



\ RESULTS

4Q23



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\ Results for the fourth quarter of 2023

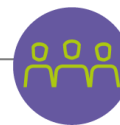
São Paulo, February 08, 2024

The Parent Company and Consolidated Interim Financial 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 2023 Financial Statements.

Unless otherwise stated, the financial and operating information is presented on a consolidated basis, in thousands of Brazilian reais, and the comparisons refer to 4Q22 and the full year of 2022.

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, was not audited by independent auditors.

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



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\ 4Q23 VS. 4Q22 HIGHLIGHTS

- Equivalent vehicle traffic **grew by 7.0%** in the period.
- The number of passengers boarded in airports **increased by 10.0%** in the period.
- The number of passengers transported in the mobility business **increased by 4.2%** in the period.
- **Adjusted EBITDA** had a **growth of 20.1%**, with a **margin of 55.3% (+4.5 p.p.)**.
- **Adjusted Net Income** reached **R\$393.9 million**, up by **184.6%** in the comparison period.
- The Company's executive board proposed the distribution of **R\$536.2 million in dividends**, which will be submitted for approval at the 2024 Annual Shareholders' Meeting.

- The Granting Authority recognized the economic and financial imbalance in favor of **ViaQuatro** and **ViaMobilidade - Lines 5 and 17**, in a total amount of approximately **R\$682.6 million** and **R\$297.9 million**, respectively.
- ANAC recognized the economic and financial imbalance in favor of **BH Airport**, in a total amount of approximately **R\$28.1 million**.



\ Financial Highlights

| Financial Highlights (R\$ MM) | IFRS | | | IFRS | | |
|--|---------|---------|-----------|----------|----------|------------|
| | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
| Net Revenues ¹ | 3,281.0 | 4,477.8 | 36.5% | 17,563.2 | 14,984.5 | -14.7% |
| Adjusted Net Revenues ² | 3,146.6 | 3,469.5 | 10.3% | 12,174.8 | 13,214.1 | 8.5% |
| EBITDA | 824.6 | 2,097.7 | 154.4% | 11,766.0 | 7,647.4 | -35.0% |
| EBITDA Mg. | 21.4% | 39.0% | 17.6 p.p. | 61.3% | 42.0% | -19.3 p.p. |
| Adjusted EBITDA ² | 1,597.2 | 1,917.5 | 20.1% | 6,863.7 | 7,770.8 | 13.2% |
| Adjusted EBITDA Mg. ³ | 50.8% | 55.3% | 4.5 p.p. | 56.4% | 58.8% | 2.4 p.p. |
| Net Income | (217.1) | 553.8 | n.m. | 4,133.1 | 1,704.8 | -58.8% |
| Adjusted Net Income ² | 138.4 | 393.9 | 184.6% | 745.9 | 1,415.8 | 89.8% |
| Net Debt / Adjusted EBITDA LTM (x) | 2.9 | 3.0 | | 2.9 | 3.0 | |
| Adjusted EBITDA ⁴ / Interest and Monetary Variation (x) | 1.9 | 2.4 | | 2.1 | 2.2 | |

1. Net revenue excludes construction revenue.

2. Adjustments are described in the "non-recurring effects" section.

3. The adjusted EBITDA margin was calculated by dividing adjusted EBITDA by adjusted net revenue.

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



\ Non-recurring effects

| MIM | Net Revenue | | | | Comment |
|---------------------------------|----------------|------------------|------------------|------------------|------------------------------|
| | 4Q22 | 4Q23 | 2022 | 2023 | |
| Consolidated Net Revenue | 3,281.0 | 4,477.8 | 17,563.2 | 14,984.5 | |
| (-) Non-Recurring | (134.3) | (1,008.4) | (5,388.4) | (1,770.4) | |
| BH Airport | (134.3) | (27.9) | (134.3) | (27.9) | Covid 19 Rebalancing |
| Barcas | - | - | - | (569.9) | Barcas Settlement |
| AutoBAn | - | - | (5,254.1) | - | AutoBAn Contract Rebalancing |
| Aeris | - | - | - | (192.1) | Aeris Contract Rebalancing |
| ViaQuatro | - | (682.6) | - | (682.6) | Covid 19 Rebalancing |
| ViaMobilidade - Linhas 5 e 17 | - | (297.9) | - | (297.9) | Covid 19 Rebalancing |
| Adjusted Net Revenue | 3,146.6 | 3,469.5 | 12,174.8 | 13,214.1 | |

| MIM | Adjusted EBITDA | | | | Comment |
|---|-----------------|----------------|------------------|----------------|---|
| | 4Q22 | 4Q23 | 2022 | 2023 | |
| EBITDA | 824.6 | 2,097.7 | 11,766.0 | 7,647.3 | |
| + Maintenance Provision (c) | 167.7 | 256.1 | 315.3 | 482.8 | |
| + Appropriation of Anticipated Expenses (d) | 35.8 | 33.3 | 177.0 | 136.4 | |
| - Equity Income Result | (32.0) | (49.0) | (254.1) | (179.4) | |
| - Part. of Non-controlling Shareholders | 61.5 | 162.1 | 79.1 | 149.7 | |
| (-) Non-Recurring | 539.7 | (582.6) | (5,219.6) | (466.0) | |
| BH Airport | (134.3) | (27.9) | (134.3) | (27.9) | Covid 19 Rebalancing |
| CPC | (132.1) | - | (132.1) | - | Alba Closing (CTA adjustment) |
| RodoNorte | 335.2 | - | 335.2 | - | Possessions and Duties |
| ViaMobilidade - Linhas 8 e 9 | - | - | - | 150.0 | Consent Decree (TAC) |
| ViaMobilidade - Linhas 8 e 9 | - | 68.5 | - | 68.5 | Fines Contingency |
| SPCP | - | - | - | 121.4 | Costs Provision - Land Devolution |
| Barcas | - | - | - | (569.9) | Barcas Settlement |
| AutoBAn | - | - | (5,254.1) | - | AutoBAn Contract Rebalancing |
| Aeris | - | - | - | (192.1) | Aeris Contract Rebalancing |
| ViaQuatro | - | (682.6) | - | (682.6) | Covid 19 Rebalancing |
| ViaMobilidade - Linhas 5 e 17 | - | (297.9) | - | (297.9) | Covid 19 Rebalancing |
| ViaOeste | 470.9 | 357.2 | 470.9 | 964.5 | Improvements that do not generate future economic benefit |
| CCR USA ¹ | - | - | (505.2) | - | Sale of TAS |
| Adjusted EBITDA | 1,597.2 | 1,917.5 | 6,863.7 | 7,770.8 | |

| MIM | Net Income | | | | Comment |
|---------------------------------------|----------------|----------------|------------------|----------------|---|
| | 4Q22 | 4Q23 | 2022 | 2023 | |
| Consolidated Net Income (Loss) | (217.1) | 553.8 | 4,133.1 | 1,704.8 | |
| (-) Non-Recurring¹ | 355.6 | (159.8) | (3,387.2) | (289.1) | |
| BH Airport | 33.9 | 7.0 | 33.9 | 7.0 | Contract Rebalancing |
| CPC | 132.1 | - | 132.1 | - | Alba Closing (CTA adjustment) |
| RodoNorte | (335.2) | - | (335.2) | - | Possessions and Duties |
| ViaMobilidade - Linhas 8 e 9 | - | - | - | (79.2) | Consent Decree (TAC) |
| ViaMobilidade - Linhas 8 e 9 | - | (36.2) | - | (36.2) | Fines Contingency |
| SPCP | - | - | - | (121.4) | Costs Provision - Land Devolution |
| Barcas | - | - | - | 543.2 | Barcas Settlement |
| AutoBAn | - | - | 3,467.7 | - | AutoBAn Contract Rebalancing |
| Aeris | - | - | - | 187.5 | Aeris Contract Rebalancing |
| ViaOeste | 124.5 | - | (94.8) | - | Impairment |
| ViaOeste | (310.8) | (312.8) | (310.8) | (713.6) | Improvements that do not generate future economic benefit |
| ViaQuatro | - | 337.9 | - | 337.9 | Covid 19 Rebalancing |
| ViaMobilidade - Linhas 5 e 17 | - | 163.9 | - | 163.9 | Covid 19 Rebalancing |
| CCR USA | - | - | 397.4 | - | Sale of TAS |
| Renovias | - | - | 96.9 | - | Renovias Contract Rebalancing |
| Adjusted Net Revenue | 138.4 | 393.9 | 745.9 | 1,415.8 | |

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



\ Message from the CEO of Grupo CCR - Miguel Setas

In 2023, during my first year in office, Grupo CCR carried out an in-depth review of the foundations of its strategy, culture, and organization. This work was part of the "Value Acceleration Plan", currently consisting of 25 initiatives, which we launched to project the future of value creation for Grupo CCR. We started by revisiting our medium- and long-term strategic planning. We updated our Purpose, Vision, and the Guiding Principles of our culture. Lastly, we worked on our organizational design, aiming for an increasingly simple, agile, and efficient company. It was based on these foundational elements that we increased our attention on the ESG agenda, starting with our Vision, which now establishes that we want to "Lead the mobility sector focused on creating sustainable value" and our Purpose is now to "Improve people's lives through mobility".

During this period, we have already seen positive results from this work. In 4Q23, our adjusted EBITDA margin expanded by 4.5 p.p. from the fourth quarter of the previous year, a growth that substantiates our efforts to capture operational efficiency. I also emphasize that we ended the year with a Opex (Cash) to Net Revenue ratio of 40.3%, an important advancement that guides us to a level lower than 38%, which is what we are striving for in the coming years.

We maintained our assertiveness and focus on the execution of our Capex. The effort made by our entire team enabled us to reach, in December, to reach the highest investment level ever made by CCR in highways during a single month since the Company was established: R\$502 million. For the year of 2023, the Group reached total investments of R\$6.2 billion, increasing by 95.7% from the previous year. This represented large and important improvements in the assets we manage, such as the continuity of works carried out by concessionaires CCR ViaOeste (on the Castello-Raposo System), RioSP (on Via Dutra and BR-101), and ViaSul, (in the state of Rio Grande do Sul). As for ViaMobilidade – Lines 8 and 9, we continued with the acquisition process of 36 new trains, accessibility works at five stations, and we completed the replacement of 30 kilometers of tracks and 15 thousand railway sleepers. In our airports, the year was marked by the continuity of the works of phase 1B, which, among other investments, include the expansion in capacity for the airports composing the South and Central Blocks.

During the year, we achieved an important de-risking of our portfolio with the rebalances that were signed and advanced our regulatory agenda, all of which allow us to continue with our value creation strategy. We also celebrated several achievements that recognized our efforts and commitment to operational excellence. Among these, I highlight the achievements of AutoBAn, which was awarded as the best transportation company in the services sector and the best highway concessionaire by the "As Maiores e Melhores do Transporte" (The Largest and Best Transportation Companies) award. Additionally, ViaLagos was considered the best in Brazil by the CNT de Rodovias Ranking, while CCR RioSP was recognized in the Innovation and Technology category of the "Destaque ANTT 2023" (ANTT Highlight for 2023) for its Free Flow project, the first cashless tolling system in Brazil. Our airports in Confins (MG) and Curitiba (PR) were also recognized as the two best private terminals in Brazil by the National Civil Aviation Agency (ANAC). Such

recognition reflects Grupo CCR's commitment to promoting a positive impact on society, standing out for its quality services, innovation, and excellent customer service.

In terms of ESG, in the year in which we became the first company in the Brazilian infrastructure sector to have its emissions reduction targets approved by the Science Based Target Initiative (SBTi), we surpassed our goal of doubling our installed solar generation capacity in 2023, from 3.1 MWp to 6.5 MWp, by installing eight new photovoltaic plants along the highways operated by RodoAnel (in the state of São Paulo) and ViaCosteira (in the state of Santa Catarina). Not by chance, a study carried out by WayCarbon, a consultancy firm, revealed that our train, subway, and Light Rail Vehicle lines avoided the emission of over 1.5 million tons of CO₂ during the past 13 years. On the Social Responsibility front, we expanded our efforts in democratizing access to culture by sponsoring free entry, on Saturdays, to the Portuguese Language Museum, acted as the official mobility partner of the International Literary Festival of Paraty (Flip) and transported residents of riverside, indigenous and quilombola communities to the event, and launched the Centenários project, with free exhibitions at our train and subway stations to honor key names that represent the great diversity of the Brazilian culture.

It is also worth noting that the Company's executive board proposed the distribution of R\$536.2 million in dividends, in addition to the amount of R\$316.1 million announced in October of last year, totaling a payment of over R\$850 million. The matter will be submitted for approval at the extraordinary shareholders' meeting to be held in April.

Lastly, I would like to express my pride in our team, which enabled us to achieve these exceptional results. Looking to the future, I am confident in our capacity to implement our new strategic plan and in the strong pillars upon which it is based to overcome the challenges of the coming year and achieve our value creation agenda.



\ Gross Revenue (excluding Construction Revenue) and Operational Data



\ Toll Roads

| | 4Q22 | 4Q23 | Chg. % |
|---|-------------|-------------|-----------|
| Equivalent Vehicles | 285,448,763 | 305,540,784 | 7.0% |
| Comercial | 54.1% | 53.0% | -1.1 p.p. |
| Light | 45.9% | 47.0% | 1.1 p.p. |
| Toll Gross Revenues ¹ (R\$ Millions) | 2,071 | 2,264 | 9.3% |

1. Excluding construction revenue.

Commercial vehicle traffic grew by 8.3% in the period, in which we highlight the positive results for the concessions that serve as agricultural routes to ports, such as AutoBAn, SPVias, and MSVia, which benefitted from the strong record export flow observed during the year. The good performance was also due to the start of charging of suspended axle on vehicles with the Electronic Manifest of Fiscal Documents (MDF-e) on all of the Group's toll roads, except ViaLagos, ViaRio, and Renovias, accounting for approximately 4.0% of the total commercial equivalent axles.

Passenger vehicles traffic grew by 5.8% in the period, higher than the pre-pandemic period, which is a record level of activity in the Company's concessionaires.

The breakdown, per concession, is provided in Exhibits I and II of the earnings release.



\ Urban Mobility

| | 4Q22 | 4Q23 | Chg. % |
|--|-------------|-------------|--------|
| Transported Passengers | 171,030,889 | 178,281,207 | 4.2% |
| Urban Mobility ¹ Gross Revenue (R\$ Millions) | 899 | 1,957 | 117.7% |
| Tariff Revenue | 561 | 604 | 7.6% |
| Mitigation Revenue | 163 | 121 | -26.1% |
| Financial Asset | 135 | 1,199 | 788.7% |
| Real State Revenue ² | 11 | 13 | 15.6% |
| Others ³ | 29 | 20 | -31.6% |

1. Excludes construction revenue.

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

3. Ancillary revenue and revenue from related parties.

In the comparison between 4Q23 and 4Q22, the demand for urban mobility assets varied by 4.2% from the same period in the previous year. The performance reflects 4Q22, which was already demonstrating a balance in trends that had been strengthened with the pandemic (hybrid and remote working, digital customer service, e-commerce, distance learning courses etc.) with the resumption of in-person activities. This process continued to consolidate during 2023.

Barcas recorded a growth of 19.4%, resulting from the economic recovery in the central region of Rio de Janeiro and the normalization of service hours on the lines. Also in the quarter, we highlight the ViaMobilidade (Line 5), ViaQuatro, and VLT

Carioca units, which grew by 9.0%, 6.2% and 5.8%, respectively. These units are more sensitive to the services and commerce sector, thus being greatly benefited with the resumption of in-person activities.

The decrease in revenue from demand litigation was mainly due to the new risk-sharing band at ViaMobilidade – Lines 8 and 9, which came into effect as of 2023 at a rate of 15%, compared to 5% in 2022.

