

CCR S.A.

(Publicly-held company)

**Review of Interim Financial
Information as of March 31, 2022**

*(A free translation of the original report in
Portuguese as issued in Brazil containing
financial statements prepared in accordance
with accounting practices adopted in Brazil
and IFRS)*

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\ Results for the first quarter of 2022

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

Unless otherwise stated, the financial and operating information is presented on a consolidated basis, in thousands of Brazilian reais, and the comparisons refer to 1Q21.

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

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



\ 1Q22 X 1Q21 HIGHLIGHTS

- Consolidated vehicle traffic **increased by 5.6%**. Excluding ViaCosteira, NovaDutra, RioSP and RodoNorte, the **increase** was **6.2% in the period**.
- The number of passengers transported in airports **increased by 92.4%** in the period. Excluding South and Central Blocks , the **increase** was **81.8% in the period**.
- The number of passengers transported in mobility units **increased by 92.8%** in the period. Excluding Lines 8 and 9, the **increase** was **39.7% in the period**.
- Adjusted EBITDA **grew by 176%**, with a margin of 86.2% (13.4 p.p.). Same-basis adjusted EBITDA¹ **increased by 30.7%**, with a margin of 60.4% (0.5 p.p.).
- **Net Income totaled R\$3,452.5 million**, compared to a R\$688.9 million profit in 1Q21. On the same base¹, **Net Loss totaled R\$89.3 million**, compared to a R\$204.2 million net income.
- On March 31, 2022, through a Material Fact, the Company disclosed that **it signed the Definitive Agreement**, whose object is to extend the term of AutoBAn's concession agreement until 12/31/2037, establish the final amounts recognized in the Preliminary Agreement and, terminate the legal actions related to the objects of the Definitive Agreement.
- On March 31, 2022, through a Material Fact, the Company disclosed that **it signed the TAM 25/2022**, whose object is to extend the term of ViaOeste 's concession agreement in 380 days, as well as the new investments referring to the New Access to the City of Osasco and to the Works on the side roads of SP-280, between km 23 and 32.

- On April 19, 2022, CCR informed its shareholders that it would **begin paying interim dividends**, of approximately R\$0.08 per common share, on April 29, 2022.
- Because of the COVID-19 pandemic, there was an impact in demand and, consequently, CCR's 1Q22 results. For more details, please refer to Note 1.1 of the Quarterly Information.

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



\ Financial Indicators

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

1. Net revenue excludes construction revenue.

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

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

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

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



\ Same-basis comparisons

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

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

To ensure comparability the results, in addition to the effects mentioned above, we also excluded ViaQuatro's rebalancing impacts, R\$1.1 billion (R\$0.73 billion net of taxes) from ViaQuatro, recognized in 1Q21 and R\$5.3 billion (R\$3.5 billion net of taxes) from AutoBAn due to the TAM Definitive recognized in 1Q22.



\ 1st ESG Forum

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

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

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

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

To access the teleconference and view the presentations of the first ESG Forum: https://ri.ccr.com.br/esg_apresentacoes_e_teleconferencia/

\ Zero Scope 2 GHG emissions - BH Airport

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

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

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

\ Diversity

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

- An initiative to celebrate Women's Day, focused on raising the awareness of all CCR Group employees, addressing the role of women as members of the

workforce and promoting a debate on the importance of access to opportunities for this public.

- Three groups of Diversity and Respect Training - Caring for Quality in Relationships for operations teams, customer service agents, maintenance, traffic, collection, etc., reaching 972 employees. We presented the main concepts, causes of diversity, and the relationship and impacts of the topic on customer service.

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

\ Social Responsibility

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

Caminhos para a Saúde (Paths to Health)

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

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

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

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

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

Caminhos para a Cidadania (Paths to Citizenship)

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

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

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

Income Generation

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

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

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

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

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

Tax Incentive

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

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

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

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



\ Gross Revenue (excluding Construction Revenue)

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

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

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

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

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

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

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

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

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

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

Gross Operating Revenue of Jointly Controlled Companies ¹	1Q21	1Q22	Chg %
Renovias	43,393	50,432	16.2%
Quito (Quiport)	53,381	79,677	49.3%
ViaRio	24,115	27,390	13.6%
Total²	120,889	157,499	30.3%

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

2. Does not include eliminations

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

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

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



\ Operational Data

	Traffic/Passengers			Average Toll Paid ¹		
	1Q21	1Q22	Chg %	1Q21	1Q22	Chg %
Traffic	Equivalent Vehicles²			Average Toll Paid¹		
AutoBAn	61,019,933	64,996,997	6.5%	8.9	9.7	8.7%
NovaDutra ^{3 9}	31,784,287	21,715,859	-31.7%	8.8	4.5	-49.0%
RodoNorte ⁹	23,307,609	-	n.m.	9.4	n.m.	n.m.
ViaLagos	2,280,274	2,430,580	6.6%	16.7	19.3	15.5%
ViaOeste	27,079,036	28,646,755	5.8%	9.2	10.1	8.9%
RodoAnel Oeste	31,207,668	31,838,515	2.0%	2.2	2.5	14.1%
SPVias	15,120,473	15,840,232	4.8%	11.2	12.1	8.0%
MSVia ⁴	11,193,502	12,529,295	11.9%	6.6	3.2	-51.7%
ViaSul	23,243,273	25,514,973	9.8%	4.6	4.7	2.6%
ViaCosteira ⁹	-	21,087,080	n.m.	-	2.1	n.m.
RioSP ⁹	-	14,376,971	n.m.	-	6.7	n.m.
Renovias ⁵	4,933,344	5,251,230	6.4%	8.3	9.0	8.6%
ViaRio ⁵	3,128,220	3,502,640	12.0%	7.7	7.8	1.6%
Consolidated IFRS⁶	253,315,091	267,624,012	5.6%	6.9	6.5	-6.5%
Consolidated Pró-forma^{6,7}	261,376,655	276,377,882	5.7%	6.9	6.2	-10.1%
Mobility	Transported Passengers			Average Toll Paid¹		
ViaQuatro	23,497,350	34,326,446	46.1%	2.8	3.3	15.6%
<i>Integrated</i>	20,596,631	30,111,766	46.2%	-	-	n.m.
<i>Exclusive</i>	2,900,719	4,214,680	45.3%	-	-	n.m.
ViaMobilidade	23,836,053	31,763,103	33.3%	2.0	2.2	7.8%
Metrô Bahia	15,174,371	21,226,173	39.9%	2.6	2.8	4.9%
VLT	2,849,864	3,973,065	39.4%	2.9	3	6.6%
Linhas 8 e 9 ⁹	-	34,729,595	n.m.	-	3.3	n.m.
Barcas	1,364	1,971	44.5%	6.6	7.2	8.8%
Consolidated	65,359,002	126,020,353	92.8%			
Airport	Boarding Passengers			Average Toll Paid¹		
Domestic	Boarding Passengers			Average Toll Paid¹		
BH Airport (R\$)	738,391	1,007,645	36.5%	23.4	27.5	17.5%
Curaçao (USD)	9,427	18,411	95.3%	25.2	30.3	20.4%
Quiport (USD)	85,444	219,351	156.7%	13.0	13.1	0.6%
Bloco Central (R\$) ⁹	-	93,489	n.m.	-	32.6	n.m.
Bloco Sul (R\$) ⁹	-	33,513	n.m.	-	34.4	n.m.
International	Boarding Passengers			Average Toll Paid¹		
BH Airport (R\$)	5,410	21,558	298.5%	57.7	62.0	7.4%
San José (USD) ⁸	227,502	584,793	157.0%	31.1	30.8	-0.9%
Curaçao (USD)	32,929	124,275	277.4%	48.3	63.6	31.6%
Quiport (USD)	91,005	187,262	105.8%	50.4	51.8	2.8%
Consolidated	1,190,108	2,290,297	92.4%			

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



\ Highways

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

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

Equivalent Vehicle Mix Breakdown

Equivalent Vehicles	1Q21		1Q22	
	Light	Commercial	Light	Commercial
AutoBAn	40.2%	59.8%	44.0%	56.0%
NovaDutra	31.5%	68.5%	34.3%	65.7%
RodoNorte	20.3%	79.7%	-	-
ViaLagos	83.5%	16.5%	82.6%	17.4%
ViaOeste	54.4%	45.6%	56.5%	43.5%
Renovias	49.1%	50.9%	51.9%	48.1%
RodoAnel Oeste	50.3%	49.7%	51.8%	48.2%
SPVias	28.8%	71.2%	31.0%	69.0%
MSVia	21.0%	79.0%	19.5%	80.5%
ViaRio	92.5%	7.5%	92.8%	7.2%
ViaSul	47.1%	52.9%	48.8%	51.2%
ViaCosteira	-	-	43.2%	56.8%
RioSP	-	-	34.4%	65.6%
CCR proforma¹ Consolidated	42.3%	57.7%	46.3%	53.7%

1. Includes Renovias' and ViaRio's traffic.



\ Urban Mobility

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



\ Airports

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

Airport Revenue Mix in the Quarter



■ Airport Revenues ■ Comercial Revenues



\ Total Costs

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

Costs (R\$ MM)				Same basis		
	1Q21	1Q22	Chg %	1Q21	1Q22	Chg %
Total Costs¹	(1,942.4)	(1,867.1)	-3.9%	(1,252.6)	(1,666.1)	33.0%
Depreciation and Amortization	(656.1)	(400.3)	-39.0%	(323.4)	(389.3)	20.4%
Anticipated Expenses	(69.7)	(69.7)	0.0%	(69.7)	(69.7)	0.0%
Construction Costs	(268.2)	(244.6)	-8.8%	(113.0)	(214.2)	89.6%
Maintenance Provision	(13.0)	(46.8)	260.0%	(10.3)	(46.8)	354.4%
Third-Party Services	(340.3)	(286.1)	-15.9%	(190.9)	(224.5)	17.6%
Concession Fee Costs	(21.4)	(33.5)	56.5%	(21.4)	(33.5)	56.5%
Personnel Costs	(367.7)	(510.2)	38.8%	(347.9)	(438.5)	26.0%
Other Costs	(206.0)	(275.9)	33.9%	(176.0)	(249.7)	41.9%
Cash costs	(935.4)	(1,105.7)	18.2%	(736.2)	(946.1)	28.5%
Cash costs (National Assets)	(788.6)	(896.0)	13.6%	(569.2)	(700.6)	23.1%

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

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

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

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

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

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

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

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

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

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

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

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

\ Results by Segment

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

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

1.Includes the construction revenue

2.Considers TAS (Total Airport Services)

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

\ EBITDA Reconciliation

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

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

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

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

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

\ Net Financial Result

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

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

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

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

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

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

CCR has three swap contracts

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

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

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

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

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

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

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

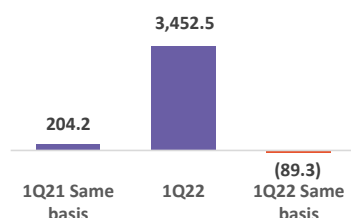
Interest on loans, financing, and debentures increased by 149%, mainly due to the 8.25 p.p. between the compared periods, and also to the Company's higher indebtedness, 39.4% higher when compared to 1Q21.

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

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

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

\ Net Income

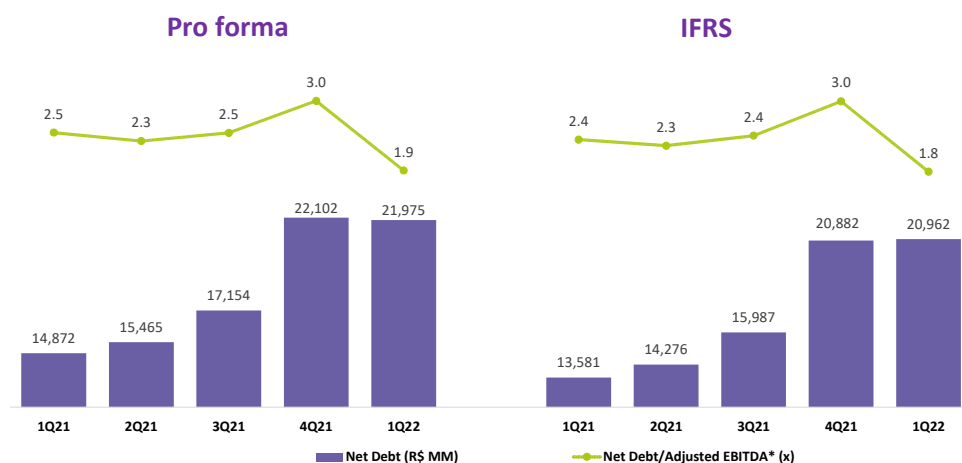


Consolidated net income totaled R\$3,452.5 million in 1Q22. Same-basis¹ Net Loss was R\$89.3 million, compared to a Net Income of R\$204.2 million in 1Q21.

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

\ Indebtedness

Consolidated Net Debt (IFRS) came to R\$21 billion in March 2022, while the Net Debt/LTM adjusted EBITDA¹ ratio reached 1.8x, as shown below:



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

Fundraising in 1Q22

In 1Q22, fundraising and rollover were as follows:

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

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

Indebtedness Evolution

(R\$ MM)	Mar/21	Dec/21	Mar/22
Gross Debt¹	19,661.8	26,751.0	27,417.0
% Real-Denominated	95%	94%	95%
% Foreign Currency-Denominated	5%	6%	5%
Short Term	4,836.5	3,485.0	2,310.0
% Real-Denominated	98%	95%	99 %
% Foreign Currency-Denominated	2%	5%	1 %
Long Term	14,825.4	23,266.0	25,107.0
% Real-Denominated	94%	94 %	94 %
% Foreign Currency-Denominated	6%	6 %	6 %
Cash, Equivalents and Financial Investments²	6,177.0	5,779.0	6,502.0
% Real-Denominated	92%	93%	94%
% Foreign Currency-Denominated	8%	7%	6%
Receivable/Payable Swap Settlements³	(96.6)	90.0	(47.0)
Net Debt	13,581.4	20,882.0	20,962.0

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

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

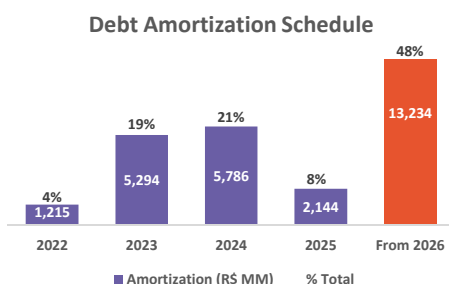
3. Swap adjustment in the period.

Debt Breakdown¹

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

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

Amortization Schedule¹ (IFRS)



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

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

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

\ CAPEX and Maintenance

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

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

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

2. Includes CCR and CPC.

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

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

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

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

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

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

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



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Independent Auditors' Report on review of interim financial information

To the shareholders, board of directors and management of
CCR S.A.
São Paulo - SP

Introduction

We have reviewed the accompanying individual and consolidated interim financial information of CCR S.A. ("Company"), contained in the Quarterly Information Form - ITR for the period ended March 31, 2022, which comprises the balance sheet as at March 31, 2022, and the related statements of income and comprehensive income, changes in shareholder's equity and cash flows for the three-month period then ended, including the explanatory notes.

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

Review scope

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

Conclusion on the individual and consolidated interim financial information

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



Others matters - Statements of value added

The individual and consolidated interim financial information related to the statements of value added (DVA) for the three-month period then ended March 31, 2022, prepared under the responsibility of the Company's management, presented herein as supplementary information for IAS 34 purposes, have been subject to review procedures jointly performed with the review of the Company's Quarterly information Form - ITR. In order to form our conclusion, we assessed whether those statements are reconciled with the interim financial information and accounting records, as applicable, and whether their format and contents are in accordance with criteria determined in the Technical Pronouncement CPC 09 - Statement of Value Added. Based on our review, except for the possible effects of the matter described in the section above entitled "Basis for qualified conclusion on individual and consolidated interim financial information" nothing has come to our attention that causes us to believe that the statements of value added referred to above were not prepared, in all material respects, consistently with the overall individual and consolidated interim financial information.

São Paulo, May 12, 2022

KPMG Auditores Independentes Ltda.
CRC 2SP014428/O-6
(Original report in Portuguese signed by)
Marcelo Gavioli
Accountant CRC 1SP201409/O-1

CCR S.A.

(Publicly-held company)

Balance sheets

March 31, 2022 and december 31, 2021

(In thousands of Brazilian Reais)

	Note	Parent company		Consolidated	
		03/31/2022	12/31/2021	03/31/2022	12/31/2021
Assets					
Current					
Cash and cash equivalents	6	959,275	851,759	4,031,727	4,593,600
Financial investments	6	10,331	14,237	2,418,107	1,087,018
Interest earnings - reserve account	6	52	2,193	52,244	98,787
Accounts receivable	7	-	-	767,906	690,414
Financial asset		-	-	1,342,268	704,627
Accounts receivable - related parties	10	40,955	74,820	715	1,594
Loans - related parties	10	448,214	-	-	-
Recoverable taxes		62,080	75,336	169,526	192,816
Concession-related prepayments	9	-	-	159,181	278,680
Trade receivables - operations with derivatives	24	-	-	4,102	4,988
Advances to suppliers		433	433	36,036	17,477
Interest on capital		186,932	185,279	-	3,906
Prepaid expenses and others		7,415	3,800	269,085	235,549
Total current assets		1,715,687	1,207,857	9,250,897	7,909,456
Non-current					
Long-term receivables					
Accounts receivable	7	-	-	10,987	11,272
Financial asset		-	-	6,090,696	6,525,830
Interest earnings - reserve account	6	-	-	54,631	47,018
Accounts receivable - related parties	10	-	-	28,656	34,314
Loans - related parties	10	198,038	591,821	176,102	171,939
Advance for capital increase - related parties	10	8,046	242,192	1,057	1,048
Recoverable taxes		35,301	31,750	132,437	120,952
Deferred taxes	8b	-	-	966,140	928,206
Concession-related prepayments	9	-	-	1,883,765	1,833,934
Trade receivables - operations with derivatives	23	160,253	249,303	163,467	251,887
Judicial deposits		45	45	121,574	112,662
Prepaid expenses and others		-	-	81,437	74,635
		401,683	1,115,111	9,710,949	10,113,697
Investments					
Fixed Assets	11	17,726,546	13,871,266	776,344	848,796
Intangible assets	12	46,915	47,670	965,456	979,318
Infrastructure under construction	13	63,844	65,021	25,021,783	20,070,509
Leases	13	-	-	1,317,598	1,277,316
	14	40	50	127,946	157,352
Total non-current assets		18,239,028	15,099,118	37,920,076	33,446,988
Total assets		19,954,715	16,306,975	47,170,973	41,356,444

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

Balance sheets

March 31, 2022 and December 31, 2021

(In thousands of Brazilian Reais)

	Note	Parent company		Consolidated	
		03/31/2022	12/31/2021	03/31/2022	12/31/2021
Liabilities					
Current					
Loans, financing and leases	15	9,833	15,730	540,540	799,400
Debentures and promissory notes	16	184,137	1,143,217	1,769,567	2,685,516
Accounts payable - operations with derivatives	23	156,023	144,476	176,675	158,172
Suppliers		8,006	21,864	438,186	514,517
Income and social contribution taxes		8	8	181,153	215,063
Taxes and contributions payable		5,349	14,191	178,457	173,487
Taxes and contributions in installments	19	-	-	2,836	3,563
Social and labor obligations		158,650	119,546	444,857	370,385
Suppliers and accounts payable - related parties	10	989	4,225	70,899	68,405
Loans - related parties	10	-	-	353,041	337,710
Interest on capital		11,690	11,690	73,388	72,921
Provision for maintenance	18	-	-	34,899	35,682
Obligations with the Concession Grantor		-	-	183,959	181,134
Lease liability	14	41	41	39,618	47,145
Tariff portion of the Concession Grantor		-	#	1,016	#
Other liabilities		20,243	20,271	199,082	189,055
Total current liabilities		554,969	1,495,259	4,688,173	5,852,489
Non-current					
Loans, financing and leases	15	574,888	1,159,212	6,858,871	7,237,591
Debentures and promissory notes	16	7,122,140	5,184,676	18,247,837	16,028,642
Taxes and contributions payable		-	-	19,066	24,947
Taxes and contributions in installments	19	-	-	3,351	3,626
Deferred Taxes	8b	154,538	125,595	2,767,995	905,791
Deferred PIS and COFINS		-	-	12,625	13,016
Social and labor obligations		13,612	10,084	36,536	37,110
Advance for capital increase - related parties	10	1,916	1,916	32,329	1,916
Loans - related parties	10	-	-	109,090	110,165
Provision for civil, labor, social security, tax and contractual risks	17	12	12	377,645	363,371
Provision for maintenance	18	-	-	148,608	102,910
Provision for unsecured liability	11	27,193	48,530	751	696
Obligations with the Concession Grantor		-	-	1,815,815	1,748,175
Loans granted to third parties		-	-	112,087	109,464
Lease liability	14	-	10	101,645	125,664
Payables from Derivative Operations	23	12,902	-	37,851	8,661
Deferred Revenue		-	-	10,586	13,206
Other liabilities		13,682	16,919	74,880	103,204
Total non-current liabilities		7,920,883	6,546,954	30,767,568	26,938,155
Equity					
Capital		6,022,942	6,022,942	6,022,942	6,022,942
Equity valuation adjustment		830,115	1,074,508	830,115	1,074,508
Profit reserves		4,438,639	986,166	4,438,639	986,166
Additional proposed dividends		165,212	165,212	165,212	165,212
Capital reserves		21,955	15,934	21,955	15,934
Equity of parent company's shareholders		11,478,863	8,264,762	11,478,863	8,264,762
Interest of non-controlling shareholders		-	-	236,369	301,038
		11,478,863	8,264,762	11,715,232	8,565,800
Total liabilities and equity		19,954,715	16,306,975	47,170,973	41,356,444

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

Statements of income

for the periods ended March 31, 2022 and 2021

(In thousands of Brazilian Reals, unless otherwise indicated)

	Note	Parent company		Consolidated	
		03/31/2022	03/31/2021	03/31/2022	03/31/2021
Net operating revenue	21	56,390	24,611	8,263,175	3,708,082
Costs of services provided					
Construction cost		-	-	(244,609)	(268,162)
Services		(2,128)	(540)	(205,109)	(271,669)
Cost of grant		-	-	(103,132)	(91,094)
Depreciation and amortization		(339)	(285)	(384,572)	(638,795)
Personnel cost		(65,584)	(7,861)	(402,871)	(284,921)
(Provision) reversal for maintenance	18	-	-	(46,806)	(13,017)
Material, equipment and vehicles		(152)	137	(68,724)	(52,365)
Others		(2,594)	(1,316)	(126,438)	(106,020)
		<u>(70,797)</u>	<u>(9,865)</u>	<u>(1,582,261)</u>	<u>(1,726,043)</u>
Gross profit		<u>(14,407)</u>	<u>14,746</u>	<u>6,680,914</u>	<u>1,982,039</u>
Operating expenses					
General and administrative expenses					
Personnel expenses		(35,130)	(23,216)	(107,303)	(82,744)
Services		(21,967)	(9,208)	(80,948)	(68,592)
Material, equipment and vehicles		(163)	(90)	(7,473)	(4,164)
Depreciation and amortization		(6,150)	(3,448)	(15,759)	(17,342)
Advertisement campaigns and events, trade fairs and bulletins		(1,253)	(819)	(6,040)	(7,087)
Provision for civil, labor, social security and contractual risks	17	-	(4)	(14,274)	(14,079)
Rouanet Law, audiovisual, sports and other incentives		(781)	-	(1,882)	(11,649)
Provision for expected losses - Accounts receivable		-	-	(3,252)	(4,671)
Water, electricity, telephone, internet and gas		(614)	(262)	(4,214)	(2,988)
Contributions to unions and trade associations		(139)	(78)	(2,320)	(2,450)
Rentals of properties and condominiums		(1,398)	(896)	(2,425)	(1,865)
Taxes, rates and notary office expenses		(656)	(30)	(1,990)	(1,946)
Contractual indemnities		-	-	-	(481)
Reimbursement to the user		-	-	(100)	(111)
Expenses with travels and accommodation		(627)	(77)	(3,381)	(568)
Legal and judicial expenses		(171)	(160)	(1,792)	(1,698)
Provision for losses MSVia (adherence to Law No. 13.448 / 2017)		-	-	(10,296)	(23,343)
Non-deductible expenses and write-off of tax credits		18	(12)	4,299	2,630
Others					
Others (includes other operating income and expenses)		(1,732)	(1,701)	(24,698)	29,637
Self-Composition Agreement, Collaboration Incentive Program and Leniency Agreement	27	(83)	(95)	(943)	(2,823)
		<u>(70,846)</u>	<u>(40,096)</u>	<u>(284,791)</u>	<u>(216,334)</u>
Equity accounted-investees	11	3,779,685	774,388	30,438	5,973
Self-Composition Agreement, Collaboration Incentive Program and Leniency Agreement					
Other operating results					
Other operating income		211	-	(3,454)	45,868
Other operating expenses		-	-	(1,324)	(1,946)
Profit before financial result		3,694,432	749,038	6,426,561	1,771,678
Financial result	22	<u>(213,016)</u>	<u>(64,434)</u>	<u>(878,632)</u>	<u>(355,572)</u>
Financial costs	22	(547,542)	(214,978)	(1,366,689)	(637,454)
Financial income	22	334,526	150,544	488,057	281,882
Operating income and before income and social contribution taxes		<u>3,481,416</u>	<u>684,604</u>	<u>5,547,929</u>	<u>1,416,106</u>
Income and social contribution taxes - current and deferred	8a	<u>(28,943)</u>	<u>4,336</u>	<u>(2,109,536)</u>	<u>(571,748)</u>
Income Tax and Social Contribution - current	8a	-	-	(280,835)	(217,251)
Income Tax and Social Contribution - Deferred	8a	<u>(28,943)</u>	<u>4,336</u>	<u>(1,828,701)</u>	<u>(354,497)</u>
Net income for the period		<u>3,452,473</u>	<u>688,940</u>	<u>3,438,393</u>	<u>844,358</u>
Attributable to:					
Owners of the Company		3,452,473	688,940	3,452,473	688,940
Non-controlling interest		-	-	(14,080)	155,418
Basic and diluted earnings per share	20	<u>1.70915</u>	<u>0.34106</u>	<u>1.70217</u>	<u>0.41800</u>

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

Statements of comprehensive income

for the periods ended March 31, 2022 and 2021

(In thousands of Brazilian Reals)

	Parent company		Consolidated	
	2021	2020	2021	2020
Net income for the period	3,452,473	688,940	3,438,393	844,358
Other comprehensive income				
Items that will not be subsequently reclassified to the income statement				
Equity valuation adjustment - pension plan	-	-	-	-
	-	-	-	-
Items that will be subsequently reclassified to the income statement				
Equity valuation adjustment of financial statements of foreign subsidiaries	(240,951)	152,799	(240,951)	152,799
Cash flow hedge (income statement)	(5,215)	-	(5,215)	-
Cash flow hedge (balance sheet - assets)	-	-	-	-
Deferred income tax and social contribution	1,773	-	1,773	-
Equity valuation adjustment of financial statements on foreign subsidiaries-non-controlling shareholders	-	-	(7,001)	1,488
	(244,393)	152,799	(251,394)	154,287
Total comprehensive income for the period	3,208,080	841,739	3,186,999	998,645
Attributable to:				
Owners of the Company	3,208,080	841,739	3,208,080	841,739
Non-controlling interests	-	-	(21,081)	156,906

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

Statement of changes in equity - Individual
for the periods ended March 31, 2022 and 2021
(In thousands of Brazilian Reals)

	Capital		Capital reserves			Profit reserves					Total
	Capital	Borrowing costs	Transactions with shareholders	Goodwill in capital transaction	Treasury Shares	Legal	Reserve for equalization of dividends and investments	Additional proposed dividend	Equity Valuation Adjustment	Retained earnings	
Balances on January 1, 2021	6,126,100	(103,158)	49,820	(49,126)	-	757,070	-	-	960,457	-	7,741,163
Net income for the period	-	-	-	-	-	-	-	-	-	688,940	688,940
Other comprehensive income	-	-	-	-	-	-	-	-	152,799	-	152,799
Transaction with partners - RDN	-	-	-	-	-	(8)	-	-	-	-	(8)
Advantageous purchase and dilution of share after tax - VLT Carioca	-	-	-	(6,310)	-	-	-	-	-	-	(6,310)
Allocations:											
Proposed additional dividend	-	-	-	-	-	-	-	688,940	-	(688,940)	-
Balances on March 31, 2021	<u>6,126,100</u>	<u>(103,158)</u>	<u>49,820</u>	<u>(55,436)</u>	<u>-</u>	<u>757,062</u>	<u>-</u>	<u>688,940</u>	<u>1,113,256</u>	<u>-</u>	<u>8,576,584</u>
Balances on January 1, 2022	6,126,100	(103,158)	49,820	(33,878)	(8)	655,742	330,424	165,212	1,074,508	-	8,264,762
Net income for the period	-	-	-	-	-	-	-	-	-	3,452,473	3,452,473
Other comprehensive income	-	-	-	-	-	-	-	-	(244,393)	-	(244,393)
Advantageous purchase and dilution of share after tax	-	-	-	6,021	-	-	-	-	-	-	6,021
Balances on March 31, 2022	<u>6,126,100</u>	<u>(103,158)</u>	<u>49,820</u>	<u>(27,857)</u>	<u>(8)</u>	<u>655,742</u>	<u>330,424</u>	<u>165,212</u>	<u>830,115</u>	<u>3,452,473</u>	<u>11,478,863</u>

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

Statement of changes in shareholders' equity - Consolidated
for the period ended March 31, 2021

(In thousands of Brazilian Reals)

	Capital		Capital reserves			Profit reserves							Consolidated equity				
	Capital	Borrowing costs	Transactions with shareholders	Goodwill in capital transaction	Treasury Shares	Legal	Reserve for equalization of dividends and investments	Additional proposed dividend	Equity valuation adjustment	Retained earnings	Equity attributable to owners of the Company	Noncontrolling interests					
Balances on January 1, 2022	6,126,100	(103,158)	49,820	(33,878)	(8)	655,742	-	330,424	-	165,212	-	1,074,508	-	-	8,264,762	301,038	8,565,800
Increased participation - VLT Carioca	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,751	1,751
Increased participation - Toronto	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,220	1,220
Capital increase																	
Advantageous purchase and dilution of share after tax	-	-	-	6,021	-	-	-	-	-	-	-	-	-	-	6,021	-	6,021
Acquisition participation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(45,911)	(45,911)
Interest on Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(648)	(648)
Profit for the period	-	-	-	-	-	-	-	-	-	-	3,452,473	-	3,452,473	-	3,452,473	(14,080)	3,438,393
Other comprehensive income	-	-	-	-	-	-	-	-	-	(244,393)	-	-	(244,393)	-	(244,393)	(7,001)	(251,394)
Balances on March 31, 2022	6,126,100	(103,158)	49,820	(27,857)	(8)	655,742	-	330,424	-	165,212	-	830,115	3,452,473	-	11,478,863	236,369	11,715,232

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

Statement of changes in shareholders' equity - Consolidated

for the period ended March 31, 2021

(In thousands of Brazilian Reais)

	Capital		Capital reserves		Earnings		Retained earnings	Equity attributable to owners of the Company	Noncontrolling interests	Consolidated equity	
	Capital	Borrowing costs	Transactions with shareholders	Goodwill in capital transaction	Legal	Additional proposed dividend					Equity valuation adjustment
Balance at January 1, 2021	6,126,100	(103,158)	49,820	(49,126)	620,960	136,110	960,457	-	7,741,163	198,599	7,939,762
Capital increase	-	-	-	-	-	-	-	-	-	3,541	3,541
Transaction with partners - RDN	-	-	-	(947)	-	-	-	-	(947)	-	(947)
Advantageous purchase and dilution of share after tax - VLT Carioca	-	-	-	(5,363)	-	-	-	-	(5,363)	8,111	2,748
Transaction with partners - ATP	-	-	-	-	-	(8)	-	-	(8)	-	(8)
Interest on Capital RodoAnel do Oeste	-	-	-	-	-	-	-	-	-	(472)	(472)
Profit for the period	-	-	-	-	-	-	-	688,940	688,940	155,418	844,358
Other comprehensive income	-	-	-	-	-	-	152,799	-	152,799	1,488	154,287
Balances on March 31, 2021	6,126,100	(103,158)	49,820	(55,436)	620,960	136,102	1,113,256	688,940	8,576,584	366,685	8,943,269

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

Cash flows statements - Indirect method

for the periods ended March 31, 2022 and 2021

(In thousands of Brazilian Reals)

	Parent company		Consolidated	
	03/31/2022	03/31/2021	03/31/2022	03/31/2021
Cash flow from operating activities				
Profit for the period	3,452,473	688,940	3,438,393	844,358
Adjustments as to:				
Deferred Income Tax and Social Contribution	28,943	(4,336)	1,828,701	354,497
Settlement of Prepaid Expenses	-	-	69,668	69,668
Depreciation and amortization	6,479	3,725	348,368	605,147
Write-off of fixed assets and intangible assets	4	-	18,107	16,551
Amortization of the concession right generated in acquisitions	-	-	39,949	39,720
Exchange variation on Loans and financing	(113,773)	-	(113,773)	-
Monetary variation of obligations with the concession grantor	-	-	59,841	57,146
Interest and monetary variation on debentures, promissory notes, loans, financing, leasing	241,220	76,432	755,272	340,922
Income (loss) of derivatives operations	128,220	115,117	150,542	169,338
Capitalization of borrowing costs	-	-	(20,199)	(27,550)
Fair value of loans, financing and debentures (fairvalue option and hedge accounting)	(11,603)	(123,636)	(27,116)	(188,548)
Constitution and reversal of the Provision for maintenance	-	-	46,806	13,017
Adjustment to present value - Provision for maintenance	-	-	2,626	3,221
Constitution and reversal of the provision for civil, labor, social security, tax and contractual risks	-	44	15,567	9,964
Provision for expected losses - Accounts receivable	-	-	1,449	6,105
Interest and monetary variation on loans with related parties	(13,693)	(4,292)	21,350	3,535
Interest on taxes in installments	-	-	230	18
Adjustment to present value of liabilities with concession grantor	-	-	10,517	10,749
Remuneration of financial assets	-	-	(341,739)	(246,754)
Deferred ISS, PIS and COFINS	-	-	394	456
Exchange-rate variations on foreign suppliers	(14)	2	(8,715)	4,204
Monetary restatement of the provision for civil, labor, social security, tax and contractual risks	-	4	6,345	11,097
Estimated loss Law 13.448/2017	-	-	10,296	-
Rebalancing revenue - AutoBAN	-	-	(5,254,058)	-
Depreciation - leases	10	8	12,014	11,270
Interest and monetary variation on the term of self-composition, leniency agreement and PIC	615	1,004	615	2,253
Interest on mutual loan with third parties	-	-	3,086	587
Reversal of the Leases present value adjustment	1	4	2,597	2,796
Financial investment income	(279)	-	(52,958)	-
Equity accounted-investees	(3,779,685)	(774,388)	(30,438)	(5,973)
	(3,513,555)	(710,312)	(2,444,656)	1,263,436
Variation in assets and liabilities				
(Increase) decrease in assets				
Accounts receivable	-	-	(78,656)	(1,092,943)
Accounts receivable - related parties	38,718	564	7,410	2,561
Recoverable taxes	12,543	10,200	12,766	23,349
Interest on capital received	292	-	3,316	3,988
Receipt of financial asset	-	-	161,965	69,880
Advances to suppliers	-	229	(18,559)	(5,250)
Financial asset	-	-	(23,127)	-
Prepaid expenses and others	(3,615)	1,214	(49,250)	(58,590)
Increase (decrease) in liabilities				
Suppliers	(13,846)	(875)	(88,591)	(106,254)
Suppliers - related parties	(7,665)	(3,297)	(7,910)	(38,760)
Social and labor obligations	42,632	(262)	73,898	19,546
Taxes and contributions payable and in installments and provision for income tax and social contribution	(8,842)	(4,349)	254,537	176,297
Deferred taxes	-	-	(519)	(353)
Income tax and social contribution payments	-	-	(293,429)	(328,560)
Realization of the provision for maintenance	-	-	(4,517)	(12,827)
Obligations with the Concession Grantor	-	-	1,239	1,643
Mutual Loan with third parties	-	-	(463)	(88)
Provision payment for civil, labor, social security and tax risks	-	(44)	(7,638)	(6,982)
Self-composition term	-	-	-	(67,763)
Deferred revenue	-	-	1,283	-
Other Obligations with the Granting Authority	-	-	(1,487)	-
Other accounts payable and Deferred revenue	(3,878)	(3,738)	(89,533)	49,506
Net cash from operating activities	(4,743)	(21,730)	846,472	736,194

