

CCR S.A.
(Publicly-held company)

**Review of Interim Financial
Information as of September 30, 2021**

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

Contents

Management Report	3
Independent Auditors' Report on review of interim financial information	22
Balance Sheets	24
Statements of income	26
Statements of comprehensive income	27
Statement of changes in equity - individual	28
Statement of changes in equity - consolidated	29
Cash flows statements – indirect method	31
Statements of added value	33
Notes to the quarterly financial statements	34

\ Results for the Third Quarter of 2021

São Paulo, November 11, 2021

The Parent Company and Consolidated Quarterly Information ("ITR") 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 consistently with the main accounting practices described in Note 2 to the 2020 Financial Statements.

Unless otherwise stated, the financial and operating information is presented on a consolidated basis, in thousands of Brazilian reais, and the comparisons refer to 3Q20.

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.



\ 3Q21 X 3Q20 HIGHLIGHTS

- Consolidated vehicle traffic **increased by 14.5%**. Excluding ViaCosteira, **growth was 6.8% in the period**.
- The number of passengers transported in airports **increased by 303.4%** in 3Q21.
- Adjusted EBITDA **grew by 21.1%**, with a margin of 62.6% (2.9 p.p.). Same-basis¹ adjusted EBITDA **increased by 20.0%**, with a margin of 63.1% (3.3 p.p.).
- **Net Income totaled R\$183.9 million**, a growth of 55.5%. Same-basis¹ **Net Income totaled R\$180.9 million**, a growth of 53.4%.
- As disclosed on a Material Fact on October 29, 2021, the Company was awarded the contract to operate the infrastructure and provide public services for the recovery, operation, maintenance, monitoring, conservation, implementation of improvements, expansion of capacity, and service maintenance of **Dutra - Sistema Rodoviário Rio de Janeiro (RJ) – São Paulo (SP)** – Rodovia BR-116/RJ, Rodovia BR-116/SP, Rodovia BR-101/RJ, and Rodovia BR-101/SP **for thirty years**.
- As disclosed on a Material Fact on October 20, 2021, the Company informed that it **executed the Concession Agreement of the Bloco Sul**, whose object is to grant public services for the expansion, maintenance, and operation of the airport infrastructure of the following airports: Curitiba (PR), in São José dos Pinhais, Foz do Iguaçu (PR), Londrina (PR), Bacacheri (PR), Navegantes (SC), Joinville (SC), Pelotas (RS), Uruguaiana (RS), and Bagé (RS), for thirty (30) years.

- As disclosed on a Material Fact on October 18, 2021, the Company informed that it **executed the Concession Agreement of the Bloco Central**, whose object is to grant public services for the expansion, maintenance, and operation of the airport infrastructure of the following airports: Goiânia/GO – Santa Genoveva (SBGO), São Luís/MA – Marechal Cunha Machado (SBSL), Teresina/PI (SBTE) – Senador Petrônio Portella, Palmas/TO – Brigadeiro Lysias Rodrigues (SBPJ), Petrolina/PE – Senador Nilo Coelho (SBPL), and Imperatriz/MA – Prefeito Renato Moreira (SBIZ), for thirty (30) years.
- As disclosed on a Material Fact on October 5, 2021, the Company informed that it was awarded the contract to operate, expand, and maintain the **Pampulha Airport** for thirty (30) years.
- Because of the COVID-19 pandemic, the authorities have imposed several social distancing measures and free movement restrictions, which impacted demand and, consequently, CCR's 3Q21 results. For more details, please refer to the "COVID-19" section of this earnings release and 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		
	3Q20	3Q21	Chg %
Net Revenues ¹	2,228.9	2,573.1	15.4%
Adjusted Net Revenues on the same basis ²	2,228.9	2,535.9	13.8%
Adjusted EBIT ³	630.8	876.2	38.9%
Adjusted EBIT Mg. ⁴	28.3%	34.0%	5.8 p.p.
Adjusted EBITDA ⁵	1,331.3	1,611.8	21.1%
Adjusted EBITDA Mg. ⁴	59.7%	62.6%	2.9 p.p.
Adjusted EBITDA on the same basis ²	1,333.0	1,600.2	20.0%
Adjusted EBITDA Mg. on the same basis ⁴	59.8%	63.1%	3.3 p.p.
Net Income	118.3	183.9	55.5%
Net Income on the same basis ²	117.9	180.9	53.4%
Net Debt / Adjusted EBITDA LTM (x) ⁶	2.7	2.4	
Adjusted EBITDA ⁵ / Interest and Monetary Variation (x)	4.6	3.8	

Financial Indicators (R\$ MM)	IFRS		
	9M20	9M21	Chg %
Net Revenues ¹	6,383.8	8,340.6	30.7%
Adjusted Net Revenues on the same basis ²	6,383.8	7,139.9	11.8%
Adjusted EBIT ³	1,646.1	2,957.5	79.7%
Adjusted EBIT Mg. ⁴	25.8%	35.5%	9.7 p.p.
Adjusted EBITDA ⁵	3,651.8	5,528.1	51.4%
Adjusted EBITDA Mg. ⁴	57.2%	66.3%	9.1 p.p.
Adjusted EBITDA on the same basis ²	3,653.5	4,366.4	19.5%
Adjusted EBITDA Mg. on the same basis ⁴	57.2%	61.2%	4.0 p.p.
Net Income	265.9	828.8	211.7%
Net Income on the same basis ²	265.1	601.4	126.9%
Net Debt / Adjusted EBITDA LTM (x) ⁶	2.7	2.4	
Adjusted EBITDA ⁵ / Interest and Monetary Variation (x)	4.0	5.2	

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.

6. To calculate the Net Debt / Adjusted EBITDA ratio, the Adjusted EBITDA was used as of 1Q21, and the operating adjusted EBITDA was used for the other periods (as disclosed in previous earnings releases).



\ Same-basis comparisons

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

- ViaCosteira, whose concession agreement was signed in July 2020.
- Linhas 8 e 9 of CPTM, whose concession agreement was signed on June 30, 2021.
- Blocos Central e Sul airports, whose concession agreements were signed on October 18 and 20, 2021, respectively.
- **To ensure comparability of the YTD results**, in addition to the effects mentioned above, we also excluded ViaQuatro's rebalancing impacts, recorded in 1Q21.
- The effect of the payment made to the São Paulo State Government, due to the Preliminary Agreement executed on June 29, 2021.



\ Diversity stands out in CCR's ESG results in the third quarter of 2021

Grupo CCR, one of Latin America's major infrastructure players for human mobility, makes available to investors the ESG consolidated results, which include the progress of 3Q21 cases. Diversity was the main topic, allowing the Company to intensely progress on very solid fronts. According to Marco Cauduro, CEO of Grupo CCR, "The most important thing when it comes to diversity is the engagement of employees, who become ambassadors of plurality. The more diverse the teams, the more qualified our relationships with society will be".

Check out the results below, which show the Company's strength in addressing diversity under the ESG social guidelines.

\ 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:

- The Diversity Program has a special agenda of engagement in lectures and debates on gender, LGBTQIAP+, and disability matters, with concepts and approaches to assist customers, among others, and has already reached over 3,100 participants.

- The Diversity and Customer Service training prepared more than 2,000 employees who directly work with customers at highways, subways, and airports.
- Internal launch of CCR Diversity Guidebook (*Cartilha de Diversidade CCR*) for conceptual and behavioral alignment, addressing CCR's main commitments. The material has been prepared in a special audio and contrast version to ensure content accessibility.
- In the media, CCR stood out in the Exame Magazine's Diversity Guide, one of the most important in the Brazilian media on the subject. The material included an exclusive interview with Marco Cauduro, CEO of Grupo CCR, and was published online by the magazine in September 2021.

\ Social Responsibility

Actions involving Social Responsibility, Income Generation, Education, and Health, among others, are led by the CCR Institute. The following projects stood out this quarter:

Estrada para a Saúde (Road to Health)

A program designed for the health of truck drivers that is a pioneering initiative in Brazil and one of CCR's portrayals for the benefit of the priority public. *Estrada para a Saúde*, a Company program, offers free and continuous assistance, medical exams, dental treatment, and other services. In a partnership with Projeto Help, a special shelter and conversation structure named "*Parada do Desabafo*" (Chat Stop) is offered every month to care for truck drivers' mental and emotional health. "*Check Up Caminhão*" (Truck Inspection) is another initiative that aims at advising and informing truck drivers about preventive maintenance on their vehicles.

The program happens at stretches of CCR NovaDutra, CCR RodoNorte, CCR AutoBAN, CCR ViaOeste, CCR SPVias, and CCR ViaSul.

Figures: In 3Q21, 6,300 people were impacted by the program's actions.

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 Company project created as a socio-educational action that aims to train teachers to propagate citizenship-related concepts to elementary school I public students of the municipalities bordering Grupo CCR. Since 2020, the program has been offered 100% online. In 2021, teachers had

access to content covering several topics, such as emotional intelligence, abilities and skills, self-awareness, life project, and mental health.

The program is offered at CCR AutoBA, CCR NovaDutra, CCR RodoNorte, CCR SPVias, CCR ViaLagos, CCR ViaOeste, CCR RodoAnel Oeste, CCR Metrô Bahia, CCR ViaSul, CCR ViaCosteira, and ViaRio.

Figures: At the end of 3Q21, we served more than 200 thousand students, 1,392 schools, with 7,300 participating teachers and presence in 87 municipalities.

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. Through the **CCR Institute**, the Company supports initiatives that contribute to the training or development of small businesspeople focused on the communities of the municipalities bordering Grupo CCR.

Figures: In 3Q21, we impacted 800 people.

