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Results for the second quarter of 2024



São Paulo, July 29, 2024

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

Unless otherwise stated, the financial and operating information is presented on a consolidated basis, in thousands of Brazilian reais, and the comparisons refer to 2Q23.

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

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



Waldo Perez - VP of Finance and Investor Relations

✉ waldo.perez@grupoccr.com.br
☎ 55 11 3048.5900

Investor Relations Department

✉ invest@grupoccr.com.br

Flávia Godoy

✉ flavia.godoy@grupoccr.com.br
☎ 55 11 3048.5900

Douglas Ribeiro

✉ douglas.ribeiro@grupoccr.com.br
☎ 55 11 3048.5900

Cauê Cunha

✉ caue.cunha@grupoccr.com.br
☎ 55 11 3048.5900

Igor Yamamoto

✉ igor.yamamoto@grupoccr.com.br
☎ 55 11 3048.5900

Caique Moraes

✉ caique.moraes@grupoccr.com.br
☎ 55 11 3048.5900



Highlights

1. Contracting of a long-term financing for RioSP, in the amount of **R\$10.8 billion**, with **R\$9.4 billion** to be disbursed in 8 series, being 6 series at a cost of IPCA + 6.90%, and 2 backstop credit series at a cost of IPCA + 8.58%, in addition to a FINEM in the amount of **R\$1.4 billion** at a cost of IPCA + 8.68% (more details in the debt section on page 17).
2. Issuance of the 17th debentures by CCR Holding for liability management, in the amount of **R\$2.3 billion**, at a cost of CDI + 0.75% (more details in the debt section on page 17).
3. In line with our portfolio management strategy, we concluded the sale of Samm to Megatelecom Telecomunicações S.A., in the amount of **R\$100 million**.



Consolidated Operational and Financial Highlights

OPERATIONAL AND FINANCIAL HIGHLIGHTS (R\$ MM)	2Q23	2Q24	Var. %	1H23	1H24	Var. %
Adjusted Net Revenue ¹	3,100	3,488	12.5%	6,329	6,966	10.1
Consolidated Adjusted EBITDA ¹	1,757	2,009	14.4%	3,731	4,075	9.2%
Adjusted EBITDA - Toll Roads	1,359	1,498	10.2%	2,826	3,032	7.3%
Adjusted EBITDA - Mobility	385	513	33.3%	870	990	13.8%
Adjusted EBITDA - Airports	190	244	28.4%	397	519	30.7%
Adjusted EBITDA - Other	-177	-246	38.1%	-362	-466	29.1%
Consolidated Adjusted EBITDA Margin ²	56.7%	57.6%	0.9 p.p.	59.0%	58.5%	-0.5 p.p.
Adjusted Net Income ¹	203	411	102.1%	520	859	65.2%
Net Debt/Adjusted EBITDA LTM (x)	3.0	3.1	0.1	3.0	3.1	0.1
Toll Roads - Vehicle Equivalents (million)	283.9	294.5	3.8%	568.4	595.6	4.8%
Urban Mobility - Transported Passengers (million)	177.3	191.2	7.8%	345.7	367.0	6.2%
Airports - Boarded Passengers (million)	4.3	4.7	9.3%	8.7	9.5	9.2%
CAPEX ³	1,397	1,628	16.6%	2,893	2,880	-0.4%

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

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

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



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Message from the CEO of Grupo CCR - Miguel Setas

We reached the end of 2Q24 with important advancements in our indicators. Our adjusted net profit recorded a 102.1% growth from the same period of the previous year. Our adjusted net revenue increased by 12.5%, while consolidated adjusted EBITDA expanded by 14.4%. The resilience of our portfolio was reflected in important demand volumes across our platforms, which increased by 3.8%, 7.8% and 9.3% in toll roads, urban mobility and airports, respectively. In terms of operational efficiency, we highlight that our Opex (Cash) / Net Revenue LTM¹ ratio was 40.5% in the quarter, reducing by 2.0 p.p. from the previous year. This performance reflects our initiatives aimed at increasing efficiency, one of our strategic pillars.

On May 28th, we hosted our CCR Day, in which we presented how our commitments made last year evolved in relation to our Value Acceleration Plan, as well as our CCR 2035 Ambition, which includes our key strategic guidelines for the next decade: Profitable and Selective Growth, Value Generation, Strong Balance Sheet and Leaders in Sustainability.

We also highlight that one of our long-term ambitions is to expand our ancillary revenues, which represent an important source of value creation. Starting this quarter, we will begin to disclose the progress on this matter in our earnings releases. In Q2 2024, we recorded a significant growth of 18.6% in these revenues, resulting from various initiatives undertaken across all our segments.

One of the main highlights in 2Q24 was the approval of long-term financing for CCR RioSP to carry out the largest issuance of incentivized debentures in the history of the Brazilian market, in the amount of R\$9.4 billion. BNDES fully subscribed to this issue. The transaction also includes a FINEM financing line, in the amount of R\$1.4 billion. In total, we raised R\$10.8 billion, corresponding to nearly 70% of the investment for the expansion, modernization and improvement works on the Presidente Dutra and BR 101-RJ/SP highways. Additionally, in line with our portfolio management strategy, we concluded the sale of Samm in 2Q24, in the amount of R\$100 million.

The quarter was also marked by heavy rains that left Rio Grande do Sul in a situation of emergency. However, we maintained airport and road operations and offered solidarity during this sensitive period, which included actions such as: save and rescue missions for victims, carried out by 24 Pre-Hospital Care professionals and two helicopters; donations of 10 tons of drinking water, food and personal hygiene items; collection of 800 tons of donations at our airports, train and subway stations; dissemination of the SOS Rio Grande do Sul campaign on our highways; exemption of toll road and airport fees for humanitarian transport; and we carried out an internal aid program for our employees in Rio Grande do Sul whose homes were affected.

During the quarter, we made assertive advancements in the execution of our investments. On the Highway Platform, we began expansion works for the Serra das Arras stretch of the Rodovia Presidente Dutra highway, with investments of R\$1.5 billion. We expanded this highway's traffic capacity in the Metropolitan region of São Paulo by delivering new marginal lanes in Bonsucesso and a new stretch in the Jacu Pêssego road complex, near Guarulhos, with investments of R\$1.4 billion and generating more 4 thousand jobs. On the Urban Mobility Platform, we received the 29th of the 36 trains acquired from Alstom for Lines 8-Diamante and 9-Esmeralda, in which 20 trains are already in operation. On the Airport Platform, we completed the modernization works at Bacacheri Airport, in Curitiba (PR), anticipating the scheduled deadline by five months. This delivery marks the start of the conclusion of our R\$2 billion investment plan to expand and improve our airport terminals across the country.

I also highlight the important recognitions we received during the quarter. For the third time, Grupo CCR conquered the Best ESG Award, from Revista EXAME, in the Transportation and Logistics category, in recognition of the Company's efforts in leading the sustainability agenda for the mobility infrastructure sector. The Group was also selected by Great Place to Work (GPTW) among the 25 best Brazilian companies for women to work.

The airports of San José and Quito, in Costa Rica and Ecuador, respectively, received the World Airport Awards 2024. San José was considered the best regional airport in Central America and the Caribbean, having received the second-best score in the region, with highlight to the performance of its staff. The Quito airport was selected as the best regional terminal in South America and ranked second among all airports in the region. Furthermore, the Confins International Airport (MG) was selected by ANAC as the most sustainable terminal in Brazil for the second consecutive year, in the "large airports" category of the Sustainable Airports Program. Additionally, the Rodovia dos Bandeirantes (SP) highway, managed by CCR AutoBAn, was awarded as the Best Toll Road by Prêmio Viaja São Paulo, organized by Instituto Datafolha.

I am very proud of the strong results achieved by the Group during the second quarter, which ratifies the efforts we have been making internally through our Value Acceleration Plan and renews our confidence in our ability to create sustainable value for our investors and stakeholders.

1. Consolidated for Jointly Owned Subsidiaries



Financial and Operational Performance



Toll Roads

	2Q23	2Q24	Var. %	2Q23	2Q24	Var. %
Toll Roads	Vehicle Equivalents ¹			Average Tariff ²		
AutoBAn	72,627,839	79,170,670	9.0%	10.8	11.3	4.6%
MSVia ³	12,765,091	13,796,357	8.1%	3.2	5.0	56.3%
RioSP	40,947,615	42,170,173	3.0%	6.8	7.6	11.8%
RodoAnel Oeste	34,371,713	36,356,498	5.8%	2.8	3.0	7.1%
SPVias	17,179,044	17,800,291	3.6%	13.6	14.3	5.1%
ViaCosteira	19,253,224	19,321,013	0.4%	2.5	2.5	0.0%
ViaLagos	2,037,261	2,115,343	3.8%	22.9	22.9	0.0%
ViaOeste ⁴	31,310,121	32,409,342	3.5%	9.6	9.2	-4.2%
ViaSul	22,051,554	18,993,619	-13.9%	5.8	4.9	-15.5%
Consolidated IFRS⁵	283,853,583	294,542,647	3.8%	6.9	7.3	5.8%

	Traffic / Passengers			Average Tariff ¹		
	1H23	1H24	Var. %	1H23	1H24	Var. %
Toll Roads	Vehicle Equivalents ²			Average Tariff ¹		
AutoBAn	141,724,856	155,271,915	9.6%	10.8	11.3	4.6%
MSVia ³	25,944,811	26,998,826	4.1%	3.2	4.1	28.1%
RioSP	81,201,949	84,639,533	4.2%	6.8	7.6	11.8%
RodoAnel Oeste	67,820,997	71,203,416	5.0%	2.8	3.0	7.1%
SPVias	33,728,853	35,848,074	6.3%	13.6	14.3	5.1%
ViaCosteira	41,233,840	42,272,820	2.5%	2.4	2.5	4.2%
ViaLagos	4,761,703	4,791,522	0.6%	22.6	22.6	0.0%
ViaOeste ⁴	61,425,370	63,814,157	3.9%	10.4	9.2	-11.5%
ViaSul	49,153,046	46,979,638	-4.4%	5.5	5.4	-1.8%
Consolidated IFRS⁵	568,420,795	595,634,057	4.8%	6.9	7.2	4.3%