The increase in mobility revenue is partly explained by the impact of the **financial asset**, which grew by 788.7% in the period, due to the recognition of rebalancing in ViaQuatro, in the amount of R\$682.6 million, and ViaMobilidade – Lines 5 and 17, in the amount of R\$297.9 million. Excluding these results, the line would **vary by 62.1%**, reflecting the increase in monetary adjustment and interest on the balances of financial assets on the base date of September/23. The balance of Metrô Bahia was R\$2,379.9 million and VLT Carioca was R\$1,783.3 million, updated by the IPCA of the period. The balance of ViaQuatro was R\$1,256.4 million, updated by the IPC (50%) and IGP-M (50%).

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



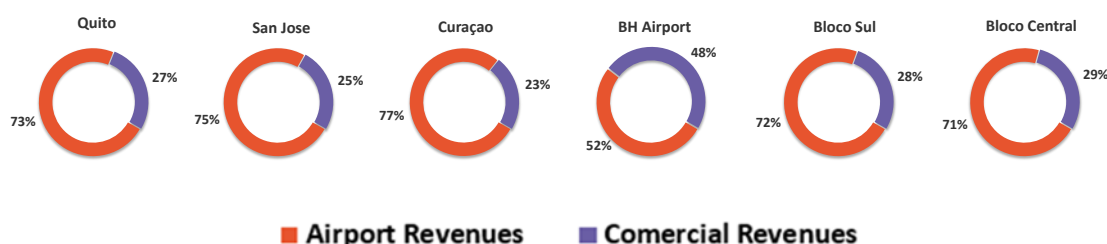
\ Airports

| | 4Q22 | 4Q23 | Chg. % |
|--|-----------|-----------|--------|
| Boarded Passengers | 4,282,532 | 4,711,899 | 10.0% |
| Airport ² Gross Revenue ¹ (R\$ Millions) | 610 | 531 | -13.1% |

1. Excludes construction revenue.

2. Includes rebalance revenue for COVID-19 at the BH Airport, in the amount of R\$134.3 million in 4Q22 and R\$27.9 million in 4Q23.

Airport Revenue Mix in the Quarter



In the comparison between 4Q23 x 4Q22, the airport sector grew by 10.0% in number of passengers compared to the same period in the previous year.

We highlight the Aeris and Quiport concessionaires, which consolidated their international routes and had a resumption in domestic demand, due to higher aircraft occupancy and increase in flight frequency, in addition to higher passenger occupancy in Curaçao.

At local airports, international traffic performed well, primarily due to (i) BH Airport: increase in flight offerings by COPA, TAP, and AVIANCA, as well as the start of international operations by Azul in 3Q23, and (ii) the South Block: positively impacted by new routes and the increase in seat availability and number of flights. Regarding the effects of the COVID-19 pandemic, international assets performed well and reached significantly higher levels than in the same period in 2019.

The effects of the pandemic are still noticeable in two of the Group's airports (BH Airport and Curitiba), which have passenger flows from corporate flights, although to a lesser extent when compared to the same period in the previous year.

The breakdown, per concession, is provided in Exhibits I and II of the earnings release.



\ Total Costs

Cash costs, excluding non-recurring effects, totaled **R\$1,551.9 million**, up by **0.2%** (IPCA of 4.62% in the period).

| Costs (R\$ MM) | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
|--------------------------------------|------------------|------------------|---------------|------------------|-------------------|--------------|
| Total Costs¹ | (3,226.1) | (4,417.1) | 36.9% | (9,323.7) | (12,888.2) | 38.2% |
| Depreciation and Amortization | (230.4) | (413.3) | 79.4% | (1,732.9) | (1,573.1) | -9.2% |
| Anticipated Expenses | (35.8) | (33.3) | -7.0% | (177.0) | (136.4) | -22.9% |
| Construction Costs | (568.6) | (1,736.7) | 205.4% | (1,618.5) | (3,948.2) | 143.9% |
| Maintenance Provision | (167.7) | (256.1) | 52.7% | (315.3) | (482.8) | 53.1% |
| Third-Party Services | (471.2) | (494.4) | 4.9% | (1,529.1) | (1,603.2) | 4.8% |
| Concession Fee Costs | (41.9) | (56.2) | 34.1% | (152.3) | (200.2) | 31.5% |
| Personnel Costs | (564.1) | (554.0) | -1.8% | (2,199.2) | (2,181.2) | -0.8% |
| Other Costs | (1,146.4) | (873.1) | -23.8% | (1,599.4) | (2,763.1) | 72.8% |
| Cash costs | (2,223.6) | (1,977.7) | -11.1% | (5,480.0) | (6,747.7) | 23.1% |
| Cash costs - Ex Non-Recurring | (1,549.6) | (1,551.9) | 0.2% | (5,311.2) | (5,443.3) | 2.5% |

1. Total Costs: Cost of Services + Administrative Expenses + Other Operating Income and Expenses.

The main reasons for the variations between 4Q23 and 4Q22 are:

Depreciation, Amortization and Impairment: the increase occurred mainly at ViaOeste, due to the positive effect from the reclassification of provision for impairment of approximately R\$222.4 million (R\$124.5 million net of taxes) in 4Q22, which was previously recorded in this line and was reclassified to the "Other" line.

Prepaid Expenses: the values reflect 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. The reduction reflected the amendment signed at ViaOeste, which extended the concession term until March 2025.

Construction Costs: the variation mainly reflects the higher levels of investments in ViaMobilidade – Lines 8 and 9 (R\$504.6 million), the South Block (R\$184.1 million), the Central Block (R\$55.6 million) and VLT (R\$68.3 million), according to the investment schedules agreed with the Granting Authorities (information on investments in the quarter is provided in the "Investments" section).

Provision for Maintenance: the amounts were provisioned according to the frequency of maintenance works, cost estimates, and the corresponding present value calculation. The variation was mainly due to provisions at AutoBAN, arising from obligations assumed with the signing of the Definitive Agreement.

Third-Party Services: the increase was due to the hiring of consultancies at CCR, as well as contractual readjustments in supplier contracts in the South and Central Blocks. At ViaMobilidade – Lines 8 and 9, there was an increase in surveillance and cleaning and security services.

Concession Fees: the variation reflects the increase in variable concession fees, mainly in Curaçao, referring to the increase in airport revenue, and also due to the increase in the concession rate on gross toll revenue at ViaOeste, from 1.5% to 3% as of January 2023.

Personnel Costs: this line reduced mainly due to the recording of R\$8.2 million in employee indemnification, provisioned in 2022, arising from the termination of the Barcas agreement. This impact was partially offset by the average salary agreement of around 5.57%, implemented at the Company during 2Q23.

Other Costs (materials, insurance, rentals, marketing, travel, fuel, and other general expenses): the reduction was mainly due to (i) the recognition of the Settlement Agreement on Assets and Liabilities in RodoNorte, in the amount of R\$335.2 million in 4Q22, (ii) the corporate simplification of CPC, with the dissolution of Alba Concessions and Alba Participations, resulting in the write-off of R\$132.1 million in CTA (Cumulative Translation Adjustment) in 4Q22; (iii) provision for contingencies (fines) in ViaMobilidade – Lines 8 and 9, in the amount of R\$68.5 million in 4Q23, and (iv) investments made by ViaOeste, totaling R\$470.9 million in 4Q22 and R\$357.2 million in 4Q23, referring to improvement works that do not generate future economic benefit and, therefore, were recorded as cost when incurred as they did not meet the recognition criteria of intangible assets.

\ Adjusted EBITDA

| Adjusted EBITDA (R\$ MM) ¹ | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
|---------------------------------------|----------------|----------------|--------------|----------------|----------------|--------------|
| Toll Roads | 1,220.6 | 1,404.5 | 15.1% | 4,812.2 | 5,527.8 | 14.9% |
| Airports | 111.2 | 159.7 | 43.6% | 542.6 | 773.6 | 42.6% |
| Urban Mobility | 340.5 | 442.9 | 30.1% | 1,872.8 | 1,785.5 | -4.7% |
| Other ² | (75.1) | (89.4) | 19.0% | (363.9) | (316.1) | -13.1% |
| Adjusted EBITDA | 1,597.1 | 1,917.5 | 20.1% | 6,863.7 | 7,770.8 | 13.2% |

1. Excludes non-recurring effects.

2. Unallocated (Holding Companies and SAMM) and Eliminations.

| EBITDA Reconciliation (R\$ MM) | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
|---|----------------|----------------|-------------------|-----------------|----------------|-------------------|
| Net Income | (217.1) | 553.8 | n.m. | 4,133.1 | 1,704.8 | -58.8% |
| (+) Income Tax and Social Contribution | 30.2 | 360.0 | 1092.1% | 2,792.8 | 1,156.8 | -58.6% |
| (+) Net Financial Results | 781.1 | 770.7 | -1.3% | 3,107.2 | 3,212.5 | 3.4% |
| (+) Depreciation and Amortization | 230.4 | 413.3 | 79.4% | 1,732.9 | 1,573.1 | -9.2% |
| EBITDA (a) | 824.6 | 2,097.7 | 154.4% | 11,766.0 | 7,647.4 | -35.0% |
| EBITDA Mg. (a) | 64.5% | 33.8% | -30.7 p.p. | 61.3% | 40.4% | -20.9 p.p. |
| (+) Anticipated expenses (b) | 35.8 | 33.3 | -7.0% | 177.0 | 136.4 | -22.9% |
| (+) Maintenance provision (c) | 167.7 | 256.1 | 52.7% | 315.3 | 482.8 | 53.1% |
| (-) Equity Income | (32.1) | (49.0) | 52.6% | (254.1) | (179.4) | -29.4% |
| (+) Part. of Non-controlling Shareholders | 61.5 | 162.1 | 163.6% | 79.1 | 149.7 | 89.3% |
| (-) One off's | 539.7 | (582.6) | n.m. | (5,219.6) | (466.0) | -91.1% |
| Adjusted EBITDA (d) | 1,597.1 | 1,917.5 | 20.1% | 6,863.7 | 7,770.8 | 13.2% |
| Adjusted EBITDA Mg. (e) | 50.8% | 55.3% | 4.5 p.p. | 56.4% | 58.8% | 2.4 p.p. |

a. 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.

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, 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.

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

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

\ Net Financial Result

| Net Financial Result (R\$ MM) | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
|---|----------------|----------------|--------------|------------------|------------------|-------------|
| Net Financial Result | (781.1) | (770.6) | -1.3% | (3,107.2) | (3,212.5) | 3.4% |
| Income from Hedge Operation | (108.9) | (35.0) | -67.9% | (290.2) | (88.4) | -69.5% |
| Fair Value of Hedge Operation | 47.6 | 5.9 | -87.6% | 75.3 | (97.2) | n.m. |
| Monetary Variation on Loans, Financing and Debentures | (54.8) | (154.2) | 181.4% | (199.5) | (326.2) | 63.5% |
| Exchange Rate Variation on Loans, Financing, Debentures, Derivatives and Suppliers | 10.4 | 1.5 | -85.6% | 56.1 | 38.2 | -31.9% |
| Monetary Variation on Liabilities related to the Granting Power | (22.8) | (28.7) | 25.9% | (149.3) | (165.5) | 10.9% |
| Present Value Adjustment of Maintenance Provision and Liabilities related to the Gr | (20.8) | (36.5) | 75.5% | (63.3) | (132.6) | 109.5% |
| Interest on Loans, Financing and Debentures | (845.1) | (709.4) | -16.1% | (3,167.5) | (3,371.1) | 6.4% |
| Capitalization on Loans | 41.5 | 75.5 | 81.9% | 113.5 | 226.9 | 99.9% |
| Investment Income and Other Income | 229.6 | 185.7 | -19.1% | 823.5 | 1,011.3 | 22.8% |
| Others ¹ | (57.8) | (75.4) | 30.4% | (305.8) | (307.9) | 0.7% |

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

| Key indicators | 4Q22 | 4Q23 | 2022 | 2023 |
|-------------------------------|--------|--------|--------|--------|
| Average annual CDI | 13.65% | 12.26% | 12.43% | 13.16% |
| IGP-Maccrued | -1.08% | 1.84% | 5.46% | -3.18% |
| IPCA accrued | 1.63% | 1.08% | 5.78% | 4.62% |
| Average annual TJLP | 7.20% | 6.55% | 6.78% | 7.05% |
| Average Exchange (R\$ - US\$) | 5.26 | 4.96 | 5.17 | 5.00 |

The main reasons for the variations reported in 4Q23 are:

The changes in the **Result from hedge transactions and fair value of the hedge transactions** line reflect the fair value of financing obtained by (i) ViaMobilidade – Lines 5 and 17 in April 2020, and by (ii) CCR, in December 2017, December 2020, June 2021, and July 2022, as well as the fair value calculation of the related swaps.

The rise in the **monetary variation on the loans, financing, and debentures** line was mainly due to the 181.7% increase in debt indexed to the IPCA in the comparison periods.

The drop in **expenses with FX variation on gross debt, derivatives, and suppliers** line mainly reflects CCR's contracting of a foreign currency loan through Law 4,131/1962, which was settled in August 2023.

The **monetary variation on obligations with the Granting Authority** line represents the monetary variation (IPCA) on the concession fees for the BH Airport. The increase was mainly due to the effects of the calculation of monetary variation on the balance, given the higher variation of the IPCA between September 2023 and November 2023, totaling 0.78%, versus 0.71% between June 2022 and August 2022, which are the periods considered for restating the concession balance in 4Q23 and 4Q22, respectively

The **present value adjustments of the Provision for Maintenance and Obligations with the Granting Authorities** increased, mainly due to the signing of the Definitive Agreements at AutoBAN and SPVias, and the extraordinary review that changed the contractual framework for the construction of the 2nd Landing and Takeoff Runway at BH Airport, in November 2022.

The **interest on loans, financing and debentures** line reduced, mainly due to the variation, by -1.39 p.p. of the average annual CDI rate, partially offset by the increase in the Company's gross debt, by 5.6% from 4Q22.

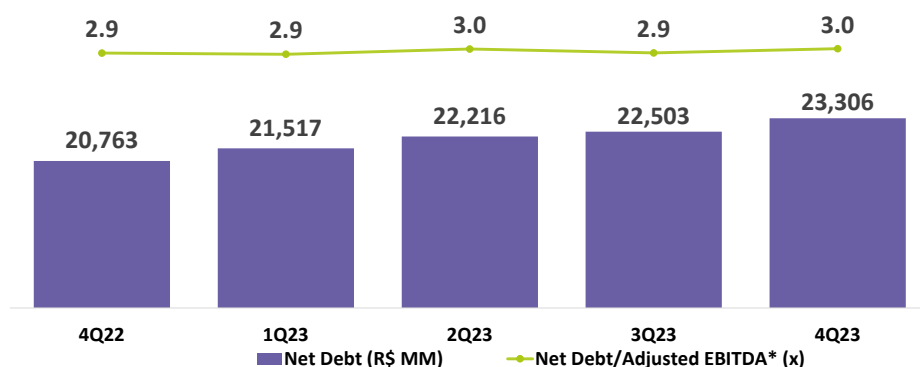
The **loan costs capitalization** line mainly due to a higher capitalization at SPVias, ViaMobilidade – Lines 8 and 9, and the South and Central Blocks.

The **interest on financial investments and other revenues** line reduced, mainly due to a lower average annual CDI rate, by 1.39 p.p. in the period, in addition to a lower average cash balance, by 9.6% in the comparison periods.

Other financial income and expenses increased, mainly due to the update of the Agreement on Assets and Liabilities balance in RodoNorte.