ESG indicator panel: <https://ri.ccr.com.br/esg-indicadores/>
CCR 2020 Annual Report: <https://www.grupoccr.com.br/ri2020/>
CCR Institute activities report:
<https://www.institutoccr.com.br/instituto/relatorios>
Governance and Compliance: Annual Compliance Report



\ Gross Revenue (excluding Construction Revenue)

Toll Gross Revenue (R\$ 000)	3Q20	3Q21	Chg %	9M20	9M21	Chg %
AutoBAn	546,508.0	641,408.0	17.4%	1,509,307.0	1,741,453.0	15.4%
NovaDutra ²	347,036.0	152,104.0	-56.2%	934,571.0	569,094.0	-39.1%
RodoNorte	218,605.0	241,618.0	10.5%	633,330.0	685,659.0	8.3%
ViaLagos	30,413.0	36,626.0	20.4%	84,703.0	103,571.0	22.3%
ViaOeste	246,902.0	295,011.0	19.5%	681,704.0	803,093.0	17.8%
RodoAnel Oeste	66,603.0	79,190.0	18.9%	184,092.0	217,006.0	17.9%
SPVias	168,365.0	189,318.0	12.4%	473,817.0	528,975.0	11.6%
MSVia	81,387.0	97,257.0	19.5%	214,619.0	247,337.0	15.2%
ViaSul	92,880.0	103,241.0	11.2%	253,545.0	306,393.0	20.8%
ViaCosteira	-	40,734.0	n.m.	-	66,149.0	n.m.
Total	1,798,699.0	1,876,507.0	4.3%	4,969,688.0	5,268,730.0	6.0%
% of Total Revenues	74.5%	66.4%	-8.0 p.p.	71.9%	58.7%	-13.2 p.p.
% of Eletronic means of collection	73.0%	76.2%	3.4 p.p.	72.3%	75.0%	2.7 p.p.

Ancillary Gross Revenue	3Q20	3Q21	Chg %	9M20	9M21	Chg %
Total Ancillary Gross Revenue	29,008.0	32,404.0	11.7%	83,840.0	91,734.0	9.4%
% of Total Revenues	1.2%	1.1%	-0.2 p.p.	1.2%	1.0%	-0.1 p.p.

Other Gross Revenues	3Q20	3Q21	Chg %	9M20	9M21	Chg %
ViaQuatro ¹	58,951.0	157,722.0	167.5%	237,767.0	1,553,849.0	553.5%
ViaMobilidade - Linhas 5 e 17 ¹	102,803.0	96,556.0	-6.1%	241,140.0	267,586.0	11.0%
Metrô Bahia ¹	193,163.0	222,579.0	15.2%	536,686.0	659,100.0	22.8%
VLT ¹	31,708.0	57,021.0	79.8%	129,159.0	175,979.0	36.2%
Barcas ¹	8,822.0	12,548.0	42.2%	50,985.0	30,765.0	-39.7%
Curaçao	17,116.0	50,720.0	196.3%	70,702.0	91,508.0	29.4%
BH Airport	27,237.0	69,042.0	153.5%	120,778.0	167,536.0	38.7%
TAS	113,896.0	162,344.0	42.5%	309,863.0	444,401.0	43.4%
San José (Aeris)	6,429.0	65,155.0	913.5%	82,077.0	146,701.0	78.7%
Samm	27,189.0	23,981.0	-11.8%	81,975.0	70,850.0	-13.6%
Total	587,314.0	917,668.0	56.2%	1,861,132.0	3,608,275.0	93.9%
% of Total Revenues	24.3%	32.5%	8.1 p.p.	26.9%	40.2%	13.3 p.p.

Construction Gross Revenue	2,415,021	2,826,579	17.0%	6,914,660	8,968,739	29.7%
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Construction Gross Revenue	3Q20	3Q21	Chg %	9M20	9M21	Chg %
Total	152,399.0	270,203.0	77.3%	631,900.0	790,142.0	25.0%

1. Includes ancillary revenues. Part of Metrô Bahia's revenues does not come from tariffs and refers to returns on financial assets (present value adjustment reversal), totaling R\$96.1 in 3Q21 (R\$67.0 million in 3Q20), and/or revenues from demand risk mitigation, totaling R\$60.6 million in 3Q21 (R\$71.1 million in 3Q20). In VLT, the returns on financial assets totaled R\$44.3 million in 3Q21 (R\$23.9 million in 3Q20). In ViaMobilidade - Linhas 5 e 17, mitigation revenues stood at R\$32.5 million in 3Q21 (R\$60.3 million in 3Q20). In ViaQuatro, the return on financial assets totaled R\$60.3 million in 3Q21.

2. 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.

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	3Q20	3Q21	Chg %	9M20	9M21	Chg %
Renovias	43,937.0	52,857.0	20.3%	121,000.0	140,860.0	16.4%
Quito (Quiport)	34,481.0	77,351.0	124.3%	138,226.0	194,460.0	40.7%
ViaRio	23,422.0	27,339.0	16.7%	61,558.0	75,757.0	23.1%
Total²	101,840.0	157,547.0	54.7%	320,784.0	411,077.0	28.1%

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

2. Does not include eliminations



\ Operational Data

	Traffic/Passengers			Average Toll Paid ¹			Traffic/Passengers			Average Toll Paid ¹		
	3Q20	3Q21	Chg %	3Q20	3Q21	Chg %	9M20	9M21	Chg %	9M20	9M21	Chg %
Traffic (Equivalent Vehicles)²												
AutoBAn	62,671,918	66,419,669	6.0%	8.72	10.23	17.3%	173,044,089	189,634,277	9.6%	8.72	9.18	5.3%
NovaDutra ³	31,824,188	34,550,261	8.6%	10.90	4.40	-59.6%	85,650,165	97,916,462	14.3%	10.91	5.81	-46.7%
RodoNorte	23,446,840	23,887,380	1.9%	9.32	10.11	8.5%	67,716,688	69,981,680	3.3%	9.35	9.80	4.8%
ViaLagos	1,846,335	1,972,822	6.9%	16.47	18.57	12.8%	5,211,473	5,989,555	14.9%	16.25	17.29	6.4%
ViaOeste	27,213,896	29,463,976	8.3%	9.07	10.01	10.4%	75,151,614	84,480,978	12.4%	9.07	9.51	4.9%
RodoAnel Oeste	31,796,810	33,054,827	4.0%	2.09	2.40	14.8%	87,898,672	95,792,426	9.0%	2.09	2.27	8.6%
SPVias	15,211,332	15,570,179	2.4%	11.07	12.16	9.8%	42,815,986	45,763,505	6.9%	11.07	11.56	4.4%
MSVia	12,390,209	14,725,590	18.8%	6.57	6.60	0.5%	32,615,406	37,434,612	14.8%	6.58	6.61	0.5%
ViaSul	20,238,657	22,016,591	8.8%	4.59	4.69	2.2%	55,957,241	65,793,546	17.6%	4.53	4.66	2.9%
ViaCosteira	-	19,455,221	n.m.	-	2.09	n.m.	-	31,606,239	n.m.	-	2.09	n.m.
Renovias ⁴	5,141,563	5,582,665	8.6%	8.04	8.92	10.9%	14,155,127	15,596,760	10.2%	8.05	8.49	5.5%
ViaRio ⁴	3,142,611	3,524,576	12.2%	7.42	7.72	4.0%	8,237,044	9,794,810	18.9%	7.42	7.71	3.9%
Consolidated IFRS⁵	253,854,081	290,580,492	14.5%	7.09	6.46	-8.9%	701,212,948	808,874,258	15.4%	7.09	6.51	-8.2%
Consolidated Pró-forma^{5,6}	262,138,255	299,687,733	14.3%	7.11	6.52	-8.5%	723,605,119	834,265,828	15.3%	7.11	6.56	-7.0%
Mobility (Transported Passengers)												
ViaQuatro	22,050,039	29,597,589	34.2%	2.55	2.97	16.5%	84,379,269	76,629,943	-9.2%	2.52	2.92	15.9%
Integrated	19,349,896	25,959,291	34.2%	-	-	n.m.	74,037,251	67,199,415	-9.2%	-	-	n.m.
Exclusive	2,700,143	3,638,298	34.7%	-	-	n.m.	10,342,018	9,430,528	-8.8%	-	-	n.m.
ViaMobilidade	21,372,563	29,247,435	36.8%	1.96	2.08	6.1%	72,355,584	77,248,079	6.8%	1.94	2.06	6.2%
Metrô Bahia	13,238,414	19,777,647	49.4%	2.64	2.77	4.9%	44,522,884	51,013,561	14.6%	2.57	2.73	6.2%
VLT	2,239,366	3,360,004	n.m.	3.20	3.41	6.6%	9,294,966	9,038,984	-2.8%	3.41	3.13	-8.2%
Barcas	1,342,399	1,552,500	15.7%	6.57	8.08	23.0%	7,084,598	4,144,973	-41.5%	7.20	7.42	3.1%
Consolidated	60,242,781	80,175,171	33.1%				217,637,301	218,075,540	0.2%			
Airport (Boarding Passengers)												
Domestic												
BH Airport (R\$) ⁷	313,593	900,117	187.0%	25.48	26.90	5.6%	1,573,879	2,232,674	41.9%	25.57	24.99	-2.3%
Curacao (USD)	11,908	21,425	79.9%	19.59	24.80	26.6%	55,208	71,125	28.8%	20.96	24.83	18.5%
Quiport (USD)	38,079	172,866	354.0%	14.13	12.59	-10.9%	313,588	358,850	14.4%	14.02	12.70	-9.4%
International												
BH Airport (R\$) ⁷	2,152	12,761	493.0%	58	61.98	7.3%	51,425	25,685	-50.1%	56.19	60.15	7.0%
San José (USD) ⁸	19,310	404,434	n.m.	72.57	32.24	-55.6%	706,705	968,643	37.1%	107.32	32.03	-70.2%
Curacao (USD)	30,424	112,688	270.4%	45.24	48.88	8.0%	112,324	206,088	83.5%	42.38	47.43	11.9%
Quiport (USD)	38,761	208,188	437.1%	51.47	50.30	-2.3%	290,342	448,162	54.4%	50.90	50.17	-1.4%
Consolidated	454,227	1,832,479	303.4%				3,103,471	4,311,227	38.9%			

1. The average tariff (i) for the Highway business is calculated by dividing toll revenue by the number of equivalent vehicles of each concessionaire, and (ii) for mobility and airports only tariff revenues and the number of passengers transported and boarded, respectively, are considered. The average tariffs for 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. The number of equivalent vehicles at Renovias and ViaRio account for 40% and 66.66%, respectively.