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

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

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

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

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

	2Q23	2Q24	Var. %	1H23	1H24	Var. %
Gross Revenue	2,321,236	2,845,456	22.6%	4,685,493	5,508,102	17.6%
Toll Revenue	1,956,489	2,139,329	9.3%	3,932,387	4,294,235	9.2%
Other Revenues	58,169	54,732	-5.9%	142,513	125,271	-12.1%
(-) Construction Revenue	306,578	651,395	112.5%	610,593	1,088,596	78.3%
Deductions from Gross Revenue	(180,852)	(200,924)	11.1%	(361,650)	(402,071)	11.2%
Net Revenue excluding Construction (a)	1,833,806	1,993,137	8.7%	3,713,250	4,017,435	8.2%
Total Costs and Expenses (b+c+d)	(1,283,903)	(1,714,057)	33.5%	(2,472,044)	(3,138,756)	27.0%
Cash Costs (b)	(656,970)	(712,103)	8.4%	(1,236,155)	(1,364,948)	10.4%
Personnel	(128,913)	(120,540)	-6.5%	(234,893)	(244,050)	3.9%
Third-Party Services	(167,905)	(202,496)	20.6%	(311,917)	(386,013)	23.8%
Concession Fees	(29,665)	(32,617)	10.0%	(57,942)	(64,282)	10.9%
Other Costs and Expenses	(330,487)	(356,450)	7.9%	(631,403)	(670,603)	6.2%
Non-Cash Costs (c)	(320,355)	(350,559)	9.4%	(625,296)	(685,212)	9.6%
Depreciation, Amortization, and Impairment	(208,885)	(219,546)	5.1%	(407,688)	(428,473)	5.1%
Maintenance Provision	(75,706)	(97,735)	29.1%	(146,082)	(190,186)	30.2%
Prepaid Concession Fees	(35,764)	(33,278)	-7.0%	(71,526)	(66,553)	-7.0%
Construction Costs (d)	(306,578)	(651,395)	112.5%	(610,593)	(1,088,596)	78.3%
Non-Recurring (e)	182,601	216,634	18.6%	348,443	379,754	9.0%
ADJUSTED EBITDA (a+b+e)	1,359,437	1,497,668	10.2%	2,825,538	3,032,241	7.3%
Adjusted EBITDA Margin¹	74.1%	75.1%	1.0 p.p.	76.1%	75.5%	-0.6 p.p.

1. The Adjusted EBITDA Margin was calculated over the Adjusted Net Revenue of R\$1,833,806 thousand in 2Q23, R\$1,993,137 thousand in 2Q24, R\$3,713,250 in 1H23 and R\$4,017,435 thousand in 1H24, as there were no non-recurring effects that impacted revenue in the period.

As presented in the demand chart above, demand for vehicle equivalents increased by **3.8%** over the same period of the previous year.

Commercial vehicles grew by 7.6% in the quarter, with positive highlights for the AutoBAn, SPVias, ViaOeste and RodoAnel Oeste concessions, which were favored by the strong flow of sugar exports at record levels in 2024, in addition to other products such as cotton, soy, coffee and meat. The good performance also reflected the start of charging of suspended axle on vehicles with the Electronic Manifest of Fiscal Documents (MDF-e) on all of the Group's toll roads, accounting for approximately **3.3%** of the total commercial equivalent axles (+R\$44 million in toll revenues).

Passenger vehicles recorded a slight drop in traffic, by 0.3% in the quarter, mainly on the RioSP highway, which fell by 4.5% because of the construction works in the metropolitan region of São Paulo.

Total traffic on ViaSul was impacted by the heavy rains in Rio Grande do Sul during the quarter, with ViaCosteira also indirectly impacted, but in lower proportions.

Driven by better operational performance and tariff adjustments between the periods, **Toll Revenue** grew by **9.3%** in the quarter. At ViaOeste, we had a reduction of R\$3 million in the **Other Revenues** line, due to lower fiber optic services in the right-of-way. Therefore, **Net Revenue excluding Construction** increased by **8.7%** in the period.

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

1. **Personnel:** The reduction was mainly due to the transfer of employees to the Shared Services Center (CSC), arising from the Company's new organizational model. This effect was partially offset by the average annual salary adjustment of 3.86% (+R\$7 million) applied in 2Q24.
2. **Third-Party Services:** The increase of R\$38 million at MSVia was due to a pavement recovery, in accordance with the parameters established by the Granting Authority.
3. **Concession Fees:** The increase of R\$3 million was mainly due to higher toll revenues at AutoBAn, ViaOeste, SPVias and RodoAnel Oeste.
4. **Other Costs and Expenses:** The increase was mainly due to the investments at ViaOeste, in the amount of R\$183 million in 2Q23 and R\$217 million in 2Q24, involving improvement works that do not generate future economic benefits and, therefore, were recorded as a cost when incurred. This effect was partially offset by the reversal of taxes contingencies at AutoBAn, in the amount of approximately R\$15 million.

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

1. **Depreciation, Amortization and Impairment:** The increase was mainly due to the addition of intangible and fixed assets at RioSP and SPVias, reflecting the works delivered in the period.
2. **Maintenance Provision:** The increase is mainly explained by the obligations assumed in the Definitive Agreement for AutoBAn, in the amount of R\$11 million, as well as pavement maintenance cycles, totaling R\$4 million in RodoAnel Oeste, R\$3 million in SPVias and R\$2 million in ViaSul.

3. **Construction Costs:** The increase was due to the investment schedule agreed with the Granting Authorities, with emphasis to the increase of approximately R\$247 million in ViaSul related to expansion, expropriations and pavement recovery services across several sections of highways BR-101 and BR-116. The R\$45 million increase recorded in ViaCosteira was related to the construction of marginal lanes, walkways and pavement recovery services on several sections of highway BR-101. Additionally, we had a R\$43 million increase in ViaSul related to pavement recovery, duplications and improvements on several sections of highways BR-101, BR-290 and BR-386.

As additional information, the breakdown of **Non-Recurring Costs** is detailed as follows: In **Other Costs and Expenses**, we highlight that ViaOeste contributed with R\$183 million in 2Q23, R\$217 million in 2Q24, R\$348 million in 1H23 and R\$380 million in 1H24, arising from improvement works that do not generate future economic benefits.

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



Urban Mobility

	Traffic / Passengers			Average Tariff ¹		
	2Q23	2Q24	Var. %	2Q23	2Q24	Var. %
Mobility	Passengers Transported			Average Tariff ¹		
Barcas ²	3,381,887	3,349,822	-0.9%	8.0	7.7	-3.8%
Metrô Bahia	25,179,482	29,612,823	17.6%	3.3	3.5	6.1%
ViaMobilidade – Lines 5 and 17	38,177,130	42,667,089	11.8%	2.5	2.5	0.0%
ViaMobilidade – Lines 8 and 9	57,882,458	59,009,167	1.9%	3.6	3.7	2.8%
ViaQuatro	48,286,757	50,859,249	5.3%	3.6	3.6	0.0%
Integrated	41,607,303	43,279,744	4.0%	-	-	n.m.
Exclusive	6,679,454	7,579,505	13.5%	-	-	n.m.
VLT Carioca	4,400,476	5,692,681	29.4%	3.9	4.0	2.6%
Consolidated	177,308,190	191,190,831	7.8%			

	Traffic / Passengers			Average Tariff ¹		
	1H23	1H24	Var. %	1H23	1H24	Var. %
Mobility	Passengers Transported			Average Tariff ¹		
Barcas ²	6,500,947	6,615,890	1.8%	7.9	7.8	-1.3%
Metrô Bahia	49,624,395	56,888,078	14.6%	3.2	3.4	6.3%
ViaMobilidade – Lines 5 and 17	73,624,995	81,876,560	11.2%	2.5	2.5	0.0%
ViaMobilidade – Lines 8 and 9	113,041,496	114,037,896	0.9%	3.6	3.7	2.8%
ViaQuatro	93,039,993	97,257,040	4.5%	3.6	3.6	0.0%
Integrated	80,300,059	82,713,412	3.0%	-	-	n.m.
Exclusive	12,739,934	14,543,628	14.2%	-	-	n.m.
VLT Carioca	9,115,887	10,365,469	13.7%	3.9	4.0	2.6%
Consolidated	344,947,713	367,040,933	6.4%			

1. The average tariff for the Mobility business considers only tariff revenues and the number of passengers transported.
2. Considers the total number of passing passengers.

	2Q23	2Q24	Var. %	1H23	1H24	Var. %
Gross Revenue	1,113,893	1,801,302	61.7%	2,846,474	3,303,572	16.1%
Tariff Revenue	598,349	654,316	9.4%	1,153,369	1,251,507	8.5%
Mitigation Revenue	127,408	98,359	-22.8%	252,292	224,184	-11.1%
Financial Asset Revenue	97,113	213,187	119.5%	885,345	407,018	-54.0%
Real Estate Revenue ¹	14,103	15,845	12.3%	26,655	30,965	16.2%
Other ²	16,201	21,105	30.3%	34,290	46,535	35.7%
(-) Construction Revenue	260,719	798,490	206.3%	494,523	1,343,363	171.6%
Deductions from Gross Revenue	(9,661)	(9,240)	-4.4%	(19,094)	(16,988)	-11.0%
Net Revenue excluding Construction (a)	843,513	993,572	17.8%	2,332,857	1,943,221	-16.7%
Total Costs and Expenses (b+c+d)	(794,401)	(1,372,708)	72.8%	(1,536,757)	(2,472,871)	60.9%
Cash Costs (b)	(458,579)	(480,560)	4.8%	(892,907)	(953,007)	6.7%
Personnel	(205,959)	(197,019)	-4.3%	(400,714)	(402,285)	0.4%
Third-Party Services	(97,153)	(101,282)	4.2%	(185,563)	(208,352)	12.3%
Concession Fees	(1,307)	(2,721)	108.2%	(2,533)	(4,131)	63.1%
Other Costs and Expenses	(154,160)	(179,538)	16.5%	(304,097)	(338,239)	11.2%
Non-Cash Costs (c)	(75,103)	(93,658)	24.7%	(149,327)	(176,501)	18.2%
Depreciation and amortization	(75,103)	(93,658)	24.7%	(149,327)	(176,501)	18.2%
Construction Costs (d)	(260,719)	(798,490)	206.3%	(494,523)	(1,343,363)	171.6%
Non-Recurring (e)	-	-	n.m.	(569,921)	-	n.m.
ADJUSTED EBITDA (a+b+e)	384,934	513,012	33.3%	870,029	990,214	13.8%
Adjusted EBITDA Margin³	45.6%	51.6%	6.0 p.p.	49.4%	51.0%	1.6 p.p.