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

Cash flows statements - Indirect method
for the periods ended March 31, 2022 and 2021

(In thousands of Brazilian Reals)

	Parent company		Consolidated	
	03/31/2022	03/31/2021	03/31/2022	03/31/2021
Cash flow from investment activities				
Mutual with Related Parties				
Releases	(44,000)	(9,000)	-	-
Acquisition of fixed assets	(327)	(698)	(23,649)	(27,777)
Additions of intangible assets	(4,224)	(7,117)	(340,442)	(283,816)
Other fixed assets and intangible assets	-	-	27,988	29,958
Capital increase in investees and other investment activities	(95,059)	(644,095)	-	-
Advance for Future Capital Increases - related parties	(8,044)	(4,455)	(9)	-
Financial investments net of redemption	4,185	781,700	(1,278,131)	79,857
Capital reduction in investees	-	1	-	-
Redemptions/investments (reserve account)	2,141	-	38,930	-
Net cash (used in) provided by investment activities	(145,328)	116,336	(1,575,313)	(201,778)
Cash flow from financing activities				
Redemptions/investments (reserve account)	-	(9)	-	1,487
Settlement of operations with derivatives	(14,721)	-	(18,758)	(305)
Mutual with Related Parties				
Funding	-	-	-	1,800
Loans, financing, debentures and promissory notes				
Funding (net of transaction costs)	3,337,802	-	4,303,306	485,926
Principal payments	(2,991,617)	(500,000)	(3,761,912)	(861,523)
Interest payments	(73,866)	(20,625)	(359,946)	(112,134)
Leases				
Interest principal payments	(11)	(11)	(13,394)	(14,097)
Advance for Future Capital Increases - related parties	-	-	30,413	-
Capital increase of non-controlling shareholders	-	-	(49,941)	13,140
Net cash provided by (used in) financing activities	257,587	(520,645)	129,768	(485,706)
Effect of exchange rate changes on cash and cash equivalents	-	-	37,200	(5)
Increase (decrease) in cash and cash equivalents	107,516	(426,039)	(561,873)	48,705
Statement of increase (decrease) in cash and cash equivalents				
At the beginning of the year	851,759	1,402,994	4,593,600	3,548,987
At the end of the year	959,275	976,955	4,031,727	3,597,692
	107,516	(426,039)	(561,873)	48,705

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

Statements of added value
for the periods ended March 31, 2022 and 2021

(In thousands of Brazilian Reais)

	Note	Parent company		Consolidated	
		03/31/2022	03/31/2021	03/31/2022	03/31/2021
Revenues					
Toll revenue	21	-	-	1,636,258	1,749,752
Construction revenue	21	-	-	244,609	268,162
Airport revenues	21	-	-	361,806	232,272
Metro Rail revenue (tariff)	21	-	-	364,679	163,016
Revenue from financial asset remuneration	21	-	-	246,621	143,055
Accessory revenue	21	-	-	67,642	50,625
Waterway revenue	21	-	-	14,103	8,357
Optical fiber services revenue	21	-	-	18,457	20,823
Variable pecuniary compensation revenues	21	-	-	9,621	8,700
Revenue from services rendered between related parties	21	63,019	28,047	1,883	3,540
Subway revenue - rebalancing	21	-	-	104,137	1,139,861
Toll revenue - rebalancing	21	-	-	5,254,058	-
Portion B compensation revenues	21	-	-	3,955	-
Subway revenue (risk of warranty requirement)	21	-	-	122,355	105,458
Other Revenues		-	-	-	280
Revenue management and loyalty programs		-	-	33	-
Capitalized interest		-	-	20,199	27,550
Allowance for expected losses - accounts receivable		-	-	(3,252)	(4,671)
Inputs acquired from third parties					
Costs of services provided		(2,618)	(308)	(384,659)	(368,598)
Construction Costs		-	-	(244,609)	(268,162)
Materials, energy, third-party services and others		(28,090)	(12,095)	(162,724)	(164,894)
Cost of grant		-	-	(113,649)	(101,843)
Provision for maintenance	18	-	-	(46,806)	(13,017)
Gross added value		32,311	15,644	7,514,717	3,000,266
Depreciation and amortization		(6,489)	(3,733)	(400,331)	(656,137)
Net value added generated by the Company		25,822	11,911	7,114,386	2,344,129
Added value received from transfer					
Equity accounted-investees	11	3,779,685	774,388	30,438	5,973
Financial income	22	334,526	150,544	488,057	281,882
Total Added Value for Distribution		4,140,033	936,843	7,632,881	2,631,984
Distribution of added value					
Employees					
Direct remuneration		78,100	23,573	366,857	273,617
Benefits		8,074	2,084	77,229	48,354
FGTS (Government Severance Indemnity Fund for Employees)		3,180	1,142	14,727	10,621
Other		118	88	6,571	2,805
Taxes					
Federal		45,852	6,561	2,250,425	692,196
Municipal		1,948	1,391	90,878	92,246
State		61	18	6,177	6,141
Remuneration of third party capital					
Interest		546,397	210,553	1,360,313	644,961
Rentals		3,830	2,493	21,311	16,685
Remuneration on equity					
Retained earnings for the year		3,452,473	688,940	3,452,473	688,940
Non-controlling interests		-	-	(14,080)	155,418
		4,140,033	936,843	7,632,881	2,631,984

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

Notes to the quarterly financial statements ended March 31, 2022

The balances presented in Brazilian Reais in these quarterly financial statements have been rounded to the nearest thousand, unless otherwise indicated.

1. Operating report

CCR S.A. ("CCR" or "Company") is a publicly-held corporation headquartered in Sao Paulo, state of Sao Paulo, and incorporated according to the Brazilian Corporation Law. The Company's shares are traded on BM&F Bovespa (B3 or B3 - Brasil, Bolsa, Balcão) under the abbreviation "CCRO3".

In this quarter, there were no relevant changes in the operating report, in relation to the financial statements on December 31, 2021, except for the following:

- **Purchase of equity participation - Barcas**

On February 7, 2022, the Company and its subsidiary CPC on the one side and SPTA Holding em Transporte Aquaviário Ltda. and its affiliates, Auto Viação 1001 Ltda., Rodomar Participações Ltda., Figueira Investimentos Ltda. and Riopar Participações S.A. on the other side, entered into the Share Purchase and Sale, Assignment of Receivables Agreement and other covenants, whereby they agreed, among other matters, on the sale by SPTA of all the shares issued by Barcas S.A. – Transportes Marítimos owned by it to CPC, which represent 20%, as well as the assignment of all receivables held by Figueira and Riopar to CCR, due to mutual loans granted to finance Barcas' loss-making operation.

This transaction is subject to the satisfaction of certain conditions precedent, including, among others, the authorization of the State of Rio de Janeiro, as Concession Grantor; of CADE and the 7th Federal Criminal Court of the Rio de Janeiro Subsection. The closing of the transaction will imply the consolidation of controlling interest by CPC, which will then hold 100% of the concessionaire.

- **Constitution of the wholly-owned subsidiary - Four Trilhos**

Four Trilhos Administração e Participações S.A. (Four Trilhos) was incorporated on March 14, 2022 as a wholly-owned subsidiary of ViaQuatro, with the purpose of exploring the revenues from advertising, location leasing and infrastructure use of Linha 4 - Amarela of the Sao Paulo Subway.

- **5th and 6th Addenda - VLT Carioca**

On March 29, 2022, the Addenda Nos. 5 and 6 to the concession agreement between VLT Carioca and Municipality of Rio de Janeiro were entered, through the Secretary of Municipal Infrastructure, and CDURP (Concession Grantor) as intervening consenting party.

The Addendum No. 5 aimed at including in the concession agreement scope the transfer guidelines of the concession grantor to the concessionaire on the implementation, operation, and maintenance of (i) the integration terminal named Terminal Intermodal Gentileza (TIG), located at Rua Santos Lima with Avenida Brasil up to the connection with Avenida Francisco Bicalho; and (ii) the VLT Carioca system extension as from Rua do Equador, in front of the arrival area of Rodoviária Novo Rio up to the former Gasometer (Gasômetro), crossing the Avenida Francisco Bicalho and Canal do Mangue (VLT

Extension), which TIG will be installed, enabling the integration among the BRT Transbrasil, VLT Carioca and bus system.

Addendum No. 6 aimed at rebalancing the concession agreement economic-financial system, through the matching of regulatory assets and liabilities, also contemplating the reprofiling of receivables with the Granting Authority. The effect in income statement before taxes was R\$ 14,609 thousand.

- **Collective Modifying Amendment Term No. 1/2022 (Definitive Agreement - AutoBAN, ViaOeste and SPVias**

On March 31, 2022, a Definitive Agreement was entered into among indirect subsidiaries of AutoBAN, SPVias and ViaOeste and the State of Sao Paulo through the Secretary of Logistics and Transport (Concession Grantor), and ARTESP as intervening consenting party.

Subject to the previous terms and conditions set forth on Preliminary Collective and Modifying Addendum No. 1/2021 which was entered into on June 29, 2021, such Definitive Agreement aimed at (i) setting the final amounts assessed as if the calculations from ARTESP, of each of the economic and financial imbalances of the agreements subjects to the Definitive Agreement, irrevocably and irreversibly recognized in the Preliminary Agreement; (ii) regulate the parties and ARTESP responsibilities on the necessary measures to close the lawsuits subject to the Definitive Agreement; (iii) acknowledge the discrepant remaining balance in favor of AutoBAN; and (iv) promote the economic and financial rebalancing upon the 3,911-days extension of the AutoBAN concession agreement term, terminating on 12/31/2037 and (v) establish that ViaOeste shall conduct new investments.

Upon the Definitive Agreement execution, the Parties give each other release related to any present or future claim that may be originated from economic and financial imbalance effectively rebalanced by the Preliminary Agreement and Definitive Agreement.

- **Modifying Amendment Term No. 25 - ViaOeste**

On March 31, 2022, a Modifying Amendment Term No. 25/2022 to the concession agreement was entered into between ViaOeste and the State of Sao Paulo, through the Secretary of Logistics and Transport (Concession Grantor), and Artesp as intervening consenting party, considering that the concessionaire conducted new investments related to the new access to the Municipality of Osasco and to the Construction Works Highway SP-280 Roads between Kms 23 and 32, since the concessionaire was financially rebalanced through the 380 days extension of the concession termination to February 13, 2024.

2. Significant accounting policies

In this quarter, there were no changes in the significant accounting policies and practices, therefore, the consistency of the application of the procedures disclosed in the explanatory notes to the financial statements for the year ended on December 31, 2021, is maintained, except for the policies changes indicated below, which describes the accounting on the transactions related to financial imbalances between the concessionaire and the Concession Grantor favorable to the Company.

Accounting policies made before January 1st, 2022

The Company did not recognize non-monetary assets in its financial statements which are from concession agreements entered into with concession grantor related to term extension originated

from economic rebalancing for which there are no performance obligations related with the Concession Grantor, amending only the accounting estimate of the existing amortization of intangible assets and considering the new extension term.

Accounting policies made after January 1st, 2022

The Company started to accountably recognize the non-monetary assets from the concession agreements entered into with the Concession Grantor according to the characteristics mentioned above, as intangible assets at its fair value, and registering a revenue in the result, since there is no performance obligation related to it. On the amount registered in the result, the deferred tax liabilities were originated from the temporary difference.

Management understood that a better presentation of the economic impact of such transaction should be in the Company's Financial Statements to enable a greater understanding from its users.

The effects from this new practice were assessed in similar transactions previously executed between the Company and the Concession Grantor, and there was no need for retrospective adjustment because its effects were not considered relevant to the financial statements.

3. Presentation of the Quarterly Financial Statements

These individual and consolidated interim financial statements were prepared and are being presented according to the technical pronouncement CPC 21 (R1) - Interim Financial Statements and the international accounting standard IAS 34 - Interim Financial Reporting, issued by the International Accounting Standards Board - (IASB). They also include the provisions of Law No. 6.404/1976 and standards issued by the Brazilian Securities and Exchange Commission (*Comissão de Valores Mobiliários* - CVM).

These quarterly financial statements should be read with the financial statements for the year ended on December 31, 2021.

Management states that all significant information specific to the quarterly financial statements, and only such information, is disclosed and corresponds to the information used in managing the Company.

On May 11, 2022, the Compliance and Audit Committee and the Supervisory Board analyzed and issued their opinion in favor of these quarterly financial statements and the Company's Board of Directors approved them on May 12, 2022.

4. Determination of fair values

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

5. Financial risk management

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

6. Cash and cash equivalents and financial investments

	Parent company		Consolidated	
	03/31/2022	12/31/2021	03/31/2022	12/31/2021
Cash and banks	154	67	308,373	394,121
Financial investments				
Investment funds and CDB	959,121	851,692	3,723,354	4,199,479
Total - cash and cash equivalents	959,275	851,759	4,031,727	4,593,600

	Parent company		Consolidated	
	03/31/2022	12/31/2021	03/31/2022	12/31/2021
Current				
Financial investments				
Reserve Account	52	2,193	52,244	98,787
Investment funds and CDB	10,331	14,237	2,418,107	1,087,018
Total - Current	10,383	16,430	2,470,351	1,185,805
Reserve Account	-	-	54,631	47,018
Total - Non-current	-	-	54,631	47,018
Total - Financial investments	10,383	16,430	2,524,982	1,232,823

Financial investments have an average remuneration corresponding to 101.68% of the CDI rate, which is equivalent to 2.47% p.a., on March 31, 2022, (102.98% p.a. of the CDI rate, equivalent to 4.53% p.a., on average, on December 31, 2021).

7. Accounts receivable - Consolidated

	<u>03/31/2022</u>	<u>12/31/2021</u>
Current		
Receivables from airports (a)	203,326	218,713
Accessory revenues (b)	28,110	38,076
Electronic Toll (c)	412,475	381,073
Waterway and subway revenues (d)	302	181
Multimedia revenues (e)	12,885	12,339
Tariff revenues (f)	136,731	64,506
Demand mitigation revenue Metrô Bahia (g)	437,957	330,796
Demand mitigation revenue ViaMobilidade (k)	34,273	31,405
Concession grantor - Barcas (h)	121,829	-
Demand mitigation revenue - Linhas 8 e 9 (k)	36,766	-
Concession grantor - Metrô Bahia /VLT Carioca/ ViaQuatro (j)	711,443	342,426
	<u>2,136,097</u>	<u>1,419,515</u>
Provision for excepted loss - accounts receivable (i)	<u>(25,923)</u>	<u>(24,474)</u>
	<u>2,110,174</u>	<u>1,395,041</u>
Non-current		
Accessory revenues (b)	-	96
Multimedia revenues (e)	10,987	11,176
Concession grantor - Barcas (h)	-	117,901
Demand mitigation revenue - Metrô Bahia (g)	15,239	141,616
Concession grantor -MSVia (l)	1,380,794	1,424,434
Concession grantor - Metrô Bahia / VLT Carioca / ViaQuatro (j)	4,694,663	4,841,879
	<u>6,101,683</u>	<u>6,537,102</u>
Accounts receivable customers	8,237,780	7,956,617
Provision for excepted losS	<u>(25,923)</u>	<u>(24,474)</u>
Total - Accounts receivable	<u>8,211,857</u>	<u>7,932,143</u>

Aging List of Receivables

	<u>03/31/2022</u>	<u>12/31/2021</u>
Credits to falling due	8,040,687	7,371,721
Credits overdue up to 60 days	39,325	39,971
Credits overdue from 61 to 90 days	17,239	18,586
Credits overdue from 91 to 180 days	46,474	51,065
Credits overdue for more than 180 days	94,055	475,274
	<u>8,237,780</u>	<u>7,956,617</u>

- (a) Receivables from airport tariffs, such as boarding, connection, landing, permanence, storage, and wharfage fees, as well as income from accessory revenues credit such as rental of spaces and parking fees;
- (b) Credits from accessory revenues (mainly concession area occupation and rental of billboards) set forth in the concession agreements;
- (c) Receivables from services provided to users, related to toll rates that will be transferred to the concessionaires and receivable credits arising from toll vouchers;

- (d) Receivables from services provided to users, related to waterway (Barcas) and subway (VLT Carioca) tariffs, held through the RioCard card;
- (e) Receivables from multimedia services provided to third parties by Samm;
- (f) Receivables from Companhia do Metropolitano de Sao Paulo, SPTrans, Companhia Metropolitana da Bahia, and RioPar from services provided to users of subsidiaries ViaQuatro, ViaMobilidade, Metrô Bahia, and VLT Carioca, respectively;
- (g) Refers to Metrô Bahia credits receivable from the Concession Grantor due to a lower demand compared to the demand projected in exhibit No. 8 of the concession agreement, arising from a demand risk mitigation section.

The accounts receivable balance for the demand risk mitigation corresponds, on March 31, 2022, to R\$ 453,196, with 211,628, related to the uncontested part of the 2nd year of full operation (period from March 1, 2020, to February 28, 2021) already considering the monetary variation set forth in the 8th Addendum to the concession agreement, R\$ 226,329 related to the 3rd year of full operation (period from March 1, 2021, to February 28, 2022), and R\$ 15,239 related to the first month of the 4th year of full operation (period from March 1, 2022, to February 28, 2023).

In relation to the 1st year of full operation, the Concession Grantor issued its opinion in a manner divergent from the provisions of the concession agreement and understood that the amount due would be R\$ 83,881, which have already been fully settled, unlike the understanding of the concessionaire and its legal advisors, which amount would be R\$ 194,273. The amount of R\$ 110,392 was not recognized in the financial statements, as it does not meet the criteria for recognizing revenue. The solution of this dispute may occur through an arbitration process, where the concessionaire and the Concession Grantor are making all efforts to settle the matter.

Regarding the 2nd and 3rd years of full operation, even if paying, until the time of issuance of this review of interim financial, the full amount of the installments due, the Concession Grantor expressed its understanding about sharing the effects of the Covid-19 pandemic with the concessionaire. However, this differs from the Independent Verifier's report and, as it is a force majeure event, not insurable, as provided for in the contract, it is a risk attributable to the Concession Grantor;

- (h) Refers to the contractual right to receive cash from the Concession Grantor in exchange for infrastructure improvements, upon the return of assets at the end of the concession agreement of Barcas;
- (i) The provision for expected loss - accounts receivable, reflects the expected loss for each business of the Company;
- (j) It refers to the contractual right to receive public contribution and pecuniary compensation from the Concession Grantors, as part of the remuneration for the implementation of infrastructure by the subsidiaries, and the amounts are recorded at their present values, which are calculated by the internal rates of return of each one of the concession agreements, according to the physical progress of the improvements made;
- (k) It refers to ViaMobilidade's and Linhas 8 e 9's demand mitigation revenue balance, which is received during the following quarter; and
- (l) Refers to the indemnification receivable from the Concession Grantor as a result of the early termination of the concession.

The right to receive cash from the Concession Grantor - Metrô Bahia, ViaMobilidade, ViaQuatro, VLT Carioca, Barcas, MSVia and Linhas 8 e 9: is presented in the table below:

	12/31/2021	03/31/2022					
	Opening balance	Additions	Receipt	Remuneration	Transfer	Other	Closing balance
Current							
Public contribution	-	-	-	-	296	-	296
Rebalancing	102,786	-	(18,905)	9,019	20,399	-	113,299
Revenue from fixed monetary consideration	236,727	17,979	(63,202)	(4,339) (a)	407,224	248 (c)	594,637
Revenue from variable monetary consideration	2,913	9,621	(9,319)	-	-	-	3,215
Demand mitigation	362,201	39,634	(70,539)	-	299,525	-	630,821
	<u>704,627</u>	<u>67,234</u>	<u>(161,965)</u>	<u>4,680</u>	<u>727,444</u>	<u>248</u>	<u>1,342,268</u>
Non-current							
Public contribution	22,926	-	-	-	(22,926)	-	-
Reversible and indemnifiable assets - MSVia	1,424,434	8,364	-	61,442	-	(113,446) (b)	1,380,794
Rebalancing	1,125,193	-	-	95,118	(20,399)	-	1,199,912
Revenue from fixed monetary consideration	3,773,772	-	-	189,518	(468,539)	-	3,494,751
Revenue from variable monetary consideration	37,889	-	-	-	(37,889)	-	-
Demand mitigation	141,616	51,314	-	-	(177,691)	-	15,239
	<u>6,525,830</u>	<u>59,678</u>	<u>-</u>	<u>346,078</u>	<u>(727,444)</u>	<u>(113,446)</u>	<u>6,090,696</u>
Grand Total	<u>7,230,457</u>	<u>126,912</u>	<u>(161,965)</u>	<u>350,758</u>	<u>-</u>	<u>(113,198)</u>	<u>7,432,964</u>

- (a) Effects from formalizing the 6th Addendum in the VLT Carioca;
- (b) Out of the R\$ 113,446, R\$ 103,150 refer to tariff surplus on tariff received from users, calculated after signed the Addendum No. 1/2021 and R\$ 10,296 the variation of the registered estimate loss; and
- (c) Refers to the amount of expropriation and resettlement, based on the provisions of sub-clause 8.8.4 of the Metrô Bahia's concession agreement.

Financial assets' payment schedule - non-current

2023	1,880,364
2024	465,616
2025	438,371
2026	382,601
2027 onwards	2,923,744
	<u>6,090,696</u>

8. Income tax and social contribution

a. Reconciliation of current and deferred income tax and social contribution

The reconciliation of income tax and social contribution recorded in the result is shown as follows:

	Parent company		Consolidated	
	03/31/2022	03/31/2021	03/31/2022	03/31/2021
Income before income tax and social contribution	3,481,416	684,604	5,547,929	1,416,106
Nominal rate	34%	34%	34%	34%
Income tax and social contribution at nominal rate	(1,183,681)	(232,765)	(1,886,296)	(481,476)
Tax effect of the permanent additions and exclusions				
Equity income (loss) (a)	1,286,821	265,020	10,349	2,031
Non-deductible expenses	(507)	(128)	(6,252)	(4,816)
Provisions/updates of the Voluntary Disclosure and Settlement, Leniency Agreement and PIC	(295)	(449)	719	(1,801)
Variable remuneration of statutory officers	1,744	(571)	429	(1,870)
Interest on equity	(661)	(481)	221	160
Income tax incentive (PAT (Workers' Meals Program), art and culture Transactions and Incentive to sports)	-	-	3,311	2,335
Non-constituted income tax and social contribution on tax losses and differences over time	(132,364)	(26,290)	(190,294)	(70,627)
Other tax adjustments (b)	-	-	(41,723)	(15,684)
Income tax and social contribution revenue (expenses)	(28,943)	4,336	(2,109,536)	(571,748)
Current Taxes	-	-	(280,835)	(217,251)
Deferred taxes	(28,943)	4,336	(1,828,701)	(354,497)
	(28,943)	4,336	(2,109,536)	(571,748)
Effective income tax rate	0.83%	-0.63%	38.02%	40.37%

- (a) The amounts are net of amortization of the concession right generated in the acquisition of additional share in ViaQuatro.
- (b) It mainly refers to the difference in tax rates on the result of the other countries where some investees are located.

b. Deferred taxes

Deferred income tax and social contribution have the following sources:

	Parent company				
	12/31/2021	Recognized as result (expense or	Balance on march, 31, 2022 Net value	Deferred tax assets	Deferred tax liabilities
Income and social contribution on tax losses and carryforward (a)	39,004	-	39,004	39,004	-
Provision for profit sharing (PLR)	9,696	(5,431)	4,265	4,265	-
Provision for labor, tax, fiscal and contractual risks	122	1	123	123	-
Exchange-rate variation	18,359	(37,250)	(18,891)	-	(18,891)
Income (loss) of derivatives operations	(43,511)	34,515	(8,996)	-	(8,996)
Gain from bargain purchase in acquisition of ViaRio interest	(12,393)	-	(12,393)	-	(12,393)
Concession right generated on remeasurement of ViaQuatro	(138,323)	1,729	(136,594)	-	(136,594)
Loan transaction cost	(5,879)	(23,248)	(29,127)	12,731	(41,858)
Taxes with Pis and Confis suspension enforceability	141	54	195	195	-
Fair value with hedge transactions and debentures	4,424	129	4,553	129,837	(125,284)
Other	2,765	558	3,323	3,337	(14)
Assets (liabilities) taxes before compensation	(125,595)	(28,943)	(154,538)	189,492	(344,030)
Tax compensation	-	-	-	(189,492)	189,492
Net deferred tax assets (liabilities)	(125,595)	(28,943)	(154,538)	-	(154,538)

	Parent company				
	Balance on march, 31, 2021				
	12/31/2020	Recognized as result (expense or revenue)	Net value	Deferred tax assets	Deferred tax liabilities
Income and social contribution on tax losses and carryforward (a)	39,004	-	39,004	39,004	-
Provision for profit sharing (PLR)	2,551	981	3,532	3,532	-
Provision for labor and tax risks	160	2	162	162	-
Income (loss) of derivatives operations	-	(2,776)	(2,776)	-	(2,776)
Temporary differences - Law No. 12.973/14 (b)	(10,633)	4,311	(6,322)	7,067	(13,389)
Gain from bargain purchase in acquisition of ViaRio interest	(12,393)	-	(12,393)	-	(12,393)
Concession right generated on remeasurement of ViaQuatro	(145,800)	1,731	(144,069)	-	(144,069)
Other	4,365	87	4,452	4,452	-
Assets (liabilities) taxes before compensation	(122,746)	4,336	(118,410)	54,217	(172,627)
Tax compensation	-	-	-	(54,217)	54,217
Net deferred tax assets (liabilities)	(122,746)	4,336	(118,410)	-	(118,410)

	Consolidated					
	Balance on march 31, 2022					
	12/31/2021	Recognized in the statement of income (loss)	Recognized in shareholders' equity	Net value	Deferred tax assets	Deferred tax liabilities
Income and social contribution on tax losses and carryforward (a)	1,901,777	59,148	-	1,960,925	1,960,925	-
Exchange-Rate Variation	23,000	(40,556)	-	(17,556)	1,292	(18,848)
Provision for profit sharing (PLR)	29,500	(17,580)	-	11,920	11,920	-
Provision for expected loss- accounts receivable	2,170	938	-	3,108	3,108	-
Provision for labor, tax, civil and contractual risks	28,563	861	-	29,424	29,424	-
Provision for maintenance	47,114	15,276	-	62,390	62,390	-
Income (loss) of derivatives operations	(17,465)	35,173	-	17,708	17,708	-
Temporary differences (c)	(10,217)	509	-	(9,708)	-	(9,708)
Temporary differences - Law No. 12.973/2014 (b)	(115,154)	4,198	-	(110,956)	-	(110,956)
Gain from bargain purchase in acquisition of ViaRio interest	(12,393)	-	-	(12,393)	-	(12,393)
Concession right generated on remeasurement of ViaQuatro	(138,323)	1,729	-	(136,594)	-	(136,594)
Financial assets remuneration revenues	(769,646)	(50,101)	-	(819,747)	-	(819,747)
Amortization of transaction cost	(4,215)	992	-	(3,223)	-	(3,223)
Assisted operation	11,064	1,562	-	12,626	12,626	-
Difference in tax vs. accounting amortization criteria versus accounting - Aérís	(83,778)	13,898	-	(69,880)	-	(69,880)
Lease	(18)	147	-	129	129	-
Bargain purchase gain in acquisition of VLT Carioca	(36,899)	(3,100)	-	(39,999)	-	(39,999)
Gain/remeasurement of previous participation of VLT Carioca at fair value	(4,443)	51	-	(4,392)	-	(4,392)
Miscellaneous provisions	12,598	(155)	-	12,443	12,443	-
Loss estimate - Law No.13.448/2017 - MSV ^a	78,400	(17,392)	-	61,008	61,008	-
Taxes with Pis and Confis suspension enforceability	3,203	1,062	-	4,265	4,265	-
Remuneration revenues from contractual assets TAM 06 - ViaQuatro	(416,577)	(26,383)	-	(442,960)	-	(442,960)
Adjustment to Present Value	81,714	2,163	-	83,877	85,850	(1,973)
Interest Capitalization	(576,116)	1,374	-	(574,742)	-	(574,742)
Loan Transaction Cost	(47,500)	(19,185)	-	(66,685)	12,236	(78,921)
Construction revenue	9,145	(1,282)	-	7,863	7,863	-
Fair value with hedge and debenture transactions	4,224	50	-	4,274	217,519	(213,245)
IRU Agreement	4,014	(746)	-	3,268	3,268	-
Rebalancing revenues - AutoBAN (d)	-	(1,786,380)	-	(1,786,380)	-	(1,786,380)
Other	18,673	(4,972)	4,431 (*)	18,132	18,549	(417)
Deferred tax assets (liabilities) before compensation	22,415	(1,828,701)	4,431	(1,801,855)	2,522,523	(4,324,378)
Tax compensation	-	-	-	-	(1,556,383)	1,556,383
Net deferred tax assets (liabilities)	22,415	(1,828,701)	4,431	(1,801,855)	966,140	(2,767,995)

	Consolidated					
	Balance on march 31, 2021					
	12/31/2020	Recognized in the statement of income (loss)	Recognized in shareholders' equity	Net value	Deferred tax assets	Deferred tax liabilities
Income and social contribution on tax losses and carryforward	1,706,551	30,183	-	1,736,734	1,736,734	-
Exchange-Rate Variation	4,849	1,280	-	6,129	6,129	-
Provision for profit sharing (PLR)	7,160	2,386	-	9,546	9,546	-
Allowance for expected loss - accounts receivable	2,833	1,440	-	4,273	4,273	-
Provision for labor, tax, civil and contractual risks	41,343	1,720	-	43,063	43,063	-
Provision for maintenance	54,576	(3,773)	-	50,803	50,803	-
Income (loss) of derivatives operations	24,065	(3,858)	-	20,207	20,207	-
Temporary differences - Law No.12.973/2014 (b)	(693,185)	11,498	-	(681,687)	252,610	(934,297)
Gain from bargain purchase in acquisition of ViaRio interest	(12,393)	-	-	(12,393)	-	(12,393)
Concession right generated on remeasurement of ViaQuatro	(145,800)	1,731	-	(144,069)	-	(144,069)
Financial assets remuneration revenues	(597,486)	(42,475)	-	(639,961)	-	(639,961)
Amortization of transaction cost	(553)	(48)	-	(601)	-	(601)
Assisted operation	3,443	1,185	-	4,628	4,628	-
Difference in tax vs. accounting amortization criteria versus accounting - Aérís	(94,233)	(3,159)	-	(97,392)	-	(97,392)
Lease	(642)	(124)	-	(766)	141	(907)
Bargain purchase gain in acquisition of VLT Carioca	(28,551)	2,759	-	(25,792)	-	(25,792)
Gain/remeasurement of previous participation of VLT Carioca at fair value	(4,650)	48	-	(4,602)	-	(4,602)
Miscellaneous provisions	13,609	(773)	-	12,836	12,836	-
Provision for controversial installment of demand mitigation revenue - Metrô Bahia	37,533	-	-	37,533	37,533	-
Remuneration revenues from contractual assets TAM 06	-	(355,523)	-	(355,523)	-	(355,523)
Loss estimate - Law No. 13.448/2017 - MSV ^a	68,356	(397)	-	67,959	67,959	-
Other	24,048	1,403	1,549	27,000	-	-
Deferred tax assets (liabilities) before compensation	410,873	(354,497)	1,549	57,925	2,273,462	(2,215,537)
Tax compensation	-	-	-	-	(1,355,020)	1,355,020
Net deferred tax assets (liabilities)	410,873	(354,497)	1,549	57,925	918,442	(860,517)

(*) Cumulative translation adjustments.

- (a) The Company and its investees estimate the recovery of tax credit arising from tax losses and negative bases of social contribution in the following years:

	<u>Parent company</u>	<u>Consolidated</u>
2022	2,851	33,556
2023	2,734	115,877
2024	2,629	83,275
2025	2,339	112,562
2026	2,269	133,758
from 2027 onwards	<u>26,182</u>	<u>1,481,897</u>
	<u>39,004</u>	<u>1,960,925</u>

- (b) Balances of temporary differences arising from the application of Article 69 of Law 12.973/14 (end of the Transitional Tax Regime - RTT) composed mainly by depreciation of fixed assets (tax) versus amortization of intangible assets (accounting) and capitalized financial costs;
- (c) Balances of temporary differences, in the amount of R\$ 9,708, refer mainly to: (i) R\$ 3,219 construction revenue - extrapolation; (ii) R\$ 3,953 amortization of goodwill; and (iii) R\$ 2,385 construction work revenue - margin contribution; and
- (d) Refers to IR/CS (Income Tax/Social Contribution) on temporary difference from revenue registration in AutoBAn, originating from Definitive Agreement execution on March 31, 2022 (to learn more, see explanatory note Nos. 1, 2, 13 and 21).