5. 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.

6. The pro forma calculation considers the jointly-controlled companies for the road segment Renovias (40%) and ViaRio (66.66%)

7. This quarter we adjusted the cumulative number of passengers transported in 2021 at BH Airport by adding 563,400 transfer passengers.

8. San José International Airport fees 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.



\ Highways

The improved traffic performance was mainly due to the progress of vaccination in Brazil and the return to in-person activities, which boosted light vehicles mainly.

Traffic performance of commercial vehicles improved at Lam Vias highways, due to the recovery in the industrial scenario when compared to 3Q20.

Harvest events had different impacts on some concessionaries. The corn crop failure changed grain flows reducing the export routes (RodoNorte) and increasing the routes for the domestic market (MSVia), and agricultural bulks were transported from the Midwest to the South region of Brazil.

Infra SP highways were also positively impacted by industrial growth. However, in addition to the negative effect of export corn flow, they were also impacted by the sugarcane crop failure and the subsequent decrease of export sugarcane flow.

Equivalent Vehicle Mix Breakdown

Equivalent Vehicles	3Q20		3Q21	
	Light	Commercial	Light	Commercial
AutoBAn	38.5%	61.5%	43.1%	56.9%
NovaDutra	31.3%	68.7%	34.0%	66.0%
RodoNorte	16.9%	83.1%	19.0%	81.0%
ViaLagos	81.3%	18.7%	80.6%	19.4%
ViaOeste	54.4%	45.6%	57.2%	42.8%
Renovias	47.9%	52.1%	51.6%	48.4%
RodoAnel Oeste	50.4%	49.6%	52.1%	47.9%
SPVias	28.3%	71.7%	31.0%	69.0%
MSVia	17.0%	83.0%	16.3%	83.7%
ViaRio	92.4%	7.6%	93.0%	7.0%
ViaSul	38.1%	61.9%	38.6%	61.4%
ViaCosteira	-	-	35.9%	64.1%
CCR proforma¹ Consolidated	40.5%	59.5%	42.7%	57.3%

1. Includes Renovias' and ViaRio's traffic.



\ Urban Mobility

The YoY recovery in the number of passengers in the mobility business in 3Q21 results from several more lenient social distancing measures, the progress of the immunization program, the resumption of in-person activities, and a comparison base that was more affected by the pandemic in 3Q20. However, it should be noted that

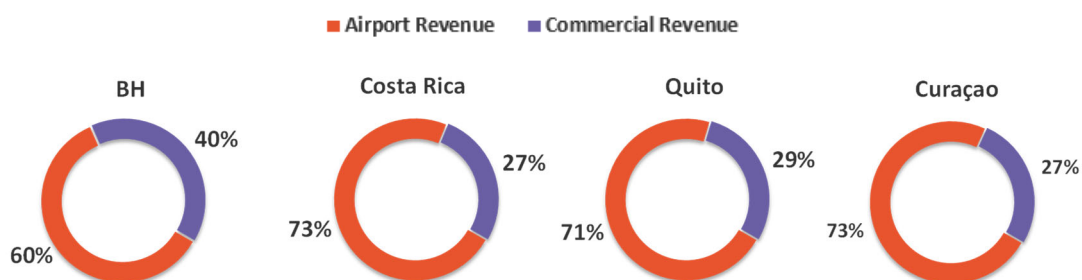
the COVID-19 pandemic continues directly impacting the mobility sector, whose demand is still lower than in the pre-pandemic period.



\ Airports

The YoY resumption in the number of passengers and flights in 3Q21 results from more lenient social distancing measures when compared to those imposed at the beginning of the pandemic. However, it should be noted that the COVID-19 pandemic continues directly affecting the airport sector, which still records demand lower than in the pre-pandemic period.

Airport Revenue Mix in the Quarter





\ Total Costs

Total costs moved up by 12.4% YoY in 3Q21, to R\$1,967.1 million. **Same-basis cash costs totaled R\$935.7 million, an increase of 4.4%**. Considering only same-basis assets in Brazil, cash costs fell by 8.7% in the period (IPCA of 10.25% in the period).

Costs (R\$ MM)				Same basis		
	3Q20	3Q21	Chg %	3Q20	3Q21	Chg %
Total Costs¹	(1,750.5)	(1,967.1)	12.4%	(1,739.6)	(1,911.7)	9.9%
Depreciation and Amortization	(606.8)	(643.4)	6.0%	(606.8)	(641.2)	5.7%
Anticipated Expenses	(69.7)	(69.7)	0.0%	(69.7)	(69.7)	0.0%
Construction Costs	(151.9)	(270.2)	77.9%	(142.7)	(242.5)	69.9%
Maintenance Provision	(24.0)	(22.6)	-5.7%	(24.0)	(22.6)	-5.7%
Third-Party Services	(345.9)	(329.9)	-4.6%	(345.8)	(316.5)	-8.5%
Concession Fee Costs	(20.5)	(29.5)	43.6%	(20.5)	(29.5)	43.6%
Personnel Costs	(399.6)	(455.6)	14.0%	(399.4)	(449.4)	12.5%
Other Costs	(132.1)	(146.2)	10.7%	(130.7)	(140.4)	7.4%
Cash costs	(898.1)	(961.2)	7.0%	(896.4)	(935.7)	4.4%
Cash costs (National Assets)	(797.5)	(753.5)	-5.5%	(795.8)	(726.7)	-8.7%

Costs (R\$ MM)				Same basis		
	9M20	9M21	Chg %	9M20	9M21	Chg %
Total Costs¹	(5,369.5)	(6,173.3)	15.0%	(5,359.1)	(5,939.5)	10.8%
Depreciation and Amortization	(1,727.2)	(2,408.1)	39.4%	(1,727.3)	(2,404.4)	39.2%
Anticipated Expenses	(209.0)	(209.0)	0.0%	(209.0)	(209.0)	0.0%
Construction Costs	(629.0)	(790.1)	25.6%	(615.7)	(594.4)	-3.5%
Maintenance Provision	(69.3)	46.5	n.m.	(69.4)	46.5	n.m.
Third-Party Services	(999.8)	(969.1)	-3.1%	(999.8)	(950.0)	-5.0%
Concession Fee Costs	(61.8)	(72.5)	17.4%	(61.8)	(72.5)	17.4%
Personnel Costs	(1,144.0)	(1,222.7)	6.9%	(1,143.8)	(1,213.7)	6.1%
Other Costs	(529.4)	(548.1)	3.5%	(532.4)	(542.0)	1.8%
Cash costs	(2,735.0)	(2,812.5)	2.8%	(2,737.8)	(2,778.2)	1.5%
Cash costs (National Assets)	(2,322.1)	(2,329.5)	0.3%	(2,324.9)	(2,290.9)	-1.5%

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

The main reasons for the YoY variations in 3Q21 are:

Depreciation and Amortization: Increased by 6.0% (R\$36.6 million). ViaCosteira contributed nearly R\$2.2 million in 3Q21. The 5.7% same-basis increase was mainly due to higher investment amortization, as RodoNorte's concession agreement is reaching maturity, and higher depreciation at ViaOeste, because of the Preliminary Agreement executed with the São Paulo State at the end of 2Q21. These effects were partially mitigated by NovaDutra, which is undergoing a contract extension period and no investments need to be amortized.

Prepaid Expenses: Remained flat QoQ, reflecting the recording of prepaid fixed concession fees at ViaLagos, AutoBAn, RodoAnel Oeste, and ViaOeste, which were accrued to the result during the remaining term of the concessions.

Construction Costs: Increased by 77.9% (R\$118.3 million). ViaCosteira recorded expenses of R\$27.7 million in 3Q21 and R\$ 9.2 million in 3Q20. The

69.9% same-basis increase was mainly due to higher investments at ViaOeste, RodoAnel Oeste, and ViaSul, 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 5.7% decrease in 3Q21 (R\$1.4 million) was mainly due to the reversal of the provision for maintenance at RodoNorte, totaling R\$21.1 million, and that MSVia does not record a provision for maintenance because of the formalization of the amendment to restart a bidding process of that highway. These effects were partially mitigated by the increases in the provisions of AutoBA and SPVias, totaling R\$24.4 million and R\$13.0 million, respectively, due to the execution of the Preliminary Collective Bargaining Agreement on June 29, 2021.

Third-Party Services: Fell by 4.6% (R\$16.0 million). In 3Q21, expenses came to R\$13.5 million at ViaCosteira, Bloco Sul, Bloco Central, and Linhas 8 e 9. The 8.5% same-basis decline was mainly due to the termination of the service agreement at NovaDutra, with the end of the concession agreement.

Concession Fees: Grew by 43.6% (R\$9.0 million). The variation was a result of the increase in variable concessions, due to the higher number of passengers transported at BH Airport and Curaçao, and the upturn of toll revenues at AutoBA, ViaOeste, RodoAnel Oeste, and SPVias, with the increase of passenger traffic.