\ Indebtedness

Consolidated Net Debt (IFRS) came to R\$23.3 billion in December 2023, while the Net Debt/LTM adjusted EBITDA¹ ratio reached 3.0x, as shown below:



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

Disbursements in the Quarter

In 4Q23, disbursements occurred as shown in the table below:

| | Issuance | Amount (R\$ MM) | Debt | Cost | Maturity |
|---------------------|----------|-----------------|---------------------|--------------|----------|
| Bloco Sul | oct/23 | 2,500 | 3ª Emission (BNDES) | IPCA + 6.99% | oct/47 |
| Via Sul | oct/23 | 900 | 1ª Emission (BNDES) | IPCA + 6.70% | feb/44 |
| Bloco Central | oct/23 | 800 | 3ª Emission (BNDES) | IPCA + 6.96% | oct/47 |
| ViaMobilidade 8 e 9 | nov/23 | 650 | BNDES Subcrédito A | IPCA + 7.91% | oct/48 |
| ViaMobilidade 8 e 9 | oct/23 | 200 | BNDES Subcrédito A | IPCA + 7.91% | oct/48 |
| Total | | 5,050 | | | |

Evolution of Indebtedness

| (R\$ MM) | Dec/22 | Sep/23 | Dec/23 |
|--|-----------------|-----------------|-----------------|
| Gross Debt¹ | 29,031.3 | 30,258.9 | 30,654.3 |
| % Real-Denominated | 95 % | 97 % | 97 % |
| % Foreign Currency-Denominated | 5 % | 3 % | 3 % |
| Short Term | 7,312.2 | 7,028.4 | 4,170.8 |
| % Real-Denominated | 90% | 100 % | 99 % |
| % Foreign Currency-Denominated | 10 % | 0% | 1 % |
| Long Term | 21,719.1 | 23,230.5 | 26,483.5 |
| % Real-Denominated | 96 % | 96 % | 97 % |
| % Foreign Currency-Denominated | 4 % | 4 % | 3 % |
| Cash, Equivalents and Financial Investments² | 8,276.7 | 7,604.3 | 7,176.6 |
| % Real-Denominated | 86% | 92% | 93% |
| % Foreign Currency-Denominated | 14% | 8% | 7% |
| Net Balance of Derivatives Receivable (Payable) | (8.1) | 151.9 | 171.7 |
| Net Debt | 20,762.7 | 22,502.8 | 23,306.0 |

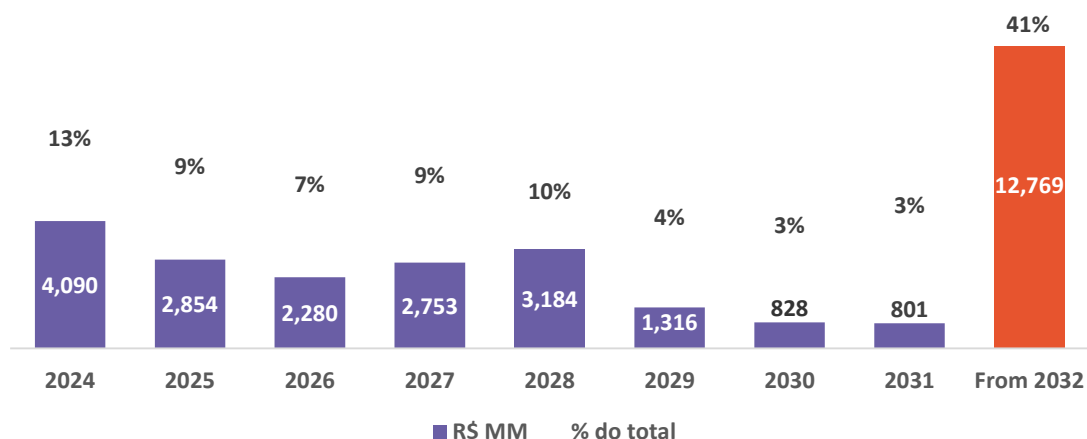
1. Gross debt excludes transaction costs incurred during the structuring of the respective financial instruments, when measured at amortized cost.
2. Considers current asset values only (cash and cash equivalents and investments).

Debt Breakdown¹

| Debt Breakdown (R\$ MM) | Index | Average Cost p.a. | Not Hedged | | Hedged | |
|---------------------------------------|------------------|--|-----------------|---------------|-----------------|---------------|
| | | | Values | % | Values | % |
| BNDES | TJLP, TLP (IPCA) | TJLP + 0.0% - 4.0% p.a., IPCA + 4.6% | 6,893.3 | 22.3% | 5,801.3 | 18.8% |
| Local Bond, Credit Deposit and other: | CDI | 105.8% - 120.0% of CDI, CDI + 0.8% - 3.7% p.a. | 11,908.9 | 38.6% | 14,903.8 | 48.3% |
| Local Bond | IPCA | IPCA + 4.3% - 7.1% p.a. | 10,542.3 | 34.1% | 9,291.1 | 30.1% |
| Dolar | USD | 4.2% a.a. - 12.0% p.a. - SOFR + 4.6% p.a. | 914.6 | 3.0% | 841.9 | 2.7% |
| Other | Pre fixed | 6.1% p.a. - 9.8% p.a. | 614.2 | 2.0% | 35.2 | 0.1% |
| Total | | | 30,873.2 | 100.0% | 30,873.2 | 100.0% |

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

Amortization Schedule¹



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 41% of amortizations will mature as of 2032, already reflecting long-term financing disbursed in 2023 in ViaMobilidade - Lines 8 and 9 (R\$4.6 billion hired and R\$3.35 billion disbursed), in the South and Central Blocks (R\$4.7 billion hired and R\$3.3 billion disbursed), and in ViaSul (R\$1.5 billion hired and R\$900 million disbursed).

Part of the principal amortizations in 2024 (R\$612 million in ViaMobilidade - Lines 8 and 9 and R\$1.1 billion in RioSP) will be refinanced with long-term financing.

The net debt of the holding company ended 4Q23 at R\$3.2 billion, down by 48% over 4Q22.

As additional information, on December 31, 2023, the net exposure of short-term equipment supply, in U.S. dollars, of companies with revenues in Brazilian reais totaled US\$12.2 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 4Q23, investments (including those to be received as financial assets) and maintenance reached **R\$1,696.5 million**. Considering the investments carried out by ViaOeste, in the construction of improvement works that do not generate future economic benefit, in the amount of R\$357.2 million, investments reached **R\$2,053.7 million in 4Q23**.

| R\$ MM (%100) | Intangible and Fixed Assets | | | | | | Performed Maintenance | | Financial Asset ¹ | | Total | |
|------------------------|-----------------------------|----------------|----------------------|--------------|----------------|----------------|-----------------------|--------------|------------------------------|----------------|----------------|----------------|
| | Improvements | | Equipment and Others | | Total | | Maintenance Cost | | 4Q23 | 2023 | 4Q23 | 2023 |
| | 4Q23 | 2023 | 4Q23 | 2023 | 4Q23 | 2023 | 4Q23 | 2023 | | | | |
| AutoBAn | 19.2 | 55.5 | 19.4 | 65.0 | 38.6 | 120.6 | 36.3 | 114.0 | - | - | 74.9 | 234.5 |
| ViaLagos | 1.2 | 2.4 | 0.8 | 2.1 | 2.0 | 4.5 | - | - | - | - | 2.0 | 4.5 |
| RodoAnel Oeste | 13.2 | 36.6 | 4.8 | 8.1 | 18.0 | 44.7 | 6.4 | 32.8 | - | - | 24.4 | 77.5 |
| SPVias | 43.7 | 138.0 | 12.2 | 29.7 | 55.9 | 167.7 | - | 0.2 | - | - | 55.9 | 167.9 |
| MSVia | 0.3 | 2.5 | 1.5 | 6.7 | 1.8 | 9.2 | - | - | - | - | 1.8 | 9.2 |
| ViaSul | 193.6 | 524.8 | 9.5 | 36.0 | 203.1 | 560.8 | - | - | - | - | 203.1 | 560.8 |
| ViaCosteira | 106.3 | 262.6 | 8.2 | 33.4 | 114.6 | 296.0 | - | - | - | - | 114.6 | 296.0 |
| RioSP | 235.7 | 800.3 | 38.2 | 115.9 | 273.9 | 916.2 | - | - | - | - | 273.9 | 916.2 |
| Toll Roads | 613.2 | 1,822.8 | 94.7 | 297.0 | 707.8 | 2,119.8 | 42.7 | 146.9 | - | - | 750.5 | 2,266.8 |
| ViaQuatro | 16.8 | 32.1 | 10.0 | 27.9 | 26.8 | 60.0 | - | - | - | - | 26.8 | 60.0 |
| ViaMobilidade - L 5/17 | 65.9 | 114.6 | 2.3 | 4.6 | 68.2 | 119.1 | - | - | - | - | 68.2 | 119.1 |
| Metrol Bahia | 49.4 | 101.1 | 0.3 | 2.1 | 49.7 | 103.3 | - | - | (0.2) | (0.7) | 49.5 | 102.6 |
| VLT Carioca | 119.8 | 343.2 | 0.2 | - | 119.9 | 343.5 | - | - | (91.0) | (267.9) | 28.9 | 75.6 |
| ViaMobilidade - L8/9 | 435.1 | 2,021.1 | 1.7 | 6.3 | 436.8 | 2,027.3 | - | - | - | - | 436.8 | 2,027.3 |
| Barcas | - | (1.6) | - | - | - | (2.6) | - | - | - | - | - | (2.6) |
| Urban Mobility | 687.0 | 2,610.4 | 14.5 | 40.9 | 701.4 | 2,650.6 | - | - | (91.2) | (268.6) | 610.3 | 2,382.0 |
| BH Airport | 28.5 | 73.8 | 0.4 | 1.5 | 28.9 | 75.3 | - | - | (14.8) | (39.7) | 14.1 | 35.6 |
| San José - Aeris | 9.5 | 9.0 | 5.3 | 7.8 | 14.8 | 16.7 | - | - | - | - | 14.8 | 16.7 |
| CAP | 7.3 | 36.7 | - | - | 7.3 | 36.7 | - | - | - | - | 7.3 | 36.7 |
| Central Block | 67.6 | 128.6 | 0.2 | 1.6 | 67.8 | 130.2 | - | - | - | - | 67.8 | 130.2 |
| South Block | 197.6 | 365.5 | (0.3) | 4.0 | 197.2 | 369.5 | - | - | - | - | 197.2 | 369.5 |
| Pampulha | 22.2 | 25.3 | - | - | 22.2 | 25.5 | - | - | - | - | 22.2 | 25.5 |
| Airports | 332.6 | 638.8 | 5.5 | 14.9 | 338.1 | 654.0 | - | - | (14.8) | (39.7) | 323.3 | 614.3 |
| Samm | 18.8 | 44.5 | 14.2 | 22.6 | 33.0 | 67.1 | - | - | - | - | 33.0 | 67.1 |
| Others ² | (6.5) | (12.4) | (14.1) | (38.7) | (20.7) | (50.6) | - | - | - | - | (20.7) | (50.6) |
| Consolidated | 1,645.0 | 5,104.2 | 114.7 | 336.8 | 1,759.7 | 5,441.0 | 42.7 | 146.9 | (105.9) | (308.3) | 1,696.5 | 5,279.6 |

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, CPC, and Eliminations.

The concessionaires that invested the most in the quarter were: **ViaMobilidade - Lines 8 and 9, RioSP, and the South Block**.

Investments in ViaMobilidade - Lines 8 and 9, were mainly for the acquisition of rolling stock (new trains). In RioSP, investments were focused on pavement recovery, duplication of various stretches on BR-101, and expropriations for the implementation of capacity improvement works on BR-116. In ViaSul, investments were mainly for pavement recovery, additional lanes, and duplications in stretches on highway BR-386. In the South Block, investments were focused on the expansion and adjustment of airports to comply with minimum airport infrastructure requirements and to fully restore the service level.

Below are the **estimated investments and maintenance amounts of subsidiaries and jointly-owned subsidiaries for 2024**. The figures include any contingent investments, possible services, and cases being discussed to reestablish the financial balance.

| 2024 (E) - R\$ MM | Estimated Investments | Maintenance Costs | Total |
|-------------------------------|-----------------------|-------------------|----------------|
| Toll Roads | 3,250.5 | 325.9 | 3,576.5 |
| RioSP | 1,451 | - | 1,451.4 |
| ViaSul | 875.5 | - | 875.5 |
| ViaCosteira | 434.8 | - | 434.8 |
| AutoBAN | 145.7 | 291.2 | 437.0 |
| RodoAnel Oeste | 112.5 | 1.0 | 113.5 |
| SPVias | 178.4 | 1.7 | 180.1 |
| Renovias (40%) | 14.3 | 26.8 | 41.1 |
| MSVia | 20.3 | - | 20.3 |
| ViaRio (66,66%) | 5.4 | 5.2 | 10.6 |
| ViaLagos | 12.1 | - | 12.1 |
| Urban Mobility | 2,093.6 | - | 2,093.6 |
| ViaMobilidade - Linhas 8 e 9 | 1,407.5 | - | 1,407.5 |
| VLT Carioca | 159.0 | - | 159.0 |
| ViaMobilidade - Linhas 5 e 17 | 254.0 | - | 254.0 |
| Metrô Bahia | 151.0 | - | 151.0 |
| ViaQuatro | 122.2 | - | 122.2 |
| Airports | 1,722.5 | - | 1,722.5 |
| Bloco Sul | 1,053.6 | - | 1,053.6 |
| Bloco Central | 453.1 | - | 453.1 |
| BH Airport | (40.5) | - | (40.5) |
| San José - Aeris | 54.3 | - | 54.3 |
| Quiport (46,5%) | 111.6 | - | 111.6 |
| Curaçao Airport | 47.5 | - | 47.5 |
| Pampulha | 43.0 | - | 43.0 |
| Samm | 42.6 | - | 42.6 |
| Others ¹ | 167.5 | - | 167.5 |
| Total | 7,276.8 | 325.9 | 7,602.8 |
| ViaOeste ² | 1,028.8 | - | 1,028.8 |
| Total + ViaOeste | 8,305.6 | 325.9 | 8,631.6 |

1. Includes Holding Companies, Barcas, and the subsidiaries of the urban mobility business (Five Trilhos, Four Trilhos, and One Trilhos).

2. The amounts for improvement works do not generate future economic benefit and, therefore, will be accounted as a cost when incurred as they do not meet the criteria for intangible asset.

\ Payments and Contributions Received

In 4Q23, the Company **received R\$92.2 million and R\$44.7 million**, in cash, related to considerations from the Granting Authority in Metrô Bahia and VLT Carioca, respectively, and **R\$132.1 million** related to contributions from the Granting Authority in VLT Carioca.

\ Regulatory Matters and Other Material Facts

COVID-19 Rebalance – BH Airport

On December 11, 2023, the Company disclosed that ANAC approved the extraordinary revision of BH Airport's concession agreement to restore the economic and financial balance of the concessionaire, in the amount of R\$28.1 million, as a result of the losses caused in 2023 by the COVID-19 pandemic. Such rebalancing was recorded as revenue, with a corresponding entry in accounts receivable from the Granting Authorities. After approval from the Ministry of Ports and Airports, the amount was used to deduct the balance of fixed concession fees payable.

COVID-19 Rebalance – ViaQuatro and ViaMobilidade – Lines 5 and 17

On December 22, 2023, ViaQuatro signed its 8th Amendment to restore the economic and financial balance of the concession agreement, arising from losses in tariff revenue due to lower passenger demand in Line 4 – Yellow with the COVID-19 pandemic, totaling R\$682.6 million, which should be fully settled by June 21, 2040. On the same date, ViaMobilidade – Lines 5 and 17 and the Government of the State of São Paulo signed the 2nd Amendment to restore the economic and financial balance of the concession agreement, arising from losses in tariff revenue due to lower passenger demand in Line 5 – Lilac with the COVID-19 pandemic, in the amount of R\$297.9 million, which should be fully settled by August 8, 2038. These amounts will be received as additional tariffs and were recorded under operating income, with a corresponding entry in accounts receivable from the Granting Authorities.

For further details, see item 1.1.1. of the 4Q23 Interim Financial Information.



\ Reduction in Carbon Emissions

According to research conducted by WayCarbon, a consulting firm specialized in sustainability and climate change project development, Grupo CCR managed to avoid emitting over 1.5 million tons of CO₂ in the last 13 years through its railroad transportation concessions, bringing gains for society as a whole and the environment.

