preliminary Agreement	-	-
<b>Total Current Liabilities</b>	<b>6,035,706</b>	<b>4,817,383</b>
<b>NON-CURRENT LIABILITIES</b>		
Loans and financing	8,243,871	7,708,593
Debentures	16,362,807	18,560,638
Accounts payable swap	8,661	37,851
Taxes and contributions payable	46,445	40,955
Taxes and contributions installment payments	3,626	3,351
Income and Deferred taxes	905,791	2,767,996
Accounts payable - related parties	2,436	32,849
Provision for civil contingencies, labor, tributary and social welfare	184,639	195,155
Maintenance provision	108,013	153,351
Liabilities related to the granting power	1,748,175	1,815,815
Mutual loan - relates parties	168,418	167,595
Incentive plan - Related parties	-	-
Other accounts payable	1,033,949	910,521
<b>Total Long-term Liabilities</b>	<b>28,816,831</b>	<b>32,394,670</b>
<b>NET EQUITY</b>		
Capital stock	6,022,942	6,022,942
Equity valuation adjustments	1,074,508	830,115
Profit reserve	1,151,379	1,151,378
Accumulated earnings and losses	-	3,452,473
Capital reserves	15,934	21,955
<b>Controlling Shareholders Equity</b>	<b>8,264,763</b>	<b>11,478,863</b>
Part. of Non-controlling Shareholders	301,037	236,369
<b>Total Net Equity</b>	<b>8,565,800</b>	<b>11,715,232</b>
<b>TOTAL</b>	<b>43,418,337</b>	<b>48,927,285</b>