1. Considers revenue from real estate development of remaining areas and retrofit in the stations.
2. Ancillary revenue and revenue from related parties.
3. The Adjusted EBITDA Margin was calculated over the Adjusted Net Revenue of R\$843,513 thousand in 2Q23, R\$993,572 thousand in 2Q24 and R\$1,943,221 thousand in 1H24, reflecting the non-recurring effects that impacted revenue in the period. In 1H23, we considered R\$1,762,936 thousand to reflect the non-recurring described at the end of this section.

As presented in the demand chart above, demand for urban mobility assets increased by **7.8%** over the same period of the previous year.

This variation was mainly reflected by: (i) a higher number of business days in the quarter; (ii) the **17.6%** increase in Metrô Bahia, mainly with the addition of two new stations (Section 3) and the public events held with 24-hour services at the unit; (iii) the **29.4%** increase in VLT Carioca with the start of operations at the Gentileza Intermodal Terminal (TIG), plus the impact from the closure of 5 stations during the construction period in 2023; and (iv) at ViaMobilidade - Lines 5 and 17 and ViaQuatro, which increased by **11.8%** and **5.3%**, respectively, due to greater sensitivity in

relation to the services and retail sectors, which were benefited with the return of in-person activities.

Driven by the ongoing increase in passenger flow and tariff adjustments carried out between the periods, **Tariff Revenue** grew by **9.4%**, while **Mitigation Revenue** fell by 22.8%. **Revenue from Financial Assets** increased by **119.5%**, reflecting the increase in monetary adjustments and interest on financial assets on the Mar/24 base date. The balance for Metrô Bahia and VLT Carioca totaled R\$2,395 million and R\$1,834 million, respectively, both of which were restated by the IPCA index in the period, while the balance for ViaQuatro was R\$1,934 million, which was adjusted by the IPC (50%) and IGP-M (50%) indexes. The balance for ViaMobilidade – Linhas 5 and 17 totaled R\$297 millions and was adjusted by the IPC (85%) and the prices for electricity (15%). Therefore, **Net Revenue excluding Construction** increased by **17.8%** in the quarter.

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

1. **Personnel:** The reduction was mainly due to the transfer of employees to the Shared Services Center (CSC), arising from the Company's new organizational model. This effect was partially offset by the average annual salary adjustment of 3.86% (+R\$9 million) applied in 2Q24.
2. **Third-Party Services:** The increase was mainly due to maintenance services at ViaMobilidade – Lines 5 and 17 and ViaQuatro, in the amounts of R\$3 million and R\$2 million, respectively.
3. **Other Costs and Expenses:** The increase was mainly driven by Metrô Bahia, which had an effect of R\$8 million arising from materials and maintenance services for the operational startup of Section 3, in addition to R\$3 million in VLT Carioca, with the operational startup of TIG. We also recorded an increase of R\$4 million in Barcas, due maintenance materials and services on vessels and higher fuel costs.

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

1. **Depreciation and Amortization:** The increase was due to the addition in fixed and intangible assets, reflecting the new rolling inventory (new trains). This impacted depreciation and amortization by R\$14 million at ViaMobilidade – Lines 8 and 9.
2. **Construction Costs:** The increase in this line was mainly due to R\$544 million in ViaMobilidade – Lines 8 and 9, with the acquisition of rolling inventory (new trains), in addition to the acquisition of maintenance equipment and signaling and energy systems, in the amount of approximately R\$40 million. On the other hand, we recorded lower

investments in VLT Carioca, due to the works on the Gentileza Intermodal Terminal (TIG), in the amount of approximately R\$40 million.

In addition, we also detail the breakdown of **Non-Recurring Costs**: The **Revenue from Financial Assets** line was impacted by R\$570 million due to the Barcas Settlement in 1H23.

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

Airports

	Traffic / Passengers			Average Tariff ¹		
	2Q23	2Q24	Var. %	2Q23	2Q24	Var. %
Airports² - Domestic	Passengers Boarded			Average Tariff¹		
Bloco Central (R\$)	877,628	923,799	5.3%	40.9	44.0	7.6%
Bloco Sul (R\$)	1,303,876	1,331,582	2.1%	41.8	43.9	5.0%
BH Airport (R\$)	1,209,488	1,393,500	15.2%	29.0	31.1	7.2%
Curaçao (USD)	34,295	35,704	4.1%	30.0	26.7	-11.0%
Total Domestic	3,425,287	3,684,585	7.6%			
Airports² - International	Passengers Boarded			Average Tariff¹		
Aeris (USD)	674,485	747,652	10.8%	31.5	30.8	-2.2%
Bloco Central (R\$)	161	-	n.m.	73.5	n.m.	n.m.
Bloco Sul (R\$)	16,627	26,551	59.7%	75.8	75.6	-0.3%
BH Airport (R\$)	44,278	65,800	48.6%	51.4	55.2	7.4%
Curaçao (USD)	158,794	195,201	22.9%	62.8	60.1	-4.3%
Total International	894,345	1,035,204	15.7%			
Consolidated	4,319,632	4,719,789	9.3%			

	Traffic / Passengers			Average Tariff ¹		
	1H23	1H24	Var. %	1H23	1H24	Var. %
Airports² - Domestic	Passengers Boarded			Average Tariff¹		
Bloco Central (R\$)	1,772,620	1,860,167	4.9%	39.1	42.6	9.0%
Bloco Sul (R\$)	2,592,708	2,668,358	2.9%	40.2	42.9	6.7%
BH Airport (R\$)	2,430,175	2,667,462	9.8%	29.7	30.5	2.7%
Curaçao (USD)	64,847	66,816	3.0%	29.9	26.5	-11.4%
Total Domestic	6,860,350	7,262,803	5.9%			
Airports² - International	Passengers Boarded			Average Tariff¹		
Aeris (USD)	1,439,442	1,645,092	14.3%	31.9	30.6	-4.1%
Bloco Central (R\$)	161	-	n.m.	73.5	-	n.m.
Bloco Sul (R\$)	32,267	51,554	59.8%	72.8	77.1	5.9%
BH Airport (R\$)	83,275	128,155	53.9%	52.7	54.0	2.5%
Curaçao (USD)	304,423	396,405	30.2%	63.1	60.5	-4.1%
Total International	1,859,568	2,221,206	19.4%			
Consolidated	8,719,918	9,484,009	8.8%			

1. The average tariff for the Airport business only considers tariff revenues and the number of passengers boarded. The average tariffs

for BH airports and the Central and South Blocks are reported in Brazilian reais, while tariffs for the other airports are reported in U.S. dollars.

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

	2Q23	2Q24	Var. %	1H23	1H24	Var. %
Gross Revenue	703,762	892,978	26.9%	1,219,064	1,675,032	37.4%
Airport Revenue and Commercial Revenue	448,788	519,599	15.8%	895,778	1,039,757	16.1%
Other Revenues	209,685	23,751	-88.7%	227,505	52,063	-77.1%
(-) Construction Revenue	45,289	349,628	672.0%	95,781	583,212	508.9%
Deductions from Gross Revenue	(36,676)	(41,410)	12.9%	(72,375)	(82,560)	14.1%
Net Revenue excluding Construction (a)	621,797	501,940	-19.3%	1,050,908	1,009,260	-4.0%
Total Costs and Expenses (b+c+d)	(371,264)	(692,302)	86.5%	(729,751)	(1,249,765)	71.3%
Cash Costs (b)	(239,540)	(257,831)	7.6%	(461,961)	(490,586)	6.2%
Personnel	(89,093)	(90,582)	1.7%	(165,524)	(169,069)	2.1%
Third-Party Services	(86,217)	(99,430)	15.3%	(170,550)	(188,333)	10.4%
Concession Fees / Obligations with the Granting Authority	(16,231)	(24,542)	51.2%	(32,290)	(49,188)	52.3%
Other Costs and Expenses	(47,999)	(43,277)	-9.8%	(93,597)	(83,996)	-10.3%
Non-Cash Costs (c)	(86,435)	(84,843)	-1.8%	(172,009)	(175,967)	2.3%
Depreciation, Amortization, and Impairment	(86,435)	(84,843)	-1.8%	(172,009)	(175,967)	2.3%
Construction Costs (d)	(45,289)	(349,628)	672.0%	(95,781)	(583,212)	508.9%
Non-Recurring (e)	(192,131)	-	n.m.	(192,131)	-	n.m.
ADJUSTED EBITDA (a+b+e)	190,126	244,109	28.4%	396,816	518,674	30.7%
Adjusted EBITDA Margin¹	44.2%	48.6%	4.3 p.p.	46.2%	51.4%	5.2 p.p.

1. The Adjusted EBITDA Margin was calculated over the Adjusted Net Revenue of R\$501,940 thousand in 2Q24 and R\$1,009,260 thousand in 1H24, as there were no non-recurring effects that impacted revenue in the period. In 2Q23 and 1H23, we considered R\$429,666 thousand and R\$858,777 thousand, respectively, to reflect the non-recurring effects described at the end of this section.

According to the demand table above, the **airport modality** increased the number of passengers boarded by **9.3%**.

We highlight the Aeris and Curaçao concessionaires, which maintained a strong growth pace with the consolidation of their international routes. In Curaçao, the resumption in domestic demand was driven by higher aircraft occupancy and increase in flight frequency.

At domestic airports, we highlight the BH Airport, which had a **15.2%** growth in domestic traffic in the quarter, driven by the increase in demand and supply of flights from Azul and Latam. We also observed a reduction in seat supply by Gol, however, despite this reduction, all units recorded growth in the period.

The solid operational performance and tariff adjustments implemented between the periods contributed positively to the **15.8%** increase in **Airport and Commercial Revenues**. The **Other Revenues** line fell by **88.7%** in the quarter, reflecting the contractual rebalancing recognized in Aeris, in the amount of R\$192 million in 2Q23. Therefore, **Net Revenue excluding Construction** fell by **19.3%** in the period.