The recovery of tax credits may occur in a different time than the above estimate, due to eventual corporate restructuring and capital structure.

CCR and some investees, mainly CPC, RDN, MSVia (partially), and Barcas (partially), did not recognize deferred tax assets on the balance of tax losses and negative bases, in the amounts of R\$ 3,029,828 and R\$ 3,147,267, respectively, as there is no expectation of generating taxable profit in the long term. Had such deferred tax assets (IRPJ/CSLL) been recognized, the balance would be R\$ 1,040,711 on March 31, 2022 (R\$ 845,698 on December 31, 2021).

9. Concession-related prepayments - Consolidated

	<u>Start of concession (a)</u>		<u>Extension of the concession period (b)</u>		<u>Total</u>	
	<u>03/31/2022</u>	<u>12/31/2021</u>	<u>03/31/2022</u>	<u>12/31/2021</u>	<u>03/31/2022</u>	<u>12/31/2021</u>
Current						
ViaLagos	286	286	-	-	286	286
AutoBAn	4,585	4,585	47,015	155,275	51,600	159,860
ViaOeste	2,473	3,297	31,244	41,659	33,717	44,956
RodoAnel Oeste	<u>73,578</u>	<u>73,578</u>	<u>-</u>	<u>-</u>	<u>73,578</u>	<u>73,578</u>
	<u>80,922</u>	<u>81,746</u>	<u>78,259</u>	<u>196,934</u>	<u>159,181</u>	<u>278,680</u>
Non-current						
ViaLagos	6,813	6,884	-	-	6,813	6,884
AutoBAn	18,721	19,867	742,298	672,856	761,019	692,723
RodoAnel Oeste	<u>1,115,933</u>	<u>1,134,327</u>	<u>-</u>	<u>-</u>	<u>1,115,933</u>	<u>1,134,327</u>
	<u>1,141,467</u>	<u>1,161,078</u>	<u>742,298</u>	<u>672,856</u>	<u>1,883,765</u>	<u>1,833,934</u>

During the quarter ended on March 31, 2022, the amount of R\$ 69,668 (R\$ 69,668 in the first quarter of 2021) was allocated to the result.

- (a) Prepayments at the start of concession and prepayments to the Concession Grantor, referring to the fixed concession fee of the concession and indemnification of subrogated agreements in subsidiaries, were recorded in assets and are recognized in the result over the concession period; and
- (b) In order to adjust the costs incurred with the fixed concession fee in the subsidiaries for which the concession period was extended without changing the payment date of the fixed concession fee, part of the payments was recorded in assets during the original period of concessions and is recognized in the result extended period.

10. Related parties

The balances of assets and liabilities on March 31, 2022 and December 31, 2021, as well as the transactions that influenced the results of the quarters ended on March 31, 2022 and 2021, related to transactions with related parties, arise from transactions between the Company, its parent companies, subsidiaries, joint ventures, key management personnel, and other related parties.

a. Parent Company

	Transactions					Balances					
	03/31/2022					03/31/2022					
	Expenses / Costs on services provided	Transfer of costs and expenses of personnel and others	Gross income	Financial income	Finance costs	Assets			Liabilities		
Accounts receivable						Advance for future capital increase	Mutual loans	Dividends/ Interest on equity receivable	Advance for future capital increase	Suppliers and accounts payable	
Parent companies											
Sucea Participações	-	-	-	-	-	-	-	-	-	720 (d)	-
Camargo Corrêa Infra Construções	-	-	-	-	-	-	-	-	-	-	12
Construtora Andrade Gutierrez	-	-	-	-	-	-	-	-	-	720 (d)	-
Soares Penido Concessões	-	-	-	-	-	-	-	-	-	287 (d)	-
Soares Penido Obras, Construções e Investimentos	-	-	-	-	-	-	-	-	-	189 (d)	-
Subsidiaries											
CIS	-	1,057 (h)	-	-	-	1,875 (h)	8,046 (d)	-	-	-	16 (h)
NovaDutra	-	284 (h)	6,989 (a)	-	-	423 (a) (h)	-	-	-	-	39 (h)
ViaLagos	-	192 (h)	1,740 (a)	-	-	895 (a)	-	-	-	-	43 (h)
RDN	-	19 (h)	-	-	-	30 (a)	-	-	-	-	28 (h)
AutoBAn	-	579 (h)	16,983 (a)	-	-	2,158 (a) (h)	-	-	-	-	210 (h)
ViaOeste	-	58 (h)	9,993 (a)	-	-	9,717 (a)	-	-	-	-	266 (h)
ViaQuatro	-	48 (h)	-	-	-	84 (a) (h)	-	-	178,816	-	25 (h)
RodoAnel Oeste	-	-	5,252 (a) (l)	-	-	1,563 (a)	-	-	-	-	-
CPC	11 (a)	-	70 (a)	-	-	270 (a) (h)	-	-	-	-	19 (a)
Samm	13 (i)	-	301 (a)	-	-	284 (a)	-	-	-	-	7 (h)
SPVias	-	3 (h)	4,176 (a)	-	-	3,924 (a)	-	-	-	-	3 (h)
Corporación Quiport	-	-	235 (a)	-	59 (j)	217 (a)	-	-	-	-	-
CAP	-	-	-	202 (k)	4,295 (j)	461 (a)	-	24,314 (k)	-	-	-
Barcas	-	-	-	12,077 (f)	-	-	-	448,215 (f)	-	-	4 (h)
VLT Carioca	-	-	356 (a)	640 (g)	-	12,990 (a) (g)	-	-	-	-	-
Metrô Bahia	-	81 (h)	2,552 (a)	-	-	929 (a)	-	-	-	-	5 (h)
BH Airport	-	-	1,353 (a)	-	-	492 (a)	-	-	-	-	18 (h)
TAS	-	-	141 (a)	-	38 (j)	107 (a)	-	-	-	-	-
ViaMobilidade	-	10 (h)	2,316 (a) (l)	-	-	787 (a) (h)	-	-	7,595	-	22 (h)
Quicko	-	-	26 (a)	-	-	19 (a)	-	-	-	-	3 (h)
ViaSul	-	26 (h)	2,443 (a)	-	-	802 (a)	-	-	-	-	2 (h)
Aeris	-	-	170 (a)	-	37 (j)	214 (a)	-	-	-	-	-
ViaCosteira	-	-	1,850 (a)	-	-	583 (a)	-	-	-	-	-
Bloco Sul	-	123 (h)	-	-	-	8 (a)	-	-	-	-	162 (h)
Bloco Central	-	-	-	-	-	2 (a)	-	-	-	-	-
Linhas 8 e 9	-	15 (h)	4,604 (l)	-	-	1,659 (h)	-	-	-	-	102 (h)
RioSP	-	-	-	-	-	-	-	-	521	-	-
Joint ventures											
ViaRio	-	-	620 (a)	5,203 (c)	-	205 (a)	-	173,723 (c)	-	-	3 (h)
Renovias	-	-	665 (a)	-	-	208 (a)	-	-	-	-	-
Other related parties											
Companhia Operadora de Rodovias	-	-	89 (a)	-	-	26 (a)	-	-	-	-	-
Consórcio Operador da Rodovia Presidente Dutra	-	-	95 (a)	-	-	23 (a)	-	-	-	-	-
Total	24	2,495	63,019	18,122	4,429	40,955	8,046	646,252	186,932	1,916	989

	Transactions			Balances					
	03/31/2021			12/31/2021					
				Assets			Liabilities		
	Expenses / Costs on services provided	Gross income	Financial income	Accounts receivable	Advance for future capital increase	Mutual loans	Dividends/ Interest on equity receivable	Advance for future capital increases	Suppliers and accounts payable
Parent companies									
SUCEA Participações S.A.	-	-	-	-	-	-	-	720 (d)	-
Camargo Corrêa Infra Construções	-	-	-	-	-	-	-	-	12
Construtora Andrade Gutierrez	-	-	-	-	-	-	-	720 (d)	-
Soares Penido Concessões	-	-	-	-	-	-	-	287 (d)	-
Soares Penido Obras, Construções e Investimentos	-	-	-	-	-	-	-	189 (d)	-
Subsidiaries									
NovaDutra	-	4,527 (a)	-	3,349 (a)(h)	-	-	-	-	1,608 (h)
ViaLagos	-	702 (a)	-	544 (a)	-	-	-	-	-
RDN	-	1,750 (a)	1,292 (b)	830 (a)	-	-	-	-	65 (h)
AutoBAn	-	7,429 (a)	-	5,348 (a)(h)	-	-	-	-	357 (h)
ViaOeste	-	3,514 (a)	-	3,126 (a)	-	-	-	-	-
ViaQuatro	-	999 (a)	33 (e)	1,293 (a)(h)	-	-	177,161	-	21 (h)
RodoAnel Oeste	-	69 (a)	-	19,545 (a)	-	-	-	-	-
CPC	12 (a)	286 (a)	-	35 (a)(h)	242,192 (d)	-	-	-	1,803 (a) (h)
Samm	102 (i)	228 (a)	-	94 (a)	-	-	-	-	-
SPVias	-	712 (a)	-	6,834 (a)	-	-	-	-	6 (h)
Corporación Quiport	-	-	-	510 (a)	-	-	-	-	-
CAP	-	-	-	544 (a)	-	28,326 (k)	-	-	-
CPA	-	-	-	293 (p)	-	-	-	-	-
Barcas	-	-	-	10 (a)	-	394,196 (f)	-	-	4 (h)
VLT Carioca	-	350 (a)	466 (g)	12,016 (a) (g)	-	-	-	-	-
Metrô Bahia	-	827 (a)	-	596 (a)	-	-	-	-	91 (h)
BH Airport	-	1,486 (a)	-	1,233 (a)	-	-	-	-	14 (h)
MSVia	-	1,133 (a)	-	-	-	-	-	-	-
TAS	-	-	-	265 (a)	-	-	-	-	-
ViaMobilidade	-	803 (a)	-	6,901 (a) (h)	-	-	7,595	-	19 (h)
Quicko	-	22 (a)	-	34 (a)	-	-	-	-	-
ViaSul	-	795 (a)	-	976 (a)	-	-	-	-	6 (h)
Aeris	-	-	4 (j)	236 (a)	-	-	-	-	-
ViaCosteira	-	574 (a)	-	1,064 (a)	-	-	-	-	1 (h)
Bloco Sul	-	-	-	26 (a)	-	-	-	-	121 (h)
Bloco Central	-	-	-	18 (a)	-	-	-	-	88 (h)
Linhas 8 e 9	-	-	-	8,603 (h)	-	-	-	-	3 (h)
RioSP	-	-	-	-	-	-	523	-	-
Joint Ventures									
ViaRio	-	492 (a)	2,497 (c)	176 (a)	-	169,299 (c)	-	-	-
Renovias	-	540 (a)	-	257 (a)	-	-	-	-	6 (h)
Other related parties									
Companhia Operadora de Rodovias	-	163 (a)	-	31 (a)	-	-	-	-	-
Consórcio Operador da Rodovia Presidente Dutra	-	646 (a)	-	33 (a)	-	-	-	-	-
Total	114	28,047	4,292	74,820	242,192	591,821	185,279	1,916	4,225

- (a) Agreement for administrative management services in accounting, legal advisory, supply, treasury, and human resources areas and on exclusive service agreement of management of construction work for investment, conservation, IT services, and maintenance, performed by CCR – GBS (Global Business Service), due the month after the billing month;
- (b) Mutual loan agreement remunerated at 110.7% of the CDI rate, maturing on November 27, 2021. On May 19, 2021, the balance was used to absorb accumulated losses, by debiting the account of the CCR shareholder;
- (c) Mutual loan agreements, two of which are remunerated at 130% of the CDI rate, and six are remunerated at the TR + 9.89% p.a., all of which with maturity date on January 16, 2034, and one agreement remunerated at the CDI rate + 2.90% p.a. with maturity date on June 1, 2028;
- (d) Advance for future capital increase;
- (e) Mutual loan agreement remunerated at CDI rate + 2.48% p.a., initially maturing on March 15, 2023. The agreement was settled in advance, on June 10, 2021;
- (f) Mutual loan agreements originally entered into on October 4, 2016, between CPC and its subsidiary Barcas, remunerated at CDI rate + 2.48% p.a., maturing on February 28, 2023. On December 30, 2021, the credit was assigned by CPC to CCR, in exchange for the reduction in capital;
- (g) Interest charged on invoices not received on the maturity date;
- (h) Payroll charges related to employees' transfer, due in the month following the issuance of the document;
- (i) Provision of data transmission services, the amounts of which are settled on the 20th day of the month following the billing;
- (j) Exchange-rate variation arising from transactions among related parties with different functional currencies;
- (k) Mutual loan agreement with prefixed remuneration of 4.50% p.a. in USD, maturing on June 30, 2032; and
- (l) In December 2021, counter-guarantee agreements were signed between CCR and RodoAnel Oeste, ViaMobilidade and Linhas 8 e 9, through which CCR will be remunerated for providing guarantees in debt issues of the respective investees. The remuneration rates and amounts billed on March 31, 2022 are described below:

<u>Investee</u>	<u>Invoiced amount</u>	<u>Remuneration rate</u>
RodoAnel Oeste	1,327	1.0% p.a.
ViaMobilidade	1,568	1.1% p.a.
Linhas 8 e 9	4,604	1.3% p.a.

b. Consolidated

	Transactions			Balances						
	03/31/2022			03/31/2022			03/31/2022			
	Expenses / Costs on services provided	Gross income	Financial income	Financial costs	Assets		Liabilities			
Accounts receivable					Advance for future capital increase	Mutual loans	Advance for future capital increases	Mutual loans	Suppliers and accounts payable	
Parent companies										
CCR	-	-	-	-	-	-	-	-	-	-
Construtora Andrade Gutierrez	-	-	-	-	-	-	-	720 (c)	-	-
Camargo Corrêa Infra Construções	-	67 (o)	-	-	24 (o)	-	-	-	-	12
Sucea Participações	-	-	-	-	-	-	-	720 (c)	-	-
Soares Penido Concessões	-	-	-	-	-	-	-	287 (c)	-	-
Soares Penido Obras, Construções e Investimentos	-	-	-	-	-	-	-	189 (c)	-	-
Subsidiaries										
MTH	-	-	80 (q)	-	-	-	-	-	-	-
CCR España	-	-	122 (q)	-	-	-	-	-	-	-
TAS	-	-	-	38 (q)	-	-	-	-	-	-
CAI	-	-	-	430 (q)	-	-	-	-	-	-
CAP	-	-	-	4,397 (q)	-	-	-	-	-	-
Aeris Holding	-	76 (w)	-	2,931 (q)	-	-	74 (ab)	-	-	-
CPA	-	-	140 (x)	-	-	-	123 (x)	-	-	-
Barcas	-	7 (p)	-	-	-	-	-	-	-	-
Joint Ventures										
Corporación Quiport	-	235 (b)	-	59 (q)	218 (b)	-	-	-	-	-
ViaRio	-	620 (b)	5,203 (d)	-	205 (b)	-	173,723 (d)	-	-	8 (ae)
Controlar	-	-	-	-	-	1,047 (c)	-	-	-	-
Renovias	237 (i)	679 (b)(r)	-	-	208 (b)	-	-	-	-	92 (i)
Other related parties										
Consórcio Operador da Rodovia Presidente Dutra	-	95 (b)	-	-	23 (b)	-	-	-	-	-
Companhia Operadora de Rodovias	-	89 (b)	-	-	26 (b)	-	-	-	-	-
IAF	-	-	17 (aa)	-	-	-	2,182 (aa)	-	-	-
Companhia de Gas da Bahia - BahiaGas	-	-	-	-	5 (ac)	-	-	-	-	-
Consórcio Mobilidade Bahia	315 (a)	-	-	-	-	-	-	-	-	2,401 (a)
Fetranspor - Federação das empresas de transportes	142 (g)	-	-	-	-	-	-	-	-	-
Concessionária do Aeroporto Internacional de Guarulhos	-	15 (r)	-	-	-	-	-	-	-	-
A-Port	-	-	30 (q)	24 (ao)	-	-	-	-	1,522 (ao)	-
JCA Holding Participações	-	-	-	76 (n)	-	-	-	-	2,423 (n)	-
Rodomar Administ e Participação	-	-	-	57 (m)	-	-	-	-	-	2,833 (m)
Auto Viação 1001	-	-	-	925 (m)	-	-	-	-	-	45,907 (m)
Infraero	351 (s)	-	629 (k)	-	28,656 (k)	-	-	-	-	19 (s)
RioCard Tecnologia da Informação	92 (g)	-	-	-	-	-	-	-	-	1,091 (g)
Consórcio Nova Rodovia do Café	-	-	-	-	-	-	-	-	-	50 (t)
Odebrecht Mobilidade	-	-	-	5,701 (e)	-	-	-	10,180 (c)	152,116 (e)	6,891 (l)
Invepar	-	-	-	5,701 (e)	-	-	-	10,053 (c)	152,116 (e)	6,891 (l)
Edica	-	-	-	-	-	-	-	-	-	1,720 (u)
RioPar Participações	271 (g)	-	-	5,759 (n)(e)	-	-	-	10,180 (c)	153,954 (n)(e)	2,496 (y)
RuasInvest Participações	-	-	-	1,464 (v)	-	-	-	-	-	488 (v)
HAS Development Corp.	-	-	-	9 (q)	6 (ak)	-	-	-	-	-
Four Trilhos	-	-	-	-	-	10 (c)	-	-	-	-
Total	1,408	1,883	6,221	27,571	29,371	1,057	176,102	32,329	462,131	70,899

	Transactions					Saldos						
	03/31/2021					12/31/2021						
	Expenses / Costs on services provided	Property, plant and equipment/int angible asset				Assets			Liabilities			
Gross income			Financial income	Financial costs	Accounts receivable	Advance for future capital increase	Mutual loans	Dividends /interest on own capital receivable	Advance for future capital increases	Mutual loans	Suppliers and accounts payable	
Parent companies												
Construtora Andrade Gutierrez	-	-	-	-	-	-	-	-	-	720 (c)	-	-
Camargo Corrêa Infra Construções	-	-	61 (o)	-	-	24 (o)	-	-	-	-	-	12
Sucea Participações	-	-	-	-	-	-	-	-	-	720 (c)	-	-
Soures Penido Concessões	-	-	-	-	-	-	-	-	-	287 (c)	-	-
Soures Penido Obras, Construções e Investimentos	-	-	-	-	-	-	-	-	-	189 (c)	-	-
Subsidiaries												
CPC	7 (q)	-	-	-	-	-	-	-	-	-	-	-
MTH	6 (q)	-	-	-	12 (q)	-	-	-	-	-	-	-
Quito Airport Managmt Ltd	-	-	-	-	-	-	-	3,906	-	-	-	-
Aeris Holding	-	-	-	1,176 (q)	-	32 (b)	-	89 (ab)	-	-	-	-
CAP	-	-	-	52 (q)	-	-	-	-	-	-	-	-
TAS	-	-	-	19 (q)	1 (q)	139 (b)	-	-	-	-	-	-
Joint Ventures												
Corporación Quiport	-	-	255 (b)	72 (q)	1 (q)	510 (b)	-	-	-	-	-	-
ViaRio	-	-	1,056 (b)	2,497 (d)	-	533 (b)	-	169,299 (d)	-	-	-	84 (ac)
Controlar	-	-	-	-	-	-	1,047 (c)	-	-	-	-	-
Renovias	218 (i)	-	637 (b)(r)	-	-	266 (b)	-	-	-	-	-	79 (i)
Other related parties												
Consórcio Operador da Rodovia Presidente Dutra	88,484 (h)	-	1,342 (b)	-	-	43 (b)	-	-	-	-	-	-
Companhia Operadora de Rodovias	-	-	174 (b)	-	-	31 (b)	-	-	-	-	-	5 (ac)
IAF	-	-	-	18 (aa)	-	-	-	2,551 (aa)	-	-	-	-
Coalzi Marketing - Eireli	15 (af)	-	-	-	-	4 (ac)	-	-	-	-	-	-
Consórcio Mobilidade Bahia	3 (a)	-	-	-	-	-	-	-	-	-	-	2,451 (a)
Concessionária do Aeroporto Internacional de Guarulhos	-	-	15 (r)	-	-	6 (r)	-	-	-	-	-	-
A-Port	-	-	-	-	-	-	-	-	-	-	1,921 (aj)	-
JCA Holding Participações	-	-	-	-	14 (n)	-	-	-	-	-	2,354 (n)	-
Rodomar Administ e Participação	-	-	-	-	11 (m)	-	-	-	-	-	-	2,776 (m)
Auto Visão 1001	-	-	-	-	178 (m)	-	-	-	-	-	-	44,982 (m)
Infraero	200 (s)	-	-	12 (k)	-	20,432 (k)	-	-	-	-	-	-
RioCard Tecnologia da Informação	90 (g)	-	-	-	-	-	-	-	-	-	-	1,015 (g)
Consórcio Nova Rodovia do Café	-	-	-	-	-	-	-	-	-	-	-	50 (t)
Odebrecht Mobilidade	-	-	-	-	2,382 (e)	4,627 (ai)	-	-	-	-	147,269 (e)	6,891 (l)
Invepar	-	-	-	-	2,382 (e)	4,627 (ai)	-	-	-	-	147,273 (e)	6,891 (l)
Edica	-	-	-	-	-	-	-	-	-	-	-	774 (u)
Instituto Cultural Flavio Gutierrez - ICFG	400 (ag)	-	-	-	-	-	-	-	-	-	-	-
Otima Concessionária de Exploração de Mobiliário Urbano	42 (ah)	-	-	-	-	-	-	-	-	-	-	-
RioPar Participações	222 (g)	-	-	-	2,393 (n)(e)	4,627 (ai)	-	-	-	-	149,058 (n)(e)	2,318 (y)
RuasInvest Participações	-	-	-	-	7 (f)	-	-	-	-	-	-	-
Encalco Construções	-	1,744 (z)	-	-	-	7 (ad)	-	-	-	-	-	77 (z)
Linhas 8 e 9	-	-	-	-	-	-	1 (e)	-	-	-	-	-
Serveng - Civisan - Empresas Associadas de Engenharia	-	3,845 (j)	-	-	-	-	-	-	-	-	-	-
Total	89,687	5,589	3,540	3,846	7,381	35,908	1,048	171,939	3,906	1,916	447,875	68,405

c. Key management personnel expenses

	Non-statutory			
	Parent company		Consolidated	
	03/31/2022	03/31/2021	03/31/2022	03/31/2021
1. Remuneration (a1):				
Short-term benefits - fixed remuneration	663	192	663	429
Other benefits:				
Provision for variable remuneration				
Provision for variable remuneration of the year payable in the next year	152	155	152	335
Payment profit sharing provision for the previous year paid this year	1,950	-	1,950	-
Private pension plan	37	13	37	25
Life insurance	2	1	2	2
	<u>2,804</u>	<u>361</u>	<u>2,804</u>	<u>791</u>
	Statutory			
	Parent company		Consolidated	
	03/31/2022	03/31/2021	03/31/2022	03/31/2021
1. Remuneration (a1):				
Short-term benefits - fixed remuneration	6,761	10,807	13,719	19,255
Other benefits:				
Provision for profit sharing				
Provision for variable remuneration of the year payable in the next year	4,543	17	8,966	5,624
Payment profit sharing provision for the previous year paid this year	20,760	-	34,555	-
Private pension plan	224	120	501	480
Life insurance	10	7	28	30
	<u>32,298</u>	<u>10,951</u>	<u>57,769</u>	<u>25,389</u>
	Consoliders			
	Parent company		Consolidated	
	03/31/2022	03/31/2021	03/31/2022	03/31/2021
1. Remuneration (a1):				
Short-term benefits - fixed remuneration	2,185	2,142	2,251	2,208
Life insurance	18	18	18	18
	<u>2,203</u>	<u>2,160</u>	<u>2,269</u>	<u>2,226</u>

d. Balances payable to key management personnel

	Parent company		Consolidated	
	03/31/2022	03/31/2021	03/31/2022	03/31/2021
Management remuneration (a1)	6,977	16,066	13,109	43,026

At the Annual General Meeting (AGM) held on April 19, 2022, the annual and global remuneration for the Company's Managers and Board of Directors for fiscal year 2022 was approved, in the amount of up to R\$ 40,454, in case of full achievement of the goals set (100%), and it may reach up to R\$ 44,997, in case the aforementioned goals are exceeded by 150%. In addition, the individual remuneration of the Supervisory Board's members corresponding to 10% of the average remuneration attributed to the Company's statutory directors was also approved (not counting benefits, representation allowances, and profit sharing), as provided for in paragraph 3 of article 162 of Law No. 6.404/1976 (Corporations Act).

Below are the notes related to tables “b”, “c” and “d”:

- (a) On June 13, 2014, Metrô Bahia and Consórcio Mobilidade Bahia executed a management agreement under an alliance system with the purpose of achieving the best cost/benefit ratio for the execution of the expansion of the Salvador and Lauro de Freitas Subway System.

In view of the conclusion of the scope of the Agreement, on November 14, 2018, the Parties executed the End of Alliance Agreement, which established the end of the alliance and defined the procedures and responsibilities to be observed by the Parties in relation to the end.

The responsibilities undertaken by Metrô Bahia include:

- Pay the employees of the alliance on leave and the respective severance amounts after the end of the period of leave, according to the sections of the end agreement;
 - Manage the assumed agreements and the contractual relationships with suppliers that are parties to the assumed agreements;
 - Pay to the consortium the amounts corresponding to the disbursements made regarding the assumed agreements.
- (b) Income and accounts receivable from the rendering of administrative services and IT support and maintenance services provided by CCR GBS;
- (c) Advance for future capital increase;
- (d) Mutual loan agreements entered into between CCR and ViaRio, two of which are remunerated at 130% of the CDI rate, and six are remunerated at the TR + 9.89% p.a., all of which with maturity date on January 16, 2034, and another agreement remunerated at the CDI rate + 2.90% p.a. with maturity date on June 1, 2028;
- (e) Mutual loan agreements between VLT Carioca and its shareholders, with 11 agreements remunerated at the CDI rate + 5% p.a., of which: 6 agreements maturing on December 31, 2022, 3 agreements maturing on December 15, 2024, 1 agreement maturing on December 30, 2024, and 1 agreement maturing on December 30, 2027;
- (f) Mutual loan agreement between RuasInvest and ViaQuatro, remunerated at the CDI rate + 2.48% p.a., maturing on March 15, 2023. The agreement was settled in advance, on June 11, 2021;
- (g) RioCard's administrative rate related to payments management services and issuance of electronic cards;
- (h) Highway recovery, upgrade, upkeep, maintenance, monitoring, and operation services of Presidente Dutra highway, which service agreement with the concessionaire ended on February 28, 2021;
- (i) Right of way agreement to occupy the concession area for the implementation of optical cables, with Samm, whose amounts are settled every 10th day of the month following billing;
- (j) Rendering of contracted services at a global price for pavement restoration construction work on sections, interchanges and accesses distributed across several points of Presidente Dutra Highway, the term of effectiveness of which is from January 23, 2014, to July 21, 2017. On June 6, 2017, a new service agreement was signed for the same purpose, but for new sections of the highway, effective until December 2, 2020. For RDN, the construction work lump sum contracted services were carried out for the duplication of BR-376 highway (Rodovia do Café), North and South Lanes, comprising the construction of the new runway of section 21 and section 22;
- (k) Reimbursements received and receivable from Infraero, according to exhibit 3 of the concession agreement, related to construction works that were under its responsibility, but were carried out by BH Airport;

- (l) Balance owed by VLT Carioca to its shareholders Invepar and Odebrecht Mobilidade, refers to the collateral given by means of a corporate bond that was enforced by the supplier Alstom to settle the VLT Carioca's obligation;
- (m) Installment of the price, withheld under the purchase and sale agreement between CPC and the former Barcas shareholders;
- (n) Mutual loan agreements executed as of October 4, 2016, between Barcas and its shareholders, remunerated at 127.9% of the CDI rate, with original maturity date on December 31, 2021, extended to February 28, 2023;
- (o) Agreement for onerous assignment of space executed on August 7, 2019, between Metrô Bahia and Camargo Corrêa Infra Construções, maturing on March 30, 2022;
- (p) Revenues of vessels rent with MTH;
- (q) Exchange-rate variation arising from transactions among related parties with different functional currencies;
- (r) Data transmission services provided by Samm;
- (s) The amounts substantially refer to labor costs of Infraero that is allocated at Confin International Airport, as provided for in section 2.23.3 of the concession agreement, which are refunded on a monthly basis according to the services rendered;
- (t) Agreement for the provision of service by the job at an estimated price for the execution of a recovery construction work on the existing lane on BR-376 (RDN), effective until November 20, 2019, with the remaining balance referring to the collateral. Consortium is comprised by the companies Andrade Gutierrez Engenharia and AG Construções e Serviços;
- (u) Construction works carried out at Aeris by its minority shareholder Edica;
- (v) In December 2021, counter-guarantee agreements were signed between RuasInvest and ViaMobilidade and Linha 8 e 9, through which RuasInvest will be remunerated for providing guarantees in debt issues of the respective investees. The remuneration rates and amounts billed on March 31, 2022 are described below:

<u>Investee</u>	<u>Invoiced amount</u>	<u>Remuneration rate</u>
ViaMobilidade	313	1.1% p.a.
Linhas 8 e 9	1,151	1.3% p.a.

- (w) Agreement between the companies CPC and Aeris Holding, referring to the Management Fee established in an agreement for the operation, management, expansion, and modernization of the airport;
- (x) Mutual loan agreement entered into between CPA and its shareholders (CCR España e A-Port), remunerated at 4.5% p.a., maturing on June 30, 2023;
- (y) Receivables from services provided to users of the VLT Carioca, related to subway tariffs;
- (z) Services provided for the implementation of the Padroeira-Raposo side roads between km 19+700 and km 24+400, Internal and External Lanes, on Rodoanel Mário Covas SP-021;

- (aa) Mutual loan agreement entered into between CCR España and the IAF, remunerated at the LIBOR + 2.7% p.a., maturing on March 15, 2023;
- (ab) Difference generated at the time of payment and receipt of the mutual loans, between the companies IBSA Finance Barbados Trust and Aeris Holding Costa Rica, which will be settled by December 15, 2023;
- (ac) Service of usage permission of concession area of the Salvador and Lauro de Freitas subway system;
- (ad) Interim dividends paid in excess, which shall be returned up to February 28, 2022;
- (ae) Payroll charges related to employees transfer, due in the month following the issuance of the document;
- (af) Agreement for the provision of administrative management services to Quicko;
- (ag) Sponsorship agreement by the company AutoBAN referring to the project named Museu de Sant'Ana – Multi-Year Maintenance Plan, effective until January 31, 2022;
- (ah) Provision of advertising exploitation service between the companies Quicko and Otima;
- (ai) Replenishment of the BNDES escrow account carried out by CIIS on behalf of the other shareholders of VLT Carioca, with future share purchase option;
- (aj) Mutual loan agreement entered into between A-Port and Curaçao indirect shareholder, remunerated at 4.5% p.a., maturing on July 31, 2022;
- (ak) Funds available for Ícaros taxes payment; and
- (al) It comprises the total amount of variable and fixed remuneration attributable to members of the supervisory board and management (board of directors, statutory management, and non-statutory management), comprising a total of 27 members.