Consolidated Cash Flow Statement Brazilian Corporate Law (R\$ '000) - Indirect Method	1Q21	1Q22
<b>Operational activities cash flow</b>		
Net cash originating from (used on) operational activities	804,252	950,743
Net profit (loss) in the period	844,358	3,438,393
<b>Settlements by:</b>		
Deferred income and social contribution taxes	355,284	1,828,312
Appropriation of anticipated expenses	71,800	71,801
Depreciation and Amortization	620,785	369,381
Fixed, intangible and deferred assets write off	19,965	12,160
Deferred taxes	456	394
Amortization of concessionaire rights-goowill	46,097	46,493
Exchange rate variation on loans and financing	-	(113,773)
Monetary variation of the liabilities related to the granting power	57,146	59,841
Interest on debentures, promissory notes, loans, financing and leasing	376,421	796,109
Financing costs capitalization	(27,629)	(20,380)
Result from derivative operations	169,338	150,542
Recognition of maintenance provision	13,465	47,298
Present value adjustment of maintenance provision	3,321	2,771
Recognition and reversion of provision for civil, labor, tax and social security risks	14,559	15,922
Provision of doubtful accounts	6,525	970
Interest and mutual loan monetary variation with related parties	5,680	26,520
Interest on taxes in installments	19	231
Present value adjustment of liabilities related to the granting power	10,749	10,517
Present value adjustment of financial assets	(246,754)	(341,739)
Exchange rate on derivatives	-	-
Monetary adjustment of the provision for civil, labor, tax and social security risks	6,626	6,394
Interest on loans with third-party	587	3,086
Interest and monetary variation on self-composition term, leniency agreement and PIC	2,253	615
Fair value of loans, financing and debentures	(188,548)	(27,116)
Depreciation - Lease	11,450	12,202
Write off - Lease	4	(7)
Remeasurement of previous stake in VLT Carioca	-	-
Loss estimate Law nº 13,448 / 17	-	10,296
Exchange rate on foreign suppliers	4,204	(8,715)
Financial investment income	-	(52,958)
Sale of 6.95624% of the shares issued by Quiport Holdings	-	-
Reversal of adjustment to present value of leasing	2,827	2,631
Rebalancing revenue - AutoBAN	-	(5,254,058)
<b>Assets and liabilities variations</b>	<b>(1,376,737)</b>	<b>(143,390)</b>
Assets (increase) decrease	-	-
Accounts receivable	(1,093,980)	(97,504)
Accounts receivable - Related parties	2,542	7,140
Recoverable taxes	22,127	13,379
Dividends and interests on received equity	-	(1,436)
Anticipated expenses - fixed concession fee	(1)	-
Anticipated expenses - fixed concession fee	-	-
Anticipated expenses and others	(69,458)	(9,466)
Receipt of Financial Asset	69,880	161,965
Advances to Supplier	24,967	12,666
Reimbursement of civil works performed	-	-
Liabilities increase (decrease)	-	-
Suppliers	(104,877)	(94,154)
Suppliers - Related parties	(38,788)	(8,029)
Social and labor obligations	21,479	74,689
Taxes and contributions payable and in installments, and accrual for income and social contribution taxes	185,510	264,020
Payments of income tax and social contribution	(345,531)	(314,051)
Realization of the maintenance provision	(12,827)	(4,517)
Liabilities related to the granting power	1,643	1,239
Payment of provision for civil, labor, tax and social security risks	(7,366)	(7,890)
Deferred Revenues	45,915	(78,092)
Settlement Agreement and Leniency Agreement	(67,763)	-
Loans with third-party	(88)	(463)
Deferred taxes	(420)	(519)
Others accounts with granting power	-	(1,465)
Other accounts payable	(9,700)	(60,902)
<b>Investment activities cash flow</b>		
Fixed assets acquisition	(29,006)	(24,170)
Advances for the intangible assets	(296,389)	(342,541)
Intangible assets - other	30,391	27,988
Settlement of hedge operations	-	-
Contracting of derivative transactions	-	-
Loans with related parties	-	-
Fundraising	-	-
Receivables	-	-
Advance of funds for future capital increase - related parties	-	(9)
Capital increase in investees and other investment movements	-	-
Acquisition of a 25.37813% interest in VLT	-	-
Payment for the purchase of 33.33% of ViaRio net of cash acquired	-	-
Payment for the purchase of 15% ViaQuatro, net of cash purchased	-	-
Lease Acquisition	-	(571)
Financial investments net of redemption	68,479	(1,271,122)
Redemptions / Applications (reserve account)	38,439	50,177
<b>Net cash used on investment activities</b>	<b>(188,086)</b>	<b>(1,560,248)</b>
<b>Financing activities cash flow</b>		
Redemptions / Investments on reserve account	-	-
Settlement of derivative transactions	(305)	(18,758)
Settlement of hedge operations	-	-
Loans Fundraising	-	-
Receivables	1,800	-
Payments	-	-
Loans Fundraising	-	-
Receivables	485,926	4,303,306
Principal Payment	(871,274)	(3,828,105)
Interest Payment	(185,610)	(379,042)
Dividends	-	-
Paid to controlling shareholders	-	-
Payable / (paid) to non-controlling shareholders	-	-
Part. of Non-controlling Shareholders	13,140	(49,941)
Advance of funds for future capital increase - related parties	-	30,413
Capital integralization	-	-
Lease (Fundraising)	-	571
Lease (payment)	(14,313)	(13,598)
Capital Reduction	-	-
<b>Net cash used on financing activities</b>	<b>(570,636)</b>	<b>44,846</b>
Effect of exchange rate changes on cash and cash equivalents	(61)	12,434
<b>Increase / Decrease of cash and cash equivalents</b>	<b>45,469</b>	<b>(552,225)</b>
<b>Cash Balances Demonstration</b>		
In the beginning of the period	3,685,690	4,768,944
At the end of the period	3,731,159	4,216,719



## Conference Calls/Webcast

Access to the conference calls/webcasts:

**Conference call in Portuguese with simultaneous translation in English:**

**FRIDAY, MAY 13, 2022**

**12:00 p.m. São Paulo / 11:00 a.m. New York**

**Participants calling from Brazil:** (11) 4090-1621 or (11) 3181-8565

**Participants calling from the U.S.:** (+1) 412 717-9627

**Access Code:** CCR

**Replay:** (11) 3193 1012

**Code:** 8366456# or 5097751#

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