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

1. **Third-Party Services:** The increase was mainly due to maintenance, cleaning and civil maintenance services in the operations for Aeris and Curaçao, by approximately R\$5 million and R\$3 million, respectively, due to the increase in passenger flow.
2. **Concession Fees/Obligations with Granting Authority:** The increase was mainly due to higher airport revenue in Curaçao, impacting this line by R\$7 million.
3. **Other Costs and Expenses:** The reduction was mainly due to preventive maintenance costs in 2023 for Bloco Sul and Bloco Central, which reduced electric and vehicle maintenance costs by R\$2 million. Additionally, Bloco Central recorded a reduction of R\$1 million arising from the migration to the free energy market.

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

1. **Construction Costs:** The increase was mainly due to the execution of improvement works at boarding terminals and infrastructure and operational improvements at the airports in the South and Central Blocks, impacting by R\$199 million and R\$104 million, respectively.

The variation in the **Non-Recurring** line was due to **Other Revenues**, which had the recognition of the contractual rebalancing in Aeris, in the amount of R\$192 million in 2Q23.

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

Other – Holdings, CSC and Services¹

In Holdings, the main impacts were (i) in the Personnel line, which increased mainly due to the transfer of employees to the Shared Services Center (CSC), arising from the Company's new organizational model. The average salary increase of 3.86% (+R\$7 million) implemented in 2Q24 also impacted results, and (ii) the **Third-Party Services** line increased by approximately R\$20 million with consultancy services related to the Value Acceleration Plan (PAV).

1. Samm.

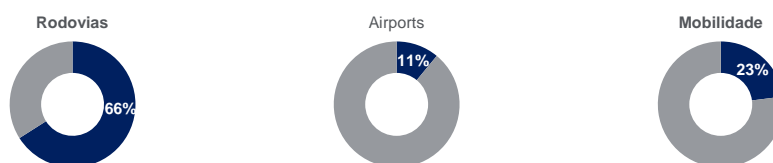


Consolidated Adjusted EBITDA

Adjusted EBITDA ¹ (R\$ million)	2Q23	2Q24	Var. %	1H23	1H24	Var. %
Toll Roads	1,359	1,498	10.2%	2,826	3,032	7.3%
<i>Adjusted EBITDA Margin - Toll Roads</i>	74.1%	75.1%	1.0 p.p.	76.1%	75.5%	-0.6 p.p.
Airports	190	244	28.4%	397	519	30.7%
<i>Adjusted EBITDA Margin - Airports</i>	44.2%	48.6%	4.4 p.p.	46.2%	51.4%	5.2 p.p.
Mobility	385	513	33.3%	870	990	13.8%
<i>Adjusted EBITDA Margin - Mobility</i>	45.6%	51.6%	6.0 p.p.	49.4%	51.0%	1.6 p.p.
Others	(177)	(246)	38.1%	(362)	(466)	29.1%
Consolidated Adjusted EBITDA	1,757	2,009	14.4%	3,731	4,075	9.2%
Consolidated Adjusted EBITDA Margin	56.7%	57.6%	0.9 p.p.	59.0%	58.5%	-0.5 p.p.

1. Excludes non-recurring effects.

Share in Adjusted EBITDA¹ by Asset



1. Does not consider the line Others – Holdings, CSC and Services (Samm).



Consolidated Net Financial Result

Financial Result (R\$ million)	2Q23	2Q24	Var. %	1H23	1H24	Var. %
Net Financial Income (Loss)	(829)	(748)	-9.8%	(1,667)	(1,538)	-7.8%
Income on Financial Investments and Other Income	298	164	-45.0%	548	348	-36.5%
Capitalization on Loans	47	107	126.4%	100	228	129.0%
Interest on Loans, Financing and Debentures	(890)	(706)	-20.7%	(1,753)	(1,417)	-19.2%
Income from Hedge Operation and Fair Value	(82)	(1)	-98.4%	(118)	14	n.m.
Monetary Variation	(124)	(176)	42.3%	(277)	(453)	63.6%
Other Financial Income and Expenses ¹	(79)	(136)	72.7%	(166)	(257)	54.7%

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

The main reasons for the variations reported in 2Q24 are:

The **Income on Financial Investments and Other Income** line reduced, mainly due to a lower average annual CDI rate, by 3.14 p.p. in the period.

The **Capitalization on Loans** line increased, mainly due to a higher capitalization in ViaMobilidade - Lines 8 and 9, ViaSul, Bloco Sul and Bloco Central, in line with the investments in the assets.

The **Interest on Loans, Financing and Debentures** line reduced, mainly due to the lower average annual CDI rate, by 3.14 p.p. in the period, as well as due to the Company's lower gross debt level, by 4.6% over 2Q23.

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

The increase in the **Monetary Variation** line was mainly due to (i) monetary variations in loans, financing and debentures, causing an impact of R\$72 million and reflecting the **99.6%** increase in debt instruments indexed to the IPCA between the periods arising from the long-term financing obtained by ViaMobilidade - Lines 8 and 9, ViaSul, Bloco Sul and Bloco Central; and (ii) the monetary variation with the Granting Authority, which reduced by R\$ 20 million due to the variation in the IPCA index related to the concession of the BH Airport. The decrease was mainly due to the effects of the calculation of the monetary variation on the balance, as a result of the lower variation of the IPCA between March 2024 and May 2024, of 1.00% compared to the 1.55% from March 2023 to May 2023, which are the periods considered to restate the concession balance in 2Q24 and 2Q23, respectively.

The increase in **Other Financial Income and Expenses** line was mainly due to the positive effect from gains in foreign exchange variation, in the amount of R\$37 million at CCR Holding in 2Q23, resulting from the loan in foreign currency through Law 4,131/1962. Considering this operation was settled in 2023, this effect did not repeat in 2Q24. Additionally, there was an increase due to the monetary adjustment of the surplus tariff and TAC at MSVia, in the amount of approximately R\$13 million.



Indebtedness

Disbursements in the Quarter

In 2Q24, disbursements occurred as shown in the table below:

Company	Issue	Amount (R\$ million)	Debt	Cost	Maturity
Pampulha	Jun/24	50	2nd Registered Commercial Notes Issue	CDI + 1.10% p.a.	Jun/26
Bloco Sul	Jun/24	120	3rd Issue - 2nd Series (2nd partial)	IPCA + 6.99% p.a.	Oct/47
VLT	May/24	72	3rd Registered Commercial Notes Issue	CDI + 0.75% p.a.	May/25
Rodoanel	Apr/24	410	8th Debentures Issue	IPCA + 5.95% p.a.	Apr/31
SPVias	Apr/24	235	13th Debentures Issue	CDI + 1.30% p.a.	Mar/28
Total		887			

Below is a description of the use of proceeds:

1. SPVias: to prepay the 9th Debentures Issue and reinforce its cash balance.
2. RodoAnel Oeste: to settle the 6th Debenture Issue and prepay the 7th Debenture Issue.
3. VLT Carioca: to settle the 1st Registered Commercial Notes Issue.
4. Pampulha: to prepay the 1st Private Commercial Notes Issue and settle the CCB loan with Banco Itaú.

All the disbursement and prepayment/settlement operations mentioned above optimized the applied rates.

At Bloco Central, a long-term financing was contracted, in the amount of R\$1,050 million, being R\$800 million in debentures already disbursed in October 2023 and R\$250 million contracted from BNDES. The latter amount has a backstop portion of R\$138 million that will be replaced by financing already contracted with the Banco Nacional do Brasil (BNB), not yet disbursed.

As subsequent events, we have the following operations:

At ViaQuatro, the 6th Debenture Issue took place on June 15, 2024, with a disbursement of R\$940 million on July 4, 2024.

At CCR Holding, the 17th Debenture Issue took place on June 27, 2024, with a disbursement of R\$2,250 million on July 16, 2024 aimed at liability management and more attractive rates.

RioSP announced the contracting of long-term financing, in the amount of approximately R\$9.4 billion via its 2nd Debentures Issue, to be disbursed in 8 series over the course of 7 years, in

addition to a FINEM financing in the amount of R\$1.4 billion. Of this amount, there are 2 backstop series/subcredits of R\$1.3 billion that can be replaced by new funding operations in the market, so long they are contracted at a lower cost. The details of this operation are provided below:

Debentures	Series	Volume (R\$ thousand)	Rate IPCA +	Disbursement
Incentivized with the Green Transition Seal ¹	1st	500,000	6.90%	July 18, 2024
Incentivized	2nd	2,000,000	6.90%	July 18, 2024
Incentivized	3rd	1,375,000	6.90%	By December 31, 2030
Incentivized	4th	1,375,000	6.90%	By December 31, 2030
Incentivized	5th	1,421,875	6.90%	By December 31, 2030
Incentivized	6th	1,421,875	6.90%	By December 31, 2030
Incentivized Backstop	7th	437,500	8.58%	By December 31, 2030
Incentivized Backstop	8th	875,000	8.58%	By December 31, 2030
Total	8	9,406,250		

1. After proof of investment of proceeds, the rate may be reduced to 6.82%.

Evolution of Indebtedness

(R\$ MM)	Jun/23	Mar/24	Jun/24
Gross Debt ¹ - Consolidated	32,734	32,153	31,233
Toll Roads	9,526	9,601	9,786
Mobility	10,208	11,548	10,833
Airports	4,519	4,854	5,083
Others ²	8,480	6,150	5,531
Cash and Cash Equivalents and Financial Investments ³ - Consolidated	10,295	8,054	6,372
Toll Roads	6,124	2,727	2,041
Mobility	1,496	2,208	1,743
Airports	1,046	1,067	1,181
Others ²	1,629	2,053	1,407
Net Balance of Derivatives Receivable (Payable) - Consolidated	224	132	(9)
Net Debt - Consolidated	22,216	23,966	24,870
Net Debt - CCR Holding	6,610	3,628	4,091

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

2. Unallocated (Holding Companies and Samm).

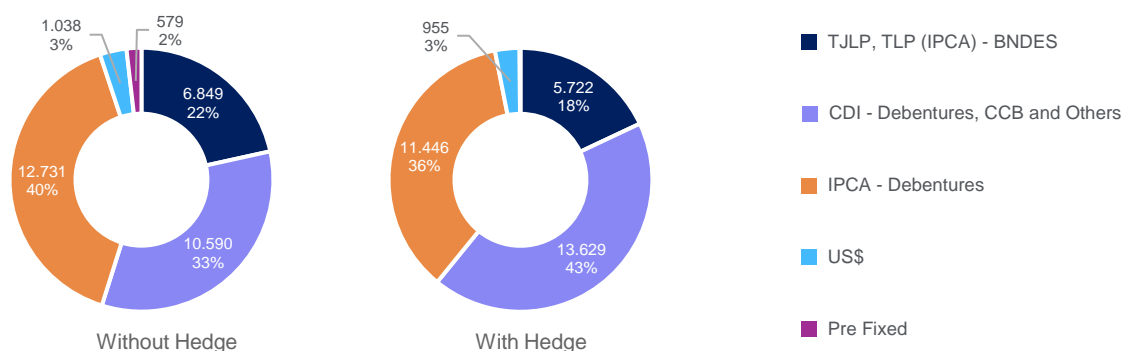
2. Considers current asset values only.