11. Investments in subsidiaries and joint ventures

a) Investments in subsidiaries - Parent Company

Subsidiaries	Core business	Place of formation and operation	Percentage of Interest	
			03/31/2022	12/31/2021
CIIS	Holding	Brazil (SP / RJ)	100.00%	100.00%
CPC	Holding	Latin America and Spain	99.00%	99.00%
SIP	Holding	Brazil (SP)	100.00%	100.00%
NovaDutra	Highway concession	Brazil (SP / RJ)	100.00%	100.00%
PRN	Highway concession	Brazil (RJ)	100.00%	100.00%
RDN	Highway concession	Brazil (PR)	100.00%	100.00%
Samn	Services	Brazil (SP / RJ / MG)	99.90%	99.90%
Infra SP	Holding	Brazil (SP)	99.99%	99.99%
SPCP	Holding	Brazil (RJ)	65.52%	65.52%
ViaLagos	Highway concession	Brazil (RJ)	100.00%	100.00%
ViaMobilidade	Passenger transportation concession	Brazil (SP)	83.34%	83.34%
ViaQuatro	Passenger transportation concession	Brazil (SP)	75.00%	75.00%
Linha 15	Passenger transportation concession	Brazil (SP)	80.00%	80.00%
ViaCosteira	Highway concession	Brazil (SC)	100.00%	100.00%
RS Holding	Holding	Brazil (SP)	100.00%	100.00%
Linhas 8 e 9	Passenger transportation concession	Brazil (SP)	80.00%	80.00%
RioSP	Highway concession	Brazil (SP / RJ)	100.00%	100.00%

a.1) Breakdown of investments in subsidiaries and joint ventures, net of provision for unsecured liability - Parent Company

	Equity (unsecured liability) from investees		Investments (provision for unsecured liabilities)		Net result for the investees' period		Equity accounted-investees	
	03/31/2022	12/31/2021	03/31/2022	12/31/2021	03/31/2022	12/31/2021	03/31/2022	12/31/2021
	CIIS	668,135	605,734	667,667	605,259	(14,268)	2,845	(14,260)
SIP	433	487	433	487	(54)	(34)	(54)	(34)
CPC	4,769,677	4,993,979	4,719,815	4,941,821	(227,989)	(88,584)	(225,657)	(87,657)
NovaDutra (a)	484,510	456,858	484,292	456,639	27,653	(2,719)	27,653	(2,719)
PRN (a)	2,544	2,707	2,544	2,707	(163)	(161)	(163)	(161)
RDN	(27,192)	(48,534)	(27,188)	(48,530)	(658)	(75,482)	(658)	(75,589)
RDN (Concession upon acquisition)	-	-	-	-	-	-	-	(328)
Samm	69,848	71,393	69,781	71,324	(1,545)	(1,066)	(1,543)	(1,065)
Infra SP	6,193,775	2,401,532	6,193,688	2,401,446	3,792,243	323,553	3,792,242	323,554
Linha 15	2,274	2,294	1,819	1,835	(20)	8	(16)	6
SPCP	402,593	403,399	263,766	264,294	(806)	(102)	(528)	(67)
ViaLagos (a)	38,979	24,476	38,979	24,476	14,503	13,751	14,503	13,751
ViaMobilidade	135,600	123,053	113,007	102,551	12,547	11,872	10,456	9,895
ViaQuatro	950,995	871,889	713,165	653,835	81,700	753,690	61,275	565,267
ViaQuatro (Concession upon acquisition)	-	-	503,560	509,932	-	-	(6,372)	(6,372)
ViaRio	121,268	123,813	80,270	81,977	(2,545)	2,114	(1,707)	1,423
RS Holding	734,826	709,758	731,753	707,207	28,509	34,164	27,988	33,609
ViaCosteira	1,023,949	1,000,251	1,019,694	996,476	23,698	(1,290)	23,218	(1,978)
Linhas 8 e 9	50,929	16,496	40,744	13,197	34,433	-	27,547	-
RioSP	2,081,564	2,035,803	2,081,564	2,035,803	45,761	-	45,761	-
Total investment net of provision for unsecured liabilities	17,704,707	13,795,388	17,699,353	13,822,736	3,812,999	972,559	3,779,685	774,388

(a) There is irrelevant participation by non-controlling shareholders, which does not affect the calculation of equity income (loss) in the parent company.

a.2) Changes in investments, net of unsecured liability - Parent Company

	Opening balance	Equity accounted-investees	Acquisition of participation	Capital increase	Dividends and interest on equity	Equity valuation adjustment	Closing balance
	12/31/2021						03/31/2022
CIIS	605,259	(14,260)	6,021 (a)	73,057	-	(2,410)	667,667
SIP	487	(54)	-	-	-	-	433
CPC	4,941,821	(225,657)	-	242,192	-	(238,541)	4,719,815
NovaDutra	456,639	27,653	-	-	-	-	484,292
PRN	2,707	(163)	-	-	-	-	2,544
RDN	(48,530)	(658)	-	22,000	-	-	(27,188)
Samm	71,324	(1,543)	-	-	-	-	69,781
Infra SP	2,401,446	3,792,242	-	-	-	-	6,193,688
Linha 15	1,835	(16)	-	-	-	-	1,819
SPCP	264,294	(528)	-	-	-	-	263,766
ViaLagos	24,476	14,503	-	-	-	-	38,979
ViaMobilidade	102,551	10,456	-	-	-	-	113,007
ViaQuatro	653,835	61,275	-	-	(1,945)	-	713,165
ViaQuatro (Concession upon acquisition)	509,932	(6,372)	-	-	-	-	503,560
ViaRio	81,977	(1,707)	-	-	-	-	80,270
RS Holding	707,207	27,988	-	-	-	(3,442)	731,753
ViaCosteira	996,476	23,218	-	-	-	-	1,019,694
Linhas 8 e 9	13,197	27,547	-	-	-	-	40,744
RioSP	2,035,803	45,761	-	-	-	-	2,081,564
Total	13,822,736	3,779,685	6,021	337,249	(1,945)	(244,393)	17,699,353

(a) In the quarter ended on March 31, 2022, CIIS acquired an additional share in VLT Carioca, corresponding to 6.81% of the capital, and now holds 87.6327% of the investee's capital.

a.3) Summarized financial information of subsidiaries - Parent Company and Consolidated

	03/31/2022			12/31/2021			03/31/2021		
	Total assets	Total current and non-current liabilities	Total of gross income in the period	Net income (loss) for the year	Total assets	Total current and non-current liabilities	Total of gross income in the period	Net income (loss) for the year	
Aeris Holding	891,799	1,197,854	91,301	(111,728)	1,009,505	1,248,445	43,351	(35,978)	
Aeropuertos	-	146,180	-	(47,484)	1	120,523	-	(15,291)	
Alba Concessions	1	2	-	-	1	2	-	(1,633)	
Alba Participations	-	1	-	-	-	1	-	(3)	
ATP	4,741	21,952	916	(1,183)	5,128	21,156	475	(1,068)	
AutoBan	8,297,434	4,130,701	5,904,259	3,671,889	2,830,490	2,335,646	559,605	179,917	
Barcas	231,247	560,208	18,333	(43,903)	214,861	499,919	8,483	(17,989)	
BH Airport	2,415,314	2,488,152	89,746	(47,521)	2,393,499	2,418,816	52,483	(56,090)	
Bloco Sul	2,945,200	2,016,257	5,969	(37,873)	2,814,809	1,847,993	-	-	
Bloco Central	972,954	712,011	6,788	(11,593)	892,582	620,046	-	-	
CAI	74,537	15,284	-	11,313	75,453	18,008	-	(25,102)	
CAP	354,669	284,870	63,378	11,313	419,534	349,667	18,392	(25,102)	
CARE	5	5,784	-	-	5	6,812	-	-	
CCR Costa Rica	18,951	167,677	-	(54,467)	22,323	138,246	-	(17,539)	
CCR Costa Rica Concesiones y Participaciones	27,651	167,679	-	(54,985)	33,122	138,248	-	(18,081)	
CCR España Concesiones	347,558	168,348	-	(105,962)	463,054	139,132	-	(61,315)	
CCR España Emprendimientos	912,342	972	-	1,913	1,072,052	742	-	(7)	
CCR Infra SP	6,195,573	1,798	-	3,792,243	2,405,969	4,437	-	323,553	
CCR Lam Vias	5,485	-	-	(27)	5,515	3	-	(7,257)	
CCR USA	149,470	5,720	-	(12,429)	188,557	6,079	-	7,772	
CCR ViaSul	1,397,805	109,258	230,004	43,390	1,342,092	93,492	168,092	38,538	
CCR Mobilidade	-	-	-	-	-	-	-	(81)	
CIIS	722,145	54,010	-	(14,268)	649,186	43,452	-	2,845	
CPA	53,957	3,225	-	5,019	54,232	3,672	-	(13,387)	
CPC	5,124,678	355,001	2,746	(227,989)	5,558,640	564,661	39,615	(88,584)	
Desarrollos	1	180,233	-	(58,545)	-	148,595	-	(18,852)	
Five Trilhos	35,920	6,003	6,075	5,248	31,173	6,504	6,715	3,965	
Green Airports	218,824	1,149	-	3,468	254,044	1,354	-	3,724	
IBSA	432,070	434,370	-	(1)	501,331	504,039	-	(1)	
IBSA Finance	431,233	431,743	-	-	500,339	500,939	-	-	
Icaros	18	-	-	9	-	-	-	-	
Inovap 5	859	99	-	38	811	89	-	(8)	
Linha 15	2,278	4	-	(20)	2,295	1	-	8	
Linhas 8 e 9	1,832,720	1,781,791	168,807	34,433	1,727,253	1,710,757	-	-	
Metrô Bahia	5,748,304	3,940,345	265,915	58,903	5,673,781	3,924,725	216,256	46,330	
MSV via	1,554,584	1,043,102	111,437	(71,972)	1,573,489	1,050,035	79,989	(35,839)	
MTH	10,361	35	465	22	32,646	26	1,232	653	
NovaDutra	554,275	69,765	102,436	27,653	563,301	106,443	283,364	(2,719)	
On Trilhos	777	773	-	3	-	-	-	-	
Pampulha	50,740	11,358	-	(451)	561	551	-	-	
PRN	4,729	2,185	-	(163)	4,677	1,970	-	(161)	
Quisco	4,707	3,913	82	(7,945)	6,419	3,778	-	(6,085)	
Quiport Holdings	505,697	86	-	15,583	578,753	39	-	(8,296)	
RDN	21,558	48,750	-	(658)	32,915	81,449	258,823	(75,482)	
RioSP	3,207,154	1,125,590	96,951	45,761	3,091,799	1,055,996	-	-	
RodoAnel Oeste	2,182,050	869,666	84,163	5,649	2,177,415	870,680	72,254	10,415	
RS Holding	1,341,170	606,344	-	28,509	1,301,146	591,388	-	34,164	
Samm	223,734	153,886	21,824	(1,545)	231,623	160,230	22,865	(1,066)	
SJO Holding	294,661	160,125	-	(55,258)	347,366	128,800	-	(18,366)	
SIP	1,183	750	-	(54)	1,183	696	-	(34)	
SPAC	82	37,151	-	(24,246)	91	12,914	-	(28,648)	
SPCP	402,890	297	-	(806)	403,967	568	-	(102)	
SPVias	1,719,864	1,435,418	195,000	26,816	1,705,699	1,443,869	172,022	47,437	
TAS	271,800	216,361	142,775	(7,201)	326,796	253,934	131,899	25,617	
Terminal	37,902	8,945	-	(2,905)	44,642	7,373	-	(935)	
ViaCosteira	1,045,644	21,695	53,437	23,698	1,024,430	24,179	118,963	(1,290)	
ViaLagos	282,789	243,810	47,226	14,503	271,782	40,335	40,335	13,751	
ViaMobilidade	939,780	804,180	110,353	12,547	913,581	790,528	88,988	11,872	
ViaOeste	846,696	567,147	317,497	74,735	749,403	544,589	258,564	76,333	
ViaQuatro	3,055,648	2,104,653	238,271	81,700	3,029,482	2,157,593	1,226,262	753,690	
VLT Carioca	2,271,749	1,742,074	79,167	(8,919)	2,201,613	1,709,348	65,784	13,573	
Subtotal	60,677,967	30,666,740	8,455,321	6,984,257	51,756,416	28,660,483	3,934,811	1,011,766	
Parent company	19,954,715	8,475,852	63,019	3,452,473	16,306,975	8,042,214	28,047	688,940	
Exclusions	(33,461,709)	(3,686,851)	(68,123)	(6,998,337)	(26,706,947)	(3,912,053)	(68,957)	(856,348)	
Consolidated	47,170,973	35,455,741	8,450,217	3,438,393	41,356,444	32,790,644	3,893,901	844,358	

b) Investments in joint ventures - Consolidated

Joint ventures (a)	Place of formation and operation	Percentage of Interest		Core business
		03/31/2022	12/31/2021	
Corporación Quiport	Ecuador	46.50%	46.50%	Airport Concession
Quiama	British Virgin Islands	50.00%	50.00%	Holding
IAF	Spain	46.50%	46.50%	Holding
ViaRio	Brazil (RJ)	66.66%	66.66%	Highway concession
Renovias	Brazil (SP)	40.00%	40.00%	Highway concession
Controlar	Brazil (SP)	49.57%	49.57%	Services

(a) The investments are measured under the equity income (loss) method.

b.1) Breakdown of investments in joint ventures - Consolidated

	Equity (unsecured liability) from joint ventures		Investments (provision for unsecured liabilities)		Net result for the period of the joint ventures		Equity accounted-investees	
	03/31/2022	12/31/2021	03/31/2022	12/31/2021	03/31/2022	03/31/2021	03/31/2022	03/31/2021
Corporación Quiport	1,061,523	1,213,303	492,615	563,139	34,210	(17,471)	15,962	(8,065)
Quiama	22,084	19,376	11,044	9,689	6,204	2,842	3,102	1,421
IAF	22,708	26,611	10,559	12,373	112	802	52	373
ViaRio	121,268	123,813	79,902	81,609	(2,545)	2,114	(1,707)	1,423
Renovias	173,127	124,065	69,248	49,619	49,073	43,083	19,629	17,233
Controlar	(1,556)	(1,449)	(751)	(696)	(113)	(71)	(56)	(35)
Total	1,399,154	1,505,719	662,617	715,733	86,941	31,299	36,982	12,350
Concession right generated in business acquisition	-	-	112,976	132,367	-	-	(6,544)	(6,377)
Total net investment of provision for unsecured liability	1,399,154	1,505,719	775,593	848,100	86,941	31,299	30,438	5,973

b.2) Changes in investments in joint ventures - Consolidated

	Opening balance	Equity accounted- investees	Equity valuation adjustment	Closing balance
	12/31/2021		03/31/2022	
Corporación Quiport	563,139	15,962	(86,486)	492,615
Quiama	9,689	3,102	(1,747)	11,044
IAF	12,373	52	(1,866)	10,559
ViaRio	81,609	(1,707)	-	79,902
Renovias	49,619	19,629	-	69,248
Controlar	(696)	(56)	-	(752)
Total	715,733	36,982	(90,099)	662,616
Concession right from business acquisition	132,367	(6,544)	(12,846)	112,977
Total investment net of provision for unsecured liabilities	848,100	30,438	(102,945)	775,593

b.3) Summarized financial information of joint ventures

The summarized financial information of joint ventures is as follows and they are recorded under the equity income (loss) method. The amounts presented do not consider the participation of CCR, that is, they refer to 100% of the companies.

Summarized balance sheet

	03/31/2022						
	Corporación Quiport	Quiama	Quiama Ecuador	IAF	ViaRio	Renovias	Controlar
Assets							
Current assets							
Cash and cash equivalents	208,903	3,994	5,604	5,793	21,377	164,732	439
Comprehensive income for the year	94,466	17,518	15,890	39,032	37,563	37,077	76
Total current assets	303,369	21,512	21,494	44,825	58,940	201,809	515
Non-current assets	3,563,135	904	-	1,865,320	897,205	10,462	87
Total Assets	3,866,504	22,416	21,494	1,910,145	956,145	212,271	602
Liabilities							
Current Liabilities							
Financial liabilities (1)	-	-	-	38,909	73,449	-	-
Other Liabilities	145,634	326	12,754	21,167	13,092	35,255	2
Total current liabilities	145,634	326	12,754	60,076	86,541	35,255	2
Non-current liabilities							
Financial liabilities (1)	-	-	-	1,827,359	469,248	-	-
Other Liabilities	2,659,347	6	7,836	DI rate + 1.50% p.a.	279,088	3,889	2,156
Total non-current liabilities	2,659,347	6	7,836	1,827,361	748,336	3,889	2,156
Shareholders' Equity	1,061,523	22,084	904	22,708	121,268	173,127	(1,556)
Total liabilities and shareholders' equity	3,866,504	22,416	21,494	1,910,145	956,145	212,271	602

12/31/2021

	Corporación Quiport	Quiama	Quiama Ecuador	IAF	ViaRio	Renovias	Controlar
Assets							
Current Assets							
Cash and cash equivalents	202,627	13,430	5,594	25,948	34,428	90,600	717
Other assets	237,675	13,290	19,230	82,883	46,357	77,985	18
Total current assets	440,302	26,720	24,824	108,831	80,785	168,585	735
Non-current Assets	4,159,507	1,054	-	2,264,419	902,929	22,607	(20)
Total Assets	4,599,809	27,774	24,824	2,373,250	983,714	191,192	715
Liabilities							
Current Liabilities							
Financial liabilities (1)	-	-	-	100,518	72,807	-	-
Other Liabilities	229,487	8,398	14,556	76,415	13,766	63,574	6
Total current liabilities	229,487	8,398	14,556	176,933	86,573	63,574	6
Non-current liabilities							
Financial liabilities (1)	-	-	-	2,164,219	501,296	-	-
Other Liabilities	3,157,019	-	9,228	5,487	272,032	3,553	2,158
Total non-current liabilities	3,157,019	-	9,228	2,169,706	773,328	3,553	2,158
Equity	1,213,303	19,376	1,040	26,611	123,813	124,065	(1,449)
Total liabilities and equity	4,599,809	27,774	24,824	2,373,250	983,714	191,192	715

(1) Refers to the balance of loans and debentures

Summarized income statements

	03/31/2022						
	Corporación Quiport	Quiama	Quiama Ecuador	IAF	ViaRio	Renovias	Controlar
Revenues	174,092	6,858	17,514	-	41,640	126,340	-
Depreciation and amortization	(25,227)	-	-	-	(8,083)	(10,587)	-
Financial Income	3,133	-	-	62,965	1,247	3,247	14
Financial costs	(66,520)	(2)	(12)	(62,292)	(25,678)	(55)	-
Income (loss) from operations before taxes	34,210	6,204	24	148	(3,982)	74,138	(169)
Income Tax and Social Contribution	-	-	-	(36)	1,437	(25,065)	56
Income (loss) from operations	34,210	6,204	24	112	(2,545)	49,073	(113)
Other comprehensive income	166,548	11,996	200	784	-	-	-
Total comprehensive income (loss) for the period	200,758	18,200	224	896	(2,545)	49,073	(113)

	03/31/2021						
	Corporación Quiport	Quiama	Quiama Ecuador	IAF	ViaRio	Renovias	Controlar
Revenues	135,353	3,298	17,256	-	36,852	108,488	-
Depreciation and amortization	(17,690)	-	-	-	(7,874)	(6,218)	-
Finance income	3,305	-	-	67,325	165	235	26
Finance costs	(69,714)	(2)	(18)	(66,060)	(11,358)	(30)	-
Income (loss) from operations before taxes	(17,471)	2,842	68	1,065	3,296	65,500	(71)
Income tax and social contribution	-	-	-	(263)	(1,182)	(22,417)	-
Income (loss) from operations	(17,471)	2,842	68	802	2,114	43,083	(71)
Other comprehensive income	103,974	1,250	72	2,096	-	-	-
Total comprehensive income (loss) for the period	86,503	4,092	140	2,898	2,114	43,083	(71)

c) Other relevant information

The Company and its investees are parties to legal proceedings and administrative proceedings involving concession regulatory issues. They are, mainly:

a) RDN

i. Law No. 13.103/2015 (suspension of charging the tariff on suspended axle)

Through the lawsuit, RDN seeks a court decision ordering DER/PR to restore the balance of the concession agreement due to the loss of revenue caused by the exemption granted by the Concession Grantor, as of May 28, 2018, considering the enactment of Provisional Measure No. 833/2018, later converted into Law No. 13.711, of 2018.

On October 17, 2019, a decision was initially rendered rejecting the request for interlocutory relief as it considered that there was no proof of danger in the delay. This decision was later upheld at the time of trial of the Interlocutory Appeal filed by RDN.

After the presentation of answers and reply, on September 8, 2020, a request for provisional relief was presented by RDN for DER and the State of Paraná to be ordered to rebalance the losses actually suffered by the concessionaire with the exemption of the collection of tariff of suspended axles, without prejudice to the continuation of the lawsuit so that the expert evidence is carried out and the value of the imbalance that must be rebalanced in a single, complete and final manner for the entire period of the concession is duly determined, under the terms of the concession agreement.

On February 17, 2021, the request for provisional relief was partially granted to order DER and the State of Paraná to carry out and finish the technical studies necessary to challenge the calculated amounts, indicate the amounts they deem uncontroversial, or justify with reasons, also through calculations, the inexistence of losses due to default in 45 business days.

On March 1, 2021, DNIT and ANTT filed motions for clarification in order to clarify in the decision regarding the provisional relief that the obligations established therein are aimed solely to the defendants DER/PR and the State of Paraná.

On April 26, 2021, RDN filed a challenge to the motions for clarification filed by DNIT and ANTT. On May 11, 2021, a motion was filed by the State of Paraná with a copy of the proceeding in which the claim for economic and financial rebalancing was considered and rejected, providing its opinion for the lack of liquidity of the credits claimed by RDN. On May 31, 2021, a motion was filed by RDN requesting the granting of the previously claimed relief.

On June 2, 2021, a motion was filed by the State of Paraná and DER requesting the rejection of the request for concession the relief, as well as that RDN should produce evidence. On June 18, 2021, RDN expressed its opinion on the request presented by the State of Paraná and DER.

On July 8, 2021, the State of Paraná and DER/PR filed a new petition to request the termination of the lawsuit due to lack of interest in the suit.

On November 18, 2021, a pre-trial order was rendered, which did not consider the

request for provisional relief because it was considered the mootness of it, and dismissed the motions for clarification filed by ANTT and DNIT, granting the production of expert evidence. On December 3, 2021, motions for clarification were filed by RDN in view of the pre-trial order, which are awaiting judgment.

On January 7, 2022, to the case records was attached the mediation hearing instrument of December 16, 2021, suspending the case in view of the initiation of a mediation procedure before the 4th Regional Federal Court (within the SEI case No. 0010575-42.2021.4.04.8000).

ii. Lawsuit No. 5061296-37.2020.4.04.7000 - toll fee adjustment contractually provided set forth for 2020

Considering the preliminary decision rendered in administrative proceeding No. 16.844.752-3, RDN filed a Lawsuit against the Federal Government, ANTT, State of Paraná, DER/PR and AGEPAR, on December 11, 2020, to ensure the annual adjustment of the toll fee provided for in the concession agreement.

On December 16, 2020, a decision was rendered rejecting the request for interlocutory relief. On December 23, 2020, an interlocutory appeal was filed by RDN.

On January 16, 2021, the request for interlocutory relief filed in the interlocutory appeal was rejected. The interlocutory appeal was provided in a session held on April 22, 2021. On April 30, 2021, AGEPAR filed motions for clarification claiming nullity of the appellate decision.

On August 4, 2021, the motions for clarification were partially granted solely for the purposes of prior assertion of constitutional claim. On September 1, 2021, AGEPAR filed new motions for clarification, which were granted in the virtual judgment session that took place from September 21 to 29, 2021, with the annulment of the judgment of the interlocutory appeal, so that AGEPAR is ordered to present appellee's brief concerning the appeal. On October 6, 2021, RDN filed motions for clarification renewing the request for interlocutory relief, which was granted, according to a decision rendered on October 15, 2021, keeping the readjustment previously made unchanged.

At the lower court, objections were filed by the Federal Government, DER/PR, State of Paraná and AGEPAR. On April 27, 2021, RDN filed a reply and requested a summary judgment on the merits, as it understands that this is a legal matter and, in the alternative, safeguarding the right to produce expert evidence in the event that a procedural instruction is determined. The other parties also stated that they did not have other evidence to produce.

On November 1, 2021, a pre-trial order was rendered dismissing the preliminaries of lack of standing to be sued and lack of interest in the suit raised by public entities in their defenses. Considering that none of the parties expressed interest in the production of evidence.

On January 7, 2022, to the case records was attached the mediation hearing instrument on December 16, 2021, suspending the case in view of the initiation of a mediation procedure before the 4th Regional Federal Court (within the SEI case No. 0010575-42.2021.4.04.8000).

iii. Lawsuit No. 5077418-91.2021.4.04.7000 (Court Notification)

On November 10, 2021, RDN filed a Court Notification Lawsuit against the Federal Government, ANTT, DNIT, the State of Paraná and DER/PR to comply with the agreement, so that they assume the reversible assets that make up the concession when the concession agreement is terminated, as well as to formalize the end of the provision of services at 11:59:59 p.m. on November 27, 2021.

On March 21, 2022, RDN filed a request to extinction of the case, considering that, upon the assets return from the concession to the Concession Grantor, the mootness of the Notice. On the same date, the case records were filed.

iv. Public Civil Action No. 5079396-06.2021.4.04.7000 (Plumbing)

On November 21, 2021, a lawsuit was filed by the State of Paraná and the DER/PR in face of RDN with two autonomous preliminary injunctions, to implement the plumbing and signalization in all toll collection points managed by RDN, also to prepare, together with the Regional Closure Commission, the assets schedule to be handed over after the concession end. The decision was rendered granting the requests for interlocutory relief made by the State and DER/PR, determining: **(i)** the conviction of RDN to perform the obligation to implement “the plumbing in all the toll collection points it operates on the highways comprising Lot 05”; and **(ii)** the imposition on the RDN of the preparation of the schedule of assets to be handed over after the end of the concession, with its permanence “*as guardian of the assets until its return*” .on November 13, 2021, a preliminary hearing was held, attended by the State of Paraná, the DER/PR, the Federal Government, the Federal Public Prosecutor Office, the Federal Highway Police - PRF and the RDN, in which the following agreement was reached: (i) provisory plumbing and signalization plan until the final implementation scheduled to end on February 15, 2022; and (ii) delivery of the assets by December 14, 2021.

On January 21, 2022, although RDN has complied with the obligations ordered in the interlocutory relief, a defense was filed requesting the dismissal of the lawsuit due to the imposition of obligations not provided for in the concession agreement and that the financial losses caused to RDN as a result of compliance with the preliminary injunction decision be settled after the judgment is rendered. The case is suspended, in view of the initiation of a mediation procedure before the 4th Regional Federal Court. However, on March 11, 2022, RDN filed a request to inform on the full compliance of the plumbing plan.

Even with the case suspended, on March 21, 2022, the State of Paraná and DER/PR filed a reply, and RDN filed a statement on April 26, 2022, restate the procedural suspension due to the processing before the 4th Regional Federal Court.

b) AutoBAn

i. Modifying Amendment Term No. 16/06

The State of Sao Paulo and the concessionaire are discussing, in different lawsuits, the validity, or not, of the Modifying Amendment Term ("TAM") No. 16/06, in view of the administrative decision regarding the invalidity of said TAM in which this adopted data relating to the financial projections at the time the concession agreement was executed to implement economic and financial rebalancing.

On July 14, 2021, due to the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, AutoBAN requested the withdrawal of all the resources related to the lawsuit. On August 25, 2021, the withdrawal of appeals was approved.

On February 22, 2022, AutoBAN paid the deposit fees due to the State of Sao Paulo, and the case was final and unappealable.

ii. Tariff Adjustment for 2013

In view of the decision of the Government of the State of Sao Paulo, which decided not to transfer to users of state highways the tariff adjustments set for July 1, 2013, according to the concession agreements in force, with the establishment of compensatory measures considered insufficient by the concessionaire, a court order was requested seeking the full economic and financial rebalancing of the concession agreement. This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire.

In view of the agreement, AutoBAN requested, on July 20, 2021, the suspension of the lawsuit. On March 16, 2022, the request of suspension of the lawsuit was granted for six months.

Upon the Definitive Agreement entered into with the State of Sao Paulo on March 31, 2022, AutoBAN filed a request on the recognition of the supervening mootness of interest in the suit.

iii. Tariff Adjustment for 2014

In view of the decision of the Government of the State of Sao Paulo, which decided not to transfer to users of state highways the tariff adjustments set for July 1, 2014, according to the concession agreements in force, with the establishment of compensatory measures considered insufficient by the concessionaire, a court order was requested seeking the full economic and financial rebalancing of the concession agreement. This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire.

In view of the agreement, AutoBAN requested, on July 14, 2021, the suspension of the lawsuit.

On August 19, 2021, the request for suspension for a period of six months was granted, expiring on February 19, 2022.

Upon the Definitive Agreement entered into with the State of Sao Paulo on March 31, 2022, AutoBAN filed a request on April 8, 2022 the recognition of the supervening mootness of interest in the suit.

iv. Change of the toll rates adjustment index

In view of the change in the rates for readjustment of toll rates implemented on June 29, 2015, in which (i) the one that, between the IGP-M and the IPCA (National Extended Consumer Price Index), presents the lowest percentage change in the period between the date of the last readjustment performed and the date of the readjustment that will be carried out was adopted as an index for the readjustment of the concession

agreement toll rates; and (ii) a procedure and form for contractual review was established to verify the existence of any economic and financial imbalance and its recomposition, resulting from the application of this change, the occurrence of the economic and financial imbalance of the concession agreement in favor of the concessionaires is characterized if there is a difference between the annual amount of revenue from toll fees earned through the readjusted rates and actually charged by the concessionaires and the amount that would have been received if the rates had been adjusted by the accumulated variation in the IGP-M.

Due to ARTESP's delay to launch the first administrative proceeding for the two-year period - July 1, 2013, to June 30, 2015, the concessionaire filed the Ordinary Procedure Lawsuit No. 1014628-22.2017.8.26.0053 against ARTESP and the State of Sao Paulo, requesting the due rebalancing for the aforementioned period.

This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the agreement, AutoBAn requested, on July 14, 2021, the suspension of the lawsuit. On July 17, 2021, the request for suspension for a period of 6 months was granted, expiring on January 13, 2022.

Upon the definitive agreement entered into with the State of Sao Paulo on March 31, 2022, AutoBAn filed a request on April 8, 2022 the discontinuance of the lawsuit.

On April 12, 2022, the State of Sao Paulo and ARTESP filed a statement to agree with the discontinuance request.

v. Lawsuit for Administrative Misconduct - Case No. 0022800 - 92.2002.8.26.0053 (former 053.02.022800-0)

On August 28, 2002, the public civil action for Public Civil Action for Administrative Misconduct No. 002800-92.2002.8.26.0053(former No. 053.02.022800-0) was filed by the Public Prosecution Office of the State of Sao Paulo aiming at the declaration of nullity of competition 007/CIC/97 and the corresponding concession agreement. After the presentation of a prior defense, in April 2011, an order was handed down dismissing the statement of AutoBAn, whereby it alleged, among other reasons, that AutoBAn was subsequently included as a defendant in the lawsuit, after the statute of limitation of the right of action, as set forth in item I of article 23 of the Misconduct Law (within five years from the end of the term of office, of position in commission or position of trust). After the presentation of the answers, on August 25, 2017, a judgment was rendered dismissing the lawsuit, recognizing the intercurrent statute of limitations.

On March 20, 2018, Sao Paulo Public Prosecution Office filed the appeal from final judgment that was granted on June 12, 2019, to remove the intercurrent statute of limitations and determine the return of the case record to the lower court, so that the need for occasional production of evidence is assessed and for the assessment of the merits of the lawsuit.

On July 26, 2019, the Public Treasury Court of the State of Sao Paulo and DER filed an appeal for motions for clarification, which was dismissed, and the appellate decision was rendered final on February 4, 2020. The case records were sent to the Court of origin, and, on August 2, 2021, the deadline was opened for the defendant companies to comment on petitions from the Public Prosecution Office of the State of Sao Paulo, which, in summary, showed their interest in the production of expert and

testimonial evidence, as well as deemed it necessary that the parties should comment on the opening of a consensual resolution procedure, to which the defendant companies in question expressed that there was no interest in such a consensual resolution of the case.

On November 5, 2021, the judge of the case issued an order opening deadline for the Public Prosecution Office to comment on the applicability of a recent amendment promoted to the Administrative Misconduct Law, specifically about the possible applicability of the intercurrent statute of limitations to the case, which occurred on April 7, 2022. AutoBAN's summons to file the reply to the said Public Prosecution Office statement is awaited.

c) SPVias

i. Modifying Amendment Term 14/06

The State of Sao Paulo and the concessionaire are discussing, in different lawsuits, the validity, or not, of the Modifying Amendment Term ("TAM") No. 14/06, in view of the administrative decision regarding the invalidity of said TAM in which this adopted data relating to the financial projections at the time the concession agreement was executed to implement economic and financial rebalancing.

On July 14, 2021, due to the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, SPVias requested the withdrawal of all the resources related to the lawsuit. On August 17, 2021, the withdrawal of appeals was approved.

On January 12, 2022, SPVias requested the case records' filing since the loss of suit fees were already collected by the State. The definitive filing of the case to satisfy the provisional judgment is awaited.

ii. Tariff Adjustment for 2013

In view of the decision of the Government of the State of Sao Paulo, which decided not to transfer to users of state highways the tariff adjustments set for July 1, 2013, according to the concession agreements in force, with the establishment of compensatory measures considered insufficient by the concessionaire, a court order was requested seeking the full economic and financial rebalancing of the concession agreement. This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the agreement, SPVias requested, on July 14, 2021, the suspension of the lawsuit.

On October 15, 2021, the request for suspension of the case for a period of 6 months was granted.

Upon the Definitive Agreement entered into with the State of Sao Paulo on March 31, 2022, SPVias filed a request on April 8, 2022 the recognition of the supervening mootness of interest in the suit.

iii. Change of the toll rates adjustment index

In view of the change in the rates for readjustment of toll rates implemented on June 29, 2015, in which (i) the one that, between the IGP-M and the IPCA (National Extended Consumer Price Index), presents the lowest percentage change in the period

between the date of the last readjustment performed and the date of the readjustment that will be carried out was adopted as an index for the readjustment of the concession agreement toll rates; and (ii) a procedure and form for contractual review was established to verify the existence of any economic and financial imbalance and its recomposition, resulting from the application of this change, the occurrence of the economic and financial imbalance of the concession agreement in favor of the concessionaires is characterized if there is a difference between the annual amount of revenue from toll fees earned through the readjusted rates and actually charged by the concessionaires and the amount that would have been received if the rates had been adjusted by the accumulated variation in the IGP-M.

Due to ARTESP's delay to launch the first administrative proceeding for the two-year period - July 1, 2013, to June 30, 2015, the concessionaire filed the Ordinary Procedure Lawsuit No. 1016435-77.2017.8.26.0053 against ARTESP and the State of Sao Paulo, requesting the due rebalancing for the aforementioned period.

This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the agreement, SPVias requested, on July 14, 2021, the suspension of the lawsuit. On July 19, 2021, the request for suspension for a period of 6 months was granted.

Upon the definitive agreement entered into with the State of Sao Paulo on March 31, 2022, SPVias filed a request on April 8, 2022 the discontinuance of the lawsuit.

On April 13, 2022, the State of Sao Paulo and ARTESP filed a statement to agree with the discontinuance request.

d) Barcas

- i. Action for termination of concession agreement (with request for interlocutory relief), case No. 0431063-14.2016.8.19.0001** filed by Barcas for declaration of termination of the concession agreement for Public Services of Transportation of Passengers, Cargo and Vehicles in the State of Rio de Janeiro signed originally between Barcas and the State of Rio de Janeiro on February 12, 1998 for the operation for twenty-five years of the public service of waterway transportation of passengers and vehicles.

On October 8, 2018, a decision was handed down granting the request by Barcas to rule that AGETRANSP and the State of Rio de Janeiro must, within twenty days, aid the concessionaire in adapting and reorganizing the deficient timetables and lines so as to reduce any monthly losses.

On January 18, 2019, the State of Rio de Janeiro and AGETRANSP filed an interlocutory appeal. On September 10, 2019, the interlocutory appeal was recognized, although not granted, and the TJRJ (Court of Appeals of the State of Rio de Janeiro) ruled that the State of Rio de Janeiro arrange for the adaptation and reorganization of the deficient timetables and lines run by the plaintiff, which decision was final and unappealable.

A reply was filed in the 1st instant and, later, measures were defined to mitigate the recurring losses assumed by the concessionaire and, later, it was agreed in court to suspend the progress of the legal proceeding so as to begin a negotiation process aiming to find a global solution for the concession agreement.

On February 4, 2020, the Public Defender's Office of the State of Rio de Janeiro filed an interlocutory appeal against the 1st instance decision which permitted mitigating measures through implementing a new schedule of timetables of vessels. On November 30, 2021, an appellate decision was handed down declining jurisdiction to the 15th Civil Chamber of the Superior Court of Appeals. On December 17, 2021, motions for clarification were filed by Barcas, which are awaiting judgment. This appeal is still pending trial.

On February 21, 2020, a joint petition was filed by the concessionaire and the State of Rio de Janeiro inserting the Memorandum of Understanding and the Term of Commitment and requesting the suspension of the lawsuit for 30 days. On April 21, 2020, a decision was handed down rectifying the case and not ratifying the joint petition to suspend the case and the agreement executed between the parties, and requiring the parties to make a statement with regards the production of evidence.

On April 28, 2020, Barcas filed a petition to reconsider the ruling that failed to ratify the term of commitment and, at the same time, the request to suspend the process was reiterated.

On May 8, 2020, the concessionaire contested the motions for clarification against the pre-trial order, indicating that the discussion would be limited to Barcas' losses during execution of the concession agreement, which was rejected. In view of the pre-trial order, interlocutory appeals were filed. On November 29, 2021, an order was issued in Barcas' interlocutory appeal ordering that the judgment of the interlocutory appeal filed by the Public Prosecution Office against the decision that dismissed its request for the suspension of the lawsuit be awaited, in order to proceed with the judgment of the appeal.