Personnel Costs: The 12.5% same-basis increase was mainly due to (i) the transfer of personnel to NovaDutra, previously recorded under outsourced services, due to the extension of the concession agreement, and (ii) higher personnel costs at TAS, which was also impacted by the exchange variation that affects the Company's businesses abroad. However, considering same-basis assets in Brazil only, personnel costs edged up by 7.2%. Considering all assets, it increased by 14.0% (R\$56.0 million). In 3Q21, expenses came to R\$6.2 million at ViaCosteira, Bloco Sul, Bloco Central, and Linhas 8 e 9.

Other costs: (materials, insurance, rent, marketing, trips, fuel, and other general expenses): Increased by 10.7% (R\$14.1 million). In 3Q21, expenses came to R\$5.9 million at ViaCosteira, Bloco Sul, Bloco Central, and Linhas 8 e 9, and R\$1.5 million at Via Costeira in 3Q20. Same-basis costs rose by 7.4%. In 3Q20, we recorded the non-recurring effect of (i) TAS, referring to the Cares Act benefit received from the U.S. government, as informed in the 3Q20 earnings release. In 3Q21, due to the restart of the bidding process at MSVia, the provision for impairment was adjusted to +R\$44.5 million because of the monetary variation of the period and, at RodoNorte, provisions for legal contingencies were refunded. Considering same-basis assets in Brazil only, this line fell by 35.1%.

\ Results by Segment

Gross Revenue ¹ (R\$ MM)	3Q20	3Q21	Chg %	9M20	9M21	Chg %
Highway	1,932.5	2,122.8	9.8%	5,486.7	6,008.8	9.5%
Airports ²	174.4	364.7	109.1%	637.7	896.7	40.6%
Mobility	433.1	587.6	35.7%	1,339.4	2,786.8	108.1%
Other	99.7	95.8	-3.9%	300.0	282.9	-5.7%
Elimination	(72.2)	(74.2)	2.8%	(217.2)	(216.3)	-0.4%
Gross Revenue	2,567.4	3,096.8	20.6%	7,546.6	9,758.9	29.3%
Adjusted EBITDA (R\$ MM)	3Q20	3Q21	Chg %	9M20	9M21	Chg %
Highway	1,179.8	1,285.6	9.0%	3,223.6	3,440.0	6.7%
Airports ²	31.6	84.2	166.5%	40.7	213.3	424.1%
Mobility	176.1	316.9	80.0%	535.4	2,014.2	276.2%
Other	(50.0)	(69.2)	38.4%	(134.9)	(123.4)	-8.5%
Elimination	(6.2)	(5.7)	-8.1%	(13.0)	(16.0)	23.1%
Adjusted EBITDA	1,331.3	1,611.8	21.1%	3,651.8	5,528.1	51.4%

1. Includes construction revenue

2. Considers TAS (Total Airport Services)

\ EBITDA Reconciliation

EBITDA Reconciliation (R\$ MM)	3Q20	3Q21	Chg %	9M20	9M21	Chg %
Net Income	118.3	183.9	55.5%	265.9	828.8	211.7%
(+) Income Tax and Social Contribution	194.5	289.1	48.6%	497.4	910.5	83.1%
(+) Net Financial Results	322.2	453.9	40.9%	935.2	1,136.9	21.6%
(+) Depreciation and Amortization	606.8	643.4	6.0%	1,727.3	2,408.1	39.4%
EBITDA (a)	1,241.8	1,570.3	26.5%	3,425.7	5,284.4	54.3%
EBITDA Mg. (a)	52.1%	55.2%	3.1 p.p.	48.8%	57.9%	9.0 p.p.
(+) Anticipated expenses (b)	69.7	69.7	0.0%	209.0	209.0	0.0%
(+) Maintenance provision (c)	24.0	22.6	-5.8%	69.4	(46.5)	n.m.
(-) Equity accounted-investees	22.7	(31.4)	n.m.	39.0	(53.3)	n.m.
(+) Part. of Non-controlling Shareholders	(26.8)	(19.3)	-28.0%	(91.3)	134.5	n.m.
Adjusted EBITDA	1,331.3	1,611.8	21.1%	3,651.8	5,528.1	51.4%
Adjusted EBITDA Mg. (d)	59.7%	62.6%	2.9 p.p.	57.2%	66.3%	9.1 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 accrual of concession prepayments, adjusted for being a non-cash item in the quarterly information.

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 quarterly information.

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)	3Q20	3Q21	Chg %	9M20	9M21	Chg %
Net Financial Result	(322.2)	(453.9)	40.9%	(935.2)	(1,136.9)	21.6%
- Income from Hedge Operation	(17.1)	167.0	n.m.	53.7	8.7	-83.8%
- Fair Value of Hedge Operation	26.7	(133.6)	n.m.	(26.7)	52.0	n.m.
- Monetary Variation on Loans, Financing and Debentures	(26.3)	(80.3)	205.3%	(43.7)	(200.1)	357.9%
- Exchange Rate Variation on Loans, Financing, Debentures, Derivatives and	(1.5)	(27.8)	1,753.3%	(14.8)	(26.2)	77.0%
- Monetary Variation on Liabilities related to the Granting Power	(18.9)	(57.4)	203.7%	(42.9)	(163.8)	281.8%
- Present Value Adjustment of Maintenance Provision and Liabilities related to th	(15.6)	(12.5)	-19.9%	(46.7)	(39.9)	-14.6%
- Interest on Loans, Financing and Debentures	(291.7)	(380.4)	30.4%	(903.3)	(948.0)	4.9%
- Capitalization on Loans	25.5	36.8	44.3%	69.9	91.3	30.6%
- Investment Income and Other Income	49.9	107.3	115.1%	163.8	236.5	44.4%
- Others ¹	(53.1)	(73.0)	37.5%	(144.5)	(147.5)	2.1%

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

Key indicators	3Q20	3Q21	9M20	9M21
Average annual CDI rate	2.00%	4.87%	3.07%	3.40%
IGP-M accrued	9.59%	0.80%	14.40%	16.00%
IPCA accrued	1.24%	3.02%	1.34%	6.90%
Average annual TJLP	4.91%	4.88%	4.98%	4.63%
Average Exchange (R\$ - US\$)	5.38	5.23	5.07	5.33

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

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

RodoAnel Oeste has a swap contract, partially exchanging the debt flow (50%) from 120% of the CDI rate to CDI rate +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 rate + 1.76% p.a.
- ii) interest rate swap, fully exchanging the debt flow from IPCA+ 4.88% p.a. to CDI rate + 1.38% p.a.
- iii) FX swap, fully exchanging the debt flow (4131) from US\$ + 1.66% p.a. to CDI rate + 1.65% p.a.

The main reasons for the variations reported in 3Q21 are:

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

The impact on the **Monetary variation on loans, financing, and debentures** line was mainly due to the higher YoY variation of the IPCA by (1.78 p.p.) and the larger amount of debt indexed to the IPCA.

The increase of **expenses with FX variation on gross debt, derivatives, and suppliers** was mainly due to CCR's fundraising (Law 4131) in foreign currency.

The **Monetary variation on obligations with the Granting Authority** line includes the monetary variation (IPCA) on BH Airport concession fees. The variation was due to the 2.36% rise in the IPCA between June and August 2021, compared to the 0.86% recorded between June and August 2020, which are the periods considered to restate the concession balance in 3Q21 and 3Q20, respectively.

The **present value adjustments of the provision for maintenance** and Obligations with the Granting Authority lines fell by 19.9%, mainly because MSVia did not record a provision, as it is under a re-bidding process.

The **Interest on loans, financing, and debentures** line increased by 30.4%, mainly because of the 2.87 p.p. YoY rise in the CDI rate, and higher indebtedness arising from CCR and Linhas 8 e 9 fundraisings.

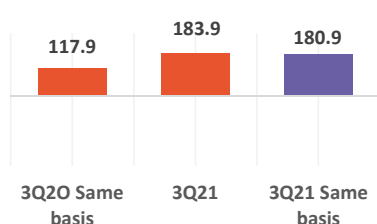
The **Loan costs capitalization** line moved up by 44.3%, mainly due to higher capitalization of interest levied on a higher amount of financial expenses at ViaQuatro.

The **Interest on financial investments and other revenues** line increased by 115.1% YoY in 3Q21, chiefly because of the impact of the 2.87 p.p. rise in the Selic rate in the period, and the higher balance of cash and financial investments, especially at NovaDutra, Bloco Sul e Bloco Central, ViaCosteira, and Linhas 8 e 9. Moreover, VLT Carioca was impacted by higher interest, fines, and monetary correction, due to the accumulation of receivables by the Granting Authority, and higher monetary correction indices used YoY in 3Q21.

The **Other financial income and expenses** line increased by 37.5%, mainly due to the write-off of costs related to the fundraising of CCR's 15th debenture issue.

\ Net Income

Net Income

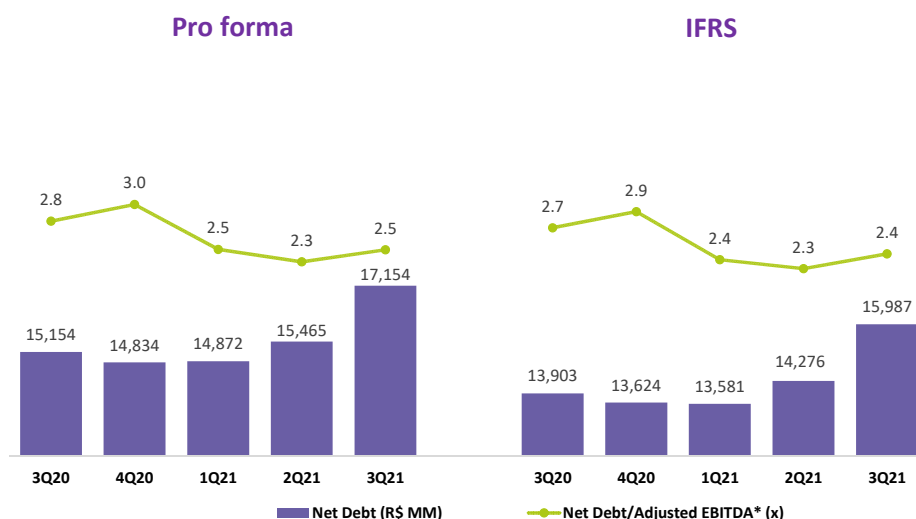


Consolidated net income totaled R\$183.9 million in 3Q21. Same-basis¹ net income totaled R\$180.9 million, up by 53.4% over the R\$117.9 million recorded in 3Q20.