For the 13th consecutive year, Grupo CCR is part of B3's Corporate Sustainability Index (ISE), the most respected ESG index of the capital markets in Brazil. This recognition reinforces the Company's commitment to being at the forefront of the ESG agenda in the mobility sector in Brazil. Grupo CCR was listed for the 13th consecutive time on B3's Carbon Efficient Index (ICO2), composed of companies showing commitment to transparently disclosing its emissions and anticipating how they are preparing themselves for a low-carbon economy future.

Also, for the tenth consecutive year, Grupo CCR obtained the Gold Seal of the Brazilian GHG Protocol Program (PBGHG). The Gold Seal represents PBGHG's highest level of recognition granted to companies meeting precision and transparency criteria for the disclosure of their greenhouse gas emissions information.

\ Diversity and Inclusion

In 4Q23, racial self-declaration of employees reached 85.8%, and gender self-identification, implemented in mid-2023, came to 24.1% (both figures are being consolidated). We are making efforts to encourage the engagement of our teams.

In December 2023, our staff was comprised by 37% of women, with 34.9% holding leadership positions (figures being consolidated), and we are maintaining actions to increase this percentage.

We provided the leaderships of the People, the Shared Services Center, and the guests of the Diversity and Inclusion Committee with Unconscious Bias Training. In addition, we also held round-table talks focused on the inclusion of persons with disabilities and race for employees and provided specific training for the Attraction and Selection team, focusing on professionals with disabilities. The Company also participated in external events, such as (1) Super Fórum CKZ, sharing its experience about "How various areas can work in synergy with the DEIB strategy" and (2) the 2nd edition of the Diversity, Equity and Inclusion Congress (CONDEI), featuring the theme "Diversity in the corporate environment, business cases". During 2023, we also attended monthly meetings of the Diversity and Inclusion Forum of the Association of Toll Road Concessionaires, discussing the advancement of the agenda in the sector and sharing best practices adopted by the Company.

\ Social Responsibility

In 4Q23, we began the Centenários project at the Faria Lima Subway Station, in the city of São Paulo. Grupo CCR will undertake a number of initiatives to pay tribute to major artists completing – or having already completed – their 100th birthday anniversary. Grupo CCR has also signed a partnership with the Portinari Project to promote cultural initiatives in honor of Candido Portinari, one of the most important Brazilian painters of all time.

In November, over 27 thousand people attended FLIP (Festa Literária Internacional de Paraty), an international five-day literary festival held in the city of Paraty, in the state of Rio de Janeiro. Through the CCR Institute, Grupo CCR was the official mobility partner by transporting all guest writers, in addition to transporting and distributing free tickets to residents of riverside, indigenous and quilombola communities surrounding the city, as an initiative to democratize access to culture.

Caminhos para a Cidadania, a program by the CCR Institute, benefited over 3.9 thousand teachers across Brazil in 2023. These educationalists had access to courses, classroom materials, and educational games on the program's platform. The program positively impacted 232 municipalities, 26 states and the Federal District in Brazil. We highlight the Cultural Contest, which selected 10 school projects that received resources for school improvements.

The **Caminhos para a Saúde** program continued growing and, in the last quarter of the year, carried out several initiatives at CCR Aeroportos, namely Afonso Pena Airport, Goiânia International Airport, Navegantes Airport, Teresina Airport, Petrolina Airport, and São Luís International Airport. All initiatives included health and wellness services for the population.

\ 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 46 million customers every year. The Company has been listed on B3's sustainability index for 13 years. For further information, visit grupoccr.com.br.

About CCR: CCR is the holding company of Grupo CCR and is listed on the B3 index, the Brazilian Stock Exchange. It has more than 20 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

| Toll Gross Revenue (R\$ 000) | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
|---|------------------|------------------|-------------------|-------------------|-------------------|-------------------|
| AutoBAN | 769,123 | 893,895 | 16.2% | 2,859,816 | 3,306,681 | 15.6% |
| ViaOeste | 342,323 | 295,039 | -13.8% | 1,283,188 | 1,228,411 | -4.3% |
| RioSP | 294,190 | 335,154 | 13.9% | 970,415 | 1,190,589 | 22.7% |
| SPVias | 232,852 | 262,941 | 12.9% | 854,773 | 980,755 | 14.7% |
| ViaSul | 122,994 | 145,540 | 18.3% | 470,194 | 547,683 | 16.5% |
| RodoAnel Oeste | 95,797 | 109,686 | 14.5% | 355,057 | 409,378 | 15.3% |
| ViaCosteira | 46,685 | 52,749 | 13.0% | 179,695 | 204,796 | 14.0% |
| ViaLagos | 50,978 | 58,627 | 15.0% | 176,428 | 216,455 | 22.7% |
| MSVia | 41,542 | 47,653 | 14.7% | 164,251 | 179,458 | 9.3% |
| NovaDutra | - | - | n.m. | 97,178 | - | n.m. |
| Total Toll Gross Revenue | 1,996,484 | 2,201,284 | 10.3% | 7,410,995 | 8,264,206 | 11.5% |
| % of Total Revenues | 48.1% | 33.9% | -14.2 p.p. | 36.8% | 41.5% | 4.7 p.p. |
| % AVI | 74.5% | 76.7% | 2.3 p.p. | 73.7% | 76.2% | 2.4 p.p. |
| Urban Mobility/Waterway Gross Revenue (R\$ 000) | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
| ViaQuatro | 206,193 | 206,622 | 0.2% | 700,201 | 811,592 | 15.9% |
| Metrô Bahia | 118,373 | 131,462 | 11.1% | 471,931 | 525,564 | 11.4% |
| ViaMobilidade - L8/9 | 244,043 | 212,259 | -13.0% | 852,454 | 834,696 | -2.1% |
| ViaMobilidade - L5/17 | 118,205 | 130,587 | 10.5% | 460,115 | 519,528 | 12.9% |
| VLT Carioca | 16,819 | 18,355 | 9.1% | 61,626 | 71,353 | 15.8% |
| Barcas | 21,141 | 25,602 | 21.1% | 76,544 | 104,662 | 36.7% |
| Total Urban Mobility Gross Revenue | 724,774 | 724,887 | 0.0% | 2,622,871 | 2,867,395 | 9.3% |
| % of Total Revenues | 17.5% | 11.2% | -6.3 p.p. | 13.0% | 15.5% | 2.5 p.p. |
| Airports Gross Revenue (R\$ 000) | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
| Curaçao | 63,292 | 71,026 | 12.2% | 232,026 | 257,439 | 11.0% |
| BH Airport | 106,715 | 101,177 | -5.2% | 371,405 | 376,248 | 1.3% |
| TAS | - | - | n.m. | 339,149 | - | n.m. |
| San José (Aeris) | 85,217 | 89,255 | 4.7% | 328,625 | 381,133 | 16.0% |
| South Block | 116,792 | 136,091 | 16.5% | 345,118 | 532,420 | 54.3% |
| Central Block | 65,827 | 74,483 | 13.1% | 194,987 | 279,991 | 43.6% |
| Pampulha | 7,385 | 9,053 | 22.6% | 18,901 | 30,121 | 59.4% |
| Total Airports Gross Revenue | 445,228 | 481,085 | 8.1% | 1,830,211 | 1,857,352 | 1.5% |
| % of Total Revenues | 10.7% | 7.4% | -3.3 p.p. | 9.1% | 9.3% | 0.2 p.p. |
| Construction Gross Revenues | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
| Total Construction Gross Revenues | 568,600 | 1,736,719 | 205.4% | 1,618,466 | 3,948,202 | 143.9% |
| % of Total Revenues | 13.7% | 26.8% | 13.1 p.p. | 8.0% | 19.8% | 11.8 p.p. |
| Other Gross Revenues | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
| Total Other Gross Revenues¹ | 416,263 | 1,340,983 | 222.1% | 6,667,577 | 2,984,174 | -55.2% |
| % of Total Revenues | 10.0% | 20.7% | 10.7 p.p. | 33.1% | 13.9% | -19.2 p.p. |
| Total Gross Revenue | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
| Total (with construction revenue) | 4,151,349 | 6,484,958 | 56.2% | 20,150,120 | 19,921,329 | -1.1% |

Gross Revenue by Segment

| Gross Revenue ¹ (R\$ MM) | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
|-------------------------------------|----------------|----------------|--------------|-----------------|-----------------|---------------|
| Toll Roads | 2,071.4 | 2,263.8 | 9.3% | 12,899.5 | 8,537.5 | -33.8% |
| Airports ² | 610.3 | 530.5 | -13.1% | 2,038.9 | 2,153.3 | 5.6% |
| Urban Mobility | 899.0 | 1,956.9 | 117.7% | 3,600.2 | 5,296.3 | 47.1% |
| Other ³ | 2.0 | (2.9) | n.m. | (6.9) | (14.0) | 102.9% |
| Gross Revenue¹ | 3,582.7 | 4,748.2 | 32.5% | 18,531.7 | 15,973.1 | -13.8% |

1. Excludes construction revenue.
2. Includes TAS in 3Q22.
3. Holding companies and Eliminations.

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

| Gross Revenue (R\$ 000) | ViaQuatro | | | | | | Metrô Bahia | | | | | |
|----------------------------|----------------|----------------|---------------|----------------|------------------|--------------|----------------|----------------|--------------|----------------|----------------|--------------|
| | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
| Metroviary Revenue | 206,193 | 206,622 | 0.2% | 700,201 | 811,592 | 15.9% | 118,373 | 131,462 | 11.1% | 471,931 | 525,564 | 11.4% |
| Mitigation revenue | 53,209 | 33,444 | -37.1% | 139,832 | 125,607 | -10.2% | 36,529 | 46,174 | 26.4% | 178,272 | 193,094 | 8.3% |
| Tariff Revenue | 152,984 | 173,178 | 13.2% | 560,369 | 685,985 | 22.4% | 81,844 | 85,288 | 4.2% | 293,659 | 332,470 | 13.2% |
| Accessory Revenue | 16,141 | 14,354 | -11.1% | 60,763 | 53,822 | -11.4% | 4,193 | 3,927 | -6.3% | 13,752 | 16,289 | 18.4% |
| Financial Asset | 17,973 | 727,630 | 3948.5% | 192,255 | 742,932 | 286.4% | 83,418 | 101,830 | 22.1% | 386,595 | 440,781 | 14.0% |
| Others | - | 196 | n.m. | 968 | 1,745 | 80.3% | - | - | n.m. | 91 | 2 | -97.8% |
| Total Gross Revenue | 240,307 | 948,802 | 294.8% | 954,187 | 1,610,091 | 68.7% | 205,984 | 237,219 | 15.2% | 872,369 | 982,636 | 12.6% |

| Gross Revenue (R\$ 000) | VLT Carioca | | | | | | ViaMobilidade - Linhas 5 e 17 | | | | | |
|----------------------------|---------------|---------------|--------------|----------------|----------------|-------------|-------------------------------|----------------|---------------|----------------|----------------|--------------|
| | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
| Metroviary Revenue | 16,819 | 18,355 | 9.1% | 61,626 | 71,353 | 15.8% | 118,205 | 130,587 | 10.5% | 460,115 | 519,528 | 12.9% |
| Mitigation revenue | - | - | n.m. | - | - | n.m. | 34,560 | 31,185 | -9.8% | 138,899 | 141,028 | 1.5% |
| Tariff Revenue | 16,819 | 18,355 | 9.1% | 61,626 | 71,353 | 15.8% | 83,645 | 99,402 | 18.8% | 321,216 | 378,500 | 17.8% |
| Accessory Revenue | 2,744 | 2,504 | -8.7% | 10,069 | 10,762 | 6.9% | 12,717 | 7,983 | -37.2% | 47,805 | 31,619 | -33.9% |
| Financial Asset | 29,147 | 70,012 | 140.2% | 237,154 | 241,000 | 1.6% | - | 297,892 | n.m. | - | 297,892 | n.m. |
| Others | - | - | n.m. | - | - | n.m. | 136 | 187 | 37.5% | 136 | 226 | 66.2% |
| Total Gross Revenue | 48,710 | 90,871 | 86.6% | 308,849 | 323,115 | 4.6% | 131,058 | 436,649 | 233.2% | 508,056 | 849,265 | 67.2% |

| Gross Revenue (R\$ 000) | ViaMobilidade - Linhas 8 e 9 | | | | | | Barcas | | | | | |
|------------------------------|------------------------------|----------------|---------------|----------------|----------------|--------------|---------------|---------------|-------------|---------------|----------------|---------------|
| | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
| Metroviary/Aquaviary Revenue | 244,043 | 212,259 | -13.0% | 852,454 | 834,696 | -2.1% | 21,141 | 25,602 | 21.1% | 76,544 | 104,662 | 36.7% |
| Mitigation revenue | 39,090 | 9,934 | -74.6% | 163,617 | 26,300 | -83.9% | - | - | n.m. | - | - | n.m. |
| Tariff Revenue | 204,953 | 202,325 | -1.3% | 688,837 | 808,396 | 17.4% | 21,141 | 25,602 | 21.1% | 76,544 | 104,662 | 36.7% |
| Accessory Revenue | 1,738 | 2,025 | 16.5% | 5,233 | 7,292 | 39.3% | 905 | 835 | -7.7% | 3,241 | 3,218 | -0.7% |
| Financial Asset | - | - | n.m. | - | - | n.m. | 4,411 | 1,952 | -55.7% | 16,674 | 578,674 | 3370.5% |
| Others | - | - | n.m. | - | - | n.m. | 422 | 348 | -17.5% | 1,593 | 1,806 | 13.4% |
| Total Gross Revenue | 245,781 | 214,284 | -12.8% | 857,687 | 841,988 | -1.8% | 26,879 | 28,737 | 6.9% | 98,052 | 688,360 | 602.0% |

Equivalent Vehicle Mix

| Equivalent Vehicles | 4Q22 | | 4Q23 | |
|-------------------------|--------------|--------------|--------------|--------------|
| | Light | Commercial | Light | Commercial |
| AutoBAN | 44.6% | 55.4% | 44.3% | 55.7% |
| ViaLagos | 80.1% | 19.9% | 80.9% | 19.1% |
| ViaOeste | 57.4% | 42.6% | 58.2% | 41.8% |
| RodoAnel Oeste | 52.4% | 47.6% | 52.3% | 47.7% |
| SPVias | 31.0% | 69.0% | 33.1% | 66.9% |
| MSVia | 19.1% | 80.9% | 19.3% | 80.7% |
| ViaSul | 43.0% | 57.0% | 43.0% | 57.0% |
| ViaCosteira | 39.0% | 61.0% | 39.3% | 60.7% |
| RioSP | 36.3% | 63.7% | 41.6% | 58.4% |
| CCR Consolidated | 45.9% | 54.1% | 47.0% | 53.0% |