On July 7, 2020, Barcas filed a petition reiterating its request for the production of economic-financial expert evidence, as well as supplementary documental evidence. On September 15, 2020, a decision was handed down ruling that the judgment of the interlocutory appeals against the pre-trial order was awaited in order to proceed with the lawsuit for termination. December 9, 2020, the Interlocutory Appeal filed by the Public Prosecution Office was not recognized. On July 13, 2021, the Public Prosecution Office filed motions for clarification against the appellate decision, in response to which Barcas presented an answer. On March 30, 2022, the Public Prosecution Office motions were denied.

On June 21, 2021, the interlocutory appeal filed by the Public Defender's Office, in the case records of the public civil action that discusses changes to the timetable for the purpose of bringing together, again, the lawsuit for termination and the aforementioned public civil action was included in the judgment agenda, having been heard and partially granted, especially, to determine that the lawsuit for termination and the public civil action be brought together, as well as to rule out the possibility of the Defender's Office petitioning in the lawsuit for termination.

On July 9, 2021, Barcas filed motions for clarification against this decision, which is awaiting trial. On September 9, 2021, within the scope of the lawsuit for termination, an order was issued ordering the suspension of the process until the interlocutory appeals are judged.

e) MSVia

i. New Auction

On December 20, 2019, MSVia submitted a request to ANTT manifesting the intention to adhere to the "New Auction Process", subject matter of Law No. 13.448/2017, emphasizing that such request was prepared based on the requirements under the terms of Federal Decree No. 9.957/2019, by which it is governed.

With this request, the concessionaire began proceedings related to the amicable return of the concession, with the highway system undergoing a new bidding process (New Auction) conducted by the Concession Grantor. The technical and legal feasibility of the request was attested by ANTT by means of Resolution No. 337, of July 21, 2020, with a favorable opinion by the Investment Partnerships Program Board (CPPI) of the Brazilian Presidency, according to CPPI Resolution No. 148, of December 2, 2020, and subsequent publication of Decree No. 10.647, of 2021, by the Brazilian Presidency.

On June 10, 2021, the 1st Addendum to the MSVia concession agreement was entered into, which was published in the Official Gazette on June 14, 2021. The 1st Addendum includes guarantees by MSVia, described in Explanatory Note No. 1 – Operating Report.

After execution of the contractual addendum, the new auction process is expected to be completed within 24 months, as set forth in Decree 10.647/2021.

On January 20, 2022, ANTT held a meeting of the Collegiate Executive Board, which approved the 2nd Addendum to the Concession Agreement.

On February 7, 2022, the 2nd Addendum to the concession agreement was signed by the parties with amendment of Road Exploration Plan (PER) matching the concessionaire obligation parameters after the setting of the new auction process.

f) NovaDutra

i. Rebalancing - Remuneration of Executive Projects

On December 13, 2019, NovaDutra filed a declaratory action (Case No. 5026377-67.2019.4.03.6100) before the 5th Federal Civil Court of Sao Paulo against the Federal Government and ANTT, aiming at the partial rebalancing of the concession agreement (PG-137/95-00), to rule out the alleged illegality faced since the enactment, by ANTT, of Administrative Proceeding No. 161/17, which authorized the anticipation of 50% of the remuneration due with the costs of preparing executive projects pending approval by ANTT.

On February 7, 2020, a decision was rendered in the context of the aforementioned lawsuit, granting the request for interlocutory relief (submitted on February 6, 2020), suspending the effectiveness of resolution no. 1.093, the terms of which were ratified by ANTT's resolution no. 74, of February 4, 2020, which had determined a 5.26% reduction in the basic toll tariff of all toll collection points included in the BR-116/RJ/SP, subject matter of the concession agreement No. PG-137/95-00 signed between the Federal Government and NovaDutra, as of 00:00 a.m. on February 8, 2020.

Against the decision granting the request for relief, the parties filed an interlocutory appeal, which was assigned to the 3rd Panel of the TRF of the 3rd Region under No. 5013536-70.2020.4.03.0000 and is under the responsibility of Appellate Judge- Rapporteur Nelton dos Santos, pending trial. At the lower court, the case record remains in the pre-trial phase.

On April 8, 2022, NovaDutra file a formal agreement request in the lawsuit before ANTT. The Agency judgement on the agreement draft is awaited. Within the legal sphere, the parties are assessing the suitability of a joint suspension lawsuit request until the agreement issue is settled.

g) ViaOeste

i. Modifying Amendment Term No. 12/06

The State of Sao Paulo and the concessionaire are discussing, in different lawsuits, the validity, or not, of the Modifying Amendment Term ("TAM") No. 14/06, in view of the administrative decision regarding the invalidity of said TAM in which this adopted data relating to the financial projections at the time the concession agreement was executed to implement economic and financial rebalancing.

On July 14, 2021, due to the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, ViaOeste requested the discontinuance of all the appeals related to the lawsuit. On August 18, 2021, the discontinuance of the appeals submitted by ViaOeste was approved.

On February 7, 2022, a decision was published determining that the State of Sao Paulo exams the amounts deposited by ViaOeste. The amount examination by the State and the definitive filing of the case to satisfy the provisional judgment is awaited.

ii. Tariff Adjustment for 2013

In view of the decision of the Government of the State of Sao Paulo, which decided not to transfer to users of state highways the tariff adjustments set for July 1, 2013, according to the concession agreements in force, with the establishment of compensatory measures considered insufficient by the concessionaire, a court order was requested seeking the full economic and financial rebalancing of the agreement. This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the agreement, ViaOeste requested, on July 14, 2021, the suspension of the lawsuit.

On August 18, 2021, the request for suspension for a period of six months was granted, expiring on February 13, 2022.

Upon the definitive agreement entered into with the State of Sao Paulo on March 31, 2022, ViaOeste filed a request on april 8, 2022 the discontinuance of the appeal.

iii. Tariff Adjustment for 2014

In view of the decision of the Government of the State of Sao Paulo, which decided not to transfer to users of state highways the tariff adjustments set in 2014, according to the concession agreements in force, with the establishment of compensatory measures considered insufficient by the concessionaire, a court order was requested seeking the full economic and financial rebalancing of the agreement. This lawsuit

was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the agreement, ViaOeste requested, on July 14, 2021, the suspension of the lawsuit.

Upon the definitive agreement entered into with the State of Sao Paulo on March 31, 2022, ViaOeste filed a request on April 8, 2022 the discontinuance of the appeal.

iv. Change of the toll rates adjustment index

In view of the change in the rates for readjustment of toll rates implemented on June 29, 2015, in which (i) the one that, between the IGP-M and the IPCA (National Extended Consumer Price Index), presents the lowest percentage change in the period between the date of the last readjustment performed and the date of the readjustment that will be carried out was adopted as an index for the readjustment of the concession agreement toll rates; and (ii) a procedure and form for contractual review was established to verify the existence of any economic and financial imbalance and its recomposition, resulting from the application of this change, the occurrence of the economic and financial imbalance of the concession agreement in favor of the concessionaires is characterized if there is a difference between the annual amount of revenue from toll fees earned through the readjusted rates and actually charged by the concessionaires and the amount that would have been received if the rates had been adjusted by the accumulated variation in the IGP-M.

Due to ARTESP's delay to file the first administrative proceeding for the two-year period - July 1, 2013 to June 30, 2015, the concessionaire filed the Ordinary Procedure Lawsuit No. 1016978-80.2017.8.26.0053 against ARTESP and the State of Sao Paulo, requesting the due rebalancing for the aforementioned period. This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire.

In view of the agreement, ViaOeste requested, on July 14, 2021, the suspension of the lawsuit, which was granted on September 15, 2021, for a period of 6 months, maturing on March 15, 2022.

Upon the definitive agreement entered into with the State of Sao Paulo on March 31, 2022, ViaOeste filed a request on April 8, 2022 the discontinuance of the lawsuit. The State of Sao Paulo statement is awaited.

h) ViaQuatro

i. Lawsuit No. 0107038-05.2006.8.26.0053 (formerly 053.06.107038-4 - 11th Lower Public Treasury Court of Sao Paulo)

On March 17, 2006, a Popular Action was filed against the Finance Department of Sao Paulo, Companhia do Metropolitano de Sao Paulo-Metrô and other parties, aiming at the annulment of actions and procedures of the International Bid No. 42325212, relating to the Sponsored Concession for Operation of Passenger Transportation Services of Linha 4 - Amarela of the Sao Paulo Subway system. On March 12, 2013, the Superior Court of Appeals of the State of Sao Paulo upheld the granting of the Public Prosecution Office's request for the inclusion of individuals that are signatories of the concession agreement as defendants.

Appeals against such a decision were filed before the Higher Courts. On August 29, 2016, the decision that denied the admissibility of the appeal was published. On September 19, 2016, ViaQuatro filed an interlocutory appeal before the Superior Court of Justice, which was not entertained, according to the decision rendered on June 2, 2020.

On June 22, 2020, ViaQuatro filed an internal interlocutory appeal.

On March 14, 2022, ViaQuatro's internal interlocutory appeal was denied, which questioned the inclusion of the former CCR officers that executed the concession agreement as defendants. On April 13, 2022, said decision was final and unappealable and remand of the case records to the Superior Court of Appeals of the State of Sao Paulo.

At the lower court, a decision was handed down ordering the notification of the plaintiffs to proceed with the case if they wish to do so as there is no suspensive effect on the interlocutory appeal filed by the concessionaire before the Superior Court of Justice. On November 16, 2021, the plaintiffs requested the service of process upon the concessionaire's legal representatives. The conclusion of the defendants' summoning is awaited.

ii. Lawsuit No. 0117119-13.2006.8.26.0053 (formerly 053.06.117119-0 - 9th Lower Public Treasury Court of Sao Paulo)

This refers to a Popular Action filed on June 30, 2006, by several plaintiffs (individuals) against the Finance Department of Sao Paulo, Companhia do Metropolitano de Sao Paulo-Metrô and other parties, aiming at the annulment of all actions and procedures of the International Bid No. 42325212, relating to the Sponsored Concession for Operation of Passenger Transportation Services of Linha 4 - Amarela of the Sao Paulo Subway system.

On October 29, 2009, a decision was handed down determining the connection with Popular Action No. 053.06.107038-4 in progress at the 11th Lower Public Treasury Court of Sao Paulo. In light of such connection, the progress of this lawsuit follows that of the aforementioned Popular Action (item "i" above).

i) Controlar

i. Public Civil Action for Administrative Misconduct No. 0044586-80.2011.8.26.0053, filed by the Sao Paulo Public Prosecution Office on November 25, 2011, before the 11th Lower Public Treasury Court of Sao Paulo against Controlar and other parties, with a motion for injunctive relief to suspend the performance of the concession agreement of Controlar, seize the defendants' assets as collateral for future compensation for damage allegedly caused, and removal of the Mayor from office.

The Lower Court partially granted the preliminary injunction ordering (i) the holding of a new bidding within 90 days relating to the services subject matter of the Controlar agreement, and (ii) freezing of vehicles and properties of all defendants.

The processing of the case, from the granting of the preliminary injunction, was divided. On the one side, by the several appeals against the preliminary injunction at the Higher and Supreme Courts, and, on the other side, in relation to the discussion of the merits of the case, at the Lower Court.

Regarding the discussion on the upholding or not of the aforementioned preliminary injunction, on January 11, 2012, it was partially suspended by the Superior Court of Justice under a decision ratified by the special court of the same court handed down on April 18, 2012. The lower court judge, due to the decision handed down by the Superior Court of Justice, annulled the freezing of the assets of all defendants.

On June 26, 2012, the Superior Court of Appeals of Sao Paulo (TJSP) tried the previous appeals filed by CCR, Controlar, and other parties against the same injunction, which were upheld to revoke the remaining part of the injunction, which required holding a new bidding. On June 27, 2012, the lower court judge rendered a decision confirming the unfreezing of the assets of all the defendants.

On July 29, 2014, the new judge appointed to entertain and decide the case rendered a decision reestablishing the order to freeze the defendants' assets. On August 15, 2014, the TJSP stayed the said decision, upholding the unfreezing of the defendants' assets.

On September 1, 2017, the court granted the annotation of the existence of this case in the records of the real estate properties that belong to the defendants. Interlocutory appeals were filed against such a decision, in which new injunctions were granted to stay the aforementioned annotation. However, the TJSP denied the defendants' appeals. Against the decision, a special appeal was filed, which was not admitted in a decision published on August 24, 2018. In view of that, on September 18, 2018, an interlocutory appeal in the special appeal was filed, which is pending trial.

On May 7, 2020, Justice Benedito Gonçalves, rendered a monocratic decision to convert the interlocutory appeal into a special appeal for better analysis of the matter. On June 25, 2020, a monocratic decision was handed down, which upheld the decision that authorized the annotation of the existence of this case in the records of the real estate properties that belong to the defendants. Against this decision, on July 10, 2020, an internal interlocutory appeal was filed, which is pending trial.

Going back to the discussion of the main issue, at the trial court, after the notification of all the defendants, on June 4, 2018, a decision was rendered determining the start of the period for prior defense. After the presentation of prior defense by the parties, a decision was handed down on January 21, 2019, accepting the lawsuit and determining the service of process upon the defendants to present their answer and start the pre-trial phase.

On November 28, 2019, an order was issued certifying the remanding of the case record to the 7th Lower Public Treasury Court of Sao Paulo, alleging a possible connection with Popular Action no. 0008456-91.2011.8.26.0053, in which Controlar does not appear as a party. After the parties expressed their opinion on the connection between the case and the referred Popular Action, the jurisdiction to entertain and try the case will be defined.

On March 25, 2022, Controlar filed a statement on the changes made by Law No. 8.249/95 and requested the termination of the lawsuit due to lack of interest in the suit. The judgment on the statement and on the capacity to entertain and decide the case in face of the capacity conflict indicated previously.

j) Renovias

i. Tariff Adjustment for 2013

In view of the decision of the Government of the State of Sao Paulo, which decided not to transfer to users of state highways the tariff adjustments set for July 1, 2013, according to the concession agreements in force, with the establishment of compensatory measures considered insufficient by the concessionaire, a court order was requested seeking the full economic and financial rebalancing of the concession agreement (Case No. 1060269-33.2017.8.26.0053).

On September 23, 2020, the judge ordered the notification of the parties about the expert report. On October 15, 2020, Renovias presented its statement, in response to the notification. On February 4, 2021, an order was rendered urging the expert to comment on the objections to the expert report. On July 14, 2021, the expert presented his clarifications. Renovias shall file its statement to expert clarification up to March 21, 2022.

Upon Renovias statement agreeing with the complementary expert opinion, on March 28, 2022, the State of Sao Paulo and ARTESP filed a new challenge to the expert clarifications. The examination of these statements by the judge, for eventual new summoning of the expert or rendering an award is awaited.

k) ViaRio

The following administrative proceedings regarding the realization of implementation investments provided for in the concession agreement have been filed and are underway within the municipal bodies:

i. Administrative Proceeding No. 06/370.645/2011 (Rio de Janeiro Department of Transportation)

On June 5, 2020, ViaRio received notice from Rio de Janeiro Municipal Department of Transportation (SMTR) to, within 10 days, present a prior defense regarding an alleged overprice of R\$ 1,049,116, indicated in the value of the construction works for the implementation of the Ligaç o Transol mpica, subject matter of concession agreement No. 038/2012.

On July 28, 2020, the prior defense was presented, in which ViaRio pointed out the occurrence of preemption, violation of the principles of adversary proceeding, opportunity to be heard, and due process of law, and, moreover, points out the undue disregard of validly constituted legal instruments, the existence of serious flaws in the techniques in the new budgeting proposed by the municipal authorities, as well as the violation of the principles of strict good faith, morality, legal certainty, and the disrespect for contractual and public notice provisions expressed in the redefinition of the value of the construction works several years after its completion. On February 22, 2021, the engineering expert evidence was presented.

On April 21, 2021, a letter was received from SMTR informing the suspension of the overpricing process until the end of the pre-trial phase of the PAR determined by the decision rendered in the Lawsuit for a Writ of Mandamus filed by the concessionaire. SMTR statement on previous defense and evidence submitted by ViaRio, as well as in face of other decision rendered in the cases mentioned in items "ii" and "iii" that were duly informed by ViaRio through petition, on January 18, 2022, about the PAR filing

and restating the filing request of the case before the SMTR are awaited. Such statements of ViaRio are pending analysis by the Municipality.

ii. Administrative Proceeding for Liability No. 02/2020 (Controller General of the Municipality)

On September 23, 2020, ViaRio received notice about the filing of Administrative Proceeding for Liability PAR/CGM No. 02/2020 regarding the facts addressed in Administrative Proceeding No. 06/370.645/2011, with a notice for the presentation of a written defense. After the application made by the concessionaire, the deadline was extended, so that it would begin after the granting of copies of the administrative proceeding, and the defense was submitted on October 29, 2020. On November 5, 2020, an order was rendered informing the conclusion of the evidentiary phase, notifying ViaRio to submit its closing arguments within 15 days.

In view of the decision that ordered the closing of the procedural evidentiary phase, the Action for a Writ of Mandamus No. 0269876-55.2020.8.19.0001 was filed before the 14th Lower Public Treasury Court of Rio de Janeiro. After the concession of the preliminary injunction, the judgment was rendered on November 24, 2020, to suspend the decision declaring that the PAR's evidentiary phase was closed, ensuring ViaRio the right to submit engineering expert evidence by February 22, 2021.

On February 22, 2021, the engineering expert evidence was presented. The Municipal General Counsel's Office was notified on January 10, 2021. On March 19, 2021, an administrative appeal was filed against the decision of the Integrity Program Evaluation Committee. On September 28, 2021, the final report of the administrative proceeding for liability Commission was rendered, concluding ViaRio's exculpation of the acts and facts raised in the PAR. On the same date, the Final Report was approved by the Controller General of the Municipality and sent to the Administrative General Counsel Office for demonstration on the legality, as well as with a proposal to close the case.

On January 4, 2022, a final decision was rendered by the Controller General of the Municipality of Rio de Janeiro (CGM Technical Order No. 001/2021), through the (i) exclusion of the legal entities investigated under PAR, in view of the lack of evidence of harmful acts; and consequent (ii) filing of PAR. Such decision was published on the Municipality's Official Gazette on January 6, 2022. On March 10, 2022, Service of Summons No. 02/2022 to communicate ViaRio on the filing decision. The definite filing of the case records is awaited.

iii. Case No. 40/100615/2020 (Audit Court of the Municipality)

On September 23, 2020, ViaRio received notice from the Municipality's Audit Court to comment on the facts presented in the Complaint filed by the Controller General of the Municipality about the facts mentioned in the Administrative Proceeding No. 06/370.645/2011. The case was converted into an audit and, on October 15, 2020, ViaRio presented its statement in response to the notice. The audited municipal bodies also presented the requested information and documentation to the Municipality's Audit Court.

As a result of the audit, the 2nd General Supervision of External Control provided its opinion, on December 10, 2020, for the dismissal of the complaint, suggesting subsequent shelving. On December 11, 2020, the General Supervision expressed its agreement with the proposed dismissal of the complaint. The Special General Counsel Office presented its opinion on January 21, 2021, in the sense that the complaint was

groundless. On May 7, 2021, the virtual trial session at the Municipality's Audit Court concluded on the dismissal of the Complaint. There was no appeal, and on May 11, 2021, the case records were issued to the filing service.

iv. Case No. 0189152-64.2020.8.19.0001 - Popular Action - nullity of the concession agreement

It is a Popular Action assigned on September 30, 2020, against the Municipality of Rio de Janeiro and ViaRio, aiming at declaring the nullity of concession agreement No. 38/2012 and its addenda, as well as sentencing ViaRio to repair alleged damage to the Treasury. On November 30, 2020, ViaRio was served with process, and submitted its answer on February 1, 2021. On March 30, 2021, ViaRio expressed its opinion in the sense that it does not have evidence to produce. On June 15, 2021, a judgment was handed down, accepting the preliminary argument of preemption to dismiss the case. The plaintiff and the Municipality filed an appeal. On March 24, 2022, ViaRio filed brief on the appeal of the final judgement. Pending trial.

v. Tax adjustments of 2019, 2020 and 2021

On January 14, 2020, a lawsuit was filed (case records No. 0008676-31.2020.8.19.0001) referring to the application of the tariff adjustment related to 2019. The adjustment was authorized by interlocutory relief granted on December 9, 2020. Thus, the Municipality of Rio de Janeiro filed an interlocutory appeal, which was maintained by decision granted on September 16, 2021. The case is under pre-trial phase, at lower court.

On February 10, 2021, a lawsuit was filed (case records No. 0029312-81.2021.8.19.0001) referring to the application of the tariff adjustment related to 2020. In this case, the interlocutory appeal was not granted on lower court. In face of this decision, ViaRio filed an interlocutory appeal (interlocutory appeal No. 21462-76.2021.8.19.0000), whose trial is awaited. Upon this scenery, ViaRio has not applied the tariff adjustment corresponding to 2000.

On March 15, 2022, a lawsuit was filed (case records No. 0059071-56.2022.8.0001) referring to the application of the tariff adjustment related to 2021. The interlocutory appeal was again not granted in the lower court, an interlocutory appeal was filed against such decision on April 13, 2022 (interlocutory appeal No. 0025997-14.2022.8.19.0000). The examination of the interlocutory relief filed by the concessionaire is awaited. Upon this scenery, ViaRio has not applied the tariff adjustment corresponding to 2021.

In view of the cases reported in items "i", "ii" and "iii" above, in addition to the legal statements presented in the context of each case, the Company, together with its Compliance department, carried out internal verification with the support of a company specialized in Forensic work and an engineering company and has adopted procedures to verify whether the facts alleged by the municipal authorities occurred. There is no evidence proofing that those allegations occurred. Considering that the analyzes within the scope of the Municipality's Audit Court and the Administrative Proceeding for Liability are fully concluded, as well as the evolution of the information and evidence collected, the Company's governance evaluated and concluded that there is no obstacle, in these circumstances, to the issuance of these review of interim financial.

D) VLT Carioca

i. Concession agreement termination

On July 3, 2019, VLT Carioca filed a lawsuit for the termination of the concession agreement (with a request for interlocutory relief), case no. 0159841-62.2019.8.19.0001, against the Municipality of Rio de Janeiro and Companhia de Desenvolvimento Urbano da Região do Porto (CDURP), seeking the termination of the Public-Private Partnership Contract, in the sponsored concession modality (CVL No. 010008/2013), signed between the parties, due to contractual default by the Concession Grantor and the Municipality of Rio de Janeiro, as well as the sentencing of the Municipality to pay compensation for losses and damage and loss of profits, to be calculated on the occasion of the judgment settlement.

VLT Carioca also requests, as preliminary injunction, that the Concession Grantor be required to immediately comply with certain overdue legal and contractual obligations, as well as to implement the subsidiary guarantee of the concession agreement, enabling the continuity of the provision of the government service until final and unappealable decision of the lawsuit. On July 10, 2019, the preliminary injunction requested by the VLT Carioca was denied.

On September 26, 2019, after defendants' defenses were presented, the case was referred to be analyzed by the judge. On October 9, 2019, VLT Carioca signed with the Concession Grantor a Memorandum of Understanding (MOU), subsequently ratified by the shareholders of VLT Carioca on December 19, 2019, and which, among other provisions, allowed Stage 3B to be inaugurated on October 26, 2019, and allowed the suspension of the lawsuit in due course and according to the convenience of VLT Carioca.

On October 10, 2019, a decision was rendered granting the preliminary interlocutory relief to order the defendants to implement and arrange for the operation of the subsidiary guarantee of the concession agreement, in order to comply with the legal and contractual obligations undertaken, under penalty of a daily fine. The defendants filed motions against the preliminary injunction, which were rejected on January 7, 2020. Due to the rejection of the motions, CDURP and the Municipal Government filed interlocutory appeals, respectively on February 7 and March 9, 2020.

On May 22, 2020, a preliminary injunction was granted, subject to a request submitted by VLT Carioca, for partial disbursement of the amount to be insured by the performance bond.

On July 3, 2020, the decision on the interlocutory appeal filed by CDURP was published, suspending the effects of the decision rendered on October 10, 2019. Against this decision, on July 9, 2020, VLT Carioca filed an internal interlocutory appeal with a request for reconsideration and, on July 24 and 29, 2020, VLT Carioca presented appellee's brief to the interlocutory appeals filed by CDURP and the Municipality, respectively. The Public Prosecution Office presented opinions favorable to VLT Carioca, due to the dismissal of the interlocutory appeals, both in October 2020. The Municipality's interlocutory appeal was dismissed by the Rio de Janeiro Superior Court of Appeals in a trial session that took place on February 12, 2021. CDURP's interlocutory appeal, on the other hand, is suspended due to the request for access to the case records by one of the judges.

On May 7, 2021, the request made by the Municipality under the Suspension of Preliminary Injunction No. 2927 was granted by the President of the Superior Court of

Justice, suspending the appellate decision of the Superior Court of Appeals of the State of Rio de Janeiro that confirmed the preliminary injunction granted at the origin. On May 31, 2021, VLT Carioca filed an internal interlocutory appeal against this decision, which was dismissed. On February 1, 2022, VLT Carioca filed motions for clarification against the decision that denied the granting of internal interlocutory appeal, which is still pending.

At the origin, on November 4, 2020, the statement of the parties as evidence was determined. On November 19, 2020, CDURP reported that it had no evidence to produce, and the Municipality did not make a statement as evidence, which was certified on December 7, 2020. On November 30, 2020, VLT Carioca required the production of engineering expert evidence and accounting expert evidence, as well as supervening documentary evidence. The Public Prosecution Office, on December 9, 2020, did not oppose to VLT Carioca's requests for evidence.

On January 12, 2021, a decision was rendered approving VLT Carioca's request for the production of supervening documentary evidence within 10 days and requesting its statement to clarify the request for accounting and engineering expert evidence, which was done by VLT Carioca within the deadline set.

On January 14, 2021, the Public Prosecution Office stated to be aware of the decision. On February 18, 2021, a pre-trial order was rendered granting the production of the expert evidence and determining the attachment of the documentary evidence directly to the electronic case record.

Pending progress of the procedural evidentiary phase.

The Company and the investees' Management reiterate their trust on the current legal procedures, applicable to concession agreements.

The interim financial statements of the investees and of the parent company do not include any adjustments from these proceedings since up to date there has been no unfavorable outcome or trend for any of them, except for the topic related to the "New auction" in MSVia.

12. Fixed Assets – Consolidated

	Average annual depreciation rate %	12/31/2021		03/31/2022				
		Opening balance	Additions	Write-offs	Transfers (a)	Other	Exchange-rate variation	Closing balance
Cost value								
Furniture and fixtures		92,268	-	(595)	744	-	(1,896)	90,521
Machinery and equipment		588,619	111	(3,012)	7,138	(3)	(12,450)	580,403
Vehicles		173,698	-	(5,139)	2,339	(353)	447	170,992
Facilities and buildings		38,426	-	-	19	-	(256)	38,189
Land		415,713	-	-	-	-	-	415,713
Operating equipment		750,688	-	(207)	8,086	(459)	-	758,108
Vessels		56,315	-	-	-	-	(9,488)	46,827
Optical fiber		28,483	-	-	-	-	-	28,483
Construction in process		138,891	25,157	(28)	(18,208)	388	-	146,200
Total cost		2,283,101	25,268	(8,981)	118	(427)	(23,643)	2,275,436
Depreciation amount								
Furniture and fixtures	10	(51,075)	(1,801)	591	60	-	488	(51,737)
Machinery and equipment	13	(439,285)	(12,117)	3,179	(37)	-	8,370	(439,890)
Vehicles	24	(140,035)	(4,516)	4,926	(25)	-	(942)	(140,592)
Facilities and buildings	3	(11,734)	(428)	-	-	-	(534)	(12,696)
Operating equipment	12	(605,256)	(11,276)	207	-	-	-	(616,325)
Vessels	2	(49,110)	(290)	-	-	-	8,305	(41,095)
Optical fiber	5	(7,288)	(357)	-	-	-	-	(7,645)
Total depreciation		(1,303,783)	(30,785)	8,903	(2)	-	15,687	(1,309,980)
Grand total		979,318	(5,517)	(78)	116	(427)	(7,956)	965,456

		12/31/2020	12/31/2021					
	Average annual depreciation rate%	Opening balance	Additions	Write-offs	Transfers (a)	Other	Conversion adjustments	Closing balance
Cost value								
Furniture and fixtures		80,181	96	(2,399)	13,357	(284)	1,317	92,268
Machinery and equipment		571,376	3,170	(22,663)	58,027	(28,357)	7,066	588,619
Vehicles		167,636	904	(23,993)	34,768	(5,898)	281	173,698
Facilities and buildings		26,354	-	-	11,279	-	793	38,426
Land		418,207	-	(1,640)	(854)	-	-	415,713
Operating equipment		686,549	-	(15,159)	93,545	(14,247)	-	750,688
Vessels		56,822	-	-	-	-	(507)	56,315
Optical fiber		24,717	-	(19)	3,785	-	-	28,483
Construction in process		175,916	142,077	(574)	(178,531)	3	-	138,891
Total cost		<u>2,207,758</u>	<u>146,247</u>	<u>(66,447)</u>	<u>35,376</u>	<u>(48,783)</u>	<u>8,950</u>	<u>2,283,101</u>
Depreciation amount								
Furniture and fixtures	10	(46,136)	(6,579)	2,213	(52)	-	(521)	(51,075)
Machinery and equipment	13	(393,852)	(59,142)	20,065	(1,158)	-	(5,198)	(439,285)
Vehicles	24	(129,518)	(34,229)	23,608	156	-	(52)	(140,035)
Facilities and buildings	3	(9,419)	(1,936)	-	-	-	(379)	(11,734)
Operating equipment	12	(558,590)	(59,959)	13,471	(178)	-	-	(605,256)
Vessels	2	(48,295)	(1,258)	-	-	-	443	(49,110)
Optical fiber	5	(5,976)	(1,316)	4	-	-	-	(7,288)
Total depreciation		<u>(1,191,786)</u>	<u>(164,419)</u>	<u>59,361</u>	<u>(1,232)</u>	<u>-</u>	<u>(5,707)</u>	<u>(1,303,783)</u>
Grand total		<u>1,015,972</u>	<u>(18,172)</u>	<u>(7,086)</u>	<u>34,144</u>	<u>(48,783)</u>	<u>3,243</u>	<u>979,318</u>

(a) Reclassifications between fixed assets and intangible assets

Loan costs at the amount of R\$ 1,619 on March 31, 2022 (R\$ 608 on March 31, 2021) were added to the fixed assets. The average capitalization rates in the quarters ended on March 31, 2022, and 2021 were 0.68% p.a. and 0.60% p.a., respectively (cost of loans divided by the average balance of loans, financing, debentures, and promissory notes).