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

\ Indebtedness

Consolidated Net Debt (IFRS) came to R\$16.0 billion in September 2021, while the Net Debt/LTM² adjusted EBITDA¹ ratio reached 2.4x, as shown below:



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

2. The Adjusted EBITDA was used to calculate the Net Debt/adjusted EBITDA ratio as of 1Q21, and the operating adjusted EBITDA was used for the other periods (as disclosed in previous earnings releases).

Fundraising in 3Q21

In 3Q21, fundraising and rollover were as follows:

Company	Issuance	Amount (R\$ MM)	Debt	Cost	Maturity
ViaOeste	jul/21	450.0	Debenture	CDI rate + 1.35% p.a.	dec/22
SPVias	sep/21	480.0	Debenture	CDI rate + 1.85% p.a.	aug/26
CCR	aug/21	650.0	Loan 4131	CDI rate + 1.65% p.a.	aug/23
Airports - Bloco Sul	sep/21	1,800.0	Debenture	CDI rate + 1.70% p.a.	mar/24
Airports - Bloco Central	sep/21	600.0	Debenture	CDI rate + 1.70% p.a.	mar/24
Total		3,980.0			

Indebtedness Evolution

(R\$ MM)	Sep/20	Jun/21	Sep/21
Gross Debt¹	20,905.0	20,633.0	24,315.0
% Real-Denominated	95%	96%	93%
% Foreign Currency-Denominated	5%	4%	6%
Short Term	4,902.0	3,622.0	4,089.1
% Real-Denominated	96%	97%	96%
% Foreign Currency-Denominated	4%	3%	3%
Long Term	16,003.0	17,011.0	20,225.8
% Real-Denominated	94%	95%	93%
% Foreign Currency-Denominated	6%	5%	7%
Cash, Equivalents and Financial Investments²	6,946.5	6,454.0	8,257.7
% Real-Denominated	93%	93%	95%
% Foreign Currency-Denominated	7%	7%	5%
Receivable/Payable Swap Settlements³	55.1	(97.0)	70.4
Net Debt	13,903.4	14,276.0	15,986.8

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 considered (cash and cash equivalents and short-term investments)

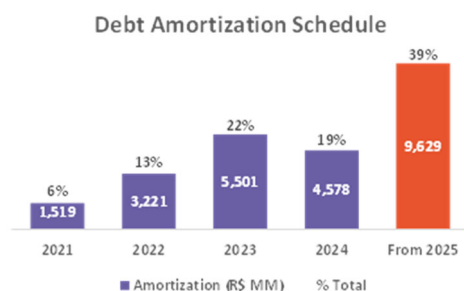
3. Swap adjustment in the period.

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.	6,009.2	24.6%	6,052.2	24.8%
Local Bond, Credit Deposit and other	CDI rate	109.5% - 120.0% of CDI rate, CDI rate + 0.81% - 3.47% p.a.	12,629.8	51.7%	15,128.1	61.9%
Local Bond	IPCA	IPCA + 4.4963% - 7.07% p.a.	3,440.3	14.1%	2,351.9	9.6%
Dolar	USD	LIBOR 6M + 2.3% - 2.5% p.a. / 4.2% p.a. - 7.3% p.a.	1,592.5	6.5%	915.9	3.7%
Other	Pre fixed	9.76% p.a. - 16.5% p.a.	776.3	3.2%	0.0	0.0%
Total			24,448.1	100.0%	24,448.1	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 39% of the repayments will mature as of 2025, and only 6% in 2021. **Debt totaled R\$24.4 billion in 3Q21.**

As additional information, on September 30, 2021, the net exposure in U.S. dollars of companies with revenues in Brazilian reais was US\$21.5 million, and refer to Linhas 8 e 9, ViaQuatro, and Metrô Bahia.

In the same period, the pro forma gross debt came to R\$25.7 billion, including non-controlled companies.

\ CAPEX and Maintenance

Investments (including financial assets) and maintenance expenditures **totaled R\$659.6 million** in 3Q21.

	Intangible and Fixed Assets						Performed Maintenance		Financial Asset¹		Total	
R\$ MM (%100)	Improvements		Equipment and Others		Total		Maintenance Cost					
	3Q21	9M21	3Q21	9M21	3Q21	9M21	3Q21	9M21	3Q21	9M21	3Q21	9M21
NovaDutra	0.5	0.8	0.0	4.6	0.5	5.4	0.0	8.2	0.0	0.0	0.5	13.5
ViaLagos	2.2	6.4	0.2	0.6	2.3	7.0	4.8	7.7	0.0	0.0	7.1	14.7
RodoNorte	39.3	113.9	0.9	3.7	40.2	117.7	9.9	51.8	0.0	0.0	50.1	169.4
AutoBAN	7.5	15.7	2.1	3.4	9.6	19.2	0.0	0.0	0.0	0.0	9.6	19.2
ViaOeste	28.4	46.2	1.4	2.5	29.8	48.7	0.0	0.0	0.0	0.0	29.8	48.7
ViaQuatro	6.4	27.1	0.7	3.0	7.1	30.1	0.0	0.0	0.0	0.0	7.1	30.1
RodoAnel Oeste	22.8	38.9	1.1	2.4	23.9	41.3	0.2	0.8	0.0	0.0	24.1	42.1
Samm	0.1	6.6	10.0	15.2	10.1	21.8	0.0	0.0	0.0	0.0	10.1	21.8
SPVias	4.0	6.2	1.5	2.7	5.5	8.9	0.1	0.1	0.0	0.0	5.7	9.0
San José - Aeris	11.1	16.6	1.9	2.3	13.0	18.9	0.0	0.0	0.0	0.0	13.0	18.9
CAP	0.6	1.9	0.0	0.0	0.6	1.9	0.0	0.0	0.0	0.0	0.6	1.9
Barcas	0.0	0.4	0.0	0.2	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.7
VLT	0.9	2.4	0.1	0.3	1.0	2.7	0.0	0.0	0.0	0.0	1.0	2.7
Metrô Bahia	25.1	44.7	1.9	3.7	26.9	48.4	0.0	0.0	0.0	0.1	26.9	48.5
BH Airport	5.9	17.9	0.4	1.2	6.2	19.1	0.0	0.0	(3.1)	(28.5)	3.2	(9.5)
MSVia	2.0	7.2	1.4	5.1	3.4	12.3	0.0	1.0	0.0	0.0	3.4	13.3
TAS	0.4	1.0	0.8	1.8	1.3	2.7	0.0	0.0	0.0	0.0	1.3	2.7
ViaMobilidade - Linha 5	7.5	31.7	0.7	1.8	8.3	33.5	0.0	0.0	0.0	0.0	8.3	33.5
Quicko	(0.4)	(0.1)	0.5	1.0	0.1	0.9	0.0	0.0	0.0	0.0	0.1	0.9
ViaSul	72.3	230.4	16.0	24.1	88.3	254.5	0.0	0.0	0.0	0.0	88.3	254.5
CCR ViaCosteira	28.6	210.5	1.1	8.7	29.8	219.2	0.0	0.0	0.0	0.0	29.8	219.2
Linhas 8 e 9³	331.5	349.0	5.9	5.9	337.5	354.9	0.0	0.0	0.0	0.0	337.5	354.9
Bloco Sul³	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.3	0.3
Bloco Central³	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.2	0.2
Others²	1.3	2.5	0.7	0.2	2.0	2.8	(0.2)	(1.9)	0.0	0.0	1.8	0.8
Consolidated	598.8	1.178.4	49.2	94.5	647.9	1.272.9	14.8	67.6	(3.1)	(21.4)	659.6	1.319.1

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, CPC, and eliminations.

3. Excludes PMI (Expression of Interest Procedure) and PDV (Voluntary Separation Plan), totaling R\$549 million, accounted for as intangible assets.

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

Linhas 8 e 9's spending was mainly from the acquisition of equipment and advances to suppliers. ViaSul's spending was mainly in sidewalk recovery, completion of works, intersections, overpasses, and improvements likely to occur in the second year of concession. RodoNorte's investments were mainly allocated to duplications in several stretches of BR-376. ViaOeste's spending was mainly in duplication works to expand traffic capacity. Investments in ViaCosteira focused on the conclusion of operational and service bases, IT equipment and signaling, and general conservation.

In 3Q21, **Metrô Bahia received R\$67.9 million** related to considerations from the Granting Authority.

In the same period, **VLT received R\$6.9 million** related to contributions from the Granting Authority.

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

R\$ MM	Jointly owned Intangible and Fixed Assets						Jointly owned performed maintenance		Proforma Financial Asset ¹		Total	
	Improvements		Equipment and Others		Total		Maintenance Cost		9M21	3Q21	9M21	3Q21
	3Q21	3Q21	9M21	3Q21	9M21	3Q21	9M21	3Q21				
Renovias (40%)	0.4	0.7	0.8	1.7	1.2	2.4	0.0	0.0	0.0	0.0	1.2	2.4
ViaRio (66.66%)	0.9	1.8	0.2	1.1	1.1	2.9	0.0	0.0	0.0	0.0	1.1	2.9
Quito - Quiport (46.5%)	15.2	28.1	(0.5)	0.9	14.7	29.0	0.0	0.0	0.0	0.0	14.7	29.0
Consolidated	16.5	30.7	0.4	3.7	16.9	34.4	0.0	0.0	0.0	0.0	16.9	34.4

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.