\ Operational Data

| | Traffic/Passengers | | | Average Toll Paid ¹ | | | Traffic/Passengers | | | Average Toll Paid ¹ | | |
|--------------------------------------|--|--------------------|--------------|--------------------------------------|------------|-------------|--|----------------------|--------------|--------------------------------------|------------|-------------|
| | 4Q22 | 4Q23 | Chg % | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % | 2022 | 2023 | Chg % |
| Traffic | Equivalent Vehicles² | | | Average Toll Paid¹ | | | Equivalent Vehicles² | | | Average Toll Paid¹ | | |
| AutoBA | 71,056,195 | 78,903,667 | 11.0% | 10.8 | 11.3 | 4.7% | 278,138,267 | 298,253,564 | 7.2% | 10.3 | 11.1 | 7.9% |
| NovaDutra ³ | - | - | n.m. | - | - | n.m. | 26,497,891 | - | n.m. | 4.5 | - | n.m. |
| ViaLagos | 2,197,447 | 2,501,347 | 13.8% | 23.2 | 23.4 | 1.0% | 8,456,188 | 9,433,258 | 11.6% | 20.9 | 22.9 | 10.0% |
| ViaOeste ⁴ | 30,726,568 | 32,089,730 | 4.4% | 11.1 | 9.2 | -17.5% | 120,889,095 | 125,857,591 | 4.1% | 10.6 | 9.8 | -8.0% |
| RodoAnel Oeste | 34,097,655 | 36,449,199 | 6.9% | 2.8 | 3.0 | 7.1% | 133,361,589 | 140,543,914 | 5.4% | 2.7 | 2.9 | 9.4% |
| SPVias | 17,043,303 | 18,313,032 | 7.5% | 13.7 | 14.4 | 5.1% | 66,196,505 | 70,233,940 | 6.1% | 12.9 | 14.0 | 8.1% |
| MSVia ⁵ | 12,953,334 | 14,899,493 | 15.0% | 3.2 | 3.2 | -0.3% | 51,368,151 | 56,049,917 | 9.1% | 3.2 | 3.2 | 0.0% |
| ViaSul | 23,555,759 | 25,038,426 | 6.3% | 5.2 | 5.8 | 11.3% | 92,375,186 | 97,141,317 | 5.2% | 5.1 | 5.6 | 10.8% |
| ViaCosteira | 19,338,256 | 21,054,422 | 8.9% | 2.4 | 2.5 | 4.1% | 79,211,898 | 82,660,958 | 4.4% | 2.3 | 2.5 | 9.3% |
| RioSP | 43,753,678 | 44,201,738 | 1.0% | 6.7 | 7.6 | 12.8% | 144,794,253 | 168,834,795 | 16.6% | 6.7 | 7.1 | 5.2% |
| Consolidated IFRS⁶ | 285,448,763 | 305,540,784 | 7.0% | 7.0 | 7.2 | 3.0% | 1,122,178,118 | 1,174,866,845 | 4.7% | 6.6 | 7.0 | 6.0% |
| Mobility | Transported Passengers | | | Average Toll Paid¹ | | | Transported Passengers | | | Average Toll Paid¹ | | |
| ViaQuatro | 44,833,763 | 47,622,415 | 6.2% | 3.4 | 3.6 | 7.1% | 166,768,693 | 190,397,665 | 14.2% | 3.4 | 3.6 | 7.4% |
| Integrated | 39,136,361 | 40,559,921 | 3.6% | - | - | n.m. | 146,114,437 | 163,422,561 | 11.8% | - | - | n.m. |
| Exclusive | 5,697,402 | 7,062,494 | 24.0% | - | - | n.m. | 20,654,256 | 26,975,104 | 30.6% | - | - | n.m. |
| ViaMobilidade - L5/17 | 37,096,563 | 40,450,081 | 9.0% | 2.3 | 2.5 | 9.0% | 143,191,998 | 154,929,637 | 8.2% | 2.2 | 2.4 | 8.9% |
| Metrô Bahia | 25,676,675 | 25,927,259 | 1.0% | 3.2 | 3.3 | 3.1% | 94,904,536 | 101,828,328 | 7.3% | 3.1 | 3.3 | 5.8% |
| VLT Carioca | 4,368,614 | 4,623,143 | 5.8% | 3.9 | 4.0 | 3.1% | 16,805,576 | 18,221,785 | 8.4% | 3.7 | 3.9 | 6.8% |
| ViaMobilidade - L8/9 | 56,253,184 | 56,311,695 | 0.1% | 3.6 | 3.7 | 0.8% | 199,539,858 | 228,704,125 | 14.6% | 3.5 | 3.7 | 5.8% |
| Barcas | 2,802,090 | 3,346,614 | 19.4% | 7.5 | 7.7 | 1.5% | 10,335,918 | 13,428,517 | 29.9% | 7.4 | 7.7 | 3.9% |
| Consolidated | 171,030,889 | 178,281,207 | 4.2% | | | | 631,546,579 | 707,510,057 | 12.0% | | | |
| Airport⁷ | Transported Passengers | | | Average Toll Paid¹ | | | Transported Passengers | | | Average Toll Paid¹ | | |
| Domestic | Transported Passengers | | | Average Toll Paid¹ | | | Transported Passengers | | | Average Toll Paid¹ | | |
| BH Airport (R\$) | 1,261,316 | 1,310,698 | 3.9% | 31.1 | 30.4 | -2.2% | 4,592,485 | 5,049,586 | 10.0% | 29.7 | 29.8 | 0.1% |
| Curaçao (USD) | 33,902 | 35,660 | 5.2% | 29.8 | 29.0 | -2.7% | 111,828 | 134,534 | 20.3% | 29.5 | 28.9 | -2.2% |
| Central Block (R\$) | 935,855 | 965,788 | 3.2% | 36.5 | 40.1 | 9.9% | 2,798,173 | 3,898,300 | 39.3% | 35.8 | 38.3 | 7.0% |
| South Block (R\$) | 1,280,503 | 1,425,571 | 11.3% | 38.3 | 40.7 | 6.3% | 3,714,202 | 5,602,438 | 50.8% | 37.9 | 39.6 | 4.6% |
| International | Boarding Passengers | | | Average Toll Paid¹ | | | Boarding Passengers | | | Average Toll Paid¹ | | |
| BH Airport (R\$) | 29,925 | 59,568 | 99.1% | 69.8 | 53.8 | -22.9% | 114,710 | 143,402 | 25.0% | 66.7 | 66.4 | -0.3% |
| San José (USD) | 577,700 | 698,088 | 20.8% | 32.7 | 30.9 | -5.6% | 2,332,973 | 2,841,238 | 21.8% | 31.5 | 31.4 | -0.5% |
| Curaçao (USD) | 152,964 | 186,656 | 22.0% | 62.8 | 64.3 | 2.5% | 571,680 | 665,389 | 16.4% | 62.8 | 63.3 | 0.8% |
| Central Block (R\$) | 43 | - | n.m. | 70.0 | - | n.m. | 682 | 420 | -38.4% | 70.8 | 41.3 | -41.6% |
| South Block (R\$) | 10,324 | 29,870 | 189.3% | 68.9 | 54.6 | -20.7% | 22,175 | 81,292 | 266.6% | 69.2 | 66.8 | -3.4% |
| Consolidated | 4,282,532 | 4,711,899 | 10.0% | | | | 14,258,908 | 18,416,599 | 29.2% | | | |

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. The average tariffs for BH airports and the Central and South Blocks are stated in Brazilian reais, while 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. As of March 2022, the toll plazas in Arujá and Guararema became bidirectional. There was a correction in the reported data from 21,715,859 to 26,497,891 equivalent vehicles.

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

5. 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.

6. 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.

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

| CONSOLIDATED INCOME STATEMENT | | | | | | |
|--|--------------------|--------------------|------------------|--------------------|---------------------|-------------------|
| Brazilian Corporate Law (R\$ '000) | | | | | | |
| | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
| Gross Revenues | 3,582,749 | 4,748,239 | 32.5% | 18,531,654 | 15,973,127 | -13.8% |
| - Toll Revenues | 1,996,484 | 2,201,284 | 10.3% | 7,410,995 | 8,264,206 | 11.5% |
| - Other Revenues | 1,586,265 | 2,546,955 | 60.6% | 11,120,659 | 7,708,921 | -30.7% |
| Gross Revenues Deductions | (301,783) | (270,391) | -10.4% | (968,429) | (988,604) | 2.1% |
| Net Revenues | 3,280,966 | 4,477,848 | 36.5% | 17,563,225 | 14,984,523 | -14.7% |
| (+) Construction Revenues | 568,600 | 1,736,719 | 205.4% | 1,618,466 | 3,948,202 | 143.9% |
| Cost of Services | (2,462,478) | (3,822,900) | 55.2% | (7,985,602) | (10,813,464) | 35.4% |
| - Depreciation and Amortization | (213,196) | (393,008) | 84.3% | (1,666,168) | (1,494,232) | -10.3% |
| - Third-party Services | (369,135) | (359,274) | -2.7% | (1,149,466) | (1,245,435) | 8.3% |
| - Concession Costs | (41,890) | (56,183) | 34.1% | (152,274) | (200,222) | 31.5% |
| - Personnel Costs | (336,189) | (338,841) | 0.8% | (1,485,963) | (1,326,965) | -10.7% |
| - Construction Costs | (568,599) | (1,736,719) | 205.4% | (1,618,465) | (3,948,202) | 143.9% |
| - Maintenance Provision | (167,700) | (256,099) | 52.7% | (315,319) | (482,782) | 53.1% |
| - Other | (730,003) | (649,498) | -11.0% | (1,420,990) | (1,979,204) | 39.3% |
| - Appropriation of Anticipated Expenses from the Concession | (35,766) | (33,278) | -7.0% | (176,957) | (136,422) | -22.9% |
| Gross Profit | 1,387,088 | 2,391,667 | 72.4% | 11,196,089 | 8,119,261 | -27.5% |
| <i>Gross Margin</i> | <i>42.3%</i> | <i>53.4%</i> | <i>11.1 p.p.</i> | <i>63.7%</i> | <i>54.2%</i> | <i>-9.5 p.p.</i> |
| Administrative Expenses | (763,576) | (594,237) | -22.2% | (1,338,025) | (2,074,849) | 55.1% |
| - Depreciation and Amortization | (17,248) | (20,291) | 17.6% | (66,752) | (78,916) | 18.2% |
| - Third-party Services | (102,007) | (135,082) | 32.4% | (379,589) | (357,725) | -5.8% |
| - Personnel | (227,927) | (215,151) | -5.6% | (713,215) | (854,248) | 19.8% |
| - Other | (416,394) | (223,713) | -46.3% | (178,469) | (783,960) | 339.3% |
| Adjusted EBIT | 623,512 | 1,797,430 | 188.3% | 9,858,064 | 6,044,412 | -38.7% |
| <i>Adjusted EBIT Margin (a)</i> | <i>19.0%</i> | <i>40.1%</i> | <i>21.1 p.p.</i> | <i>56.1%</i> | <i>40.3%</i> | <i>-15.8 p.p.</i> |
| + Equity Income Result | 32,121 | 48,983 | 52.5% | 254,113 | 179,392 | -29.4% |
| + Part. of Non-controlling Shareholders | (61,476) | (162,062) | 163.6% | (79,092) | (149,661) | 89.2% |
| EBIT (b) | 594,157 | 1,684,351 | 183.5% | 10,033,085 | 6,074,143 | -39.5% |
| <i>EBIT Margin</i> | <i>15.4%</i> | <i>27.1%</i> | <i>11.7 p.p.</i> | <i>52.3%</i> | <i>32.1%</i> | <i>-20.2 p.p.</i> |
| + Depreciation and Amortization | 230,444 | 413,299 | 79.3% | 1,732,920 | 1,573,148 | -9.2% |
| EBITDA (b) | 824,601 | 2,097,650 | 154.4% | 11,766,005 | 7,647,291 | -35.0% |
| <i>EBITDA Margin</i> | <i>21.4%</i> | <i>33.8%</i> | <i>12.4 p.p.</i> | <i>61.3%</i> | <i>40.4%</i> | <i>-20.9 p.p.</i> |
| + Maintenance Provision (c) | 167,700 | 256,099 | 52.7% | 315,319 | 482,782 | 53.1% |
| + Appropriation of Anticipated Expenses (d) | 35,766 | 33,278 | -7.0% | 176,957 | 136,422 | -22.9% |
| - Equity Income Result | (32,121) | (48,983) | 52.5% | (254,113) | (179,392) | -29.4% |
| - Part. of Non-controlling Shareholders | 61,476 | 162,062 | 163.6% | 79,092 | 149,661 | 89.2% |
| Adjusted EBITDA | 1,057,422 | 2,500,106 | 136.4% | 12,083,260 | 8,236,764 | -31.8% |
| <i>Adjusted EBITDA Margin (e)</i> | <i>32.2%</i> | <i>55.8%</i> | <i>23.6 p.p.</i> | <i>68.8%</i> | <i>55.0%</i> | <i>-13.8 p.p.</i> |
| Net Financial Result | (781,082) | (770,651) | -1.3% | (3,107,173) | (3,212,477) | 3.4% |
| Financial Expenses: | (1,252,694) | (1,427,396) | 13.9% | (5,328,963) | (5,540,672) | 4.0% |
| - Interest on Loans, Financing and Debentures and Loans Cost Capitaliz | (803,681) | (633,903) | -21.1% | (3,054,010) | (3,144,143) | 3.0% |
| - Monetary variation on loans, financing and debentures | (54,790) | (154,216) | 181.5% | (199,795) | (326,187) | 63.3% |
| - Monetary variation on Liabilities related to the Granting Power | (22,800) | (28,706) | 25.9% | (149,250) | (165,496) | 10.9% |
| - Exchange Rate Variation | (9,878) | - | n.m. | (152,976) | (50,204) | -67.2% |
| - Losses from Hedge Operations | (244,772) | (313,644) | 28.1% | (1,206,314) | (913,049) | -24.3% |
| - Present Value Adjustment of Maintenance Provision | (20,799) | (36,470) | 75.3% | (63,273) | (132,635) | 109.6% |
| - Fair Value of Hedge Operations | (37,702) | (182,878) | 385.1% | (185,941) | (498,085) | 167.9% |
| - Other Financial Expenses | (56,600) | (73,637) | 30.1% | (296,942) | (301,726) | 1.6% |
| - Exchange Rate Variation on foreign suppliers | (653) | (2,154) | 229.9% | (11,516) | (3,020) | -73.8% |
| - Loan and monetary variation on self-composing term, leniency | (77) | (8) | -89.6% | (1,385) | (337) | -75.7% |
| - Present Value Adjustment and Exchange Rate Variation - Lease | (942) | (1,299) | 37.9% | (7,561) | (5,009) | -33.8% |
| | - | - | - | - | (781) | - |
| Financial Income: | 471,612 | 656,745 | 39.3% | 2,221,790 | 2,328,195 | 4.8% |
| - Gains from Hedge Operations | 135,847 | 278,611 | 105.1% | 916,148 | 824,604 | -10.0% |
| - Exchange Rate Variation | 20,567 | 3,093 | -85.0% | 201,348 | 86,785 | -56.9% |
| - Monetary Variation | - | (481) | n.m. | 299 | - | n.m. |
| - Fair Value of Hedge Operations | 85,309 | 188,771 | 121.3% | 261,216 | 400,878 | 53.5% |
| - Interest and Other Financial Income | 229,572 | 185,716 | -19.1% | 823,548 | 1,011,307 | 22.8% |
| - Exchange Rate Variation on foreign suppliers | 317 | 554 | 74.8% | 19,231 | 4,621 | -76.0% |
| Equity Income Result | 32,121 | 48,983 | 52.5% | 254,113 | 179,392 | -29.4% |
| Profit (Loss) Before Income and Social Contribution Taxes | (125,449) | 1,075,762 | n.m. | 7,005,004 | 3,011,327 | -57.0% |
| Income and Social Contribution Taxes - Current | (90,049) | (253,346) | 181.3% | (1,280,908) | (1,318,781) | 3.0% |
| Income and Social Contribution Taxes - Deferred | 59,867 | (106,589) | n.m. | (1,511,916) | 161,955 | n.m. |
| Profit before Minority Interest | (155,631) | 715,827 | n.m. | 4,212,180 | 1,854,501 | -56.0% |
| Part. of Non-controlling Shareholders | (61,476) | (162,062) | 163.6% | (79,092) | (149,661) | 89.2% |
| Net Profit for the Period | (217,107) | 553,765 | n.m. | 4,133,088 | 1,704,840 | -58.8% |
| Basic profit Per Share (In Reais - R\$) | -0.10748 | 0.27414 | | 2.04608 | 0.84398 | |
| Number of shares at the end of fiscal year (in units) | 2,020,000,000 | 2,020,000,000 | | 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 resolution number 156/2022.