Consolidated Debt Breakdown¹

Debt Breakdown (R\$ MM)	Average Cost (% per annum)
BNDES	TJLP + 0.0% - 4.0% p.a., IPCA + 4.6%
Debentures, CCB and Others	105.8% - 107.2% from CDI, CDI + 0.8% - 2.5% p.a.
Debentures	IPCA + 4.3% - 7.07% p.a.
US\$	4.2% p.a. - SOFR + 4.6% p.a.
Others	6.1% p.a. - 9.8% p.a.

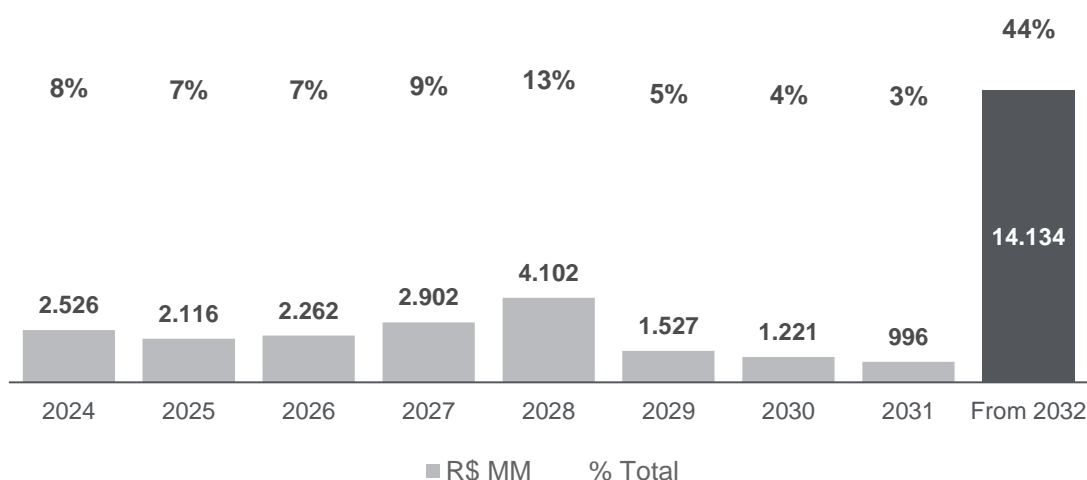
1. The amounts are not deducted from transaction costs and are measured at amortized cost.

Debt Breakdown by Index¹



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

Amortization Schedule¹



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

The consolidated amortization schedule shows the Company's long-term debt profile. Nearly 44% of amortizations will mature as of 2032, already reflecting long-term financing disbursed in 2023

in ViaMobilidade - Lines 8 and 9 (R\$4.6 billion hired and disbursed), in Bloco Sul and Bloco Central (R\$4.7 billion hired and R\$3.5 billion disbursed), and in ViaSul (R\$1.5 billion hired and R\$900 million disbursed).

In relation to amortization of principal amounts during 2024, ViaMobilidade – Lines 8 and 9 settled R\$612 million at the beginning of 2Q24. The R\$1.1 billion bridge loan at RioSP will be refinanced through the capturing of a long-term financing, contracted in 2Q24, through the 2nd Debentures Issue.

As additional information, on June 30, 2024, the net exposure referring to the supply of equipment in U.S. dollars, in the short term, of companies ViaQuatro, ViaMobilidade - Lines 5 and 17 and ViaMobilidade - Lines 8 and 9, whose revenue sources are in Brazilian reais, totaled US\$10.1 million, in line with the Company's financial policy.



CAPEX and Maintenance

In 2Q24, **investments** (including the ones to be received as financial assets), plus maintenance **reached R\$1,411 million**. Including the investments carried out by ViaOeste for improvement works that do not generate future economic benefit, in the amount of R\$217 million, total investments **reached R\$1,628 million in 2Q24**.

R\$ MM (100%)	Intangible and Fixed Assets		Performed Maintenance		Total	
	Improvements, Equipment, Financial Assets' and Others		Maintenance Costs			
	2Q24	2024	2Q24	2024	2Q24	2024
AutoBAn	15	31	44	49	59	80
ViaLagos	1	2	-	-	1	2
RodoAnel Oeste	16	26	-	-	16	26
SPVias	34	62	-	-	34	62
MSVia	7	10	-	-	7	10
ViaSul	176	351	-	-	176	351
ViaCosteira	81	139	-	-	81	139
RioSP	421	658	-	-	421	658
Toll Roads	751	1,280	44	49	795	1,328
ViaQuatro	26	39	-	-	26	39
ViaMobilidade - Lines 5 and 17	18	46	-	-	18	46

Metrô Bahia	15	34	-	-	15	34
VLT Carioca	28	71	-	-	28	71
ViaMobilidade – Lines 8 and 9	174	361	-	-	174	361
Barcas	-	-	-	-	-	-
Mobility	261	551	-	-	261	551
BH Airport	4	5	-	-	4	5
Aeris	3	7	-	-	3	7
Curaçao	4	14	-	-	4	14
Bloco Central	112	192	-	-	112	192
Bloco Sul	196	393	-	-	196	393
Pampulha	7	8	-	-	7	8
Airports	326	619	-	-	326	619
Samm	2	4	-	-	2	4
Other ²	27	(2)	-	-	27	(2)
Consolidated	1,367	2,451	44	49	1,411	2,500
ViaOeste	217	380	-	-	217	380
Consolidated + ViaOeste	1,584	2,831	44	49	1,628	2,880

1. The investments made by the concessionaires, which will be received by the Granting Authorities as monetary consideration or contribution, compose financial assets.

2. Includes CCR Holding, CPC and Eliminations.

The concessionaires that invested the most in the quarter were **RioSP**, **Bloco Sul**, **ViaSul** and **ViaMobilidade - Lines 8 and 9**. The details of the investments were already presented for each business, in the Construction Cost line.



Regulatory Matters and Other Material Facts

Sale of Samm

On May 28, 2024, CCR concluded the sale of its entire shareholding in the share capital of Samm, subject to compliance with the precedent conditions set out in the Purchase and Sale Agreement, in the amount of R\$100 million, resulting in a capital gain of R\$2.2 million.

For more details, see Note 1 of the 2Q24 Financial Statements.



Reduction in Carbon Emissions

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

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



Diversity and Inclusion

In 2Q24, the Company had 37% of women in its staff, being 46% in leadership roles. Grupo CCR continued its efforts to engage employees to submit their racial self-declaration, reaching 94% of the overall active workforce (up by 4 p.p. from the previous quarter), and 71% of its employees self-declared their gender identity (up by 12 p.p. from the previous quarter).

As part of the agenda, we highlight:

1. For the first time, CCR was recognized by the Brazilian Training and Development Association – PR, in the Diversity & Inclusion Award – most admired in 2024.
2. Roundtables on Generational Diversity and Welcoming LGBTQIAPN+ people topics were included in the awareness raising actions for employees, reaching more than 940 total live connection points.



Social Responsibility

Grupo CCR announced an investment of R\$750 million, by 2035, for initiatives that benefit society and the communities where it operates. Projects supported by the CCR Institute, the entity responsible for the Company's socio-cultural investments, have increased access to cultural facilities in Brazilian cities for millions of people, contributing to the appreciation and preservation of the national culture.

As examples of the initiatives promoted, we highlight the actions carried out regarding Maio Amarelo (Yellow Maio), where the CCR Institute assessed the safety items of trucks and trailers in the **Caminhos para a Saúde** units, which offers preventive exams and well-being services.

These initiatives are part of the record investment of R\$60 million that the CCR Institute will allocate to sociocultural projects in 2024, the year in which the institution celebrates its 10-year anniversary.



Brief Background

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

About CCR: CCR is the holding company of Grupo CCR and is listed on the B3 index, the Brazilian Stock Exchange. In 2024, the company celebrates its 20-year anniversary and is recognized in the domestic and international markets, mainly for its strict governance and compliance criteria. CCR was the first company in the infrastructure services industry to go public in the Novo Mercado listing segment of B3 (former BM&FBovespa). Its shares are traded in the Novo Mercado segment, with 49.43% being floating shares. In addition to B3, the Company's shares are also listed in ISE (Corporate Sustainability Index), ICO2 (Carbon Efficient Index), IGC (Special Corporate Governance Stock Index), IBrX-50 (Brazil Index 50), IBrX-100 (Brazil Index 100), and MSCI Latin America.



Exhibit 1 - IFRS

Gross Revenues (excluding Construction Revenues) by Asset

Gross Revenue - Tolls (R\$ 000)	2Q23	2Q24	Var.%	1H23	1H24	Var.%
AutoBAn	785,183	898,093	14.4%	1,533,209	1,760,701	14.8%
ViaOeste	300,299	298,005	-0.8%	636,160	587,256	-7.7%
RioSP	278,154	320,082	15.1%	553,176	640,246	15.7%
SPVias	233,716	254,046	8.7%	458,494	512,199	11.7%
ViaSul	127,299	93,562	-26.5%	268,734	253,528	-5.7%
RodoAnel Oeste	96,520	109,692	13.6%	190,516	214,651	12.7%
ViaCosteira	47,770	47,850	0.2%	100,933	105,377	4.4%
ViaLagos	46,595	48,410	3.9%	107,847	108,402	0.5%
MSVia	40,953	69,589	69.9%	83,318	111,875	34.3%
Total Gross Revenue - Tolls	1,956,489	2,139,329	9.3%	3,932,387	4,294,235	9.2%
% Total Revenue	47.3%	38.6%	-8.6 p.p.	44.9%	40.9%	-4.0 p.p.
% AVI	76.4%	79.0%	2.6 p.p.	75.5%	77.54%	2.0 p.p.