Investments and maintenance expenditures at the jointly-controlled subsidiaries totaled R\$16.9 million in 3Q21.

\ COVID-19

With the outbreak of COVID-19 in March 2020, CCR focused on quickly understanding the new scenario and taking measures to maintain the continuity of its services, safeguard society and its employees, and ensure the Company's financial solidity.

In 3Q21, Grupo CCR allocated approximately R\$772,000 in various initiatives to fight the Coronavirus, among which:

- **Donation of almost 26,000** tags to truck drivers and drivers working with special services to reduce interaction among users and employees in the toll payment process;

CCR's initiatives encouraged income generation among groups impacted by the pandemic and assisted truck drivers, one of the groups most affected by the pandemic and key to maintaining the supply of food, medicines, and inputs for urgent and emergency medical care.

Furthermore, always committed to transparency, CCR announced in a material fact disclosed on March 21, 2020, that it would publish a weekly newsletter on its investor relations website featuring traffic information in equivalent vehicles in its highway concessions, passengers transported in the Urban Mobility segment, and passengers boarded in the Airport segment.

This initiative aimed to provide investors and the market in general with information about the short-term impacts of the coronavirus on the Company's operations, as shown in the charts below, which present the variations in 2021 compared with the same periods of 2020 and 2019.

\ Weekly Data (January 2020 to October 29-November 4, 2021)

TOLL ROADS - YoY

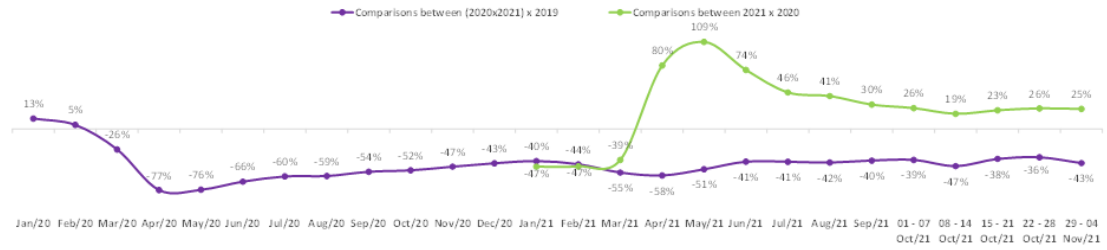
equivalent vehicles



Note: Excluding ViaSul and ViaCosteira.

MOBILITY - YoY

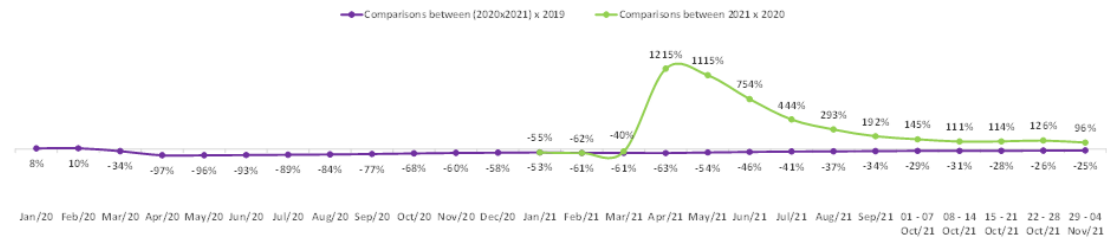
passengers transported



Note: In terms of passengers transported.

AIRPORTS - YoY

passengers boarded



Note: Number of passengers boarded.



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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 September 30, 2021, which comprises the balance sheet as at September 30, 2021, and the related statements of income and comprehensive income for the three and nine-month periods then ended, changes in shareholder's equity and cash flows for the nine-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 nine-month period then ended September 30, 2021, 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, November 11, 2021

KPMG Auditores Independentes Ltda.
CRC 2SP014428/O-6
(Original report in Portuguese signed by)
Wagner Bottino
Accountant CRC 1SP196907/O-7

CCR S.A.

(Publicly-held company)

Balance sheets
September 30, 2021 and december 31, 2020
(In thousands of Brazilian Reais)

		Parent company		Consolidated	
		09/30/2021	12/31/2020	09/30/2021	12/31/2020
Note					
Assets					
Current					
Cash and cash equivalents	6	1,175,247	1,402,994	6,572,828	3,548,987
Financial investments	6	-	1,377,129	1,395,940	2,632,188
Interest earnings - reserve account	6	2,162	2,153	289,020	26,108
Accounts receivable	7	-	-	1,431,292	1,210,844
Accounts receivable - related parties	10	20,686	19,278	1,227	2,928
Loans - related parties	10	-	239,943	-	-
Recoverable taxes		56,268	93,578	178,650	185,926
Concession-related prepayments	9	-	-	278,680	278,680
Trade receivables - operations with derivatives	23	-	-	17,375	39,329
Advances to suppliers		433	818	19,765	17,184
Interest on capital	10	20,527	56,336	-	-
Prepaid expenses and others		1,494	3,752	237,606	185,906
Clearing chamber		-	-	468,358	-
Total current assets		1,276,817	3,195,981	10,890,741	8,128,080
Non-current					
Long-term receivables					
Accounts receivable	7	-	-	4,995,109	3,503,734
Interest earnings - reserve account	6	-	-	55,450	53,570
Accounts receivable - related parties	10	-	-	20,779	27,520
Loans - related parties	10	182,089	158,003	168,181	160,395
Advance for capital increase - related parties	10	73,260	57,088	1,047	1,047
Recoverable taxes		52,685	31,810	157,897	125,117
Deferred Taxes	8b	-	-	866,027	908,804
Concession-related prepayments	9	-	-	1,903,605	2,112,613
Trade receivables - operations with derivatives	23	154,877	-	158,128	35,121
Prepaid expenses and others		50	67	167,417	123,407
		462,961	246,968	8,493,640	7,051,328
Investments	11	12,575,091	9,736,714	855,228	791,692
Fixed Assets	12	43,043	44,237	990,094	1,015,972
Intangible assets	13	50,564	53,784	16,676,477	15,152,690
Intangible assets under construction	13	-	-	1,380,813	1,153,352
Leases	14	59	92	129,606	155,506
Total non-current assets		13,131,718	10,081,795	28,525,858	25,320,540
Total assets		14,408,535	13,277,776	39,416,599	33,448,620

See the accompanying notes to the quartely information

Balance sheets

September 30, 2021 and december 31, 2020
(In thousands of Brazilian Reais)

		Parent company		Consolidated	
		09/30/2021	12/31/2020	09/30/2021	12/31/2020
	Note				
Liabilities					
Current					
Loans, financing and leases	15	22,825	524,269	346,516	822,544
Debentures and promissory notes	16	1,158,939	751,149	3,742,634	4,234,261
Accounts payable - operations with derivatives	23	83,298	-	83,298	1,981
Suppliers		9,306	15,118	523,155	607,768
Income and social contribution taxes		8	8	188,645	264,609
Taxes and contributions payable		3,198	6,033	164,688	171,049
Taxes and contributions in installments	19	-	-	4,083	1,849
Social and labor obligations		57,744	47,357	351,926	261,876
Suppliers and accounts payable - related parties	10	216	3,711	68,922	123,033
Loans - related parties	10	-	-	332,724	315,226
Interest on capital		277	45,640	7,845	47,189
Provision for maintenance	18	-	-	41,112	151,366
Obligations with the Concession Grantor	24 (c) and (d)	-	-	114,869	103,461
Self-Composition agreement and lenience agreement	27	-	-	55,330	293,666
Leases	14	41	41	38,950	41,156
Deferred Revenue		-	-	482	-
Other liabilities		19,685	19,756	647,228	183,175
Total current liabilities		1,355,537	1,413,082	6,712,407	7,624,209
Non-current					
Loans, financing and leases	15	1,132,405	458,267	7,695,966	6,896,372
Debentures and promissory notes	16	3,254,151	3,364,563	12,529,843	7,950,806
Taxes and contributions payable		-	-	17,036	15,389
Taxes and contributions in installments	19	-	-	4,029	3,510
Deferred Taxes	8b	117,038	122,746	874,544	497,931
Deferred PIS and COFINS		-	-	12,839	13,715
Social and labor obligations		4,536	6,091	31,706	29,330
Advance for capital increase - related parties	10	1,916	1,916	11,084	44,716
Loans - related parties	10	-	-	102,900	95,775
Provision for civil, labor, social security, tax and contractual risks	17	147	123	350,909	327,860
Provision for maintenance	18	-	-	61,638	58,565
Provision for unsecured liability	11	-	136,582	600	379
Obligations with the Concession Grantor	24 (c) and (d)	-	-	1,758,004	1,568,480
Loans granted to third parties		-	-	107,509	104,916
Leases	14	20	51	105,175	127,558
Payables from Derivative Operations		-	-	21,865	-
Deferred Revenue		-	-	13,193	14,552
Other liabilities		19,798	33,192	112,247	134,795
Total non-current liabilities		4,530,011	4,123,531	23,811,087	17,884,649
Equity					
Capital	20	6,022,942	6,022,942	6,022,942	6,022,942
Equity Valuation Adjustment		1,034,314	960,457	1,034,314	960,457
Profit reserves		1,449,774	620,960	1,449,774	620,960
Additional proposed dividends		-	136,110	-	136,110
Capital reserves		15,957	694	15,957	694
Equity of parent company's shareholders		8,522,987	7,741,163	8,522,987	7,741,163
Interest of non-controlling shareholders		-	-	370,118	198,599
		8,522,987	7,741,163	8,893,105	7,939,762
Total liabilities and equity		14,408,535	13,277,776	39,416,599	33,448,620