(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.

| CONSOLIDATED BALANCE SHEET | | 3Q23 | 4Q23 |
|---|--|-------------------|-------------------|
| Brazilian Corporate Law (R\$ '000) | | | |
| ASSETS | | | |
| CURRENT ASSETS | | | |
| Cash & cash equivalents | | 6,975,609 | 4,548,717 |
| Accounts receivable | | 2,301,740 | 2,313,189 |
| Related parties receivable | | 67,607 | 74,600 |
| Financial investments and reserve account | | 628,643 | 2,627,920 |
| Recoverable taxes | | 390,027 | 321,952 |
| Anticipated expenses concession right | | 133,107 | 133,107 |
| Accounts receivable swap | | 5,402 | 1,069 |
| Advances to Supplier | | 114,573 | 101,020 |
| Anticipated expenses and others | | 472,089 | 622,586 |
| Assets held for sale | | 227,419 | 250,803 |
| Total Current Assets | | 11,316,216 | 10,994,963 |
| LONG TERM ASSETS | | | |
| Accounts Receivable and Short-term Investments at Fair Value through Profit or Loss | | 5,726,749 | 6,563,612 |
| Related parties | | 274,559 | 295,525 |
| Recoverable taxes and contributions | | 185,993 | 311,727 |
| Deferred taxes | | 1,143,737 | 1,225,877 |
| Anticipated expenses concession right | | 1,699,406 | 1,666,128 |
| Accounts receivable swap | | 304,187 | 252,179 |
| Anticipated expenses and others | | 304,329 | 259,468 |
| Investment Property | | 277,361 | 277,361 |
| Total Long Term assets | | 9,916,321 | 10,851,877 |
| Investments | | 858,300 | 706,382 |
| Fixed assets | | 771,582 | 853,793 |
| Intangible assets | | 29,969,140 | 31,141,688 |
| Ongoing Intangible assets | | 64,191 | 79,601 |
| Lease | | 16,422 | 14,828 |
| Total Non-Current Assets | | 41,595,956 | 43,648,169 |
| TOTAL ASSETS | | 52,912,172 | 54,643,132 |
| LIABILITIES AND NET EQUITY | | | |
| CURRENT LIABILITIES | | | |
| Loans and financing | | 251,137 | 276,364 |
| Debentures | | 6,777,272 | 3,894,404 |
| Accounts payable swap | | 142,442 | 53,350 |
| Suppliers | | 654,662 | 1,247,057 |
| Income and contributions payable | | 638,912 | 680,415 |
| Taxes and contributions installment payments | | 3,123 | 3,174 |
| Income and social contribution taxes | | 513,173 | 520,084 |
| Liabilities with related parties | | 19,640 | 44,804 |
| Mutual loan - Related parties | | 150,958 | 197,934 |
| Dividends and interest on equity | | 57,743 | 479,911 |
| Maintenance Provision | | 94,033 | 204,198 |
| Liabilities related to the granting power | | 265,645 | 274,212 |
| Other accounts payable | | 340,185 | 465,379 |
| Liabilities held for sale | | 116,345 | 141,134 |
| Total Current Liabilities | | 10,025,270 | 8,482,420 |
| NON-CURRENT LIABILITIES | | | |
| Loans and financing | | 6,728,139 | 7,481,203 |
| Debentures | | 16,502,382 | 19,002,298 |
| Taxes and contributions payable | | 50,050 | 22,710 |
| Taxes and contributions installment payments | | 10,031 | 9,521 |
| Accounts payable swap | | 15,236 | 28,223 |
| Deferred taxes | | 2,420,079 | 2,620,688 |
| Provision for civil contingencies, labor, tributary and social welfare | | 210,378 | 217,088 |
| Maintenance Provision | | 504,370 | 623,318 |
| Liabilities related to the granting power | | 2,519,321 | 2,396,270 |
| Liabilities with related parties | | 43,943 | 5,417 |
| Works to be performed | | 273,081 | 291,255 |
| Other accounts payable | | 450,030 | 385,492 |
| Total Long-term Liabilities | | 29,727,040 | 33,083,483 |
| NET EQUITY | | | |
| Capital stock | | 6,022,942 | 6,022,942 |
| Equity valuation adjustments and other comprehensive income | | 794,022 | 745,713 |
| Profit reserve | | 4,453,843 | 5,437,586 |
| Accumulated earnings and losses | | 1,151,075 | - |
| Goodwill on capital transactions | | 255,182 | 255,912 |
| Controlling Shareholders Equity | | 12,677,064 | 12,462,153 |
| Part. of Non-controlling Shareholders | | 482,798 | 615,076 |
| Total Net Equity | | 13,159,862 | 13,077,229 |
| TOTAL | | 52,912,172 | 54,643,132 |

| Consolidated Cash Flow Statement Brazilian Corporate Law (R\$ '000) - Indirect Method | 4Q22 | 4Q23 | 2022 | 2023 |
|--|--------------------|--------------------|--------------------|--------------------|
| Operational activities cash flow | | | | |
| Net cash originating from (used on) operational activities | 2,131,061 | 2,059,653 | 6,485,584 | 6,817,411 |
| Net profit (loss) in the period | (155,631) | 715,827 | 4,212,180 | 1,854,501 |
| Settlements by: | | | | |
| Deferred income and social contribution taxes | (59,867) | 106,589 | 1,511,916 | (161,955) |
| Appropriation of anticipated expenses | 35,766 | 33,278 | 176,957 | 136,422 |
| Depreciation and Amortization | 183,852 | 371,956 | 1,533,529 | 1,414,430 |
| Fixed, intangible and deferred assets write off | 286,249 | 3,144 | 409,157 | 124,534 |
| Deferred taxes | 692 | 1,877 | 2,347 | 3,952 |
| Amortization of concessionaire rights-goowill | 40,758 | 34,828 | 162,947 | 135,108 |
| Exchange rate variation on loans and financing | (10,689) | (3,093) | (48,372) | (36,581) |
| Monetary variation of the liabilities related to the granting power | 22,800 | 28,706 | 149,250 | 165,496 |
| Interest and monetary variation on loans, financing, debentures, promissory notes and commercial notes | 899,935 | 863,598 | 3,367,031 | 3,697,262 |
| Financing costs capitalization | (41,464) | (75,479) | (113,525) | (226,932) |
| Result from derivative operations | 108,925 | 35,033 | 290,166 | 88,445 |
| Recognition of maintenance provision | 167,700 | 256,099 | 315,319 | 482,782 |
| Present value adjustment of maintenance provision | 6,226 | 15,706 | 16,453 | 51,898 |
| Net constitution of reversals and updates for provisions for civil, labor, social security, tax, contractual risks and obligations to be performed | 61,938 | 206,582 | 188,867 | 388,035 |
| Interest and mutual loan monetary variation with related parties | 14,559 | (5,039) | 17,088 | (21,959) |
| Provision of doubtful accounts | 11,003 | 957 | 60,668 | 22,034 |
| Interest on taxes, contributions and fines with the Granting Authorities in installments | 393 | 343 | 1,125 | 1,599 |
| Present value adjustment of liabilities related to the granting power | 14,573 | 20,764 | 46,820 | 80,737 |
| Additions and remunerations of accounts receivable from the granting power | 304,225 | (353,501) | (1,161,851) | (1,895,190) |
| Equity | (32,121) | (48,983) | (254,113) | (179,392) |
| Exchange rate on foreign suppliers | 336 | 1,600 | (7,715) | (1,601) |
| Interest on loans with third-party | 4,453 | 4,511 | 15,788 | 18,821 |
| Fair value of loans, financing and debentures | (47,607) | (5,893) | (75,275) | 97,207 |
| Interest and monetary variation on self-composition term, leniency agreement | 77 | 8 | 1,385 | 337 |
| Depreciation - Use right and lease | 5,834 | 6,515 | 36,444 | 23,610 |
| Write-off Lease | - | (63) | - | - |
| Loss estimate Law nº 13.448 / 17 | 18,719 | 17,609 | 30,295 | 73,575 |
| Losses (Gains) on disposals and acquisitions of investments - Maas, MTH and TAS | - | - | (49,516) | 15,430 |
| Financial investment income | (94,792) | (89,006) | (309,327) | (236,697) |
| Reversal of the adjustment to present value of the leasing | 940 | 1,299 | 7,561 | 5,009 |
| Gain on the sale of equity interest in TAS | - | - | (615,986) | - |
| Long-term incentive plan payable in shares | - | 2,616 | - | 10,463 |
| Rebalancing Revenue - Aeris, ViaQJatro, ViaMobilidade - Linhas 5 e 17, BH Aripot and AutoBAN. | - | (1,008,572) | (5,254,058) | (1,200,703) |
| Assets and liabilities variations | 383,279 | 919,837 | 1,822,029 | 1,886,734 |
| Assets (increase) decrease | | | | |
| Accounts receivable | (280,079) | (16,718) | (369,863) | (55,373) |
| Accounts receivable - Related parties | (35,790) | (22,091) | (70,291) | (23,171) |
| Recoverable taxes | (114,124) | (54,142) | (144,943) | (166,951) |
| Dividends and interests on received equity | 121,636 | 176,496 | 228,753 | 251,935 |
| Advance payments related to the concession | - | - | - | - |
| Anticipated expenses and others | (55,551) | (70,749) | (225,982) | (100,591) |
| Receipt of Financial Asset | 689,516 | 479,823 | 1,743,155 | 1,901,932 |
| Advances to Supplier | (10,189) | 38,945 | (47,012) | (11,139) |
| Advances to Supplier with related parties | - | (25,392) | - | (25,392) |
| Accounts Receivable - Granting Power | (403,928) | 100,224 | (403,928) | 323,602 |
| Stocks | - | (35,489) | - | (147,821) |
| Liabilities increase (decrease) | | | | |
| Suppliers | 303,305 | 603,419 | 344,406 | 496,434 |
| Suppliers - Related parties | (172,671) | 189,297 | (196,073) | 8,622 |
| Social and labor obligations | 45,399 | 13,786 | 139,837 | 38,988 |
| Taxes and contributions payable, taxes in installments and provision for income tax and social contribution | 239,798 | 307,766 | 1,409,095 | 1,188,492 |
| Payments of income tax and social contribution | (225,313) | (292,548) | (962,622) | (1,345,936) |
| Realization of the maintenance provision | (11,164) | (42,692) | (30,593) | (146,935) |
| Liabilities related to the granting power | (46,245) | 45,837 | (42,508) | 90,835 |
| Payments of granting power obligations | (111,806) | (191,684) | (111,806) | (191,684) |
| Payment of provision for civil, labor, tax and social security risks | (28,638) | (133,625) | (58,516) | (200,006) |
| Term of self-composition | - | 2,706 | - | - |
| Deferred Revenues | (13,598) | 697 | 51,633 | - |
| Loans with third-party | (668) | (139,558) | (2,368) | (141,705) |
| Deferred taxes | (26,600) | (542) | (28,142) | (2,129) |
| Others accounts with granting power | (74) | - | - | - |
| Obligations to be performed | 354,944 | 18,927 | 354,944 | 18,927 |
| Other accounts payable | 165,120 | (32,856) | 244,853 | 125,800 |
| Investment activities cash flow | | | | |
| Fixed assets acquisition | (128,667) | (114,722) | (276,411) | (336,793) |
| Advances for the intangible assets | (911,983) | (1,645,011) | (2,693,619) | (5,104,159) |
| Intangible assets - other | (116,912) | 27,968 | (19,891) | 37,418 |
| Loans with related parties | | | | |
| Release of loans with related parties | - | - | - | - |
| Loans with related parties (receivables) | 2,003 | - | 2,003 | - |
| Capital increase in investees and other investment transactions | - | - | - | - |
| Advance of funds for future capital increase - related parties | (210) | (105) | (209) | (460) |
| Net cash on TAS stake sale | - | - | 587,239 | - |
| Net redemption financial investments | (448,387) | (1,805,410) | (1,504,023) | 675,573 |
| Redemptions / Applications (reserve account) | (76,134) | (131,206) | (76,043) | (60,495) |
| Assets and liabilities held for sale | (27,220) | 1,405 | (27,220) | (28,555) |
| Equity securities | - | - | (15,430) | - |
| Net cash used on investment activities | (1,707,510) | (3,667,081) | (4,023,604) | (4,817,471) |
| Financing activities cash flow | | | | |
| Settlement of hedge operations | (90,491) | (54,973) | (190,376) | (274,322) |
| Loans with related parties | | | | |
| Fundraising | 884 | - | - | - |
| Payment | - | (187) | - | (187) |
| Loans, financing, debentures, promissory notes and leasing | | | | |
| Fundraising | 27,459 | 4,989,700 | 5,849,349 | 10,772,063 |
| Principal and Interest Payment | (854,051) | (5,417,503) | (6,701,998) | (12,838,402) |
| Dividends | | | | |
| Paid to controlling shareholders | (588,334) | (298,912) | (769,079) | (382,393) |
| Payable / (paid) to non-controlling shareholders | (3,641) | (56,542) | (6,777) | (61,085) |
| Capital increases/reductions of non-controlling shareholders | (700) | 27,457 | 38,106 | 177,779 |
| Lease | | | | |
| Lease (receivables) | - | - | - | - |
| Principal and interest payments | (5,204) | (7,498) | (41,500) | (27,921) |
| Net cash used on financing activities | (1,514,078) | (818,458) | (1,822,275) | (2,679,293) |
| Effect of exchange rate changes on cash and cash equivalents | 16,924 | (1,006) | (4,232) | (1,003) |
| Increase / Decrease in cash and cash equivalents | (1,073,602) | (2,426,892) | 635,473 | (680,356) |
| Cash Balances Demonstration | | | | |
| In the beginning of the period | 6,302,675 | 6,975,609 | 4,593,600 | 5,229,073 |
| At the end of the period | 5,229,073 | 4,548,717 | 5,229,073 | 4,548,717 |

Exhibit 2 - Consolidated for Jointly-Owned Subsidiaries

| Financial Highlights (R\$ MM) | Consolidated with jointly-owned subsidiaries | | | Consolidated with jointly-owned subsidiaries | | |
|--|--|---------|-----------|--|----------|------------|
| | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
| Net Revenues ¹ | 3,457.4 | 4,675.6 | 35.2% | 18,382.1 | 15,744.0 | -14.4% |
| Adjusted Net Revenues ² | 3,323.1 | 3,667.2 | 10.4% | 12,846.9 | 13,973.5 | 8.8% |
| EBITDA | 917.9 | 2,195.3 | 139.2% | 12,157.6 | 8,034.5 | -33.9% |
| EBITDA Mg. | 22.7% | 39.2% | 16.5 p.p. | 60.7% | 42.2% | -18.5 p.p. |
| Adjusted EBITDA ² | 1,723.2 | 2,061.9 | 19.7% | 7,368.3 | 8,337.7 | 13.2% |
| Adjusted EBITDA Mg. ³ | 51.9% | 56.2% | 4.4 p.p. | 57.4% | 59.7% | 2.3 p.p. |
| Net Income | (217.1) | 553.8 | n.m. | 4,133.1 | 1,704.8 | -58.8% |
| Adjusted Net Income ² | 138.4 | 393.9 | 184.6% | 745.9 | 1,415.8 | 89.8% |
| Net Debt / Adjusted EBITDA LTM (x) | 2.8 | 2.9 | | 2.8 | 2.9 | |
| Adjusted EBITDA ⁴ / Interest and Monetary Variation (x) | 1.9 | 2.5 | | 2.2 | 2.3 | |