Gross Revenue - Urban Mobility (R\$ 000)	2Q23	2Q24	Var.%	1H23	1H24	Var.%
ViaQuatro	206,125	211,891	2.8%	395,675	410,993	3.9%
Metrô Bahia	137,894	139,883	1.4%	264,545	279,907	5.8%
ViaMobilidade – Lines 8 and 9	206,837	216,595	4.7%	405,565	423,877	4.5%
ViaMobilidade - Lines 5 and 17	130,656	135,890	4.0%	253,259	268,213	5.9%
VLT Carioca	17,048	22,711	33.2%	35,203	41,262	17.2%
Barcas	27,197	25,705	-5.5%	51,414	51,439	0.0%
Total Gross Revenue – Urban Mobility	725,757	752,675	3.7%	1,405,661	1,475,691	5.0%
% Total Revenue	17.5%	13.6%	-3.9 p.p.	16.1%	14.1%	-2.0 p.p.

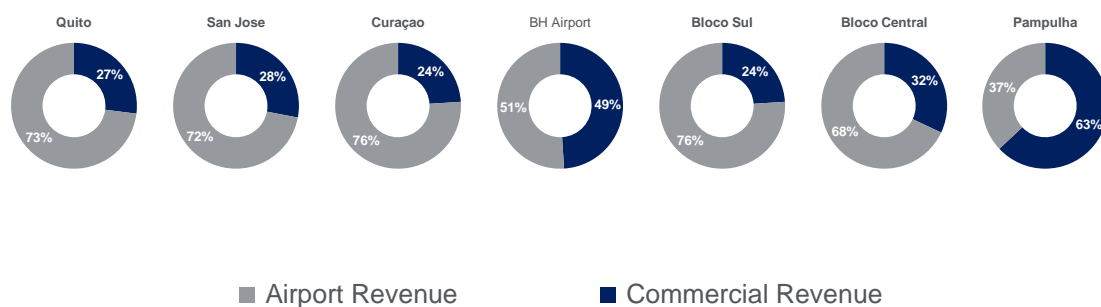
Gross Revenue - Airports (R\$ 000)	2Q23	2Q24	Var.%	1H23	1H24	Var.%
Curaçao	61,490	75,231	22.3%	121,093	150,005	23.9%
BH Airport	89,106	112,643	26.4%	175,546	218,318	24.4%
Aeris	92,103	99,641	8.2%	201,240	212,360	5.5%
Bloco Sul	130,901	146,251	11.7%	253,685	290,675	14.6%
Bloco Central	68,247	77,160	13.1%	130,300	150,614	15.6%
Pampulha	6,941	8,673	25.0%	13,914	17,785	27.8%
Total Gross Airport Revenue	448,788	519,599	15.8%	895,778	1,039,757	16.1%
% Total Revenue	10.8%	9.4%	-1.5 p.p.	10.2%	9.9%	-0.3 p.p.

Total Gross Revenue - Construction	2Q23	2Q24	Var.%	1H23	1H24	Var.%
Total	612,586	1,799,513	193.8%	1,200,897	3,015,171	151.1%
% Total Revenue	14.8%	32.5%	17.7 p.p.	13.7%	28.7%	15.0 p.p.

Other Gross Revenue	2Q23	2Q24	Var.%	1H23	1H24	Var.%
Total Gross Revenue - Other¹	397,053	330,608	-16.7%	1,319,280	664,134	-49.7%
% Total Revenue	20.0%	6.0%	-14.0 p.p.	15.1%	6.3%	-8.7 p.p.

Total Gross Revenue	2Q23	2Q24	Var.%	1H23	1H24	Var.%
Total (with Construction Revenue)	4,140,673	5,541,724	33.8%	8,754,003	10,488,988	19.8%

Airport Revenue Mix in the Quarter



Non-Recurring Effects

Net Revenue					
R\$M	2Q23	2Q24	1H23	1H24	Comments
Consolidated Net Revenue	3,293	3,488	7,091	6,966	
(-) Non-Recurring	(192)	-	(762)	-	
Aeris	192	-	192	-	Contractual Rebalancing of Aeris
Barcas	-	-	570	-	Barcas Settlement Agreement
Adjusted Net Revenue	3,100	3,488	6,329	6,966	

Adjusted EBITDA					
R\$M	2Q23	2Q24	1H23	1H24	Comments
EBITDA	1,707	1,703	3,890	3,541	
(+) Maintenance Provision	76	98	146	190	
(+) Recognition of Prepaid Expenses	36	33	72	67	
(-) Equity Income Result	(46)	(59)	(71)	(117)	
(-) Share of Non-controlling Shareholders	(7)	17	(13)	14	
(-) Non-Recurring	(10)	217	(292)	380	
Aeris	192	-	192	-	Contractual Rebalancing of Aeris
ViaOeste	(183)	(217)	(348)	(380)	Improvement works that do not generate future economic benefit
Barcas	-	-	570	-	Barcas Settlement Agreement
NASP	-	-	(121)	-	Cost provision for land devolution
Adjusted EBITDA	1,757	2,009	3,731	4,075	

Net Income					
R\$M	2Q23	2Q24	1H23	1H24	Comments
Consolidated Net Income (Loss)	270	268	900	609	
(-) Non-Recurring ¹	(67)	143	(379)	251	
Aeris	(187)	-	(187)	-	Contractual Rebalancing of Aeris
ViaOeste	121	143	230	251	Improvement works that do not generate future economic benefit
Barcas	-	-	(543)	-	Barcas Settlement Agreement
NASP	-	-	121	-	Cost provision for land devolution

Adjusted Net Income	203	411	520	859
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1. Non-recurring effects are net of income tax and social contribution (IRPJ and CSLL).



Breakdown of Other Gross Revenue from the Mobility Business (excluding Construction Revenue)¹

Gross Revenue	ViaQuatro						Metrô Bahia					
	2Q23	2Q24	Var.%	1H23	1H24	Var.%	2Q23	2Q24	Var.%	1H23	1H24	Var.%
Railway Revenue	206,125	211,891	2.8%	395,675	410,993	3.9%	137,894	139,883	1.4%	264,545	279,907	5.8%
<i>Mitigation Revenue</i>	31,462	28,335	-9.9%	62,783	59,493	-5.2%	55,067	36,937	-32.9%	103,800	87,240	-16.0%
Tariff Revenue	174,663	183,556	5.1%	332,892	351,500	5.6%	82,827	102,946	24.3%	160,745	192,667	19.9%
Ancillary Revenue	13,462	14,960	11.1%	26,211	34,970	33.4%	3,913	4,020	2.7%	8,326	9,324	12.0%
Financial Asset	(25,076)	63,958	n.m.	4,741	91,858	1837.5%	56,291	99,566	76.9%	185,571	199,059	7.3%
Other	1,241	409	-67.0%	1,241	492	-60.4%	-	-	n.m.	-	-	n.m.
Total Gross Revenue	195,752	291,218	48.8%	427,868	538,313	25.8%	198,098	243,469	22.9%	458,442	488,290	6.5%

Gross Revenue	VLT Carioca						ViaMobilidade - Lines 5 and 17					
	2Q23	2Q24	Var.%	1H23	1H24	Var.%	2Q23	2Q24	Var.%	1H23	1H24	Var.%
Railway Revenue	17,048	22,711	33.2%	35,203	41,262	17.2%	130,656	135,890	4.0%	253,259	268,213	5.9%
<i>Mitigation Revenue</i>	-	-	n.m.	-	-	n.m.	36,840	29,623	-19.6%	74,557	64,696	-13.2%
Tariff Revenue	17,048	22,711	33.2%	35,203	41,262	17.2%	93,816	106,267	13.3%	178,702	203,517	13.9%
Ancillary Revenue	2,540	3,425	34.8%	5,778	7,035	21.8%	7,836	8,834	12.7%	15,561	17,336	11.4%
Financial Asset	60,072	45,677	-24.0%	119,286	99,810	-16.3%	-	2,638	n.m.	-	10,567	n.m.
Other	-	-	n.m.	-	-	n.m.	-	351	n.m.	-	468	n.m.
Total Gross Revenue	79,660	71,813	-9.9%	160,267	148,107	-7.6%	138,492	147,713	6.7%	268,820	296,584	10.3%

Gross Revenue	ViaMobilidade - Lines 8 and 9 ²						Barcas					
	2Q23	2Q24	Var.%	1H23	1H24	Var.%	2Q23	2Q24	Var.%	1H23	1H24	Var.%
Railway/Waterway Revenue	206,837	216,595	4.7%	405,565	423,877	4.5%	27,197	25,705	-5.5%	51,414	51,439	0.0%
<i>Mitigation Revenue</i>	4,039	3,464	-14.2%	11,152	12,755	14.4%	-	-	n.m.	-	-	n.m.
Tariff Revenue	202,798	213,131	5.1%	394,413	411,122	4.2%	27,197	-	n.m.	51,414	-	n.m.
Ancillary Revenue	1,679	2,462	46.6%	3,400	4,573	34.5%	850	3,229	279.9%	1,621	4,212	159.8%
Financial Asset	-	-	n.m.	-	-	n.m.	5,826	1,348	-76.9%	575,747	5,724	-99.0%
Other	-	-	n.m.	-	-	n.m.	340	550	61.8%	677	967	42.8%
Total Gross Revenue	208,516	219,057	5.1%	408,965	428,450	4.8%	34,213	30,832	-9.9%	629,459	62,342	-90.1%

1. Does not consider effects from Eliminations.

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



EBITDA Reconciliation

EBITDA Reconciliation (R\$ MM)	2Q23	2Q24	Var.%	1H23	1H24	Var.%
Net Income	270	268	-0.9%	900	609	-32.3%
(+) Income Tax and Social Contribution	221	272	23.0%	562	581	3.3%
(+) Net Financial Result	829	748	-9.8%	1,667	1,538	-7.8%
(+) Depreciation and Amortization	386	415	7.2%	761	813	6.9%
EBITDA (1)	1,707	1,703	-0.3%	3,890	3,541	-9.0%
EBITDA Margin (1)	43.7%	32.2%	- 11.5 p.p.	46.9%	35.5%	- 11.4 p.p.
(+) Prepaid Expenses (2)	36	33	-7.0%	72	67	-6.9%
(+) Maintenance Provision (3)	76	98	29.1%	146	190	30.2%
(-) Equity Pick-up	(46)	(59)	28.8%	(71)	(117)	64.3%
(+) Share of Non-controlling Shareholders	(7)	17	n.m.	(13)	14	n.m.
(-) Non-Recurring	(10)	217	n.m.	(292)	380	n.m.
Adjusted EBITDA (4)	1,757	2,009	14.4%	3,731	4,075	9.2%
Adjusted EBITDA Margin (5)	56.7%	57.6%	0.9 p.p.	59.0%	58.5%	- 0.5 p.p.