See the accompanying notes to the quartely information

Statements of income

for the periods of three and nine months ended September 30, 2021 and 2020

(In thousands of Brazilian Reais, unless otherwise indicated)

	Note	Parent company				Consolidated			
		07/01/2021 a	01/01/2021 a	07/01/2020 a	01/01/2020 a	07/01/2021 a	01/01/2021 a	07/01/2020 a	01/01/2020 a
		09/30/2021	09/30/2021	09/30/2020	09/30/2020	09/30/2021	09/30/2021	09/30/2020	09/30/2020
Net operational revenue	21	-	-	-	-	-	-	-	-
Costs of services provided									
Construction cost		-	-	-	-	(270,203)	(790,142)	(151,921)	(628,970)
Services		(248)	(1,519)	(235)	(709)	(252,420)	(754,118)	(293,054)	(830,279)
Cost of grant		-	-	-	-	(99,151)	(281,551)	(90,204)	(270,775)
Depreciation and amortization		(322)	(928)	(251)	(754)	(627,774)	(2,360,980)	(587,899)	(1,671,841)
Personnel cost		(11,273)	(28,508)	(6,729)	(18,851)	(345,824)	(954,911)	(281,581)	(825,390)
Provision for maintenance	18	-	-	-	-	(22,597)	46,525	(23,952)	(69,361)
Material, equipment and vehicles		(74)	(92)	-	(7)	(63,751)	(171,699)	(44,203)	(129,775)
Others		(877)	(3,076)	(76)	(352)	(103,619)	(331,547)	(100,923)	(306,445)
		<u>(12,794)</u>	<u>(34,123)</u>	<u>(7,291)</u>	<u>(20,673)</u>	<u>(1,785,339)</u>	<u>(5,598,423)</u>	<u>(1,573,737)</u>	<u>(4,732,836)</u>
Gross profit		<u>(12,794)</u>	<u>(34,123)</u>	<u>(7,291)</u>	<u>(20,673)</u>	<u>(1,785,339)</u>	<u>(5,598,423)</u>	<u>(1,573,737)</u>	<u>(4,732,836)</u>
Operating expenses									
General and administrative expenses									
Personnel expenses		(31,538)	(69,512)	(47,582)	(96,979)	(109,776)	(267,809)	(117,987)	(318,568)
Services		(13,736)	(32,276)	(11,011)	(47,402)	(77,510)	(214,994)	(52,822)	(169,575)
Material, equipment and vehicles		(101)	(195)	2,462	(660)	(4,505)	(13,185)	(813)	(14,758)
Depreciation and amortization		(4,449)	(12,210)	(3,406)	(10,291)	(15,599)	(47,126)	(18,933)	(55,438)
Advertisement campaigns and events, trade fairs and bulletins		(1,912)	(3,147)	(1,024)	(2,490)	(11,835)	(27,068)	(6,756)	(24,375)
Provision for civil, labor, social security and contractual risks	17	(4)	(24)	930	(24)	32,835	(23,049)	(3,807)	(43,515)
Rouanet Law, audiovisual, sports and other incentives		(280)	(280)	-	-	(8,784)	(24,229)	(370)	(2,942)
Provision for expected loss - Accounts receivable		-	-	-	-	241	(6,986)	(1,700)	(4,781)
Water, electricity, telephone, internet and gas		(461)	(913)	(258)	(802)	(3,407)	(9,342)	(2,921)	(9,632)
Contributions to unions and trade associations		(1,281)	(1,393)	(181)	(378)	(3,048)	(7,329)	(1,910)	(7,316)
Rentals of properties and condominiums		(1,066)	(3,028)	(813)	(2,993)	(1,799)	(5,683)	(1,385)	(5,079)
Taxes, rates and notary office expenses		(63)	(128)	(38)	(866)	(1,452)	(1,236)	(2,760)	(28,834)
Contractual indemnities		-	-	-	(643)	-	(481)	-	(643)
Reimbursement to the user		-	-	(150)	(150)	(65)	(237)	(4,651)	(12,377)
Expenses with travels and accommodation		(150)	(244)	(4)	(764)	(1,038)	(1,979)	(118)	(3,772)
Provision for losses MSV (adherence to Law No. 13.448 / 17)		-	-	-	-	44,535	35,219	-	-
Others		(1,324)	(5,107)	(1,730)	(3,839)	(24,411)	(60,383)	(9,161)	10,389
		<u>(56,365)</u>	<u>(128,457)</u>	<u>(62,805)</u>	<u>(168,281)</u>	<u>(185,618)</u>	<u>(675,897)</u>	<u>(226,094)</u>	<u>(691,216)</u>
Equity accounted-investees	11	329,287	1,145,796	203,276	487,286	31,384	53,275	(22,658)	(38,993)
Self-Composition Agreement, Collaboration Incentive Program and Leniency Agreement	27	(80)	(175)	(2)	(12,371)	(1,344)	(7,373)	(3,640)	(18,092)
Other operating results		<u>317</u>	<u>950</u>	<u>298</u>	<u>977</u>	<u>5,179</u>	<u>108,911</u>	<u>52,998</u>	<u>72,552</u>
Profit before financial result		260,365	983,991	133,476	286,938	(1,935,738)	(6,119,507)	(1,773,131)	(5,408,585)
Financial result	22	<u>(111,810)</u>	<u>(236,085)</u>	<u>(43,960)</u>	<u>(95,538)</u>	<u>(453,903)</u>	<u>(1,136,944)</u>	<u>(322,179)</u>	<u>(935,247)</u>
Operating income and before income and social contribution taxes		148,555	747,906	89,516	191,400	(2,389,641)	(7,256,451)	(2,095,310)	(6,343,832)
Income and social contribution taxes - current and deferred	8a	<u>9,364</u>	<u>5,708</u>	<u>4,627</u>	<u>678</u>	<u>(289,080)</u>	<u>(910,507)</u>	<u>(194,465)</u>	<u>(497,355)</u>
Net income for the period		157,919	753,614	94,143	192,078	(2,678,721)	(8,166,958)	(2,289,775)	(6,841,187)
Attributable to:									
Owners of the Company		183,913	828,814	118,295	265,850	183,913	828,814	118,295	265,850
Non-controlling interest		<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>(19,323)</u>	<u>134,499</u>	<u>(26,752)</u>	<u>(91,322)</u>
Basic and diluted profit per share	20a	<u>0.09105</u>	<u>0.41030</u>	<u>0.05856</u>	<u>0.13161</u>	<u>0.09105</u>	<u>0.41030</u>	<u>0.05856</u>	<u>0.13161</u>

See the accompanying notes to the quarterly information

Statements of comprehensive income

for the periods of three and nine months ended September 30, 2021 and 2020

(In thousands of Brazilian Reais)

		Parent company				Consolidated			
Note		07/01/2021 a 09/30/2021	01/01/2021 a 09/30/2021	07/01/2020 a 09/30/2020	01/01/2020 a 09/30/2020	07/01/2021 a 09/30/2021	01/01/2021 a 09/30/2021	07/01/2020 a 09/30/2020	01/01/2020 a 09/30/2020
Net income for the period		157,919	753,614	94,143	192,078	(2,678,721)	(8,166,958)	(2,289,775)	(6,841,187)
Items that will not be subsequently reclassified to the income statement									
Equity valuation adjustment - pension plan		20a							
		-	-	333	333	-	-	333	333
		-	-	333	333	-	-	333	333
Items that will be subsequently reclassified to the income statement									
Equity valuation adjustment of financial statements of foreign subsidiaries		20a							
		130,142	73,857	53,075	573,673	130,142	73,857	53,075	573,673
Cash flow hedge (income statement)		20a							
		-	-	-	882	-	-	-	882
Cash flow hedge (balance sheet - assets)									
		-	-	(25)	(1,750)	-	-	(25)	(1,750)
Deferred income tax and social contribution									
		-	-	9	295	-	-	9	295
Equity valuation adjustment of financial statements on foreign subsidiaries-non-controlling shareholders		20a							
		-	-	-	-	1,744	1,918	(29)	(1,459)
		130,142	73,857	53,059	573,100	131,886	75,775	53,030	571,641
Total comprehensive income for the period		288,061	827,471	147,535	765,511	(2,546,835)	(8,091,183)	(2,236,412)	(6,269,213)
Attributable to:									
Owners of the Company		288,061	827,471	147,535	765,511	314,055	902,671	(2,209,631)	839,283
Non-controlling interests		-	-	-	-	(17,579)	136,417	(26,781)	(92,781)

The accompanying notes are an integral part oh these quartely information.