1. Net revenue excludes construction revenue.

2. Adjustments are described in the "non-recurring effects" section.

3. The adjusted EBITDA margin was calculated by dividing adjusted EBITDA by adjusted net revenue.

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

| MM | Net Revenue | | | | Comment |
|---------------------------------|----------------|------------------|------------------|------------------|-------------------------------|
| | 4Q22 | 4Q23 | 2022 | 2023 | |
| Consolidated Net Revenue | 3,457.4 | 4,675.6 | 18,382.1 | 15,744.0 | |
| (-) Non-Recurring | (134.3) | (1,008.4) | (5,535.2) | (1,770.4) | |
| BH Airport | (134.3) | (27.9) | (134.3) | (27.9) | Covid 19 Rebalancing |
| Barcas | - | - | - | (569.9) | Barcas Settlement |
| AutoBAn | - | - | (5,254.1) | - | AutoBAn Contract Rebalancing |
| Aeris | - | - | - | (192.1) | Aeris Contract Rebalancing |
| ViaQuatro | - | (682.6) | - | (682.6) | Covid 19 Rebalancing |
| ViaMobilidade - Linhas 5 e 17 | - | (297.9) | - | (297.9) | Covid 19 Rebalancing |
| Renovias | - | - | (146.9) | - | Renovias Contract Rebalancing |
| Adjusted Net Revenue | 3,323.1 | 3,667.2 | 12,846.9 | 13,973.5 | |

| MM | Adjusted EBITDA | | | | Comment |
|---|-----------------|----------------|------------------|----------------|---|
| | 4Q22 | 4Q23 | 2022 | 2023 | |
| EBITDA | 917.9 | 2,195.2 | 12,157.6 | 8,034.4 | |
| + Maintenance Provision (c) | 168.3 | 254.0 | 317.6 | 483.2 | |
| + Appropriation of Anticipated Expenses | 35.7 | 33.3 | 180.5 | 136.4 | |
| - Equity Income Result | - | - | - | - | |
| - Part. of Non-controlling Shareholders | 61.5 | 162.1 | 79.1 | 149.7 | |
| (-) Non-Recurring | 539.7 | (582.6) | (5,366.4) | (466.0) | |
| BH Airport | (134.3) | (27.9) | (134.3) | (27.9) | Covid 19 Rebalancing |
| CPC | (132.1) | - | (132.1) | - | Alba Closing (CTA adjustment) |
| RodoNorte | 335.2 | - | 335.2 | - | Possessions and Duties |
| ViaMobilidade - Linhas 8 e 9 | - | - | - | 150.0 | Consent Decree (TAC) |
| ViaMobilidade - Linhas 8 e 9 | - | 68.5 | - | 68.5 | Fines Contingency |
| SPCP | - | - | - | 121.4 | Costs Provision - Land Devolution |
| Barcas | - | - | - | (569.9) | Barcas Settlement |
| AutoBAn | - | - | (5,254.1) | - | AutoBAn Contract Rebalancing |
| Aeris | - | - | - | (192.1) | Aeris Contract Rebalancing |
| ViaQuatro | - | (682.6) | - | (682.6) | Covid 19 Rebalancing |
| ViaMobilidade - Linhas 5 e 17 | - | (297.9) | - | (297.9) | Covid 19 Rebalancing |
| ViaOeste | 470.9 | 357.2 | 470.9 | 964.5 | Improvements that do not generate future economic benefit |
| CCR USA ¹ | - | - | (505.2) | - | Sale of TAS |
| Renovias | - | - | (146.9) | - | Renovias Contract Rebalancing |
| Adjusted EBITDA | 1,723.2 | 2,061.9 | 7,368.3 | 8,337.7 | |

| MM | Net Income | | | | Comment |
|---------------------------------------|----------------|----------------|------------------|----------------|---|
| | 4Q22 | 4Q23 | 2022 | 2023 | |
| Consolidated Net Income (Loss) | (217.1) | 553.8 | 4,133.1 | 1,704.8 | |
| (-) Non-Recurring¹ | 355.6 | (159.8) | (3,387.2) | (289.1) | |
| BH Airport | 33.9 | 7.0 | 33.9 | 7.0 | Covid 19 Rebalancing |
| CPC | 132.1 | - | 132.1 | - | Alba Closing (CTA adjustment) |
| RodoNorte | (335.2) | - | (335.2) | - | Possessions and Duties |
| ViaMobilidade - Linhas 8 e 9 | - | - | - | (79.2) | Consent Decree (TAC) |
| ViaMobilidade - Linhas 8 e 9 | - | (36.2) | - | (36.2) | Fines Contingency |
| SPCP | - | - | - | (121.4) | Costs Provision - Land Devolution |
| Barcas | - | - | - | 543.2 | Barcas Settlement |
| AutoBAn | - | - | 3,467.7 | - | AutoBAn Contract Rebalancing |
| Aeris | - | - | - | 187.5 | Aeris Contract Rebalancing |
| ViaOeste | 124.5 | - | (94.8) | - | Impairment |
| ViaOeste | (310.8) | (312.8) | (310.8) | (713.6) | Improvements that do not generate future economic benefit |
| ViaQuatro | - | 337.9 | - | 337.9 | Covid 19 Rebalancing |
| ViaMobilidade - Linhas 5 e 17 | - | 163.9 | - | 163.9 | Covid 19 Rebalancing |
| CCR USA | - | - | 397.4 | - | Sale of TAS |
| Renovias | - | - | 96.9 | - | Renovias Contract Rebalancing |
| Adjusted Net Revenue | 138.4 | 393.9 | 745.9 | 1,415.8 | |

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

Gross Revenues (excluding Construction Revenues) and Operating Performance by Asset

Gross Revenue from jointly-owned subsidiaries recorded under equity pick-up is shown below.

| Gross Operating Revenue of Jointly Controlled Companies ¹ | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
|--|----------------|----------------|-------------|----------------|----------------|--------------|
| Renovias ² | 57,744 | 64,807 | 12.2% | 370,122 | 246,252 | -33.5% |
| Quito (Quiport) | 102,944 | 112,557 | 9.3% | 371,925 | 428,061 | 15.1% |
| ViaRio | 30,354 | 32,430 | 6.8% | 114,839 | 123,125 | 7.2% |
| Total³ | 191,042 | 209,794 | 9.8% | 856,886 | 797,438 | -6.9% |

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

2. Excluding Eliminations.

\ Operational Data

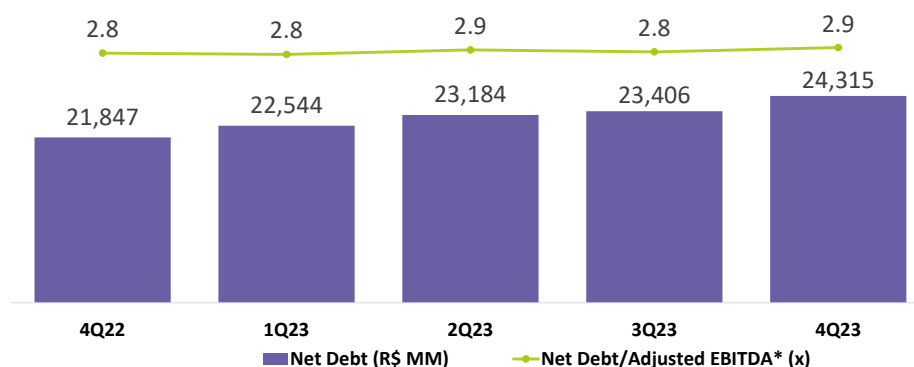
| | Traffic/Passengers | | | Average Toll Paid ¹ | | | Traffic/Passengers | | | Average Toll Paid ¹ | | |
|----------------------|--|-------------------|--------------|--------------------------------------|------------|-------------|--|-------------------|--------------|--------------------------------------|------------|-------------|
| | 4Q22 | 4Q23 | Chg % | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % | 2022 | 2023 | Chg % |
| Traffic | Equivalent Vehicles² | | | Average Toll Paid¹ | | | Equivalent Vehicles² | | | Average Toll Paid¹ | | |
| Renovias (40%) | 5,688,196 | 6,166,321 | 8.4% | 9.9 | 10.2 | 3.2% | 22,560,857 | 23,709,819 | 5.1% | 9.4 | 10.1 | 6.7% |
| ViaRio (66,66%) | 3,866,420 | 4,131,573 | 6.9% | 7.8 | 7.8 | -0.1% | 14,654,394 | 15,685,685 | 7.0% | 7.8 | 7.8 | 0.3% |
| Consolidated | 9,554,616 | 10,297,894 | 7.8% | 9.1 | 9.3 | 2.2% | 37,215,251 | 39,395,504 | 5.9% | 8.8 | 9.2 | 4.5% |
| Domestic | Transported Passengers | | | Average Toll Paid¹ | | | Transported Passengers | | | Average Toll Paid¹ | | |
| Quiport (USD) | 347,018 | 362,371 | 4.4% | 13.3 | 14.3 | 7.9% | 1,245,830 | 1,487,898 | 19.4% | 13.3 | 14.2 | 6.7% |
| International | Transported Passengers | | | Average Toll Paid¹ | | | Transported Passengers | | | Average Toll Paid¹ | | |
| Quiport (USD) | 256,672 | 309,953 | 20.8% | 53.6 | 56.6 | 5.5% | 934,000 | 1,244,688 | 33.3% | 53.0 | 56.4 | 6.4% |
| Consolidated | 603,690 | 672,324 | 11.4% | | | | 2,179,830 | 2,732,586 | 25.4% | | | |

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.

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 axes charged. One light vehicle is equivalent to one axle of a heavy vehicle.

3. The amount of passengers reflects 100% of the concessionaire.

Leverage



Investment

Investments and maintenance expenditures at jointly-owned subsidiaries totaled R\$59.5 million in 4Q23.

| R\$ MM | Jointly owned Intangible and Fixed Assets | | | | | | Jointly owned performed maintenance | | Proforma Financial Asset ¹ | | Total | |
|---------------------|---|-------------|----------------------|-------------|-------------|--------------|-------------------------------------|----------|---------------------------------------|----------|-------------|--------------|
| | Improvements | | Equipment and Others | | Total | | Maintenance Cost | | | | | |
| | 4Q23 | 2023 | 4Q23 | 2023 | 4Q23 | 2023 | 4Q23 | 2023 | 4Q23 | 2023 | 4Q23 | 2023 |
| Renovias (40%) | 6.6* | 20.3 | 3.8 | 6.2 | 10.4 | 26.5 | - | - | - | - | 10.4 | 26.5 |
| ViaRio (66,66%) | 0.8 | 1.7 | 0.1 | 1.4 | 0.9 | 3.0 | - | - | - | - | 0.9 | 3.0 |
| Quiport (46,5%) | 42.7 | 67.5 | 5.5 | 11.3 | 48.2 | 78.8 | - | - | - | - | 48.2 | 78.8 |
| Consolidated | 50.1 | 89.5 | 9.3 | 18.8 | 59.5 | 108.4 | - | - | - | - | 59.5 | 108.4 |

1. The investments made, which will be received from the Granting Authorities as monetary considerations or contributions, are recorded under financial assets.

| CONSOLIDATED INCOME STATEMENT | | | | | | |
|---|--------------------|--------------------|---------------|--------------------|---------------------|---------------|
| Brazilian Corporate Law (R\$ '000) | | | | | | |
| | 4Q22 | 4Q23 | Chg % | 2022 | 2023 | Chg % |
| Gross Revenues | 3,769,833 | 4,958,534 | 31.5% | 19,385,919 | 16,772,106 | -13.5% |
| - Toll Revenues | 2,083,106 | 2,296,694 | 10.3% | 7,738,804 | 8,626,027 | 11.5% |
| - Other Revenues | 1,686,727 | 2,661,840 | 57.8% | 11,647,115 | 8,146,079 | -30.1% |
| Gross Revenues Deductions | (312,436) | (282,971) | -9.4% | (1,003,780) | (1,028,156) | 2.4% |
| Net Revenues | 3,457,397 | 4,675,563 | 35.2% | 18,382,139 | 15,743,950 | -14.4% |
| (+) Construction Revenues | 580,427 | 1,756,475 | 202.6% | 1,637,577 | 4,004,941 | 144.6% |
| Cost of Services | (2,545,312) | (3,922,229) | 54.1% | (8,250,822) | (11,161,459) | 35.3% |
| - Depreciation and Amortization | (254,609) | (440,926) | 73.2% | (1,802,051) | (1,665,562) | -7.6% |
| - Third-party Services | (378,705) | (370,603) | -2.1% | (1,184,200) | (1,283,848) | 8.4% |
| - Concession Costs | (43,622) | (58,128) | 33.3% | (158,966) | (207,611) | 30.6% |
| - Personnel Costs | (347,321) | (349,094) | 0.5% | (1,520,978) | (1,365,686) | -10.2% |
| - Construction Costs | (580,426) | (1,756,475) | 202.6% | (1,637,576) | (4,004,941) | 144.6% |
| - Maintenance Provision | (168,348) | (253,970) | 50.9% | (317,614) | (483,169) | 52.1% |
| - Other | (736,552) | (659,755) | -10.4% | (1,448,963) | (2,014,220) | 39.0% |
| - Appropriation of Anticipated Expenses from the Concession | (35,729) | (33,278) | -6.9% | (180,474) | (136,422) | -24.4% |
| Gross Profit | 1,492,512 | 2,509,809 | 68.2% | 11,768,894 | 8,587,432 | -27.0% |
| <i>Gross Margin</i> | 43.2% | 53.7% | 10.5 p.p. | 64.0% | 56.8% | -7.2 p.p. |
| Administrative Expenses | (786,377) | (615,092) | -21.8% | (1,407,319) | (2,153,660) | 53.0% |
| - Depreciation and Amortization | (18,618) | (21,581) | 15.9% | (73,046) | (84,744) | 16.0% |
| - Third-party Services | (106,856) | (139,890) | 30.9% | (395,486) | (375,078) | -5.2% |
| - Personnel | (237,431) | (224,553) | -5.4% | (743,918) | (896,423) | 20.5% |
| - Other | (423,472) | (229,068) | -45.9% | (194,869) | (797,415) | 309.2% |
| Adjusted EBIT | 706,135 | 1,894,717 | 168.3% | 10,361,575 | 6,433,772 | -37.9% |
| <i>Adjusted EBIT Margin (a)</i> | 20.4% | 40.5% | 20.1 p.p. | 56.4% | 40.9% | -15.5 p.p. |
| - Part. of Non-controlling Shareholders | (61,476) | (162,062) | 163.6% | (79,092) | (149,661) | 89.2% |
| EBIT (b) | 644,659 | 1,732,655 | 168.8% | 10,282,483 | 6,284,111 | -38.9% |
| <i>EBIT Margin</i> | 16.0% | 26.9% | 10.9 p.p. | 65.6% | 37.3% | -28.3 p.p. |
| + Depreciation and Amortization | 273,227 | 462,507 | 69.3% | 1,875,097 | 1,750,306 | -6.7% |
| EBITDA (b) | 917,886 | 2,195,162 | 139.2% | 12,157,580 | 8,034,417 | -33.9% |
| <i>EBITDA Margin</i> | 22.7% | 34.1% | 11.4 p.p. | 72.9% | 47.1% | -25.8 p.p. |
| Net Financial Result | (828,840) | (813,225) | -1.9% | (3,279,010) | (3,398,385) | 3.6% |
| Financial Expenses: | (1,300,513) | (1,298,471) | -0.2% | (5,503,018) | (5,560,137) | 1.0% |
| - Interest on Loans, Financing and Debentures and Loans Cost Capitalization | (846,320) | (674,972) | -20.2% | (3,221,885) | (3,317,977) | 3.0% |
| - Monetary variation on loans, financing and debentures | (54,790) | (154,216) | 181.5% | (199,795) | (326,187) | 63.3% |
| - Monetary variation on Liabilities related to the Granting Power | (22,800) | (28,706) | 25.9% | (149,250) | (165,496) | 10.9% |
| - Exchange Rate Variation | (9,878) | - | n.m. | (152,976) | (50,204) | -67.2% |
| - Losses from Hedge Operations | (244,772) | (139,359) | -43.1% | (1,206,314) | (738,764) | -38.8% |
| - Present Value Adjustment of Maintenance Provision | (20,969) | (36,698) | 75.0% | (63,854) | (133,573) | 109.2% |
| - Fair Value of Hedge Operations | (37,702) | (182,878) | 385.1% | (185,941) | (498,085) | 167.9% |
| - Other Financial Expenses | (61,526) | (77,223) | 25.5% | (302,293) | (319,034) | 5.5% |
| - Exchange Rate Variation on foreign suppliers | (653) | (2,565) | 292.8% | (11,516) | (4,360) | -62.1% |
| - Interest and monetary var. on settlement agreement and leniency agreement | (77) | (8) | -89.6% | (1,385) | (337) | -75.7% |
| - Present value adjustment and currency exchange variation - lease | (1,026) | (1,365) | 33.0% | (7,809) | (5,339) | -31.6% |
| Financial Income: | 471,673 | 485,246 | 2.9% | 2,224,008 | 2,161,752 | -2.8% |
| - Gains from Hedge Operations | 135,847 | 278,611 | 105.1% | 916,148 | 824,604 | -10.0% |
| - Exchange Rate Variation | 20,567 | 3,093 | -85.0% | 201,348 | 86,785 | -56.9% |
| - Monetary Variation | - | - | n.m. | 299 | - | n.m. |
| - Fair Value of Hedge Operations | 85,309 | 14,486 | -83.0% | 261,216 | 226,593 | -13.3% |
| - Interest and Other Financial Income | 229,633 | 188,502 | -17.9% | 825,766 | 1,018,864 | 23.4% |
| - Exchange Rate Variation on foreign suppliers | 317 | 554 | 74.8% | 19,231 | 4,906 | -74.5% |
| Profit (Loss) Before Income and Social Contribution Taxes | (122,705) | 1,081,492 | n.m. | 7,082,565 | 3,035,387 | -57.1% |
| Income and Social Contribution Taxes - Current | (101,896) | (265,193) | 160.3% | (1,329,156) | (1,373,359) | 3.3% |
| Income and Social Contribution Taxes - Deferred | 68,970 | (100,472) | n.m. | (1,541,229) | 192,473 | n.m. |
| Profit before Minority Interest | (155,631) | 715,827 | n.m. | 4,212,180 | 1,854,501 | -56.0% |
| Part. of Non-controlling Shareholders | (61,476) | (162,062) | 163.6% | (79,092) | (149,661) | 89.2% |
| Net Profit for the Period | (217,107) | 553,765 | n.m. | 4,133,088 | 1,704,840 | -58.8% |
| Basic profit Per Share (In Reais - R\$) | -0.10748 | 0.27414 | n.m. | 2.04608 | 0.84398 | n.m. |
| Number of shares at the end of fiscal year (in units) | 2,020,000,000 | 2,020,000,000 | | 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 resolution number 156/2022.