1. Calculation according to CVM Resolution 156/2022, which consists of net income adjusted for the net financial result, income tax and social contribution expenses, and depreciation and amortization costs and expenses.
2. Refers to the recognition of prepayments related to the concession, which are adjusted for being a non-cash item in the financial statements.
3. The provision for maintenance is adjusted, as it refers to estimated future expenditures from periodic maintenance in CCR's investees and constitutes a non-cash item in the interim financial information.
4. Calculated by excluding provision for maintenance, accrual of prepaid concession fees, and non-recurring effects detailed in the "Non-recurring effects" section.
5. The adjusted EBITDA margin was calculated excluding construction revenues since this revenue is an IFRS requirement, whose corresponding entry impacts total costs.

INCOME STATEMENT - CONSOLIDATED	2Q23	2Q24	Var.%	1H23	1H24	Var.%
Brazilian Corporate Law (R\$ 000)						
Gross Revenue	3,528,087	3,742,211	6.1%	7,553,106	7,473,817	-1.0%
- Toll Revenue	1,956,489	2,139,329	9.3%	3,932,387	4,294,235	9.2%
- Other Revenues	1,571,598	1,602,882	2.0%	3,620,719	3,179,582	-12.2%
Deductions from Gross Revenue	(235,536)	(254,694)	8.1%	(462,015)	(507,755)	9.9%
Net Revenue	3,292,551	3,487,517	5.9%	7,091,091	6,966,062	-1.8%
(+) Construction Revenue	612,586	1,799,513	193.8%	1,200,897	3,015,171	151.1%
Cost of Services	(2,211,806)	(3,556,384)	60.8%	(4,285,752)	(6,423,812)	49.9%
- Depreciation and Amortization	(367,226)	(392,944)	7.0%	(722,282)	(771,007)	6.7%
- Third-Party Services	(296,077)	(362,557)	22.5%	(568,336)	(699,642)	23.1%
- Concession Fees	(47,203)	(59,880)	26.9%	(92,765)	(117,601)	26.8%
- Personnel Costs	(344,627)	(326,777)	-5.2%	(654,706)	(670,723)	2.4%
- Construction Cost	(612,586)	(1,799,513)	193.8%	(1,200,897)	(3,015,171)	151.1%
- Provision for Maintenance	(75,706)	(97,735)	29.1%	(146,082)	(190,186)	30.2%
- Other	(432,617)	(483,700)	11.8%	(829,158)	(892,929)	7.7%
- Recognition of Prepaid Concession Fees	(35,764)	(33,278)	-7.0%	(71,526)	(66,553)	-7.0%
Gross Profit	1,693,331	1,730,646	2.2%	4,006,236	3,557,421	-11.2%
Gross Margin	51.4%	49.6%	-180.0%	56.5%	51.1%	-540.0%
Administrative Expenses	(425,213)	(483,945)	13.8%	(961,080)	(932,269)	-3.0%
- Depreciation and Amortization	(19,263)	(21,561)	11.9%	(38,683)	(42,475)	9.8%
- Third-Party Services	(75,003)	(83,254)	11.0%	(135,738)	(145,345)	7.1%
- Personnel	(213,945)	(262,037)	22.5%	(418,710)	(503,438)	20.2%
- Other	(117,002)	(117,093)	0.1%	(367,949)	(241,011)	-34.5%
Net Financial Income (Loss)	(829,217)	(747,891)	-9.8%	(1,667,336)	(1,537,819)	-7.8%
Financial Expenses:	(1,519,851)	(1,309,931)	-13.8%	(2,806,566)	(2,391,579)	-14.8%
Financial Income:	690,634	562,040	-18.6%	1,139,230	853,760	-25.1%
Equity Income Result	45,756	59,078	29.1%	71,067	116,806	64.4%
Profit (Loss) Before Tax and Social Contribution	484,657	557,888	15.1%	1,448,887	1,204,139	-16.9%
Income Tax and Social Contribution - Current	(301,647)	(395,965)	31.3%	(705,404)	(764,604)	8.4%
Income Tax and Social Contribution - Deferred	80,172	123,466	54.0%	143,083	183,774	28.4%
Profit before Minority Interest	263,182	285,389	8.4%	886,566	623,309	-29.7%
Share of Non-controlling Shareholders	7,032	(17,462)	n.m.	12,977	(14,470)	n.m.
Net Income	270,214	267,927	-0.8%	899,543	608,839	-32.3%
Basic Net Income per Share (R\$)	0.13379	0.13264	0.0%	0.44532	0.30141	-25.0%

CONSOLIDATED BALANCE SHEET		
Brazilian Corporate Law (R\$ 000)	1Q24	2Q24
ASSETS		
CURRENT		
Cash and Cash Equivalents	5,896,721	4,464,857
Accounts Receivable	2,930,869	2,763,279
Accounts Receivable from Related Parties	77,661	11,639
Financial Investments and Reserve Account	2,157,755	1,906,696
Taxes Recoverable	261,713	305,483
Prepaid Concession Fees	133,107	131,194
Accounts Receivable from Derivative Operations	15,270	27,521
Advances to Suppliers and Related Parties	106,563	89,229
Other Prepaid Expenses	567,416	581,644
Assets Held for Sale	242,905	-
Total Current Assets	12,389,980	10,281,542
NON-CURRENT RECEIVABLES		
Accounts Receivable and Financial Inv. at Fair Value through P&L	5,890,609	5,795,318
Credits with Related Parties	302,660	305,892
Taxes and Contributions Receivable	317,541	311,491
Deferred Taxes	1,300,769	1,347,267
Prepaid Concession Fees	1,632,853	1,601,488
Accounts Receivable from Derivative Operations	239,505	116,139
Other Prepaid Expenses	348,942	368,762
Investment Property	277,361	277,361
Total Non-Current Assets	10,310,240	10,123,718
Investments	772,638	879,100
PP&E	890,643	934,645
Intangible Assets	31,950,033	33,077,706
Ongoing Intangible Assets	84,130	93,990
Lease	12,619	14,905
Total Non-Current Assets	44,020,303	45,124,064
TOTAL ASSETS	56,410,283	55,405,606
LIABILITIES AND SHAREHOLDERS' EQUITY		
CURRENT		
Loans and Financing	271,395	378,962
Debentures	4,158,482	2,819,717
Accounts Payable with Derivative Operations	92,014	99,103
Trade Payables	764,124	787,096
Taxes and Contributions Payable	628,926	748,943
Taxes and Contributions Installments	3,322	3,380
Labor and Social Security Obligations	634,166	472,553
Liabilities with Related Parties	26,293	36,238

Loans with Related Parties	204,916	212,064
Dividends and Interest on Equity Payable	479,911	44,996
Maintenance Provision	259,215	362,097
Obligations with the Granting Authority	289,820	278,429
Other Accounts Payables	490,122	506,658
Liabilities Held for Sale	130,176	-
Total Current Liabilities	8,432,882	6,750,236
NON-CURRENT		
Loans and Financing	7,478,512	7,461,040
Debentures	20,244,686	20,573,159
Taxes and Contributions Payable	7,250	7,059
Taxes and Contributions Installments	9,348	8,740
Accounts Payable with Derivative Operations	30,320	53,165
Deferred Taxes	2,634,211	2,556,425
Provision for Civil, Labor, Tax and Social Security Risks	234,412	217,570
Maintenance Provision	674,921	647,071
Obligations with the Granting Authority	2,475,138	2,527,565
Liabilities with Related Parties	7,947	11,194
Works to be Performed	316,839	285,712
Other Accounts Payables	354,045	426,838
Total Non-Current Liabilities	34,467,629	34,775,538
SHAREHOLDERS' EQUITY		
Share Capital	6,022,942	6,022,942
Adjustments to Equity Valuation and Other Comprehensive Income	788,113	953,380
Profit Reserves	5,437,586	5,306,264
Retained Earnings	340,912	608,839
Goodwill on Capital Transactions	258,159	266,679
Equity for Controlling Shareholders	12,847,712	13,158,104
Share of Non-Controlling Shareholders	662,060	721,728
Total Shareholders' Equity	13,509,772	13,879,832
TOTAL	56,410,283	55,405,606

CASH FLOW STATEMENT - CONSOLIDATED Brazilian Corporate Law (R\$ 000) - Indirect Method	2Q23	2Q24	1H23	1H24
Cash flow from operating activities				
Net cash originating from (used on) operational activities	1,784,639	1,830,549	3,154,739	3,207,513
Net profit (loss) in the period	263,182	285,389	886,566	623,309
Adjusted for:				
Deferred income tax and social contribution	(80,172)	(123,466)	(143,083)	(183,774)
Recognition of prepaid expenses	35,764	33,278	71,526	66,553
Depreciation and amortization	347,695	375,027	683,388	736,850
Write-off of fixed and intangible assets	9,556	23,368	132,346	30,614
Deferred PIS/COFINS taxes	688	712	1,377	1,429
Amortization of goodwill on concession rights	33,383	33,845	66,127	65,593
Exchange rate variation on loans and financing	(36,449)	8,060	(51,934)	10,224
Monetary variation of liabilities with the granting authority	56,132	36,004	126,905	100,183
Interest and monetary variation on debentures, promissory notes, commercial notes, loans, financing and leases	957,710	845,658	1,903,382	1,769,853
Capitalization of financing costs	(47,435)	(107,256)	(99,460)	(227,929)
Results from derivative operations	(82,450)	188,276	(87,599)	243,538
Constitution of maintenance provision	75,706	97,735	146,082	190,186
Adjustment of maintenance provision to present value	12,087	21,229	22,749	40,343
Constitution and reversal of provisions for civil, labor, tax and social security risks	20,658	15,891	39,744	51,980
Provision for doubtful accounts	(3,537)	3,350	(11,615)	5,017
Interest and monetary variation on loans with related parties	12,785	8,483	19,642	11,402
Interest on tax installments and loans with third parties	421	315	877	735
Adjustment of liabilities with the granting authority to present value	19,989	19,395	39,491	38,530
Additions and remunerations of accounts receivable with the granting authority	(104,866)	(335,060)	(965,087)	(687,124)
Equity income	(45,756)	(59,078)	(71,067)	(116,806)
Exchange rate variations on foreign suppliers	(2,827)	2,288	(3,416)	2,717
Bargain purchase of VLT	-	-	-	-
Investments in 2022 and Works to be Executed TAC Lines 8 and 9 in 2023	-	1,896	-	12,001
Exchange rate variation on derivative operations	-	-	-	-
Monetary restatement of provision for civil, labor, tax and social security risks	5,267	-	15,201	-
Interest on loans with third parties	4,682	4,255	9,360	8,551
Fair value of loans, financing and debentures	164,720	(187,010)	205,341	(257,528)
Interest and monetary variation on settlement agreement, leniency agreement and PIC 2022 and monetary variation on works to be executed TAC in 2023	119	-	322	-
Depreciation - lease	5,411	5,633	11,450	11,039
Write-off - rounding	60	482	60	749
Estimated loss - Law 13,448/17	19,578	19,599	39,491	40,904
Loss on sale of Maas (2023), write-off from portion retained by former Barcas shareholders (2022) and sale of Samm (05/2024)	15,430	2,212	15,430	2,212
Income from financial investments	157,918	(54,810)	71,333	(96,728)