13. Intangible assets and infrastructure under construction - Consolidated

	12/31/2021	03/31/2022					Closing balance
	Opening balance	Additions	Write-offs	Transfers (a)	Other	Conversion adjustment	
Cost value							
Rights of exploration of granted infrastructure	23,501,755	31,115	-	113,451	5,235,946 (e)	(346,872)	28,535,395
Rights of exploration of granted infrastructure - Barcas	279,192	-	-	-	-	-	279,192
Software licenses	323,357	142	(250)	12,315	(8) (e)	(2,326)	333,230
Software licenses in progress	33,182	6,978	(10)	(7,426)	(51) (e)	-	32,673
Development costs of computer system	37,594	-	-	(5,007)	-	-	32,587
Assignment of optical fiber and connectivity	112,527	-	-	-	(359) (e)	-	112,168
Concession right	7,620,611	34,752 (j)	-	-	-	-	7,655,363
Transmission of radiofrequency data	5,549	-	-	-	-	-	5,549
Concession right from business acquisition and goodwill							
Aeris	286,742	-	-	-	-	(41,712)	245,030
ViaQuatro	641,484	-	-	-	-	-	641,484
RDN	14,988	-	-	-	-	-	14,988
SPVias	1,167,354	-	-	-	-	-	1,167,354
Barcas	11,382	-	-	-	-	-	11,382
ViaOeste	251,709	-	-	-	-	-	251,709
VLT Carioca	14,530	-	-	-	-	-	14,530
Quiport Holding	33,656	-	-	-	-	(5,082)	28,574
Curaçao International Airport	114,613	-	-	-	-	(10,883)	103,730
TAS (d)	114,298	-	-	-	-	(17,261)	97,037
Total cost	34,564,523	72,987	(260)	113,333	5,235,528	(424,136)	39,561,975

	Annual average amortization rate %	12/31/2021		03/31/2022			Closing balance	
		Opening balance	Additions	Write-offs	Transfers (a)	Other		Conversion adjustment
Amortization Value								
Rights of exploration of granted infrastructure	(b)	(12,477,294)	(283,986)	-	-	4,496	285,661	(12,471,123)
Rights of exploration of granted infrastructure - Barcas	(c)	(262,571)	(3,579)	-	-	96	-	(266,054)
Software licenses	20	(255,727)	(8,251)	250	(5,005)	425	1,062	(267,246)
Development costs of computer system	20	(37,259)	(65)	-	5,007	-	-	(32,317)
Assignment of optical fiber and connectivity	(f)	(77,603)	(1,791)	-	-	-	-	(79,394)
Concession right	(b)	(208,983)	(19,741)	-	-	-	-	(228,724)
Transmission of radiofrequency data	(f)	(4,817)	(170)	-	-	-	-	(4,987)
Concession right from business acquisition and goodwill								
Aeris (c)		(123,148)	(8,696)	-	-	-	18,332	(113,512)
ViaQuatro (b)		(131,553)	(6,372)	-	-	-	-	(137,925)
RDN (b)		(14,990)	-	-	-	-	-	(14,990)
SPVias (b)		(601,974)	(17,818)	-	-	-	-	(619,792)
ViaOeste (b)		(229,679)	(5,048)	-	-	-	-	(234,727)
Barcas (c)		(10,132)	(269)	-	-	-	-	(10,401)
VLT Carioca (b)		(1,350)	(151)	-	-	-	-	(1,501)
Quiport Holdings (c)		(8,138)	(314)	-	-	-	1,258	(7,194)
Curaçao International Airport (c)		(53,813)	(1,281)	-	-	-	4,789	(50,305)
Total amortization		(14,499,031)	(357,532)	250	2	5,017	311,102	(14,540,192)
Total intangible asset		20,065,492	(284,545)	(10)	113,335	5,240,545	(113,034)	25,021,783
Intangible assets under construction		1,277,316	286,108	(18,019)	(113,451)	(19,113)	(95,243)	1,317,598

	12/31/2020	12/31/2021					
	Opening balance	Additions	Write-offs	Transfers (a)	Other (h)	Conversion adjustment	Closing balance
Cost value							
Rights of exploration of granted infrastructure	21,577,221	1,287,064 (g)	(8,376)	1,954,642	(1,509,337)	200,541	23,501,755
Rights of exploration of granted infrastructure - Barcas	272,143	-	(118)	135	7,032	-	279,192
Software licenses	267,971	1,497	(3,520)	57,303	(855)	961	323,357
Software licenses in progress	74,225	35,673	(325)	(76,003)	(388)	-	33,182
Development costs of computer system	37,390	-	-	204	-	-	37,594
Assignment of optical fiber and connectivity	117,533	26,500	-	-	(31,506)	-	112,527
Concession right	1,613,314	6,007,297	-	-	-	-	7,620,611
Transmission of radiofrequency data	5,140	409	-	-	-	-	5,549
Concession right from business acquisition and goodwill							
Aeris	267,745	-	-	-	-	18,997	286,742
ViaQuatro	641,484	-	-	-	-	-	641,484
RDN	14,988	-	-	-	-	-	14,988
SPVias	1,167,354	-	-	-	-	-	1,167,354
Barcas	11,382	-	-	-	-	-	11,382
ViaOeste	251,709	-	-	-	-	-	251,709
VLT Carioca	14,530	-	-	-	-	-	14,530
Quiport Holding	31,341	-	-	-	-	2,315	33,656
Curaçao International Airport	109,656	-	-	-	-	4,957	114,613
TAS (d)	106,437	-	-	-	-	7,861	114,298
Total cost	<u>26,581,563</u>	<u>7,358,440</u>	<u>(12,339)</u>	<u>1,936,281</u>	<u>(1,535,054)</u>	<u>235,632</u>	<u>34,564,523</u>

	Annual average amortization rate %	12/31/2020	12/31/2021					
		Opening balance	Additions	Write-offs	Transfers (a)	Other (h)	Conversion adjustment	Closing balance
Amortization value								
Rights of exploration of granted infrastructure	(b)	(9,702,342)	(2,654,404) (g)	59	560	4,488	(121,167)	(12,477,294)
Rights of exploration of granted infrastructure - Barcas	(c)	(245,963)	(16,608)	104	-	-	-	(262,571)
Software licenses	20	(220,891)	(35,216)	425	672	-	(292)	(255,727)
Development costs of computer system	20	(36,794)	(465)	-	-	-	-	(37,259)
Assignment of optical fiber and connectivity	(f)	(59,344)	(18,259)	-	-	-	-	(77,603)
Concession right	(b)	(160,436)	(48,547)	-	-	-	-	(208,983)
Transmission of radiofrequency data	(f)	(3,996)	(821)	-	-	-	-	(4,817)
Concession right from business acquisition and goodwill								
Aeris (c)		(80,620)	(35,834)	-	-	-	(6,694)	(123,148)
ViaQuatro (b)		(103,989)	(27,564)	-	-	-	-	(131,553)
RDN (b)		(13,787)	(1,203)	-	-	-	-	(14,990)
SPVias (b)		(529,416)	(72,558)	-	-	-	-	(601,974)
ViaOeste (b)		(208,604)	(21,075)	-	-	-	-	(229,679)
Barcas (c)		(9,056)	(1,076)	-	-	-	-	(10,132)
VLT Carioca (b)		(735)	(615)	-	-	-	-	(1,350)
Quiport Holdings (c)		(6,333)	(1,293)	-	-	-	(512)	(8,138)
Aeroporto Internacional de Curaçao (c)		(46,567)	(5,231)	-	-	-	(2,015)	(53,813)
Total amortization		<u>(11,428,873)</u>	<u>(2,940,769)</u>	<u>588</u>	<u>1,232</u>	<u>4,488</u>	<u>(130,680)</u>	<u>(14,494,014)</u>
Total intangible asset		<u>15,152,690</u>	<u>4,417,671</u>	<u>(11,751)</u>	<u>1,937,513</u>	<u>(1,530,566)</u>	<u>104,952</u>	<u>20,070,509</u>
Infrastructure under construction		<u>1,153,352</u>	<u>2,127,440</u>	<u>(4,780)</u>	<u>(1,971,657)</u>	<u>(37,886)</u>	<u>10,847</u>	<u>1,277,316</u>

- (a) Reclassifications among fixed assets, infrastructure in progress and intangible assets;
- (b) Amortization based on the economic benefit curve;
- (c) Straight-line amortization according to the concession period;
- (d) Not amortized. Undefined useful life;
- (e) The amount of R\$5,221,432 refers mainly to:
 - R\$ 5,254,058 refers to AutoBAn, ViaOeste and SPVias subsidiaries which entered the Collective Modifying Amendment Term No. 01/2022 (Definitive Agreement), to their respective concession agreements, setting new final economic and financial imbalances values set forth in the Preliminary Agreement signed on June 29, 2021.

In the specific case of AutoBAn, in view of the remaining regulatory balance existence favorable to the concessionaire, its concession agreement was irrevocably and irreversibly extended up to December 31, 2037.

The updated fair value (R\$ 5,254,058) this right was measured in reference due to the final amount entered into the Parties in the Definitive Agreement, whose regulatory calculations followed the normative rules and regulatory methods applicable in addition to negotiable variable. The right was recognized as intangible asset in consideration to revenues because there is no obligation assumption to additional construction works execution.

- R\$ 9,902 transferred to the financial assets as a result of reimbursements from the Concession Grantor at BH Airport;
 - Reimbursement of loss occurred at Metrô Bahia, ViaSul and ViaCosteira, in the total amount of R\$ 10,253;
 - Contract adjustments of VLT and SAMM in the total amount of R\$8,999; and
 - Transfer of R\$ 8,108 to the financial asset on MSVia.
- (f) Straight-line amortization according to the term of the agreements;
 - (g) In 2021, it mainly refers to the payment of R\$ 1,200,000 provided for under the Collective Preliminary Addendum No. 1, executed on June 29, 2021, among the concessionaires AutoBAn, ViaOeste, and SPVias and the Concession Grantor. The amortization of this amount is calculated, considering the economic benefit curve, from the beginning of the extended terms of the concessions defined in the 2006 TAMs and subsequent ones, until the current term for termination of the concessions. Given that part of these terms has already elapsed, the balance of the corresponding amortization, in the amount of R\$ 531,437, was appropriated to the result on the same date when it was recorded as an asset, while the remaining portion of R\$ 668,563 will be amortized by the final term of each concession;
 - (h) In 2021, the net value of reductions, in the amount of R\$ 1,568,452, refers mainly to: (i) R\$ 1,441,627 transferred to the financial assets due to the expectation of reimbursements at MSVia, in view of the new auction of the concession (law no. 13.448/2017); (ii) R\$ 47,465 transferred to the financial assets as a result of reimbursements from the Concession Grantor at BH Airport; and (iii) reimbursements for losses incurred in Metrô Bahia and BH Airport, in the total amount of R\$ 14,160;
 - (i) It refers mainly to the construction works shown below;

Segment	Construction work
Urban Mobility	Rolling stock -acquisition of 36 trains and spare parts (delivery of 31 trains and spare parts in 2023 and 5 trains in 2024) of the Alstom agreement. (Linhas 8 e 9)
Highway	Implementation of Highway - Km 19+700 to 24+400 - both ways (Padroeira – Raposo) and reimplanting of noise barriers in the padroeira construction work section between Km 19+750 to 24+400. (RodoAnel Oeste)
	Research to expand the construction work of Marginal SP-280 Castelo Branco, named Marginal km 23+020 to 25+700 ML and MO and implantation of new access to Osasco. In addition, we highlight the construction works set forth in duplication agreement of the SP-270 Raposo Tavares of km 67+000 to km 87+200 and alternative bypass of Brigadeiro Tobias, as well as construction works of the Dispositivo do Sertanejo and Hospital de Sorocaba, expanded under the terms of Modifying Addenda 23/2021 and 24/2021, respectively (ViaOeste).
	Duplication of BR-386 km 324+100 throughout km 324+100 and km 344+400, completion of the supervisory general offices (PGF) in the BR-101, implantation conclusion of the footbridges in the BR-101/RS in the km 62+390, km 78+050 and km 9+220, implantation of the security devices and signalization throughout the highway and recovery of slopes in the BR-101 km 29 S and km 34,8 S (ViaSul)
Airports	Construction of new hangar, new business building and terminal expansion.

(j) Refers to Pampulha's fixed concession fee in the amount of R\$ 34,752;

Loan costs in the amount of R\$ 18,580 in the semester ended March 31, 2022 (R\$ 26,942 in the semester ended March 31, 2021) were added to intangible assets. The average capitalization rates in the quarters ended on March 31, 2022, and 2021 were 0.68% p.a. and 0.60% p.a., respectively (cost of loans divided by the average balance of loans, financing, debentures, and promissory notes).

In the quarters ended on March 31, 2022, and 2021, there are no hedge accounting gain/loss related to intangible assets.

14. Lease - Consolidated

a. Right of use in lease

	12/31/2021		03/31/2022	
	Opening balance	Depreciation	Conversion adjustment	Closing balance
Machinery and equipment	30,012	(3,051)	(4,524)	22,437
Vehicles	3,297	(754)	(129)	2,414
Facilities and buildings	88,862	(5,521)	(12,586)	70,755
Operating equipment	35,181	(2,688)	(153)	32,340
	<u>157,352</u>	<u>(12,014)</u>	<u>(17,392)</u>	<u>127,946</u>

b. Lease liability

	03/31/2021		03/31/2022			
	Opening balance	Constitution (reversal) of provision to the present value	Payments	Transfers	Conversion adjustment	Closing balance
Current	47,145	2,407	(13,394)	8,811	(5,351)	39,618
Non-current	125,664	190	-	(8,811)	(15,398)	101,645
	<u>172,809</u>	<u>2,597</u>	<u>(13,394)</u>	<u>-</u>	<u>(20,749)</u>	<u>141,263</u>

The calculation of the present value was made considering a nominal interest rate of 7.08% p.a. for lease agreements executed in Brazil and 6.20% p.a. for lease agreements executed in the United States. The rates are equivalent to those for issuance of debt in the market with equivalent terms and maturities.

In the quarter ended on March 31, 2022, an amount of R\$ 1,565 was recognized as rental expense (R\$ 883 on March 31, 2021), arising from leases not recognized as such, given their short-term nature.

Schedule - non-current

2023	32,018
2024	29,214
2025	24,527
2026	15,585
2027 onwards	301
	<u>101,645</u>

15. Loans and financing

Company	Financial institutions	Contractual rates	Transaction cost effective rate (% p.a.)	Transaction costs incurred	Balance of the costs to be allocated 03/31/2022	Final maturity	03/31/2022	12/31/2021	
1a CCR	Santander (Working Capital)	CDI rate + 3.47% p.a.	4.5603% (a)	-	-	May 2023	-	463,424	(i)
CCR	Bank of America (b)	USD + 1.66% p.a.	N/I	-	-	August 2023	584,721	711,518	(i)
Sub-total of the parent company					-	-	584,721	1,174,942	
MSVia	BNDES - FINEM I	TJLP + 2.00% p.a.	2.2338% (a)	17,013	10,132	March 2039	631,889	640,754	(e) (g) (c)
MSVia	Caixa Econômica Federal	TJLP + 2.00% p.a.	2.1918% (a)	2,598	1,595	March 2039	120,499	122,194	(e) (g) (c)
MSVia	Caixa Econômica Federal	TJLP + 2.00% p.a.	2.4844% (a)	2,671	1,650	March 2039	49,204	49,883	(e) (g) (c)
Metrô Bahia	BNDES - FINEM II	TJLP + 3.18% p.a.	3.4364% (a)	43,108	27,348	October 2042	2,633,906	2,643,488	(e) (f) (c)
Metrô Bahia	BNDES	TJLP	N/I	-	-	October 2042	3,292	3,311	(e) (f) (c)
Metrô Bahia	BNDES - FINEM II	TJLP + 4% p.a.	4.3450% (a)	13,085	9,469	October 2042	714,772	717,045	(e) (f) (c)
Metrô Bahia	BNDES	TJLP + 3.40% p.a.	3.4979% (a)	8,871	8,565	October 2042	446,986	448,646	(e) (f) (c)
BH Airport	BNDES - TJLP (Sub-loan A and B) (*)	TJLP + 2.31% p.a.	2.3814% (a)	2,164	1,440	December 2035	456,713	460,996	(d) (h) (c) (e)
VLT Carioca	BNDES - FINEM I (Sub-loan A and C)	TJLP + 3.44% p.a.	3.8659% (a)	18,490	9,454	November 2035	879,304	886,748	(e) (f) (c)
VLT Carioca	BNDES - FINEM I - Sub-loan B	6.14% p.a.	N/I	-	-	November 2035	38,580	39,034	(e) (f) (c)
2a Pampulha	Itaú (Working Capital)	CDI + 2.20% p.a.	N/I	-	-	July de 2024	10,293	-	(e)
CAP	Maduro and Curie's Bank	USD + 4.2% p.a.	N/I	-	-	March 2031	208,535	250,511	(e)
3a Aeris Holding	Bank of America	USD + 7.25% p.a.	N/I	-	-	November 2025	-	599,439	(e)
3b Aeris Holding	Santander	USD + 4.6% p.a.	N/I	15,065	-	December 2025	620,717	-	(e)
Grand total					69,653	7,399,411	8,036,991		
					Parent company		Consolidated		
					03/31/2022	12/31/2021	03/31/2022	12/31/2021	
Current									
Loans and financing					1,009	6,426	538,984	800,207	
Fair value					8,824	10,517	8,824	10,517	
Transaction costs					-	(1,213)	(7,268)	(11,324)	
					9,833	15,730	540,540	799,400	
Non-current									
Loans and financing					591,550	1,165,323	6,937,918	7,312,300	
Fair value					(16,662)	(5,591)	(16,662)	(5,591)	
Transaction costs					-	(520)	(62,385)	(69,118)	
					574,888	1,159,212	6,858,871	7,237,591	

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

- (a) The actual cost of these transactions refers to costs incurred in the issuance of securities and does not consider post-fixed rates since interest and principal will be settled at the end of the transaction and the applicable future rates are not known on the date of each transaction. These rates will only be known as each transaction period elapses. When a transaction has more than one series/tranche, it is presented at the weighted average rate.
- (b) Transaction is being measured at fair value through result, according to hedge accounting methods (hedge of fair value). See explanatory note 23 for further details;
- (*) The balance of the sub-loan A is presented in the short term.

Guarantees:

- (c) Assignment of bank accounts, indemnities, and receivables;
- (d) CCR accommodation/corporate bond proportional to its direct/indirect equity participation;
- (e) Tangible guarantee;
- (f) Equity support from CCR (Equity Support Agreement - ESA) and CCR guarantee until completion.
- (g) 100% accommodation/corporate bond from CCR.
- (h) Other concessionaire partner accommodation/corporate bond, proportional to its direct/indirect equity participation; and
- (i) There are no guarantees.

Disbursements schedule (non-current)

	03/31/2022	
	Parent company	Consolidated
2023	591,550	715,410
2024	-	202,563
2025	-	204,794
2026 onwards	-	5,815,151
(-) Fair value	(16,662)	(16,662)
(-) Transaction costs	-	(62,385)
Total	574,888	6,858,871

The Company and its investees have financial agreements, such as loans and financing, among others, with *cross* default and/or cross acceleration sections, establishing early maturity date if they are in default of amounts due in other agreements signed by them, or in case the early maturity of these contracts occurs. The indicators are constantly monitored in order to avoid the execution of such provisions. There are no covenants breach related to the loans and financing, except for the mentioned below:

- On December 31, 2021, the Net Debt/Adjusted EBITDA ratio, calculated by CCR, was higher than the maximum established in the BH Airport financing agreement with BNDES, which is 3.5. In view of the non-compliance with this covenant, in order to avoid default on the contract, the concessionaire must present a bank guarantee by June 30, 2022. At the moment, the concessionaire is in discussions with BNDES, to obtain a waiver of presentation of a letter of guarantee,

consequently, the part of debt equivalent to the CCR participation in the BH Airport is reported in current liabilities until the covenant is met or the waiver is obtained.

In the quarter ended on March 31, 2022, there were the transactions below:

1. CCR

- a. On February 15, 2022, the loan was settled in advance.

2. Pampulha

- a. On January 3, 2022, a Bank Credit Note (CCB) was contracted with Banco Itaú Unibanco, in the amount of R\$ 10,000. The remuneration is CDI rate + 2.20% p.a. The principal and interest shall be paid in a single installment, in the maturity date, on July 3, 2024.

3. Aeris

- a. On February 16, 2022, the loan was settled in advance.
- b. On February 15, 2022, an agreement was entered into with Banco Santander, amounting USD 130,000 thousand, with remuneration of 4.6% p.a. + SOFR (*Secured Overnight Financing Rate*). The interest is being monthly paid since February 16, 2022, and the amortization of the principal shall occur in the maturity date on December 14, 2025. The loan has CCR guarantee.

For further details on the other loans and financing, see explanatory note 16 to the financial statements as on December 31, 2021.

16. Debentures and promissory notes

Company	Series	Contractual rates	Transaction cost effective rate (% p.a.)	Transaction costs incurred	Balances of unallocated costs 03/31/2022	Final maturity	03/31/2022	12/31/2021	
1d CCR	11th Issuance - 2nd series	CDI rate + 0.95% p.a.	1.0644% (a)	3,249	-	November 2022	-	335,199	(d)
CCR	11th Issuance - 3rd series	CDI rate + 1.50% p.a.	1.5812% (a)	1,910	666	November 2024	405,229	394,096	(d)
CCR	11th Issuance - 4rd series (c)	IPCA + 6% p.a.	6.096% (a)	866	-	November 2024	236,001	225,355	(d)
CCR	12th Issuance - single series	CDI rate + 1.80% p.a.	1.9673% (a)	6,388	3,587	December 2025	823,209	799,785	(j)
1c CCR	13th Issuance - single series	CDI rate + 3.20% p.a.	4.5661% (a)	7,825	-	May 2022	-	705,929	(d)
CCR	14th Issuance - 1st series	CDI rate + 2.20% p.a.	4.6700% (a)	3,580	2,723	December de 2026	494,134	479,609	(d)
CCR	14th Issuance - 2nd series (c)	IPCA + 4.25% p.a.	4.6700% (a)	10,167	-	December de 2028	539,542	520,394	(d)
CCR	15th Issuance - 1st series	IPCA + 4.88% p.a.	5.2606% (a)	18,180	-	November de 2033	578,447	560,584	(d)
1a CCR	16th Issuance - 1st series	CDI rate + 1.70% p.a.	2.1144% (a)	39,099	38,080	January de 2029	1,687,405	-	(d)
1a CCR	16th Issuance - 2nd series	IPCA + 6.4370% p.a.	6.7358% (a)	39,099	38,716	January de 2036	1,717,603	-	(d)
1b CCR	4th Issuance - (Promissory notes) - 1st serie	CDI rate + 1.30% p.a.	1.3872% (a)	3,095	-	December de 2023	-	1,203,622	(d)
CCR	4th Issuance - (Promissory notes) - 2nd serie	CDI rate + 1.30% p.a.	1.3872% (a)	1,651	1,518	December de 2023	659,766	641,932	(d)
1b CCR	4th Issuance - (Promissory notes) - 3rd serie	CDI rate + 1.30% p.a.	1.3872% (a)	774	-	December de 2023	-	300,905	(d)
CCR	4th Issuance - (Promissory notes) - 4rd serie	CDI rate + 1.30% p.a.	1.3872% (a)	413	380	December de 2023	164,941	160,483	(d)
				-					
	Sub-total of the parent company				85,670		7,306,277	6,327,893	
SPVias	6th Issuance - single series (c)	115% of the CDI rate	0.0460% (b)	1,291	-	August de 2022	157,054	318,555	(i)
SPVias	9th Issuance - single series	CDI rate + 2% p.a.	2.0026% (a)	4,074	2,820	March de 2026	487,686	498,522	(e)
SPVias	10th Issuance - single series	CDI rate + 1.85% p.a.	1.9281% (a)	1,594	1,574	August de 2026	487,536	493,937	(e)
2a SPVias	11th Issuance - single series	CDI rate + 1.90% p.a.	2.0107% (a)	751	748	February de 2027	161,922	-	(e)
ViaLagos	5th Issuance - single series	CDI rate + 2.80% p.a.	3.0762% (a)	1,658	756	July de 2023	219,826	222,706	(d)
RodoAnel Oeste	6th Issuance - single series	120% do CDI	0.076% (b)	3,171	339	April de 2024	336,756	327,143	(e)
RodoAnel Oeste	6th Issuance - single series (c)	120% do CDI	0.076% (b)	-	-	April de 2024	342,267	332,733	(e)
Samm	13th Issuance - (Promissory notes)	CDI rate + 1.30% p.a.	1.7897% (a)	168	18	April de 2022	37,699	36,634	(e)
ViaOeste	8th Issuance - single series	CDI rate + 1.35% p.a.	1.6496% (a)	1,878	1,008	December de 2022	460,500	464,928	(e)

Company	series	Contractual rates	Transaction cost		Balances of		Final maturity	03/31/2022	12/31/2021	
			effective rate (% p.a.)	Transaction costs incurred	unallocated costs	03/31/2022				
AutoBAn	10th Issuance - single series	CDI rate + 1.20% p.a.	1.3001% (a)	2,798	1,256	October de 2026	578,165	562,657	(i)	
AutoBAn	12th Issuance - single series	CDI rate + 1.30% p.a.	1.3569% (a)	3,676	3,535	November de 2026	1,454,667	1,415,492	(d)	
ViaQuatro	5th Issuance - 1st series	CDI rate + 2.30% p.a.	2.5373% (a)	10,072	4,458	March de 2028	668,342	717,736	(f) (g) (h)	
ViaQuatro	5th Issuance - 2nd series	IPCA+ 7.0737% p.a.	7.2943% (a)	5,534	2,601	March de 2028	533,851	559,841	(f) (g) (h)	
ViaMobilidade	2nd Issuance - single series (c)	9.76% p.a.	10.2606% (b)	20,919	-	April de 2030	694,771	692,877	(e)	
RS Holding	5th Issuance - single series	CDI rate + 1.50% p.a.	1.8059% (a)	14,017	10,076	October de 2031	603,922	586,798	(f)	
Linhas 8 e 9	1th Issuance - single series	CDI rate + 1.70% p.a.	1.9778% (b)	7,652	5,516	Junho de 2023	1,706,258	1,657,748	(i)	
Bloco Central	1th Issuance - single series	CDI rate + 1.70% p.a.	1.8580% (b)	2,324	2,085	March de 2024	629,995	612,275	(i)	
3a Bloco Central	2th Issuance - single series	CDI rate + 1.60% p.a.	2.0021% (a)	437	437	April de 2024	70,563	-	(i)	
Bloco Sul	1th Issuance - single series	CDI rate + 1.70% p.a.	1.8580% (b)	6,973	6,012	March de 2024	1,890,227	1,837,004	(i)	
4a Bloco Sul	2th Issuance - single series	CDI rate + 1.60% p.a.	1.8978% (b)	675	675	April de 2024	110,325	-	(i)	
RioSP	1th Issuance - single series	CDI rate + 1.75% p.a.	1.8449% (b)	4,372	3,964	December de 2024	1,078,795	1,048,679	(i)	
					133,548		20,017,404	18,714,158		

	Parent company		Consolidated	
	03/31/2022	12/31/2021	03/31/2022	12/31/2021
Current				
Debentures and promissory notes	156,160	1,095,268	1,701,900	2,577,317
Fair value	39,595	52,317	88,225	121,594
Transaction costs	(11,618)	(4,368)	(20,558)	(13,395)
	184,137	1,143,217	1,769,567	2,685,516
Non-current				
Debentures and promissory notes	7,249,687	5,263,247	18,494,813	16,233,938
Fair value	(53,495)	(67,379)	(133,986)	(153,004)
Transaction costs	(74,052)	(11,192)	(112,990)	(52,292)
	7,122,140	5,184,676	18,247,837	16,028,642

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

- (a) Effective cost of these transactions refers to internal return rate (IRR) calculated considering contracted interest plus transaction costs. For applicable cases, variable contractual rates were not considered for IRR calculation purposes;
- (b) Effective cost of these transactions refers to transaction costs incurred upon issuance of securities and does not consider post-fixed rates, as applicable future CDI rates are not known on transaction dates. These rates will only be known as each transaction period elapses;
- (c) Transaction is being measured at fair value through result, according to hedge accounting methods (hedge of fair value). See explanatory note 23 for further details;

Guarantees:

- (d) There are no guarantees;
- (e) CCR accommodation / corporate bond proportional to its direct/indirect equity participation;
- (f) Tangible guarantee;
- (g) Fiduciary sale;
- (h) Fiduciary assignment of concession rights and receivables
- (i) CCR's corporate bond in suspensive condition, in the event of early termination of the concession agreement; and
- (j) Additional tangible guarantee.

Disbursements schedule (non-current)

	03/31/2022	
	Parent company	Consolidated
2023	1,427,725	3,876,916
2024	867,368	5,567,182
2025	555,106	1,921,501
2026 onwards	4,399,488	7,129,214
(-) Fair value	(53,495)	(133,986)
(-) Transaction cost	(74,052)	(112,990)
Total	<u>7,122,140</u>	<u>18,247,837</u>

The Company and its investees have financial agreements, such as debentures, among others, with cross default and/or cross acceleration provisions, establishing early maturity date if they are in default on amounts due in other agreements signed by them, or in case the anticipated maturity of these contracts occurs. The indicators are constantly monitored in order to avoid the execution of such provisions. There are no covenants breach related to the debentures.

In the quarter ended on March 31, 2022, there were the transactions below:

1. CCR

- a. On February 14, 2022, the 16th issuance of debentures, of 2 series, was executed in the total nominal value of R\$ 3,416,000, from which 1st series in the amount of R\$ 1,700,000 and 2nd series in the amount of R\$ 1,716,000. The remuneration is CDI rate 1.70 p.a. and IPCA + 6.437% p.a. respectively. The interest shall be annually paid as of

July 15, 2022. The principal shall be annually settled as of January 15, 2027 and January 15, 2028 respectively.

This issuance does not have collaterals.

For 1st series debentures, there is a provision on total anticipated redemption or extraordinary amortization as of the January 15, 2024 (including), with a premium of 0.40% p.a. for the remaining period between the effective redemption date and the maturity date, according to the formula expressed in the indenture.

For the 2nd series debentures, there is a provision on total optional anticipated redemption pursuant to Law No. 12,431/2011 and CMN Resolution 4.751, provided that the weighted average term of payments elapsed between the issuance date and the effective anticipated redemption date is greater than 4 years. The amount to be paid to the debenture holders at redemption will be that determined in the indenture section.

The main criteria for anticipated maturity date are as follows: (i) non-payment of the debentures' pecuniary obligations, subject to the applicable remediation period; (ii) distribution of dividends and/or interest on equity, in an amount exceeding the mandatory minimum dividend set forth in article 202 of law No. 6,404/1976, and interest on capital attributable to the mandatory dividends, if the Net Debt/adjusted EBITDA ratio of CCR Consolidated is greater than 4.5, assessed yearly, except if the Issuer elects to buy and submit to the trustee bank guarantee(s) in the amount corresponding to the debt represented by the outstanding debentures, issued by an authorized financial institution, as defined in the indenture and (iii) reduction of the Issuer's capital representing more than 10% of its Shareholders' Equity without previous consent from debenture holders.

- b.** On February 17, 2022, occurred the settlement in advance of the 1st and 3rd series of this issuance.
- c.** On February 18, 2022, occurred the settlement in advance of this issuance.
- d.** On February 21, 2022, occurred the settlement in advance of this issuance.

2. SPVias

- a.** On February 5, 2022, the 11th issuance of debentures, in the total nominal value of R\$ 160,000 was executed, with remuneration at CDI rate + 1.90% p.a..

The interest shall be paid in semi-annual installments as of August 5, 2022 up to February 5, 2027, and the principal in two equal installments; the first one on February 5, 2026 and the second on in the maturity date.

The main criteria for anticipated maturity date are as follows: (i) non-payment of the debentures' pecuniary obligations, subject to the applicable remediation period; (ii) distribution of dividends and/or interest on equity by the Issuer, in an amount exceeding the mandatory minimum dividend set forth in article No. 202 of law No. 6,404/76, and interest on capital attributable to the mandatory dividends, if the Net Debt/adjusted EBITDA ratio is greater than 4.5, assessed yearly, except if the Issuer elects to buy and submit to the trustee bank guarantee(s) in the amount corresponding to the debt represented by the outstanding debentures, issued by an authorized financial institution, as defined in the indenture and (iii) reduction of the Issuer's capital representing more than 10% of its Shareholders' Equity without previous consent from debenture holders.

3. Bloco Central

- a. On March 15, 2022, the 2nd issue of debentures in the total nominal value of R\$ 71,000, with remuneration at CDI rate + 1.60% p.a.. Principal and interest will be paid in a single installment on maturity date, on April 15, 2024.

The issuance has a corporate bond from CCR.

The main criteria for anticipated maturity date are as follows: (i) non-payment of the debentures' pecuniary obligations, subject to the applicable remediation period; (ii) distribution of dividends and/or interest on equity by Guarantor/CCR, in an amount exceeding the mandatory minimum dividend set forth in article No. 202 of the Act No. 6.404/76, and interest on equity attributable to the mandatory dividends, if the Net Debt/Adjusted EBITDA ratio of CCR Consolidated is greater than 4.5, assessed yearly, except if the Issuer elects to buy and submit to trustee bank guarantee(s) in the amount corresponding to the debt represented by the outstanding debentures, issued by an authorized financial institution, as defined in the indenture, (iii) reduction of the issuer's capital representing more than 10% of its Shareholders' Equity, without prior consent from debenture holders, and (iv) reduction of Guarantor/CCR capital representing more than 10% of its Shareholders' Equity, without prior consent from debenture holders.

4. Bloco Sul

- a. On March 31, 2022, the 2nd issue of debentures in the total nominal value of R\$ 111,000, with remuneration at CDI rate + 1.60% p.a.. Principal and interest will be paid in a single installment on maturity date, on April 15, 2024.

The issuance has a corporate bond from CCR.

The main criteria for anticipated maturity date are as follows: (i) non-payment of the debentures' pecuniary obligations, subject to the applicable remediation period; (ii) distribution of dividends and/or interest on equity by Guarantor/CCR, in an amount exceeding the mandatory minimum dividend set forth in article No. 202 of the Act No. 6.404/76, and interest on equity attributable to the mandatory dividends, if the Net Debt/Adjusted EBITDA ratio of CCR Consolidated is greater than 4.5, assessed yearly, except if the Issuer elects to buy and submit to trustee bank guarantee(s) in the amount corresponding to the debt represented by the outstanding debentures, issued by an authorized financial institution, as defined in the indenture, (iii) reduction of the issuer's capital representing more than 10% of its Shareholders' Equity, without prior consent from debenture holders, and (iv) reduction of Guarantor/CCR capital representing more than 10% of its Shareholders' Equity, without prior consent from debenture holders.

For further details on the other debentures and promissory notes, see explanatory note 17 to the financial statements as of December 31, 2021.

17. Provision for Consolidated civil, labor, social security, tax and contractual risks

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

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

	12/31/2021		03/31/2022			Closing balance
	Opening balance	Constitution	Reversal	Payments	Update of the processual and monetary basic	
Non-current						
Civil, administrative and others	59,704	3,951	(500)	(4,920)	1,966	60,201
Labor and social security	73,890	8,390	(3,721)	(2,718)	1,027	76,868
Tax	49,604	6,667	-	-	222	56,493
Agreements (a)	180,173	780	-	-	3,130	184,083
	<u>363,371</u>	<u>19,788</u>	<u>(4,221)</u>	<u>(7,638)</u>	<u>6,345</u>	<u>377,645</u>

- (a) Regarding the contractual proceedings, until March 31, 2022, ANTT had issued 109 deficiency notices against MSVia, related to operational aspects and investment obligations under the concession agreement, in the total amount of R\$ 398,672, of which the amount of R\$ 214,588 are assessed as possible risk (R\$ 218,296 as of December 31, 2021) and R\$ 184,083 as probable risk, (R\$ 180,173 as of December 31, 2021) and, therefore, were provisioned. On April 22, 2021, a decision was handed down in the record of Arbitration Procedure No. 24.957/GSS/PFF suspending the enforceability of said fines.

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

	<u>03/31/2022</u>	<u>12/31/2021</u>
Civil, administrative and contractual	436,507	405,789
Labor and social security	43,935	38,070
Tax (a) (b) (c) and (d)	<u>1,151,742</u>	<u>1,116,979</u>
	<u>1,632,184</u>	<u>1,560,838</u>

The main proceedings related to tax issues are:

- (a) On November 21, 2017, SPVias filed the action for provisional remedy No. 5003802-06.2017.4.03.6110 with the 1st Federal Court of Sorocaba - SP against the Federal Government, to offer a guarantee (court insurance) regarding alleged IRPJ and CSLL debts of R\$ 264,484 on March 31, 2022 (R\$ 254,087 on December 31, 2021), arising from expenses with amortization of goodwill (concession right generated in the acquisition of subsidiary) in calendar years 2014-2017, resulting from the transaction for investment acquisition in SPVias among independent parties, with proof of payment of the price and appraisal report in compliance with the corporation law, followed by demerger. The preliminary injunction was granted by the Regional Federal Court of the 3rd Region, on January 12, 2018, regarding the acceptance of bank guarantee. On March 7, 2018, SPVias filed a lawsuit claiming the annulment of said tax debts, and the right to amortize said expenses for tax purposes for the future calendar years. The Federal Government challenged the lawsuit, and SPVias subsequently lodged its reply. On September 25, 2019, the court determined a judicial expert investigation. The expert submitted the fees estimate for the judicial expert investigation. Awaiting commencement of the expert investigation. In addition to the insurance that guarantees the debts, SPVias has also been making judicial deposits of the portion in dispute related to the triggering events that occurred in the course of the lawsuit, which on March 31, 2022, totals R\$ 94,994 (R\$ 89,912 as of December 31, 2021).
- (b) On December 15, 2017, SPVias was notified of the issuance of an infraction notice through which the Brazilian Federal Revenue Office claimed differences in IRPJ and CSLL for

2012 and 2013 tax years, due to (i) the amortization of goodwill, (ii) financial costs with issuance of debentures, and (iii) isolated fines concerning differences in the calculation of monthly estimates. On January 16, 2018, SPVias filed a motion to deny, stating that the debts related to goodwill amortization were included in the Special Tax Regularization Program (law No. 13.496/2017) - PERT - already consolidated, and objected the portion referring to the disallowance of financial costs and fines for failure to pay estimated taxes, corresponding to the updated total amount of R\$ 287,506 on March 31, 2022 (R\$ 282,712 on December 31, 2021). On November 12, 2018, the subsidiary was notified of the 1st administrative instance decision, which partially granted SPVias' challenge to reduce the debt in dispute related to the portion corresponding to the aggravated fine, reducing the updated debt in dispute to R\$ 170,102 on March 31, 2022^a (R\$ 165,229 as of December 31, 2021). Such reduction is subject to the mandatory review to be judged by the Administrative Council of Tax Appeals (CARF). On the other hand, SPVias also appealed to CARF, defending the deductibility of the costs disallowed by the inspection. In a judgment session held on February 12, 2020, the judgment was converted into a measure to segregate the amount of expenses related to the debentures transferred through merger of those issued by SPVias itself. The measure was carried out, currently awaiting judgment of the mandatory review and voluntary appeal.