(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 - PROFORMA | | |
|--|-------------------|-------------------|
| Brazilian Corporate Law (R\$ '000) | 3Q23 | 4Q23 |
| ASSETS | | |
| CURRENT ASSETS | | |
| Cash & cash equivalents | 7,226,715 | 4,754,504 |
| Accounts receivable | 2,351,560 | 2,364,781 |
| Related parties receivable | 63,524 | 69,743 |
| Financial investments and reserve account | 773,635 | 2,745,786 |
| Recoverable taxes | 395,206 | 327,951 |
| Anticipated expenses concession right | 133,107 | 133,107 |
| Accounts receivable swap | 5,402 | 1,069 |
| Advances to Supplier | 118,062 | 102,002 |
| Anticipated expenses and others | 482,431 | 659,666 |
| Assets held for sale | 232,575 | 255,969 |
| Total Current Assets | 11,782,217 | 11,414,578 |
| LONG TERM ASSETS | | |
| Accounts Receivable and Short-term Investments at Fair Value through Profit and Loss | 5,781,235 | 6,617,934 |
| Related parties | 133,180 | 135,455 |
| Recoverable taxes | 185,992 | 311,726 |
| Income and deferred taxes | 1,215,946 | 1,298,480 |
| Anticipated expenses concession right | 1,699,406 | 1,666,128 |
| Accounts receivable swap | 304,188 | 258,291 |
| Anticipated expenses and others | 397,166 | 347,368 |
| Advance for capital increase - related parties | 565 | 509 |
| Investment Property | 277,361 | 277,361 |
| Total Long Term assets | 9,995,039 | 10,913,252 |
| Investments | - | - |
| Fixed assets | 807,919 | 897,014 |
| Intangible assets | 32,254,458 | 33,375,363 |
| Ongoing Intangible assets | 64,217 | 80,488 |
| Lease | 18,868 | 16,888 |
| Total Non-Current Assets | 43,140,501 | 45,283,005 |
| TOTAL ASSETS | 54,922,718 | 56,697,583 |
| LIABILITIES AND NET EQUITY | | |
| CURRENT LIABILITIES | | |
| Loans and financing | 288,522 | 339,744 |
| Debentures | 6,786,191 | 3,552,204 |
| Accounts payable swap | 142,440 | 54,864 |
| Suppliers | 670,370 | 1,277,933 |
| Taxes and contributions payable | 672,100 | 719,980 |
| Taxes and contributions installment payments | 3,127 | 3,174 |
| Income and social contribution taxes | 538,276 | 549,229 |
| Accounts payable - related parties | 21,785 | 47,464 |
| Mutual loan - related parties | 150,978 | 197,935 |
| Dividends and interest on equity | 61,499 | 479,911 |
| Maintenance provision | 106,037 | 208,562 |
| Liabilities related to the granting power | 266,301 | 274,867 |
| Other accounts payable | 362,408 | 487,321 |
| Liabilities held for sale | 122,307 | 147,181 |
| Total Current Liabilities | 10,192,341 | 8,340,369 |
| NON-CURRENT LIABILITIES | | |
| Loans and financing | 7,584,911 | 8,330,794 |
| Debentures | 16,898,464 | 19,763,884 |
| Accounts payable swap | 15,237 | 32,819 |
| Taxes and contributions payable | 81,181 | 56,041 |
| Taxes and contributions installment payments | 10,028 | 9,521 |
| Income and Deferred taxes | 2,425,866 | 2,619,640 |
| Accounts payable - related parties | 1,761 | 1,708 |
| Provision for civil contingencies, labor, tributary and social welfare | 211,387 | 218,053 |
| Maintenance provision | 507,069 | 631,756 |
| Liabilities related to the granting power | 2,519,323 | 2,396,270 |
| Mutual loan - relates parties | 175,518 | 137,919 |
| Works to be performed | 273,081 | 291,255 |
| Other accounts payable | 866,689 | 790,325 |
| Total Long-term Liabilities | 31,570,515 | 35,279,985 |
| NET EQUITY | | |
| Capital stock | 6,022,942 | 6,022,942 |
| Equity valuation adjustments | 794,022 | 745,713 |
| Profit reserve | 4,453,843 | 5,437,586 |
| Accumulated earnings and losses | 1,151,075 | - |
| Capital reserves | 255,182 | 255,912 |
| Controlling Shareholders Equity | 12,677,064 | 12,462,153 |
| Part. of Non-controlling Shareholders | 482,798 | 615,076 |
| Total Net Equity | 13,159,862 | 13,077,229 |
| TOTAL | 54,922,718 | 56,697,583 |

| Consolidated Cash Flow Statement Brazilian Corporate Law (R\$ '000) - Indirect Method | 4Q22 | 4Q23 | 2022 | 2023 |
|--|--------------------|--------------------|--------------------|--------------------|
| Operational activities cash flow | | | | |
| Net cash originating from (used on) operational activities | 2,273,221 | 2,011,283 | 6,977,078 | 7,091,481 |
| Net profit (loss) in the period | (155,646) | 715,827 | 4,212,180 | 1,854,501 |
| Settlements by: | | | | |
| Deferred income and social contribution taxes | (68,970) | 100,472 | 1,541,229 | (192,473) |
| Appropriation of anticipated expenses | 35,729 | 33,278 | 180,474 | 136,422 |
| Depreciation and Amortization | 226,169 | 419,343 | 1,661,406 | 1,584,174 |
| Fixed, intangible and deferred assets write off | 481,207 | (16,163) | 603,103 | 110,720 |
| Deferred taxes | 692 | 1,877 | 2,347 | 3,952 |
| Amortization of concessionaire rights-g goodwill | 42,315 | 36,324 | 177,624 | 141,126 |
| Exchange rate variation on loans and financing | (10,689) | (3,093) | (48,372) | (36,581) |
| Monetary variation of the liabilities related to the granting power | 22,800 | 28,706 | 149,250 | 165,496 |
| Interest and monetary variation on loans, financing, debentures, promissory notes and commercial notes | 942,671 | 904,726 | 3,535,467 | 3,871,276 |
| Financing costs capitalization | (41,561) | (75,538) | (114,086) | (227,112) |
| Result from derivative operations | 108,925 | 35,033 | 290,166 | 88,445 |
| Recognition of maintenance provision | 168,348 | 253,970 | 317,614 | 483,169 |
| Present value adjustment of maintenance provision | 6,396 | 15,934 | 17,034 | 52,836 |
| Net constitution of reversals and updates for provisions for civil, labor, social security, tax, contractual risks and obligations to be performed | 64,964 | 207,064 | 192,547 | 389,641 |
| (Reversal) provision for expected loss - accounts receivable from operations | 14,337 | (5,174) | 16,767 | (23,960) |
| Interest and mutual loan monetary variation with related parties | 87,114 | 7,934 | 87,114 | 52,030 |
| Interest on taxes, contributions and fines with the Granting Authorities in installments | 393 | 343 | 1,126 | 1,599 |
| Present value adjustment of liabilities related to the granting power | 14,573 | 20,764 | 46,820 | 80,737 |
| Additions and remunerations of accounts receivable from the granting power | 309,776 | (353,501) | (1,087,161) | (1,895,190) |
| Long-term incentive plan payable in shares | - | 2,616 | - | 10,463 |
| Interest on loans with third-party | 4,453 | 4,511 | 15,788 | 18,821 |
| Interest and monetary variation on self-composition term, leniency agreement and PIC | 77 | 8 | 1,385 | 337 |
| Fair value of loans, financing and debentures | (47,607) | (5,893) | (75,275) | 97,207 |
| Depreciation - Use right and lease | 4,743 | 6,840 | 36,067 | 25,006 |
| Write-off Lease | - | (62) | - | - |
| Loss estimate Law nº 13.448 / 17 | 18,719 | 17,609 | 30,295 | 73,575 |
| Financial investment income | (94,346) | (98,653) | (308,881) | (257,297) |
| Losses (Gains) on disposals and acquisitions of investments - Maas, MTH and TAS | - | - | (49,516) | 15,430 |
| Gain on the sale of equity interest in TAS | - | - | (615,986) | - |
| Exchange rate on foreign suppliers | 336 | 2,011 | (7,715) | (546) |
| Reversal of the adjustment to present value of the leasing | 1,026 | 1,365 | 7,809 | 5,339 |
| Rebalancing Revenue - Aeris, ViaQUatro, ViaMobilidade - Linhas 5 e 17, BH Aripport and AutoBAN and write-off of the portion retained from former Barcas shareholders | - | (1,008,572) | (5,254,057) | (1,200,703) |
| Assets and liabilities variations | 136,276 | 761,377 | 1,414,515 | 1,663,041 |
| Assets (increase) decrease | | | | |
| Accounts receivable | (703,573) | (18,370) | (907,688) | (11,698) |
| Accounts receivable - Related parties | (28,775) | (23,701) | (26,797) | (68,323) |
| Recoverable taxes | (115,344) | (55,686) | (143,089) | (170,215) |
| Dividends and interests on received equity | 67 | 66 | 3,232 | (3,695) |
| Anticipated expenses and others | 37 | - | 37 | - |
| Anticipated expenses and other credits | (60,353) | (74,878) | (203,960) | (94,802) |
| Receipt of accounts receivable from the Granting Authorities | 686,753 | 479,823 | 1,743,155 | 1,901,932 |
| Advances to Supplier | (10,485) | 41,452 | (18,280) | (8,507) |
| Advances to Supplier with related parties | - | (25,392) | - | (25,392) |
| Stocks | - | (35,396) | - | (147,732) |
| Liabilities increase (decrease) | | | | |
| Suppliers - Related parties | 317,893 | 618,092 | 315,599 | 508,039 |
| Suppliers - Related parties | (174,662) | 192,332 | (190,913) | 10,788 |
| Social and labor obligations | 48,603 | 17,872 | 152,296 | 47,600 |
| Accounts receivable from the Granting Authorities | - | 84,180 | - | 301,926 |
| Taxes and contributions payable, taxes in installments and provision for income tax and social contribution | 253,550 | 321,798 | 1,461,413 | 1,246,535 |
| Payments of income tax and social contribution | (232,146) | (299,648) | (1,002,675) | (1,394,663) |
| Realization of the maintenance provision | (11,166) | (42,692) | (30,595) | (146,935) |
| Liabilities related to the granting power | (71,477) | 45,956 | (67,269) | 91,012 |
| Payments of granting power obligations | (111,806) | (191,684) | (111,806) | (191,684) |
| Payment of provision for civil, labor, tax and social security risks | 354,944 | 354,944 | 354,944 | 18,927 |
| Term of self-composition | (31,590) | (134,150) | (61,994) | (202,252) |
| Deferred Revenues | (35,777) | 697 | (5,428) | - |
| Loans with third-party | - | 2,706 | - | - |
| Deferred taxes | (668) | (139,558) | (2,368) | (141,705) |
| Others accounts with granting power | (26,601) | (542) | (28,144) | (2,129) |
| Obligations to be performed | 25,176 | - | 25,412 | - |
| Other accounts payable | 60,676 | (20,827) | 159,433 | 146,014 |
| Investment activities cash flow | | | | |
| Fixed assets acquisition | (140,471) | (124,059) | (290,055) | (354,700) |
| Advances for the intangible assets | (1,131,280) | (1,688,069) | (2,883,840) | (5,194,540) |
| Intangible assets - other | (116,534) | 28,147 | (196,912) | 37,558 |
| Loans with related parties | | | | |
| Release of loans with related parties | - | - | - | - |
| Receivables | (969) | - | 1,683 | - |
| Advance of funds for future capital increase - related parties | (109) | 56 | (88) | 123 |
| Capital increase in investees and other investment transactions | - | - | - | - |
| Net cash on TAS stake sale | - | - | 587,239 | - |
| Net redemption financial investments | (418,159) | (1,732,247) | (1,489,124) | 626,539 |
| Redemptions / Applications (reserve account) | (106,503) | (167,428) | (92,251) | (66,866) |
| Equity securities | - | - | (15,430) | - |
| Assets and liabilities held for sale | (27,220) | 1,480 | (27,220) | (27,674) |
| Net cash used on investment activities | (1,941,245) | (3,682,120) | (4,405,998) | (4,979,560) |
| Financing activities cash flow | | | | |
| Treasury shares - Share buyback | - | - | - | (44,825) |
| Settlement of hedge operations | (90,496) | (54,973) | (190,379) | (274,322) |
| Loans with related parties | | | | |
| Fundraising | 884 | - | - | - |
| Payments of principal and interest on loans with related parties | (1,328) | (4,983) | 61,729 | (4,519) |
| Loans, financing, debentures, promissory notes and leasing | | | | |
| Fundraising | 27,457 | 5,012,205 | 5,849,346 | 11,189,398 |
| Principal and Interest Payment | (794,833) | (5,413,513) | (6,853,232) | (13,354,737) |
| Dividends | | | | |
| Paid to controlling shareholders | (588,268) | (302,668) | (764,081) | (382,393) |
| Payable / (paid) to non-controlling shareholders | (3,641) | (56,542) | (6,777) | (61,085) |
| Capital increases/reductions of non-controlling shareholders | (783) | 27,457 | 38,023 | 177,779 |
| AFAC - related parties | - | (53) | (616) | (112) |
| Lease (receivables) | 50 | - | - | - |
| Principal and interest payments | (5,394) | (7,537) | (42,281) | (29,201) |
| Net cash used on financing activities | (1,456,352) | (800,607) | (1,908,268) | (2,784,017) |
| Effect of exchange rate changes on cash and cash equivalents | 33,494 | (767) | (1,380) | (749) |
| Increase / Decrease in cash and cash equivalents | (1,090,882) | (2,472,211) | 661,432 | (672,845) |
| Cash Balances Demonstration | | | | |
| In the beginning of the period | 6,521,258 | 7,226,715 | 4,768,944 | 5,427,349 |
| At the end of the period | 5,430,376 | 4,754,504 | 5,430,376 | 4,754,504 |



Videoconference

Portuguese videoconference call with simultaneous translation in English:

FRIDAY, FEBRUARY 9, 2024

10:00 a.m. São Paulo / 8:00 a.m. New York

The instructions to participate in these events are available on CCR's website: www.ccr.com.br/ri

For the conference call link, [click here](#)