Reversal of present value adjustment on lease	1,155	818	2,294	1,793
Gain on the sale of equity stake in TAS	-	-	-	-
Long-term incentive plan, to be settled in shares	5,293	8,507	5,293	10,742
Rebalancing revenue - Aeris, ViaMobilidade 5 e 17, ViaQuatro and BH Airport (2023) and AutoBan (2022)	(192,131)	(27,670)	(192,131)	(27,670)
Variations in assets and liabilities	154,872	683,194	264,354	728,025
(Increase) decrease in assets				
Accounts receivable	27,242	(78,840)	73,765	(151,391)
Receivables from related parties	(4,047)	30,110	5,409	26,659
Taxes recoverable	(79,899)	(34,857)	(84,143)	22,058
Dividends and interest on equity received	67,274	37,145	73,879	37,145
Prepaid concession fees	-	-	-	-
Other prepaid expenses	518	(6,937)	(90,065)	(4,156)
Revenue from financial asset	418,227	624,783	1,063,482	1,076,638
Advances to suppliers	(20,005)	13,514	(56,367)	2,611
Financial Asset	(27,811)	66,149	(28,432)	153,684
Inventories	-	(34,363)	-	(61,456)
Increase (decrease) in liabilities				
Trade Payables	47,189	32,003	(181,438)	(441,992)
Suppliers - related parties	5,588	44,855	(6,574)	26,466
Labor and social security obligations	(138,989)	(161,448)	(76,169)	(60,004)
Interest on equity payable to third parties	(1,070)	-	-	-
Taxes and contributions payable, tax installments and provision for income tax and social contribution	321,044	405,405	520,016	650,163
Installments for income tax and social contributions	(321,118)	(287,900)	(770,645)	(601,327)
Carrying out of maintenance provision	(43,549)	(43,932)	(56,202)	(48,877)
Obligations with the granting authority	19,814	(13,756)	26,699	(2,386)
Payment of provision for civil, labor, tax and social security risks	(18,319)	(32,565)	(31,613)	(50,774)
Settlement agreement and leniency agreement	-	-	-	-
Deferred revenue	(52,423)	-	(48,637)	-
Loans with third parties	(702)	(4,255)	(1,404)	(8,551)
Deferred taxes	(526)	(584)	(1,052)	(1,141)
Preliminary Agreement	-	-	-	-
Other obligations with the Granting Authority	-	-	-	-
Works to be executed (TAC)	-	8,581	-	9,397
Advances to suppliers and related parties	-	3,820	-	9,180
Other Accounts Payables	(43,566)	116,266	(66,155)	146,079
Cash flow from investing activities				
Acquisition of fixed assets	(48,614)	(68,632)	(143,408)	(131,727)
Additions to intangible assets	(1,198,777)	(1,311,456)	(2,441,791)	(2,356,667)
Other intangible assets	(9,644)	3,178	(822)	4,249
Settlement of derivative operations	-	-	-	-

Loans with related parties	-	-	-	-
Releases	-	-	-	-
Receivables	-	-	-	-
Capital increase in investees and other investment changes	-	-	-	-
AFAC - related parties	(140)	(125)	(250)	(201)
Acquisition of a 25.37813% interest in VLT	-	-	-	-
Assets and liabilities held for sale	-	-	-	-
Sale of investments / net cash acquired from the sale of the stake in TAS	-	100,000	-	100,000
Lease acquisition	(2,134)	-	(2,134)	-
Financial investments net of redemptions	1,495,920	418,541	1,830,855	859,004
Redemption / investments (reserve account)	(103,583)	(121,587)	(8,672)	(119,919)
Assets and liabilities held for sale	(57,979)	6,431	(28,512)	-
Lease acquisition	-	-	-	-
Equity securities	-	-	-	-
Net cash used in financing activities	75,049	(973,650)	(794,734)	(1,645,261)
Cash flow from financing activities				
Share buyback	-	-	-	-
Settlement of derivative operations	(89,809)	(47,227)	(149,913)	(63,255)
Loans with related parties	-	-	-	-
Funding	-	-	-	-
Payments	-	-	-	-
Loans, financing, debentures, promissory notes and leases	-	-	-	-
Funding	5,531,569	875,520	5,701,206	2,141,934
Principal payments	(1,563,863)	(1,646,936)	(2,256,271)	(1,793,240)
Interest payments	(1,140,591)	(916,789)	(1,728,308)	(1,420,871)
Dividends		-	-	-
Paid to controlling shareholders	(84,442)	(566,237)	(84,442)	(566,237)
Paid to non-controlling shareholders	(1,610)	(70)	(2,862)	(70)
Share for non-controlling interest	55,068	38,195	100,688	87,236
AFAC - related parties	-	-	-	-
Paid-in capital	-	-	-	-
Lease (funding)	-	-	-	-
Lease (payments)	(4,742)	(6,410)	(12,942)	(12,653)
Net cash used in financing activities	2,701,580	(2,269,954)	1,567,156	(1,627,156)
Effect from exchange rate variations on cash and cash equivalents	95	(18,809)	(1,990)	(18,956)
Increase / decrease in cash and cash equivalents	4,561,362	(1,431,864)	3,925,171	(83,860)
Statement of reduction in cash and cash equivalents				
Beginning of period	4,592,882	5,896,721	5,229,073	4,548,717
At the end of period	9,154,244	4,464,857	9,154,244	4,464,857



Exhibit 2 - Consolidated for Jointly Owned Subsidiaries

OPERATIONAL AND FINANCIAL HIGHLIGHTS (R\$ MM)	2Q23	2Q24	Var. %	1H23	1H24	Var. %
Adjusted Net Revenue ¹	3,289	3,700	12,5%	6,684	7,382	10.5
Adjusted EBITDA ¹	1,895	2,169	14.5%	3,993	4,391	10.0%
Adjusted EBITDA - Toll Roads	1,431	1,565	9.3%	2,948	3,166	7.4%
Adjusted EBITDA - Mobility	385	513	33.1%	869	990	14.0%
Adjusted EBITDA - Airports	273	339	24.0%	542	704	30.1%
Adjusted EBITDA - Other	(195)	(248)	27.0%	(366)	(469)	28.1%
Adjusted EBITDA Margin ²	57.6%	58.6%	1.0 p.p.	59.7%	59.5%	-0.2 p.p.
Adjusted Net Income ¹	203	411	102.1%	520	859	65.2%
Net Debt/Adjusted EBITDA LTM (x)	2.9	3.0	0.1	2.9	3.0	0.1
Toll Roads - Vehicle Equivalents (million)	293.4	304.9	3.9%	587.3	615.9	4.9%
Urban Mobility - Transported Passengers (million)	177.3	191.2	7.8%	344.9	367.0	6.4%
Airports - Boarded Passengers (million)	5.0	5.4	8.0%	10.0	10.8	8.0%
CAPEX ³	1,419	1,635	15.2%	2,920	2,890	-1.1%
Opex (cash) / Adjusted Net Revenue LTM	42.5%	40.5%	-2.0 p.p.	42.5%	40.5%	-2.0 p.p.

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

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

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

Supplemental Revenues

Supplemental Revenues	2Q23	2Q24	Var. %	1H23	1H24	Var. %
Airports	165,888	205,239	23.7%	328,846	404,064	22.9%
Mobility	30,280	36,930	22.0%	60,897	77,450	27.2%
Toll Roads	31,298	29,180	-6.8%	58,506	59,448	1.6%
Others	4,329	3,446	-20.4%	7,589	7,330	-3.4%
Consolidated for Jointly Owned Subsidiaries	231,795	274,795	18.6%	455,838	548,292	20.3%

The key highlights were:

- Airports:** 6 new VIP lounges: 2 in Curitiba, 1 in BH Airport, 1 in Palmas, 1 in Goiânia and 1 in Foz do Iguaçu. Inauguration of new retail operations in Curaçao and across several

airports in Bloco Sul and Bloco Central, in addition to the increase in variable rent, due to the increase in passenger flow on the platform. At BH Airport, the number of passengers with a boarding profile increased, along with an increase in consumption per passenger at the terminal, and new contractual models for providing infrastructure for aircraft were implemented. Additionally, in Quiport, an administrative/commercial building was acquired and operated, allowing for the receipt of commercial fees for all leased areas.

2. **Mobility:** new screens and advertising panels at the Pinheiros, Luz and Santa Cruz stations. Lower vacancy in retail areas and start of the TIG operation at VLT Carioca.
3. **Toll Roads:** reduction, mainly, due to the recognition of extraordinary revenue at ViaOeste amounting to approximately 3 million in Q2 2023, which did not recur in Q2 2024.

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

<https://ri.grupoccr.com.br/en/results/financial-operational-readjustment-and-banding-data/> 

Videoconference

Videoconference in Portuguese with simultaneous translation in English:

TUESDAY, JULY 30, 2024

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

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

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