- (c) On September 3, 2019, SPVias was notified of the issuance of an infraction notice, through which the Brazilian Federal Revenue Office claimed differences in IRPJ and CSLL for calendar year 2014, plus an aggravated *ex-officio* fine (150%), isolated fined and late payment fines, arising from the disallowance of expenses incurred with the payment of commission and interest on debentures issued, corresponding to the updated amount of R\$ 172,964 on March 31, 2022 (R\$ 169,889 on December 31, 2021). On October 2, 2019, SPVias filed challenge against the disallowance of said financial costs, as well as the application of aggravated and isolated fines. On May 12, 2021, SPVias was notified of a decision partially granting the objection, only to reduce the *ex-officio* fine to 75%. Such reduction is subject to the mandatory review to be judged by the Administrative Council of Tax Appeals (CARF). On June 10, 2021, a voluntary appeal was filed. The judgment of the mandatory review and voluntary appeals is awaited.
- (d) On December 8, 2020, SPVias was notified of the issuance of an infraction notice, through which the Brazilian Federal Revenue Office claimed differences of IRPJ and CSLL in the calendar years of 2015 and 2016, plus *ex-officio* fine, isolated fines and late payment interest, corresponding to the updated amount of R\$ 269,175 on March 31, 2022 (R\$ 264,295 on December 31, 2021), later supplemented by an infraction notice issued to claim difference between the simple punitive (75%) and the aggravated (150%) fines, corresponding to the updated amount of R\$ 97,236 on March 31, 2022 (R\$ 95,201 on December 31, 2021), totaling, therefore, the amount of R\$ 366,412 on March 31, 2022 (R\$ 359,497 on December 31, 2021), arising from the disallowance of expenses incurred with the payment of commission and interest on debentures issued. On January 12, 2021, SPVias filed the challenge against the disallowance of said financial costs as well as the application of aggravated and isolated fines. On July 19, 2021, SPVias was notified of a decision dismissing the challenge. On August 17, 2021, a voluntary appeal was filed. Said assessment comprises the disallowance of financial costs incurred with the 4th and 5th issuance of debentures, and the subsidiary continued to deduct expenses related to such issuances in calendar years 2017 and 2020, which caused the reduction of the IRPJ and CSLL due in the period. in the amount of R\$ 84,415. On August 27, 2021, SPVias was notified of a decision dismissing the challenge filed as regards aggravation of the fine. On September 24, 2021, a voluntary appeal was filed. There is no dispute by the tax authorities regarding such expenses deducted in the calendar years 2017 to 2020 so far.

Further to making judicial deposits, the Company contracted legal guarantees amounting to R\$ 74,264 as of March 31, 2022 (R\$ 90,910 as of December 31, 2021) for the ongoing proceedings.

18. Provision for maintenance

	12/31/2021		03/31/2022			
	Opening balance	Constitution (reversal) of provision to the present value	Reversal of the adjustment at present value	Realization	Transfers	Closing balance
Current	35,682	1,939	597	(4,517)	1,198	34,899
Non-current	102,910	44,867	2,029	-	(1,198)	148,608
	<u>138,592</u>	<u>46,806</u>	<u>2,626</u>	<u>(4,517)</u>	<u>-</u>	<u>183,507</u>

The rate on March 31, 2022 and December 31, 2021 for the present value calculation is of 7.08% p.a..

19. Federal, state, municipal taxes and contributions and fine to the Concession grantor - payment in installments - Consolidated

	12/31/2021		03/31/2022		
	Opening balance	Monetary variation	Payments	Transfer	Closing balance
Current					
Taxes and contributions					
Via Lagos	1,150	-	(593)	-	557
AutoBAN	507	-	(127)	127	507
Samm	63	1	(15)	16	65
Barcas	194	14	(64)	16	160
VLT Carioca	86	1	(25)	-	62
Metrô Bahia	592	55	(153)	128	622
Fine before the Concession Grantor					
MSV ^{ia}	971	27	(255)	120	863
	<u>3,563</u>	<u>98</u>	<u>(1,232)</u>	<u>407</u>	<u>2,836</u>
Non-current					
Taxes and contributions					
AutoBAN	212	-	-	(127)	85
Samm	141	3	-	(16)	128
Barcas	27	(11)	-	(16)	-
Metrô Bahia	1,974	121	-	(128)	1,967
Fine with the Granting Authority					
MSV ^{ia}	1,272	19	-	(120)	1,171
	<u>3,626</u>	<u>132</u>	<u>-</u>	<u>(407)</u>	<u>3,351</u>

20. Equity

a. Basic and diluted profit

The Company has no instruments that could potentially dilute results per share.

	Parent company		Consolidated	
	03/31/2022	03/31/2021	03/31/2022	03/31/2021
Numerator				
(Loss) Net income	3,452,473	688,940	3,438,393	844,358
Denominator				
Weighted average shares - basic and diluted (in thousands)	2,020,000	2,020,000	2,020,000	2,020,000
Net income per share – basic and diluted	1.70915	0.34106	1.70217	0.41800

21. Operating revenue

	Parent company		Consolidated	
	03/31/2022	03/31/2021	03/31/2022	03/31/2021
Revenue from Toll-Charging	-	-	1,636,258	1,749,752
Construction revenue (ICPC 01 R1)	-	-	244,609	268,162
Revenues from boarding passes	-	-	-	280
Airport revenue	-	-	361,806	232,272
Revenue from subway	-	-	364,679	163,016
Revenue from financial assets' remuneration	-	-	246,621	143,055
Accessory revenues	-	-	67,642	50,625
Revenue from waterways	-	-	14,103	8,357
Revenue from optical fiber services	-	-	18,457	20,823
Revenue from variable monetary consideration	-	-	9,621	8,700
Revenue from service provision between the related parties	63,019	28,047	1,883	3,540
Revenue from rebalancing - ViaQuatro (a)	-	-	104,137	1,139,861
Revenue from rebalancing - AutoBAN (b)	-	-	5,254,058	-
Revenue from consideration - installment B	-	-	3,955	-
Demand projected risk mitigation	-	-	122,355	105,458
Revenue from management and loyalty programs	-	-	33	-
Gross revenue	63,019	28,047	8,450,217	3,893,901
Taxes on revenue	(6,629)	(3,436)	(176,073)	(176,097)
Discount	-	-	(10,969)	(9,722)
Deductions from gross income	(6,629)	(3,436)	(187,042)	(185,819)
Net operating revenue	56,390	24,611	8,263,175	3,708,082

- (a) Refers to revenue arising from the economic and financial rebalancing of Phase I and financial compensation of Phase II, according to Addenda 6 and 7 to ViaQuatro's concession agreement. For further details, see explanatory note 1 - Operating report of the financial statements of December 31, 2021.
- (b) Refers to the revenue from balancing from executed Definitive Agreement on March 31, 2022, by AutoBAN. For further details, see explanatory note 1, 2, 8.b and 13.

22. Financial result

	Parent company		Consolidated	
	03/31/2022	03/31/2021	03/31/2022	03/31/2021
Finance costs				
Interest on loans, financing, debentures and promissory notes	(183,704)	(59,526)	(685,428)	(275,275)
Monetary variation on loans, financing and debentures	(57,516)	(18,923)	(69,844)	(73,536)
Exchange-variation on Loans, financing and leases	-	-	-	-
Monetary variation on liabilities with Concession Grantor	-	-	(59,841)	(57,146)
Interest and monetary variations with related parties	(4,429)	-	(27,571)	(7,381)
Loss with derivative operations	(270,930)	(125,752)	(299,704)	(196,533)
Installment of interest on taxes, contributions and fine before the Concession Grantor	-	-	(230)	(18)
Adjustment to present value of the provision for maintenance	-	-	(2,626)	(3,221)
Loan costs capitalization	-	-	20,199	27,550
Fair value of loans, financing, and debentures	(22,813)	-	(25,039)	(3,662)
Adjustment to the present value of liabilities with Concession Grantor	-	-	(10,517)	(10,749)
Foreign exchange-rate variations on foreign suppliers	(14)	(6)	(5,704)	(4,281)
Interest and adjustment for inflation on voluntary disclosure and settlement, leniency agreement and PIC	(615)	(1,004)	(615)	(2,253)
Adjustment to the present value - lease	(1)	(4)	(2,597)	(2,796)
Rates, commissions and other financial costs	(7,520)	(9,763)	(197,172)	(28,153)
	<u>(547,542)</u>	<u>(214,978)</u>	<u>(1,366,689)</u>	<u>(637,454)</u>
Financial Income				
Exchange variation on loans and financing	113,773	-	113,773	-
Monetary variation on loans, financing and debentures	-	2,017	-	7,889
Interest and adjustment for inflation with related parties	18,122	4,292	6,221	3,846
Gain with derivative operations	142,710	10,635	149,162	27,195
Fair value of loans, financing and debentures (fair value option and hedge accounting)	34,416	123,636	52,155	192,210
Revenue on financial investments	23,821	9,371	132,652	23,028
Foreign exchange-rate variations on foreign suppliers	28	4	14,419	77
Interest and other financial income	<u>1,656</u>	<u>589</u>	<u>19,675</u>	<u>27,637</u>
	<u>334,526</u>	<u>150,544</u>	<u>488,057</u>	<u>281,882</u>
Net Finance (Cost)	<u>(213,016)</u>	<u>(64,434)</u>	<u>(878,632)</u>	<u>(355,572)</u>

23. Financial instruments

The policy for contracting financial instruments, the methods and assumptions adopted in determining fair values, as well as the criteria for their records and hierarchical classifications are the same as disclosed in the explanatory notes to the financial statements as of December 31, 2021.

All transactions with the Company's and its subsidiaries' financial instruments are recognized in the review of interim financial statements, as shown in the table below:

Financial instruments by category

	Parent company					
	03/31/2022			12/31/2021		
	Fair value through profit or loss	Financial assets measured at amortized cost	Financial liabilities measured at amortized cost	Fair value through profit or loss	Financial assets measured at amortized cost	Financial liabilities measured at amortized cost
Assets						
Cash and banks	154	-	-	67	-	-
Financial investments	969,452	-	-	865,929	-	-
Restricted investments - reserve account	52	-	-	2,193	-	-
Accounts receivable with derivative operations	160,253	-	-	249,303	-	-
Accounts receivable	-	-	-	-	-	-
Trade accounts receivables - related parties	-	40,955	-	-	74,820	-
Mutual loans and onerous assignment - related parties	-	646,252	-	-	591,821	-
Advance for capital increase - related parties	-	8,046	-	-	242,192	-
Dividends and interest on equity	-	186,932	-	-	185,279	-
Legal Deposits	45	-	-	45	-	-
Liabilities						
Loans and financing (a)	(584,721)	-	-	(711,518)	-	(463,424)
Debentures (a)	(1,353,990)	-	(5,952,287)	(1,306,333)	-	(5,021,560)
Leases	-	-	-	-	-	-
Suppliers and other accounts payable	-	-	(41,931)	-	-	(59,054)
Payables from derivative operations	-	-	-	-	-	-
Suppliers and accounts payable – related parties	-	-	(989)	-	-	(4,225)
Related Parties - Advances for future capital increases	-	-	(1,916)	-	-	(1,916)
Accounts payable with derivative operations	(168,925)	-	-	(144,476)	-	-
Dividends and interest on own capital	-	-	(11,690)	-	-	(11,690)
	(977,680)	882,185	(6,008,813)	(1,044,790)	1,094,112	(5,561,869)

	Consolidated					
	03/31/2022			12/31/2021		
	Fair value through profit or loss	Financial assets measured at amortized cost	Financial liabilities measured at amortized cost	Fair value through profit or loss	Financial assets measured at amortized cost	Financial liabilities measured at amortized cost
Assets						
Cash and banks	308,373	-	-	394,121	-	-
Financial investments	6,141,461	-	-	5,286,497	-	-
Restricted investments - reserve account	106,875	-	-	145,805	-	-
Accounts receivable	-	778,893	-	-	701,686	-
Financial assets	-	7,432,964	-	-	7,230,457	-
Accounts receivables - related parties	-	29,371	-	-	35,908	-
Mutual loans- related parties	-	176,102	-	-	171,939	-
Advances to suppliers (b)	-	-	-	-	-	-
Advance for capital increase - related parties	-	1,057	-	-	1,048	-
Accounts receivable - operations with derivatives	167,569	-	-	256,875	-	-
Dividends and interest on equity	-	-	-	-	3,906	-
Legal deposits	121,574	-	-	112,662	-	-
Liabilities						
Loans and financing (a)	(7,839)	-	(7,407,250)	(711,518)	-	(7,325,473)
Debentures and promissory notes (a)	(2,548,082)	-	(17,469,322)	(2,650,498)	-	(16,063,660)
Suppliers and other accounts payable	-	-	(709,155)	-	-	(806,615)
Mutual loans assigned to third parties	-	-	(112,087)	-	-	(109,464)
Mutual loans- related parties	-	-	(462,131)	-	-	(447,875)
Suppliers and accounts payable – related parties	-	-	(70,899)	-	-	(68,405)
Related parties - Advances for future capital increases	-	-	(32,329)	-	-	(1,916)
Dividends and interest on own capital	-	-	(73,388)	-	-	(72,921)
Accounts payable – operations with derivatives	(214,526)	-	-	(158,712)	-	-
Liabilities with concession grantor	-	-	(1,999,774)	-	-	(1,929,309)
	4,075,405	8,418,387	(28,336,335)	2,675,232	8,144,944	(26,825,638)

(a) Transaction costs net values.

The following methods and assumptions were adopted in the calculation of fair value:

- Cash and banks, financial investments and restricted investments - reserve account -**
 The fair value of cash and banks are identical to the book balances. Financial investments in investment funds are valued at the amount of the fund share on the date of the financial statements, which correspond to their fair value (level 2). Financial investments in Bank Deposit Certificates (CDBs) and similar instruments have daily liquidity with repurchase at "paper curve" and therefore the Company understands that their fair value is the same as their book value.

- **Accounts receivable, financial asset, accounts receivable - related parties, suppliers and other accounts payable, suppliers and accounts payable - related parties, related parties - AFAC (advance for future capital increases), mutual loans and onerous assignment - related parties, loans assigned to third parties, dividends and interest on equity** - The fair values are close to the accounting balances, given the short term for settlement of transactions, except: (i) financial assets receivable from the Concession Grantor, whose carrying amounts are considered equivalent to fair values, as they are financial instruments with unique characteristics, present in the concession agreement, such as a solid structure of guarantees and legal frameworks related to the sector; and (ii) mutual loans and onerous assignment – related parties, which are intragroup financial instruments, with exclusive characteristics; and (iii) long-term suppliers, whose carrying amounts are considered equivalent to fair values because they have exclusive contractual characteristics.
- **Accounts receivable and payables with derivatives** - Fair values (level 2) were calculated by projecting cash flows up to maturity date of the transactions using future rates obtained from public sources (e.g.: B3 and Bloomberg) plus spread defined in contract and brought to present value at risk-free rate (pre DI).
- **Financing and obligations with concession grantor** - Carrying amounts of these financial instruments equivalent to fair values, as they are financial instruments with exclusive characteristics deriving from specific financing sources.
- **Loans in foreign currency measured at fair value through the result** - The Company and its subsidiaries obtained loans in foreign currency (US dollar), and entered into swap contracts, swapping the entire fluctuation in exchange and interest rates and income tax on remittance of interest abroad for the percentage of the CDI rate. The Company's management understands that measurement of these loans at fair value (fair value option), would result in more relevant information and would reduce accounting mismatch in the result, caused by measurement of derivatives at fair value and debt at amortized cost. If these loans were measured at amortized cost, the accounting balance would be R\$ 592,559 on March 31, 2022, as detailed below:

<u>Company</u>	<u>Contract rate</u>	<u>Agreement fees - Swap</u>	<u>Amortized cost (a)</u>
CCR	USD + 1.66% p.a.	CDI rate + 1.65% p.a.	592,559
			<u>592,559</u>

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

	Parent company				Consolidated			
	03/31/2022		12/31/2021		03/31/2022		12/31/2021	
	Book value	Fair value	Book value	Fair value	Book value	Fair value	Book value	Fair value
Loans (a) (b)	-	-	465,157	486,180	-	-	465,157	486,180
Debentures and promissory notes (a) (b)	6,037,957	6,145,295	5,037,120	5,190,403	17,602,870	17,450,735	16,129,347	16,729,032

(a) Carrying amounts are gross of transaction costs.

(b) Fair values are classified in level 2, according to detailed definition in the "Fair value hierarchy" item, below.

Fair values were calculated by projecting cash flows up to transaction maturities using future rates obtained from public sources (e.g.: B3 and Bloomberg) plus spread defined in contract and brought to present value at risk-free rate (pré-DI).

- **Debentures measured at fair value through result (fair value option and hedge accounting)** - Some of the Company's subsidiaries obtain funding through issue of debentures and entered into swap contracts, swapping the contractual remuneration for a percentage of the CDI rate. The Company's management understands that measurement of these debts at fair value (level 2) (fair value option/hedge accounting), would result in more relevant information and would reduce accounting mismatch in the result, caused by measurement of derivative at fair value and debt at amortized cost. Had these debentures been measured at amortized cost, the carrying amount would be R\$ 2,588,673 as on March 31, 2022 (R\$ 2,681,911 as on December 31, 2021), as detailed below:

<u>Company</u>	<u>Series</u>	<u>Agreement fees</u>	<u>Agreement fees - Swap</u>	<u>Amortized cost (a)</u>
CCR	Debentures - 11th Issuance - Série 4	IPCA + 6.00% p.a.	CDI rate + 1.80% p.a.	230,768
CCR	Debentures - 14th Issuance - Series 2	IPCA + 4.25% p.a.	CDI rate + 1.76% p.a.	552,628
CCR	Debentures - 15th Issuance - Series 1	IPCA + 4.88% p.a.	CDI rate + 1.3817% p.a.	584,495
SPVias	6th issuance - Single Series	115% of the CDI rate	CDI rate + 0.4050% p.a.	156,036
ViaMobilidade	2nd issuance - Single Series	9.76% p.a.	CDI rate + 1.44% p.a.	732,823
RodoAnel Oeste	6th issuance - Single Series	120% of the CDI rate	CDI rate + 0.9940% p.a.	331,923
				<u>2,588,673</u>

(a) Gross values from transaction costs.

See explanatory note 16 for further details on the transactions.

Fair value hierarchy

The Company and its subsidiaries have balances under financial instruments measured at fair value, which are qualified below:

	<u>Parent company</u>		<u>Consolidated</u>	
	<u>03/31/2022</u>	<u>12/31/2021</u>	<u>03/31/2022</u>	<u>12/31/2021</u>
Level 2:				
Financial investments and reserve account	969,504	868,122	6,248,336	5,432,302
Derivatives receivable / payable	(8,672)	104,827	(46,957)	90,042
Loans and financing in foreign currency	(584,721)	(711,518)	(584,721)	(711,518)
Debentures payable	(1,353,990)	(1,306,333)	(2,548,082)	(2,650,498)

Different levels are defined as follows:

- Level 1: Prices charged (unadjusted) in active markets for identical assets and liabilities;
- Level 2: different inputs of the prices traded in active markets included in Level 1 that are observable for the asset or liability, either directly (as prices) or indirectly (derived from prices); and
- Level 3: Assumptions, for assets or liabilities, which are not based on observable market data (non-observable inputs).

Derivative financial instruments

The main purpose of the pending operations with derivatives as of March 31, 2022, is to protect against fluctuations in other indexes and interest rates, without a speculative nature. Accordingly, they are characterized as hedging instruments and recorded at fair value through result.

CCR contracted swap transactions seeking to fully mitigate the exchange rate risk of the cash flows of its loans in foreign currency.

CCR contracted swap transactions to hedge the entire 4th series of the 11th issuance of debentures against inflation risks.

CCR contracted swap transactions to hedge the entire 2nd series of the 14th issuance of debentures against inflation risks.

CCR contracted swap transactions to hedge the entire 1st series of the 15th issuance of debentures against inflation risks.

SPVias contracted swap transactions to hedge the entire 6th issuance of debentures against inflation risks.

ViaMobilidade contracted swap transactions to hedge the entire 2nd issuance of debentures against inflation risks.

RodoAnel Oeste contracted swap transactions to hedge the 50% of the 6th issuance of debentures against inflation risks.

ViaSul contracted NDF to hedge against exchange-rate variation from the asphalt acquisitions.

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

A detailed table on derivative instruments contracted for the Company and its subsidiaries is shown below:

Breakdown of balances of derivative financial instruments for hedge

	Counterparty	Contract start date	Expiration Date	Position (Reference Values)	Reference value (Notional) (1)		Reference value (Notional) (1)		Fair value		
					Foreign currency		Local currency		Local currency		
					03/31/2022	12/31/2021	03/31/2022	12/31/2021	03/31/2022	12/31/2021	
<u>SWAP</u>											
CCR											
Asset position	JPMorgan	01/13/2021	12/15/2028 (2)	IPCA + 4.25% p.a.	-	-	240,000	240,000	266,177	-	256,731
Liability position				CDI rate + 1.76% p.a.					(248,114)	-	(241,203)
Asset position	Merrill Lynch	01/19/2021	12/15/2028 (2)	IPCA + 4.25% p.a.	-	-	245,922	245,922	272,676	-	262,999
Liability position				CDI rate + 1.76% p.a.					(254,236)	-	(247,155)
Asset position	Santander	07/13/2021	11/16/2033 (2)	IPCA + 4.88% p.a.	-	-	250,000	250,000	264,767	-	256,590
Liability position				CDI rate + 1.37% p.a.					(252,222)	-	(245,423)
Asset position	XPInvest	07/13/2021	11/16/2033 (2)	IPCA + 4.88% p.a.	-	-	295,000	295,000	312,423	-	302,775
Liability position				CDI rate + 1.3817% p.a.					(297,806)	-	(289,782)
Asset position	Merrill Lynch	08/20/2021	08/21/2023 (3)	USD + 1.66 p.a.	-	124,574	124,574	650,000	587,300	-	715,139
Liability position				CDI rate + 1.65% p.a.					(671,663)	-	(673,485)
Asset position	Merrill Lynch	10/19/2021	11/18/2024 (2)	IPCA + 6.00% p.a.	-	-	214,930	214,930	235,999	-	225,355
Liability position				CDI rate + 1.80% p.a.					(223,973)	-	(217,714)
									-	-	-
SPVias											
Asset position	Santander	07/31/2020	08/15/2022 (2)	115% of the CDI rate	-	-	791,960	791,960	157,053	-	318,554
Liability position				CDI rate + 0.4050% p.a.					(156,052)	-	(316,512)
									-	-	-
ViaMobilidade											
Asset position	Unibanco	04/03/2020	04/01/2030 (2)	9.76% p.a.	-	-	700,000	700,000	694,770	-	692,877
Liability position				CDI rate + 1.44% p.a.					(735,156)	-	(715,234)
									-	-	-
RodoAnel Oeste											
Asset position	Merrill Lynch	12/14/2020	04/26/2024 (2)	120% of the CDI rate	-	-	384,000	384,000	342,267	-	332,734
Liability position				CDI rate + 0.9940% p.a.					(335,952)	-	(327,203)
									-	-	-
<u>NDF</u>											
ViaSul											
Asset position	XP Invest	01/21/2022	05/02/2022		4,480	-	24,313	-	-	-	-
Liability position									-	-	-
Asset position	XP Invest	02/24/2022	05/02/2022		5,041	-	27,358	-	-	-	-
Liability position									-	-	-
									-	-	-
TOTAL OUTSTANDING OPERATIONS ON MARCH 31, 2022 AND 2021					<u>9,521</u>	<u>124,574</u>	<u>3,298,057</u>	<u>3,771,812</u>	<u>(41,742)</u>		<u>90,043</u>
TOTAL OPERATIONS SETTLED DURING THE YEAR ENDED MARCH 31, 2022 AND 2021									<u>(41,742)</u>		<u>90,043</u>

	Counterparty	Contract start date	Expiration Date	Position (Reference Values)	Gross amounts contracted and settled		Accumulated effect				Result			
					Local Currency Received/(Paid)		Amounts receivable/ (received)		Amounts payable/ (paid)		Gain/(Loss) in result		Gain/(Loss) in comprehensive income	
					03/31/2022	03/31/2021	03/31/2022	12/31/2021	03/31/2022	12/31/2021	03/31/2022	03/31/2021	03/31/2022	03/31/2021
SWAP														
CCR														
Asset position	JPMorgan	01/13/2021	12/15/2028 (2)	IPCA + 4.25% p.a.	-	-	37,252	33,788	(19,189)	(18,260)	2,534	(56,821)	-	-
Liability position				CDI rate + 1.76% p.a.										
Asset position	Merrill Lynch	01/19/2021	12/15/2028 (2)	IPCA + 4.25% p.a.	-	-	38,106	34,558	(19,666)	(18,714)	2,596	(58,296)	-	-
Liability position				CDI rate + 1.76% p.a.										
Asset position	Santander	07/13/2021	11/16/2033 (2)	IPCA + 4.88% p.a.	-	-	27,274	25,517	(14,729)	(14,350)	1,378	-	-	-
Liability position				CDI rate + 1.37% p.a.										
Asset position	XPInvest	07/13/2021	11/16/2033 (2)	IPCA + 4.88% p.a.	-	-	32,032	29,959	(17,415)	(16,966)	1,624	-	-	-
Liability position				CDI rate + 1.3817% p.a.										
Asset position	Merrill Lynch	08/20/2021	08/21/2023 (3)	USD + 1.66 p.a.	(14,721)	-	-	104,875	(84,363)	(63,221)	(140,738)	-	-	-
Liability position				CDI rate + 1.65% p.a.										
Asset position	Merrill Lynch	10/19/2021	11/18/2024 (2)	IPCA + 6.00% p.a.	-	-	25,589	20,606	(13,563)	(12,965)	4,385	-	-	-
Liability position				CDI rate + 1.80% p.a.										
SPVias														
Asset position	Santander	07/31/2020	08/15/2022 (2)	115% of the CDI rate	1,095	(403)	1,001	2,041	-	-	56	914	-	-
Liability position				CDI rate + 0.4050% p.a.										
ViaMobilidade														
Asset position	Unibanco	04/03/2020	04/01/2030 (2)	9.76% p.a.	-	-	-	-	(40,386)	(22,357)	(18,029)	(58,112)	-	-
Liability position				CDI rate + 1.44% p.a.										
RodoAnel Oeste														
Asset position	Merrill Lynch	12/14/2020	04/26/2024 (2)	120% of the CDI rate	-	-	6,315	5,531	-	-	784	2,560	-	-
Liability position				CDI rate + 0.9940% p.a.										
NDF														
RDN														
Asset position	Itaú Unibanco S.A.	03/25/2021	06/01/2021		-	98	-	-	-	-	-	417	-	-
Liability position														
ViaSul														
Asset position	XP Invest	01/21/2022	05/02/2022		-	-	-	-	(3,482)	-	-	-	(3,482)	-
Liability position														
Asset position	XP Invest	02/24/2022	05/02/2022		-	-	-	-	(1,733)	-	-	-	(1,732)	-
Liability position														
TOTAL OUTSTANDING OPERATIONS ON MARCH 31, 2022 AND 2021					(13,626)	(305)	167,569	256,875	(214,526)	(166,833)	(145,410)	(169,338)	(5,214)	-
TOTAL OPERATIONS SETTLED DURING THE YEAR ENDED MARCH 31, 2022 AND 2021					(5,132)	-	-	-	-	-	(5,132)	-	-	-
TOTAL OPERATIONS					(18,758)	(305)	167,569	256,875	(214,526)	(166,833)	(150,542)	(169,338)	(5,214)	-
TOTAL CURRENT OPERATIONS							(167,569)	4,988	(176,675)	(158,172)	-	-	-	-
TOTAL NON-CURRENT OPERATIONS							-	251,887	(37,851)	(8,661)	(150,542)	(169,338)	(5,214)	-

- (1) When the derivative has intermediate maturities, the notional value mentioned is that of the prevailing tranche.
- (2) The agreements have semi-annual maturities in April and October of each year, up to the final maturity. and
- (3) The contracts have quarterly maturities in February, May, August and November of each year until the final maturity.

Result from derivative financial instruments for hedge purpose

	Consolidated	
	03/31/2022	03/31/2021
Foreign exchange risks	(140,738)	417
Interest risks	(9,804)	(169,755)
Total	(150,542)	(169,338)

Sensitivity analysis

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

We present below, the sensitivity analyses as to exchange-rate variation on foreign currency and interest rates.

In the sensitivity analyses, calculations did not consider new contracting of operations with derivatives, other than the current ones.

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

Sensitivity analysis of variations on foreign currency

In the table below we present the nominal values related to the exchange-rate variation on agreements with foreign suppliers subject to such risk. The amounts refer to the effects on profit (loss) for the period and shareholders' equity and were calculated based on the balance of currency exposures on the date of these financial statements, and the exchange rates used in the probable scenario were stressed by 25% and 50% for scenarios A and B.

Consolidated - Effects in RS on the result							
Operation	Due up to	Company	Risk	Foreign currency exposure (1)	Consolidated - Effects in RS on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
Commitments in Dollar	May 2022	ViaSul	Exchange rate increase of dollar	50,874	-	(11,276)	(22,552)
<i>Future Cash Flow NDF Hedge</i>	May 2022	ViaSul	Exchange rate decrease of dollar	(25,898)	-	5,970	11,939
<i>Future Cash Flow NDF Hedge</i>	May 2022	ViaSul	Exchange rate decrease of dollar	(24,976)	-	5,306	10,613
Net Effect					-	-	-
Equipment Supply Net Effect	December 2022	ViaQuatro	Exchange rate decrease of dollar	13,223	-	(3,306)	(6,612)
					-	(3,306)	(6,612)
Equipment Supply Net Effect	December 2022	Metrô Bahia	Exchange rate decrease of dollar	173	-	(43)	(87)
					-	(43)	(87)
Lease	February 2023	Barcas	Exchange rate increase of euro	142	-	(36)	(71)
Lease	February 2023	Barcas	Exchange rate increase of euro	91	-	(23)	(46)
Lease	February 2023	Barcas	Exchange rate increase of euro	44	-	(11)	(22)
Net Effect					-	(69)	(139)
Suppliers Net Effect	March 2023	VLT Carioca	Exchange rate increase of euro	3,857	-	(964)	(1,929)
					-	(964)	(1,929)
Net Effect					-	(4,383)	(8,765)
				Dólar ⁽²⁾	4.7378	5.9223	7.1067
				Euro ⁽²⁾	5.2561	6.5701	7.8842

Ptax RS/US\$ sale 03/31/2022⁽²⁾

- (1) The exposure values do not cover adjustments to fair value and are not deducted of transaction costs.
- (2) Refers to the currency sales rate on 3/31/2022, published by the Central Bank of Brazil.

Sensitivity analysis of variations in the interest rates

Below, we state amounts resulting from inflation variations and interest on loan agreements, financing, debentures, and promissory notes with post-fixed rates, in a 12-month period, that is, up to March 31, 2023, or up to the final maturity date of each transaction, whichever occurs first.

Operation	Risk	Due upto	Companies	Exposure in RS (8) (9)	Consolidated - Effects in RS on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
Promissory notes - 4th issuance - 2nd series	CDI rate ⁽²⁾	December 2023	CCR	661,284	(86,638)	(106,148)	(125,658)
Promissory notes - 4th issuance - 4nd series	CDI rate ⁽²⁾	December 2023	CCR	165,321	(21,659)	(26,537)	(31,415)
Debentures - 11th issuance - 3rd series	CDI rate ⁽²⁾	November 2024	CCR	405,895	(54,084)	(66,083)	(78,082)
Debentures - 11th issuance - 4th series	IPC-A ⁽³⁾	November 2024	CCR	230,768	(40,722)	(47,505)	(54,287)
Swap IPCA x CDI rate (asset)	IPC-A ⁽³⁾	November 2024	CCR	(231,089)	40,779	47,571	54,363
Swap IPCA x CDI rate (liability)	CDI rate ⁽²⁾	November 2024	CCR	223,973	(30,594)	(37,235)	(43,875)
Debentures - 12th single series	CDI rate ⁽²⁾	December 2025	CCR	826,796	(112,938)	(137,452)	(161,966)
Swap IPCA x CDI rate(asset)	USD	August 2023	CCR	(592,737)	-	-	-
Swap IPCA x CDI rate (liability)	CDI rate ⁽²⁾	August 2023	CCR	657,860	(88,760)	(108,236)	(127,713)
Debentures - 14th issuance - 1nd series	CDI rate ⁽²⁾	December 2026	CCR	496,857	(70,088)	(84,877)	(99,667)
Debentures - 14th issuance - 2nd series	IPC-A ⁽³⁾	December 2028	CCR	552,628	(87,804)	(103,935)	(120,066)
Swap IPCA x CDI rate (asset)	IPC-A ⁽³⁾	December 2028	CCR	(272,982)	43,373	51,341	59,309
Swap IPCA x CDI rate (liability)	CDI rate ⁽²⁾	December 2028	CCR	248,114	(33,781)	(41,134)	(48,488)
Swap IPCA x CDI rate (asset)	IPC-A ⁽³⁾	December 2028	CCR	(280,036)	44,493	52,667	60,842
Swap IPCA x CDI rate (liability)	CDI rate ⁽²⁾	December 2028	CCR	254,236	(34,614)	(42,149)	(49,684)
Debentures - 15th issuance - 1nd series	IPC-A ⁽³⁾	December 2028	CCR	584,495	(96,369)	(113,435)	(130,501)
Swap IPCA x CDI rate (asset)	IPC-A ⁽³⁾	November 2033	CCR	(275,613)	45,442	53,489	61,537
Swap IPCA x CDI rate (liability)	CDI rate ⁽²⁾	November 2033	CCR	260,103	(34,281)	(41,960)	(49,639)
Swap IPCA x CDI rate (asset)	IPC-A ⁽³⁾	November 2033	CCR	(325,224)	53,622	63,117	72,613
Swap IPCA x CDI rate (liability)	CDI rate ⁽²⁾	November 2033	CCR	306,935	(40,493)	(49,556)	(58,619)
Debentures - 16th issuance - 1nd series	CDI rate ⁽²⁾	January 2029	CCR	1,725,485	(233,770)	(284,879)	(335,988)
Debentures - 16th issuance - 2nd series	IPC-A ⁽³⁾	January 2036	CCR	1,756,319	(322,893)	(375,473)	(428,053)
Mutual loans CCR x ViaRio	CDI rate ⁽²⁾	January 2034	CCR	182,985	(16,686)	(20,317)	(23,958)
Financial investment (CDB) ⁽⁷⁾	CDI rate ⁽²⁾		CCR	880,836	76,339	95,128	113,808
Financial investment (Menkar II) ⁽⁷⁾	CDI rate ⁽²⁾		CCR	88,668	10,236	12,793	15,350
Net effect					<u>(1,091,890)</u>	<u>(1,310,805)</u>	<u>(1,529,837)</u>

Operation	Risk	Maturity dates up to	Companies	Exposure in RS (8) (9)	Consolidated - Effects in R\$ on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
Debentures - 10th issuance	CDI rate (2)	October 2026	AutoBAAn	579,421	(75,266)	(92,344)	(109,422)
Debentures - 12th issuance	CDI rate (2)	November 2026	AutoBAAn	1,458,202	(191,046)	(234,068)	(277,090)
ISS in Installments	Selic (5)		AutoBAAn	593	(69)	(86)	(104)
Financial investment (CDB) (7)	CDI rate (2)		AutoBAAn	421	40	50	59
Financial investment (Menkar II) (7)	CDI rate (2)		AutoBAAn	425,362	49,102	61,371	73,637
Net effect					<u>(217,239)</u>	<u>(265,077)</u>	<u>(312,920)</u>
Debentures - 8th issuance	CDI rate (2)	December 2022	ViaOeste	461,508	(44,831)	(54,705)	(64,517)
Financial investment (Menkar II) (7)	CDI rate (2)		ViaOeste	290,536	33,539	41,918	50,296
Net effect					<u>(11,292)</u>	<u>(12,787)</u>	<u>(14,221)</u>
Debentures - 5th issuance - 1st series	CDI rate (2)	March 2028	ViaQuatro	672,800	(95,658)	(115,704)	(135,750)
Debentures - 5th issuance - 2nd series	IPC-A (3)	March 2028	ViaQuatro	536,452	(102,363)	(118,511)	(134,660)
Financial investment (Itaú Soberano) (7)	CDI rate (2)		ViaQuatro	40,244	4,731	5,914	7,098
Financial investment (CDB) (7)	CDI rate (2)		ViaQuatro	57,531	2,429	3,031	3,632
Net effect					<u>(190,861)</u>	<u>(225,270)</u>	<u>(259,680)</u>
Debentures - 6th issuance	CDI rate (2)	April 2024	RodoAnel Oeste	674,190	(95,313)	(119,461)	(143,731)
Swap CDI x CDI rate (asset)	CDI rate (2)	April 2024	RodoAnel Oeste	(337,095)	47,656	59,730	71,866
Swap CDI x CDI rate (liability)	CDI rate (2)	April 2024	RodoAnel Oeste	335,952	(42,867)	(52,749)	(62,631)
Financial investment (CDB) (7)	CDI rate (2)		RodoAnel Oeste	235	20	25	29
Financial investment (Menkar II) (7)	CDI rate (2)		RodoAnel Oeste	172,055	19,862	24,824	29,785
Mutual loans RodoAnel Oeste x Terceiro	CDI rate (2)	November 2024	RodoAnel Oeste	124,253	(15,242)	(19,065)	(22,893)
Net effect					<u>(85,884)</u>	<u>(106,696)</u>	<u>(127,575)</u>

Operation	Risk	Maturity dates up to	Companies	Exposure in R\$ (8) (9)	Consolidated - Effects in R\$ on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
Debentures - 6th issuance	CDI rate (2)	August 2022	SPVias	156,036	(7,553)	(9,370)	(11,161)
Swap CDI x CDI rate (asset)	CDI rate (2)	August 2022	SPVias	(156,036)	7,553	9,370	11,161
Swap CDI x CDI rate (liability)	CDI rate (2)	August 2022	SPVias	155,821	(6,784)	(8,353)	(9,898)
Debentures - 9th issuance	CDI rate (2)	March 2026	SPVias	490,506	(68,097)	(82,669)	(97,240)
Debentures - 10th issuance	CDI rate (2)	August 2026	SPVias	489,110	(67,084)	(81,593)	(96,102)
Debentures - 11th issuance	CDI rate (2)	February 2027	SPVias	162,670	(22,402)	(27,230)	(32,057)
Financial investment (CDB) (7)	CDI rate (2)		SPVias	157	18	23	28
Financial investment (Menkar II) (7)	CDI rate (2)		SPVias	138,852	16,029	20,033	24,037
Net effect					<u>(148,320)</u>	<u>(179,789)</u>	<u>(211,232)</u>
BNDES	TJLP (4)	October 2042	Metrô Bahia	3,844,338	(360,839)	(418,995)	(477,164)
Financial investment (Menkar II) (7)	CDI rate (2)		Metrô Bahia	307,604	35,509	44,381	53,251
Financial investment (CDB) (7)	CDI rate (2)		Metrô Bahia	6,197	709	886	1,063
Financial investment (Santander) (7)	CDI rate (2)		Metrô Bahia	1,644	198	248	298
ISS in Installments	Selic (5)		Metrô Bahia	2,589	(302)	(377)	(452)
Net effect					<u>(324,725)</u>	<u>(373,857)</u>	<u>(423,004)</u>
Debentures - 5th issuance	CDI rate (2)	July 2023	ViaLagos	220,582	(32,594)	(39,198)	(45,802)
Financial investment (Menkar II) (7)	CDI rate (2)		ViaLagos	35,140	4,056	5,070	6,083
ISS in Installments	Selic (5)		ViaLagos	558	(65)	(81)	(97)
Net effect					<u>(28,603)</u>	<u>(34,209)</u>	<u>(39,816)</u>
Promissory Notes - 13th issuance	CDI rate (2)	April de 2022	Sammm	37,717	(55)	(67)	(78)
Financial investment (Menkar II) (7)	CDI rate (2)		Sammm	13,019	1,503	1,878	2,254
ICMS in Installments	Selic (5)		Sammm	124	(14)	(18)	(22)
ISS in Installments	Selic (5)		Sammm	69	(8)	(10)	(12)
Net effect					<u>1,426</u>	<u>1,783</u>	<u>2,142</u>
BNDES	TJLP (4)	March 2039	MSVia	642,021	(52,625)	(62,531)	(72,438)
CEF (BNDES TRANSFER)	TJLP (4)	March 2039	MSVia	50,854	(4,168)	(4,953)	(5,738)
CEF (FINISA)	TJLP (4)	March 2039	MSVia	122,094	(10,008)	(11,891)	(13,776)
Infraction Notice - Concession Grantor	Selic (5)		MSVia	2,034	(237)	(296)	(355)
Financial investment (Menkar II) (7)	CDI rate (2)		MSVia	48,603	5,611	7,012	8,414
Financial investment (Itaú Soberano) (7)	CDI rate (2)		MSVia	26,782	3,148	3,936	4,724
Net effect					<u>(58,279)</u>	<u>(68,723)</u>	<u>(79,169)</u>

Operation	Risk	Maturity dates up to	Companies	Exposure in R\$ (8) (9)	Consolidated - Effects in R\$ on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
BNDES	TJLP ⁽⁴⁾	December 2035	BH Airport	458,153	(39,028)	(46,102)	(53,176)
Financial investment (CDB) ⁽⁷⁾	CDI rate ⁽²⁾		BH Airport	124,551	8,809	10,973	13,123
Net effect					<u>(30,219)</u>	<u>(35,129)</u>	<u>(40,053)</u>
Debentures - 5th issuance	CDI rate ⁽²⁾	October 2031	RS Holding	613,998	(81,814)	(99,965)	(118,116)
Financial investment (CDB) ⁽⁷⁾	CDI rate ⁽²⁾		RS Holding	41,268	2,206	2,745	3,277
Net effect					<u>(79,608)</u>	<u>(97,220)</u>	<u>(114,839)</u>
Swap Pre-fixed rate x CDI rate (asset)	CDI rate ⁽²⁾	April 2030	ViaMobilidade	(732,823)	-	-	-
Swap Pre-fixed rate x CDI rate (liability)	CDI rate ⁽²⁾	April 2030	ViaMobilidade	735,157	(97,465)	(119,185)	(140,905)
Financial investment (CDB) ⁽⁷⁾	CDI rate ⁽²⁾		ViaMobilidade	128,435	9,454	11,804	14,154
Net effect					<u>(88,011)</u>	<u>(107,381)</u>	<u>(126,751)</u>
Financial investment (Menkar II) ⁽⁷⁾	CDI rate ⁽²⁾		Barcas	30,380	3,507	4,383	5,259
Consolidated Debt – Installment Law No.11941/09	Selic ⁽⁵⁾		Barcas	157	(18)	(23)	(28)
Mutual loans Barcas x JCA Holding	CDI rate ⁽²⁾	December 2023	Barcas	2,552	(386)	(485)	(584)
Mutual loans Barcas x Riopar	CDI rate ⁽²⁾	December 2023	Barcas	1,955	(296)	(371)	(447)
Net effect					<u>2,807</u>	<u>3,504</u>	<u>4,200</u>

Operation	Risk	Maturity dates up to	Companies	Exposure in RS (8) (9)	Consolidated - Effects in RS on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
BNDES	TJLP ⁽⁴⁾	November 2035	VLT Carioca	888,758	(82,944)	(96,197)	(109,452)
Financial investment (CDB) ⁽⁷⁾	CDI rate ⁽²⁾		VLT Carioca	37,806	4,158	5,193	6,229
Financial investment (Itaú Soberano) ⁽⁷⁾	CDI rate ⁽²⁾		VLT Carioca	22	3	3	4
INSS in installments	Selic ⁽⁵⁾		VLT Carioca	63	(7)	(9)	(11)
Mutual loans VLT Carioca x Invepar	CDI rate ⁽²⁾	December 2027	VLT Carioca	161,400	(27,813)	(32,749)	(37,685)
Mutual loans VLT Carioca x Odebrecht	CDI rate ⁽²⁾	December 2027	VLT Carioca	161,400	(27,813)	(32,749)	(37,685)
Mutual loans VLT Carioca x CIIS	CDI rate ⁽²⁾	December 2027	VLT Carioca	161,400	(27,813)	(32,749)	(37,685)
Mutual loans VLT Carioca x Riopar	CDI rate ⁽²⁾	December 2027	VLT Carioca	161,383	(27,810)	(32,746)	(37,681)
Net effect					<u>(190,039)</u>	<u>(222,003)</u>	<u>(253,966)</u>
Debentures - 1th issuance	CDI rate ⁽²⁾	June 2023	Linhas 8 e 9	1,711,774	(231,912)	(282,615)	(333,318)
Financial investment (CDB) ⁽⁷⁾	CDI rate ⁽²⁾		Linhas 8 e 9	208,039	10,461	13,018	15,553
Net effect					<u>(221,451)</u>	<u>(269,597)</u>	<u>(317,765)</u>
Debentures - 1th issuance	CDI rate ⁽²⁾	March 2024	Bloco Central	632,080	(85,634)	(104,357)	(123,079)
Debentures - 2th issuance	CDI rate ⁽²⁾	April 2024	Bloco Central	71,000	(9,540)	(11,641)	(13,742)
Financial investment (Menkar II) ⁽⁷⁾	CDI rate ⁽²⁾		Bloco Central	30,434	3,513	4,391	5,269
Financial investment (CDB) ⁽⁷⁾	CDI rate ⁽²⁾		Bloco Central	100,487	10,222	12,767	15,311
Net effect					<u>(81,439)</u>	<u>(98,840)</u>	<u>(116,241)</u>
Debentures - 1th issuance	CDI rate ⁽²⁾	March 2024	Bloco Sul	1,896,239	(256,903)	(313,070)	(369,237)
Debentures - 2th issuance	CDI rate ⁽²⁾	April 2024	Bloco Sul	111,000	(14,914)	(18,199)	(21,484)
Financial investment (CDB) ⁽⁷⁾	CDI rate ⁽²⁾		Bloco Sul	145,935	15,349	19,177	23,002
Financial investment (Menkar II) ⁽⁷⁾	CDI rate ⁽²⁾		Bloco Sul	33,164	3,828	4,785	5,741
Net effect					<u>(252,640)</u>	<u>(307,307)</u>	<u>(361,978)</u>
Debentures - 1th issuance	CDI rate ⁽²⁾	December 2024	RioSP	1,082,759	(147,297)	(179,384)	(211,472)
Financial investment (CDB) ⁽⁷⁾	CDI rate ⁽²⁾		RioSP	1,027,593	86,252	107,430	128,463
Financial investment (Menkar II) ⁽⁷⁾	CDI rate ⁽²⁾		RioSP	865	100	125	150
Net effect					<u>(60,945)</u>	<u>(71,829)</u>	<u>(82,859)</u>
Loan facility agreement	SOFR diária ⁽⁶⁾	December 2025	Aeris	620,717	(30,649)	(38,842)	(47,248)
Net effect					<u>(30,649)</u>	<u>(38,842)</u>	<u>(47,248)</u>

Operation	Risk	Maturity dates up to	Companies	Exposure in RS (8) (9)	Consolidated - Effects in RS on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate ⁽²⁾		RDN	15,339	1,778	1,334	889
Financial investment (CDB) ⁽¹⁰⁾	CDI rate ⁽²⁾		ViaCosteira	611,810	46,883	35,302	23,630
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate ⁽²⁾		ViaCosteira	24,053	2,788	2,091	1,394
Financial investment (CDB) ⁽¹⁰⁾	CDI rate ⁽²⁾		ViaSul	266,890	24,140	18,130	12,103
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate ⁽²⁾		ViaSul	37,978	4,402	3,302	2,201
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate ⁽²⁾		SIP	123	14	11	7
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate ⁽²⁾		SPCP	5,632	653	490	326
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate ⁽²⁾		Inovap 5	788	91	68	46
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate ⁽²⁾		ATP	3,891	451	338	226
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate ⁽²⁾		PRN	3,681	427	320	213
Financial investment (CDB) ⁽¹⁰⁾	CDI rate ⁽²⁾		Linha 15	155	18	13	9
Financial investment (CDB) ⁽¹⁰⁾	CDI rate ⁽²⁾		CPA	693	62	47	31
Financial investment (Itaú Soberano) ⁽¹⁰⁾	CDI rate ⁽²⁾		SPAC	78	9	7	4
Financial investment (Itaú Soberano) ⁽¹⁰⁾	CDI rate ⁽²⁾		Five Trilhos	12,945	1,485	1,114	743
Financial investment (Itaú Soberano) ⁽¹⁰⁾	CDI rate ⁽²⁾		Quicko	1,034	119	89	59
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate ⁽²⁾		NovaDutra	945,018	108,600	81,464	54,319
Financial investment (CDB) ⁽¹⁰⁾	CDI rate ⁽²⁾		NovaDutra	367,623	26,938	20,302	13,602
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate ⁽²⁾		CPC	58,134	6,738	5,054	3,370
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate ⁽²⁾		Lam Vias	5,409	627	470	314
					<u>226,223</u>	<u>169,946</u>	<u>113,486</u>
Total effect from gain or (loss)					<u>(2,961,638)</u>	<u>(3,650,128)</u>	<u>(4,339,326)</u>
Effects on loans, financings, debentures, promissory notes, and derivatives					(3,464,223)	(4,173,258)	(4,882,494)
Effect on loans					(143,859)	(171,231)	(198,618)
Effect on installment obligations					(720)	(900)	(1,081)
Effect on financial investments					<u>647,164</u>	<u>695,261</u>	<u>742,867</u>
Total effect from gain or (loss)					<u>(2,961,638)</u>	<u>(3,650,128)</u>	<u>(4,339,326)</u>
The interest rates considered were ⁽¹⁾:							
	CDI rate ⁽²⁾				11.6500%	14.5600%	17.4700%
	IPC-A ⁽³⁾				11.3000%	14.1250%	16.9500%
	TJLP ⁽⁴⁾				6.0800%	7.5900%	9.1200%
	Selic over ⁽⁵⁾				11.6500%	14.5600%	17.4700%
	SOFR diária ⁽⁶⁾				0.27000%	0.3375%	0.4050%
	CDI rate ⁽²⁾				11.6500%	8.7375%	5.8250%

The rates presented above were used as basis for the calculation. They were used for calculation over 12 months:

- (1) The rates presented above were used as basis for the calculation. They were used for calculation over 12 months;

Items (2) to (6) below detail the assumptions used in obtaining the rates of the probable scenario:

- (2) Refers to the rate as of 3/31/2022, published by B3; and in the investees where the liabilities linked to the CDI rate are higher than the financial investments, we consider increasing the CDI rate to calculate the stress scenarios. In the investees where the investments are higher than the liabilities linked to the CDI rate, we lowered the CDI rate to calculate the stress scenarios;
- (3) Refers the accumulated annual variations in the past 12 months, published by the Brazilian Institute of Geography and Statistics (IBGE);
- (4) Refers to the rate on 3/31/2022, published by the BNDES;
- (5) Refers to the rate on 3/31/2022, published by the Central Bank of Brazil;
- (6) Refers to the SOFR rate, published daily by the Federal Reserve on 03/31/2022;
- (7) As the concept is of net debt, the scenario to measure the impact on cash over financial investments is the same for the indebtedness; that is, increase in interest rates. In this scenario, financial investments have an advantage, as they are post-fixed.
- (8) The exposure amounts do not include adjustments to fair value, are not deducted from transaction costs and do not consider the balances of interest on 3/31/2022, when they do not affect the calculations of subsequent effects;
- (9) The stress scenarios consider a depreciation of the risk factors (CDI rate, TJLP, IPCA, Libor for 6 months and Selic rate); and
- (10) For such cases, in which the investee has no debt and/or derivatives, the CDI rate reduction was considered in all the scenarios to determine the adverse effect on the result of the sensitivity on the earnings rate of the financial investments.

24. Commitments subject to concession agreements

a. Commitments with Concession Grantor

Variable concession fee - AutoBAn, ViaOeste, RodoAnel Oeste, and SPVias

Refers to part of the public services price, represented by the variable amount, maturing up to the last business day of the subsequent month, equivalent to 3% of the monthly gross revenue. In July 2013 (except October 2013), the rate was changed to 1.5% of the monthly gross revenue, as authorized by the Concession Grantor (see further details in explanatory note 10c).

Throughout the quarter ended on March 31, 2022, the amount of R\$ 19,543 related to the variable concession fee right (R\$ 16,502 in the quarter ended on March 31, 2021) was paid to the Concession Grantor.

As of October 3, 2021, the RodoAnel Oeste rate was once again 3%, due to the execution of an agreement with the Concession Grantor (see further details in Explanatory Note 1 to the Financial Statements on December 31, 2021).

Variable concession fee - Curaçao Airport (CAP)

Refers to the amount payable to the Concession Grantor as variable concession fee contribution arising from the application of the 16% rate to the air force and non-air force revenue.

Throughout the quarter ended on March 31, 2022, the amount of R\$ 9,228 (R\$ 2,490 in the quarter ended on March 31, 2021) was paid to the Concession Grantor.

Variable concession fee - BH Airport

Refers to the amount payable to the Concession Grantor as variable concession fee contribution resulting from the adoption of the rate of 5% of the Concessionaire's gross revenue, less percentage of 26.4165% on tariff revenues related to merger of ATAERO to regulated income, net of PIS and COFINS.

The variable contribution is paid on annual basis in May. The amount provisioned on March 31, 2022, is R\$ 14,474 (R\$ 9,128 on the quarter ended on March 31, 2021).

Variable concession fee - ViaMobilidade

Refers to the amount payable to the Concession Grantor as variable concession fee arising from the application of the 1% rate to the gross operational revenue.

Throughout the quarter ended on March 31, 2022, the amount of R\$ 970 (R\$ 791 in the quarter ended on March 31, 2021) was paid to the Concession Grantor.

b. Commitments related to concessions

The concessionaires assumed commitments in their concession agreements, which contemplate investments (improvements and maintenances) to be made over the concession period. The values shown below reflect the value of investments established at the beginning of each concession agreement, adjusted by rebalances agreed upon with the Concession Grantors and restated on annual basis at the tariff adjustment indices of each concessionaire:

	<u>03/31/2022</u>	<u>12/31/2021</u>
AutoBAn (c)	2,941,781	401,148
RodoAnel Oeste (a)	429,248	438,393
SPVias (c)	977,775	426,087
ViaLagos	57,006	57,144
ViaOeste (d)	1,794,288	893,126
MSVia (e)	13,979	19,854
BH Airport (a) (b)	152,837	159,356
ViaQuatro (a)	76,580	96,289
ViaMobilidade (a) (b)	150,458	120,527
ViaSul (f)	5,175,242	4,814,611
ViaCosteira	1,885,596	1,896,622
Bloco Sul	1,334,364	1,337,388
Bloco Central	658,805	661,030
Linhas 8 e 9 (a)	3,550,422	3,595,894
Pampulha	166,866	-
RioSP	15,590,668	-
	<u>34,955,915</u>	<u>14,917,469</u>

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

- (b) They refer to the best estimate of mandatory investments to be made by the Concessionaires, not considering additional triggers, as the construction of the 2nd take-off and landing runway on BH Airport. The values are restated by the IPCA and IPC-Fipe, respectively, to BH Airport and ViaMobilidade up to the date of the last tariff restatement.
- (c) The amount increasing is due to the improvements and additional cycles of pavement maintenance from the Definitive Agreement entered into on March 31, 2022. See explanatory note 1 to these quarterly financial statements for further details.
- (d) The increase of the amount is due to the TAM agreement No. 25 entered into on March 31, 2022. For further details see explanatory note No. 1 - Operating report.
- (e) The value of future investment commitments contemplates the provisions of Addendum No. 1.
- (f) The balance of future investment commitments as on March 31, 2022, comprises R\$ 3,987,089 referring to improvements and R\$ 1,188,153 referring to special upkeep (on December 31, 2021, R\$ 3,096,663 referring to improvements plus R\$ 1,717,948 referring to special upkeep).

The values above do not include any contingent investments, of service level and cases under discussion for rebalance.

c. Variable concession fee

	<u>03/31/2022</u>	<u>03/31/2021</u>
Current		
AutoBAn	3,536	3,454
ViaOeste	1,594	1,576
RodoAnel Oeste	882	865
SPVias	1,118	1,138
CAP	2,390	7,496
BH Airport	14,475	11,201
ViaMobilidade	739	666
	<u>24,734</u>	<u>26,396</u>

d. Fixed contribution - BH Airport

Refers to the annual amount payable to the Concession Grantor as result of the offering made in the auction object of the concession.

	03/31/2022		12/31/2021	
	Nominal value	Present value (Book value)	Nominal value	Present value (Book value)
Current	159,793	159,225	155,546	154,738
Non-current	2,408,948	1,815,815	2,351,584	1,748,175
	<u>2,568,741</u>	<u>1,975,040</u>	<u>2,507,130</u>	<u>1,902,913</u>
	Nominal value	Present value (Book value)	Nominal value	Present value (Book value)
2022	159,792	159,225	155,546	154,738
2023	104,013	101,266	101,536	100,114
2024	104,013	98,681	101,536	97,445
2025	104,013	96,210	101,536	94,896
2026 onwards	2,096,910	1,519,658	2,046,976	1,455,720
	<u>2,568,741</u>	<u>1,975,040</u>	<u>2,507,130</u>	<u>1,902,913</u>

The calculation of present value was made considering the effective interest rate of 4.3% p.a., compatible to the rate estimated for the issuance of debt with term similar to the concession fee burden, not being related to the expected return of the project.

The concession fee burden amount is settled in annual, consecutive installments, which is annually adjusted using the IPCA.

Upon signature of Addendum No. 7/2020, the maturity dates of installments from 2021 to 2025 were postponed, which changed from May to December.

As of 2026, the maturity date will return to the month of May.

25. Operating segments

	Lam Vias	Infra SP	Mobility	Aeroporto	Unallocated	Consolidated
	Information from March 31, 2022					
Revenue from Toll-Charging	444,939	1,191,319	-	-	-	1,636,258
Construction Revenues (ICPC 01)	127,548	33,887	57,570	25,604	-	244,609
Revenue from optical fiber services	18,457	-	-	-	-	18,457
Airport Revenues	-	-	-	361,806	-	361,806
Financial assets remuneration revenues	61,442	-	185,179	-	-	246,621
Accessory revenues	9,653	19,611	25,831	12,547	-	67,642
Revenue from variable monetary consideration	-	-	9,621	-	-	9,621
Revenue from waterways	-	-	14,103	-	-	14,103
Metro revenues	-	-	364,679	-	-	364,679
Revenue from management and loyalty programs	-	-	33	-	-	33
Rebalancing revenues- ViaQuatro	-	-	104,137	-	-	104,137
Rebalancing revenues - AutoBAn	-	5,254,058	-	-	-	5,254,058
Revenue from consideration - installment B	-	-	3,955	-	-	3,955
Demand projected risk mitigation	-	-	122,355	-	-	122,355
Revenue from service provision between the related parties	29	-	67	(1,601)	3,388	1,883
Finance income	65,494	25,131	64,900	10,775	321,757	488,057
Finance costs	(133,231)	(127,295)	(273,423)	(285,198)	(547,542)	(1,366,689)
Depreciation and amortization	(38,068)	(203,737)	(68,368)	(77,317)	(12,841)	(400,331)
Income (loss) from reportable segments after income and social contribution	79,931	5,017,022	153,550	(212,320)	(1,599,790)	3,438,393
Income tax and social contribution	(88,886)	(1,947,369)	(92,428)	47,601	(28,454)	(2,109,536)
Equity income (loss)	(1,707)	14,637	-	17,564	(56)	30,438

	Lam Vias	Infra SP	Mobility	Aeroporto	Unallocated	Consolidated
	Information from March 31, 2021					
Revenue from Toll-Charging	716,179	1,033,573	-	-	-	1,749,752
Construction Revenues (ICPC 01)	222,601	11,411	20,297	13,853	-	268,162
Revenue from boarding passes	-	-	280	-	-	280
Revenue from optical fiber services	20,823	-	-	-	-	20,823
Airport Revenues	-	-	-	232,272	-	232,272
Financial assets remuneration revenues	-	-	143,055	-	-	143,055
Accessory revenues	11,486	15,448	23,691	-	-	50,625
Revenue from variable monetary consideration	-	-	8,700	-	-	8,700
Revenue from waterways	-	-	8,357	-	-	8,357
Metro revenues	-	-	268,474	-	-	268,474
Revenue from service provision between the related parties	37	-	61	1,639	1,803	3,540
Finance income	11,499	12,840	103,670	5,080	148,793	281,882
Finance costs	(41,740)	(80,756)	(198,880)	(101,100)	(214,978)	(637,454)
Depreciation and amortization	(360,420)	(145,733)	(59,013)	(80,538)	(10,433)	(656,137)
Income (loss) from reportable segments after income and social contribution	(48,912)	351,362	808,809	(148,280)	(118,621)	844,358
Income tax and social contribution	(21,933)	(159,732)	(424,038)	29,490	4,465	(571,748)
Equity income (loss)	1,423	12,457	-	(7,873)	(34)	5,973
	Information on March 31, 2022					
Assets of reporting segments	7,818,379	14,864,750	14,174,834	7,308,573	3,004,437	47,170,973
Net investment of unsecured liability on associated companies and joint ventures	79,900	69,248	(1)	514,220	(751)	662,616
CAPEX	137,330	50,265	101,313	90,904	4,551	384,363
Liabilities of reporting segments	(3,391,744)	(6,952,497)	(10,166,733)	(6,480,540)	(8,464,227)	(35,455,741)
	Information on December 31, 2021					
Assets of reporting segments	7,646,650	8,105,044	13,867,978	7,601,914	4,134,860	41,356,444
Net investment of unsecured liability on associated companies and joint ventures	81,609	58,141	-	709,045	(695)	848,100
CAPEX	2,887,842	1,386,413	1,739,175	3,605,961	12,735	9,632,126
Liabilities of reporting segments	(3,370,524)	(5,129,633)	(10,080,044)	(6,201,920)	(8,008,523)	(32,790,644)

26. Cash flows statements

- a. Effects in these statements that did not affect the cash in the period ended on March 31, 2022 and 2021. If these operations had affected cash, they would be recorded under the cash flow line items below:

	Parent company	
	03/31/2022	03/31/2021
Recoverable taxes	(3,130)	-
Interest on equity received	292	-
Effect on net cash from operating activities	(2,838)	-
Mutual loans with related parties	(2,838)	-
Capital reduction in investees	(242,192)	-
AFAC - related parties	242,192	-
Effect on net Cash from investment activities	(2,838)	-

	Consolidated	
	03/31/2022	03/31/2021
Revenue from rebalancing - AutoBAn	5,254,058	-
Recoverable taxes	(601)	(1,294)
Financial assets	9,902	(7)
Suppliers - related parties	-	3,197
Suppliers	-	1,961
Other accounts payable	-	(7)
Effect on net Cash from operating activities	5,263,359	3,850
Additions of intangible assets	-	(5,223)
Other fixed assets and intangible assets	(5,264,140)	999
Mutual loans- related parties	781	374
Effect on net cash from investment activities	(5,263,359)	(3,850)

- b.* The Company classifies the interest paid as a financing activity, as it considers that such classification best represents the funding flows.

c. Reconciliation of financing activities

Parent Company

	Loans and borrowings	Debentures	Operations with derivatives	Lease	Total
Opening balance	(1,174,942)	(6,327,893)	104,827	(51)	(7,398,059)
Variations in financing cash flows					
Funding (net of transaction costs)	-	(3,337,802)	-	-	(3,337,802)
Payments of principal and interest	475,328	2,590,155	-	11	3,065,494
Settlement of operations with derivatives	-	-	14,721	-	14,721
Total variations in financing cash flows	475,328	(747,647)	14,721	11	(257,587)
Other variations					
Interest, monetary and exchange-rate	102,128	(229,575)	-	-	(127,447)
Result of operations with derivatives and fair value	12,765	(1,162)	(128,220)	-	(116,617)
Other adjustments that do not affect the cash	-	-	-	(1)	(1)
Total of other variations	114,893	(230,737)	(128,220)	(1)	(244,065)
Closing balance	<u>(584,721)</u>	<u>(7,306,277)</u>	<u>(8,672)</u>	<u>(41)</u>	<u>(7,899,711)</u>

Consolidated

	<u>Loans and financing</u>	<u>Debentures</u>	<u>Mutual loans with related parties</u>	<u>Dividends payable</u>	<u>Interest of non-controlling shareholders</u>	<u>Operations with derivatives</u>	<u>Advance for future capital increases - related parties</u>	<u>Leases</u>	<u>Total</u>
Opening balance	(8,036,991)	(18,714,158)	(447,875)	(72,921)	(301,038)	90,042	(1,916)	(172,809)	(27,657,666)
Variations in financing cash flows									
Funding (net of transaction costs)	(625,914)	(3,677,392)	-	-	-	-	-	-	(4,303,306)
Payments of principal and interest	1,173,199	2,948,659	-	-	-	-	-	13,394	4,135,252
Settlement of operations with derivatives	-	-	-	-	-	18,758	-	-	18,758
Dividends paid	-	-	-	(558)	648	-	-	-	90
Advance for future capital increases	-	-	-	-	-	-	(30,413)	-	(30,413)
Participation of controlling shareholders	-	-	-	-	49,941	-	42,800	-	92,741
Total variations in financing cash flows	547,285	(728,733)	-	(558)	50,589	18,758	12,387	13,394	(86,878)
Other variations									
Interest, monetary and exchange-rate	(52,635)	(588,864)	(17,240)	-	-	-	-	-	(658,739)
Result of operations with derivatives and fair value	12,765	14,351	-	-	-	(155,757)	-	-	(128,641)
Reversal of the adjustment at present value	-	-	-	-	-	-	-	(2,597)	(2,597)
Other adjustments that do not affect the cash	130,165	-	2,984	91	14,080	-	-	20,749	168,069
Total of other variations	90,295	(574,513)	(14,256)	91	14,080	(155,757)	-	18,152	(621,908)
Closing balance	(7,399,411)	(20,017,404)	(462,131)	(73,388)	(236,369)	(46,957)	10,471	(141,263)	(28,366,452)

27. Voluntary Disclosure and Settlement, Collaboration Incentive Program and Leniency Agreement

In the quarter, there were no changes in the related themes to the Voluntary Disclosure and Settlement and the Leniency Agreement when comparing to December 31, 2021, once they were fully executed.

As to the Collaboration Incentive Program, the payable balance as on March 31, 2022 is R\$ 25,339 (R\$ 27,891 on December 31, 2021) adjusted to IPCA and decreased to the amounts already paid in quarter, which shall be settled up to November 2023.

In the quarter ended March 31, 2022, the Company incurred expenses of R\$ 698 related to reimbursement to the interested parties and payment of remaining balance of pecuniary fees amounting R\$ 218.

28. Subsequent events

- **Equity interest of the company MaaS Global**

On March 20, 2022, on one side, the CIIS' subsidiary, together with Canadá Participações S.A., jointly holders of 100% of the capital of Toronto (Quicko), and on the other side, the Finland company MaaS Global Oy ("MaaS") entered into a contractual instrument, subject to checking of certain suspensive conditions, aiming to the acquisition, by the MaaS, of the total shares of Quicko, upon shares payment of MaaS, which shall be issued by it.

Upon the conclusion the transaction on April 11, 2022, the CIIS no longer has direct ownership participation on Quicko's capital, now holding 17.1% of MaaS shares.

- **Merger of Infra SP and CIIS**

In the Special General Meeting held on April 19, 2022, the Infra SP's and CIIS' merger proposal was approved by the Company.

- **Dividends – CCR**

On April 29, 2022, the complementary payment of the minimum mandatory dividends and of the proposed additional dividends in the Financial Statements on December 31, 2021, in the total amount of R\$ 176,625 corresponding to R\$ 0.087438205386 through common shares, as resolution in the Annual and Special General Meeting held on April 19, 2022. The Company's shares shall be trade as "*ex dividendos*" as on April 20, 2022.

- **Alienation of TAS**

On May 9, 2022, CCR USA entered into a contractual instrument, subject to the verification of certain suspensive conditions, with AGI-CFI Acquisition Corp, a subsidiary of Alliance Ground International, LLC (AGI), for the sale of its entire shareholding in the TAS' share capital, which corresponds to 70% of the investee's share capital.