Statement of changes in equity - Individual
for the period ended September 30, 2021 and 2020
(In thousands of Brazilian Reais)

	Capital		Capital reserves		Earnings reserve			Equity Valuation Adjustment	Retained earnings	Total
	Capital	Borrowing costs	Transactions with shareholders	Goodwill in capital transaction	Legal	Earnings retention	Additional dividend proposed			
Balances on January 1, 2020	6,126,100	(103,158)	49,820	(42,832)	611,408	373,243	600,000	524,207	-	8,138,788
Net income for the period	-	-	-	-	-	-	-	-	265,850	265,850
Other comprehensive income	-	-	-	-	-	-	-	573,433	-	573,433
Advantageous purchase and dilution of share after tax - VLT Carioca	-	-	33,326	-	-	-	-	-	-	33,326
Transaction with shareholders - Rodonorte	-	-	(38,454)	-	-	-	-	-	-	(38,454)
Payment of dividends	-	-	-	-	-	(373,243)	(600,000)	-	-	(973,243)
Balances on September 30, 2020	6,126,100	(103,158)	44,692	(42,832)	611,408	-	-	1,097,640	265,850	7,999,700
Balances on January 1, 2021	6,126,100	(103,158)	49,820	(49,126)	620,960	-	136,110	960,457	-	7,741,163
Net income for the period	-	-	-	-	-	-	-	-	753,614	753,614
Other comprehensive income	-	-	-	-	-	-	-	73,857	-	73,857
Acquired Treasury Shares	-	-	-	(8)	-	-	-	-	-	(8)
Dilution of share after tax - VLT Carioca	-	-	16,219	-	-	-	-	-	-	16,219
Transaction with shareholders	-	-	(948)	-	-	-	-	-	-	(948)
Dividends	-	-	-	-	-	-	(136,110)	-	-	(136,110)
Balances on September 30, 2021	6,126,100	(103,158)	65,091	(49,134)	620,960	-	-	1,034,314	753,614	8,447,787

The accompanying notes are an integral part oh these quartely information.

Statement of changes in shareholders' equity - Consolidated
for the period ended September 30, 2021
(In thousands of Brazilian Reais)

	Capital		Capital reserves		Earnings reserve							
	Capital	Borrowing costs	Transactions with shareholders	Goodwill in capital transaction	Legal	Earnings retention	Additional proposed dividend	Equity Valuation Adjustment	Retained earnings	Equity attributable to owners of the Company	Noncontrolling interests	Consolidated equity
Balances on 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
Increased participation - VLT Carioca	-	-	-	16,218	-	-	-	-	-	16,218	(25,914)	(9,696)
Capital increase	-	-	-	-	-	-	-	-	-	-	67,760	67,760
Transaction with shareholders	-	-	-	(947)	-	-	-	-	-	(947)	-	(947)
Acquired Treasury Shares	-	-	-	(8)	-	-	-	-	-	(8)	-	(8)
Dividends paid	-	-	-	-	-	-	(136,110)	-	-	(136,110)	(720)	(136,830)
Interest on Capital	-	-	-	-	-	-	-	-	-	-	(6,024)	(6,024)
Profit for the period	-	-	-	-	-	-	-	-	828,814	828,814	134,499	963,313
Other comprehensive income	-	-	-	-	-	-	-	73,857	-	73,857	1,918	75,775
Balances on September 30, 2021	6,126,100	(103,158)	49,820	(33,863)	620,960	-	-	1,034,314	828,814	8,522,987	370,118	8,893,105

The accompanying notes are an integral part oh these quartely information.

Statement of changes in shareholders' equity - Consolidated
for the period ended September 30, 2020
(In thousands of Brazilian Reais)

	Capital		Capital reserves		Earnings reserve							
	Capital	Borrowing costs	Transactions with shareholders	Goodwill in capital transaction	Legal	Earnings retention	Additional proposed dividend	Equity Valuation Adjustment	Retained earnings	Equity attributable to owners of the Company	Noncontrolling interests	Consolidated equity
Balance at January 1, 2020	6,126,100	(103,158)	49,820	(42,832)	611,408	373,243	600,000	524,207	-	8,138,788	300,906	8,439,694
Profit for the period	-	-	-	-	-	-	-	-	265,850	265,850	(91,322)	174,528
Capital increase	-	-	-	-	-	-	-	-	-	-	26,384	26,384
Payment of dividends	-	-	-	-	-	(373,243)	(600,000)	-	-	(973,243)	(12,332)	(985,575)
Interest on Capital	-	-	-	-	-	-	-	-	-	-	(26)	(26)
Advantageous purchase net of taxes - VLT	-	-	33,326	-	-	-	-	-	-	33,326	(56,224)	(22,898)
Dilution of share after tax - VLT Carioca	-	-	(38,454)	-	-	-	-	-	-	(38,454)	38,454	-
Other comprehensive income	-	-	-	-	-	-	-	573,433	-	573,433	(1,459)	571,974
Balances on September 30, 2020	6,126,100	(103,158)	44,692	(42,832)	611,408	-	-	1,097,640	265,850	7,999,700	204,381	8,204,081

The notes are an integral part of the financial statements.

Cash flows statements – indirect method
for the period ended September 30, 2021 and 2020
(In thousands of Brazilian Reais)

	Parent company		Consolidated	
	09/30/2021	09/30/2020	09/30/2021	09/30/2020
Cash flow from operating activities				
Profit for the period	828,814	265,850	963,313	174,528
Adjustments as to:				
Deferred Income Tax and Social Contribution	(5,708)	(678)	410,465	(64,065)
Settlement of Prepaid Expenses	-	-	209,008	209,008
Depreciation and amortization	13,110	11,045	2,251,813	1,576,123
Write-off of fixed assets and intangible assets	41	169	7,609	9,912
Amortization of the concession right generated in acquisitions	-	-	123,023	118,631
Monetary variation of obligations with the concession grantor	-	-	163,786	42,850
Interest and monetary variation on debentures, promissory notes, loans, financing, leasing	260,538	147,822	1,148,107	947,027
Income (loss) of derivatives operations	(63,204)	-	(8,720)	(53,702)
Capitalization of borrowing costs	-	-	(91,348)	(69,856)
Fair value of loans, financing and debentures (fairvalue option and hedge accounting)	27,122	-	(52,043)	26,743
Reversal/Constitution and reversal of the Provision for maintenance	-	-	(46,525)	69,361
Adjustment to present value - Provision for maintenance	-	-	6,951	15,170
Constitution and reversal of the provision for civil, labor, social security, tax and contractual risks	57	133	49,126	57,566
Provision for expected loss - Accounts receivable	-	-	2,015	4,394
Interest and monetary variation on loans with related parties	(15,403)	(17,706)	8,429	15,965
Interest on taxes in installments	-	-	1,452	(42)
Adjustment to present value of liabilities with concession grantor	-	-	32,956	31,523
Remuneration of financial assets	-	-	(680,746)	(272,970)
Deferred PIS and COFINS	-	-	1,356	1,327
Exchange-rate variations on foreign suppliers	(7)	(11)	962	14,813
Monetary restatement of the provision for civil, labor, social security, tax and contractual risks	11	6	26,004	12,351
Re-measurement of previous holding and advantageous purchase of VLT Carioca	-	-	-	(14,393)
Depreciation - Leases	28	-	33,270	32,525
Interest and monetary variation on the term of self-composition, leniency agreement and PIC	2,658	1,720	5,003	11,274
Interest on mutual loan with third parties	-	-	3,051	2,702
Reversal of the Leases present value adjustment	6	-	7,374	8,068
Equity accounted-investees	(1,145,796)	(487,286)	(53,275)	38,993
	(901,283)	(344,786)	3,549,148	2,771,298
Variation in assets and liabilities				
(Increase) decrease in assets				
Accounts receivable	-	-	(61,588)	(319,734)
Accounts receivable - related parties	2,243	16,782	21,083	25,703
Recoverable taxes	16,111	32,283	(25,334)	65,970
Interest on capital received	386,818	426,287	19,202	33,109
Receipt of financial asset	-	-	391,015	233,294
Advances to suppliers	385	(2,477)	(2,581)	5,223
Prepaid expenses and others	2,275	(2,079)	(95,710)	(77,040)
Increase (decrease) in liabilities				
Suppliers	(5,805)	(3,921)	(93,548)	34,287
Suppliers - related parties	(3,667)	3,623	(62,457)	(21,151)
Social and labor obligations	8,832	13,294	92,426	50,135
Taxes and contributions payable and in installments and provision for income tax and social contribution	(2,835)	(12,419)	524,460	576,598
Deferred taxes	-	-	(1,639)	(1,572)
Income tax and social contribution payments	-	-	(608,495)	(618,081)
Realization of the Provision for maintenance	-	-	(67,607)	(79,410)
Obligations with the Concession Grantor	-	-	4,190	(30,015)
Mutual Loan with Third Parties	-	-	(458)	(406)
Provision payment for civil, labor, social security and tax risks	(44)	(115)	(52,081)	(26,402)
Self-composition term	-	(34,599)	(240,681)	(249,696)
Other accounts payable and Deferred revenue	(16,123)	(9,323)	44,185	381,716
Net cash from operating activities	315,721	348,400	2,939,323	2,928,354

The accompanying notes are an integral part of these quartely information.

CCR S.A.

(Publicly-held company)

**Cash flows statements – indirect method
for the period ended September 30, 2021 and 2020**

(In thousands of Brazilian Reais)

	Parent company		Consolidated	
	09/30/2021	09/30/2020	09/30/2021	09/30/2020
Cash flow from investment activities				
Redemptions/investments (reserve account)	-	-	(264,792)	(41,972)
Mutual Loans with Related Parties				
Releases	(379,485)	-	-	-
Receipts	364,127	45,037	-	45,037
Acquisition of fixed assets	(1,406)	(10,902)	(94,450)	(108,019)
Additions of intangible assets	(7,331)	(13,643)	(3,922,225)	(745,379)
Other fixed assets and intangible assets	-	-	87,562	(2,776)
Capital increase in investees and other investment activities	(1,790,502)	-	-	-
Advance for Future Capital Increases - related parties	(73,260)	(776,573)	-	10
Financial investments net of redemption	1,377,129	(345,546)	1,236,248	(392,197)
Net cash used in investment activities	(510,728)	(1,101,627)	(2,957,657)	(1,245,296)
Cash flow from financing activities				
Redemptions/investments (reserve account)	-	(29)	-	-
Settlement of operations with derivatives	(8,375)	-	10,849	91,678
Mutual Loans with Related Parties	-	-	-	-
Funding	-	-	3,432	-
Payments of principal of interest	-	-	(1,826)	-
Loans, financing, debentures and promissory notes	-	-	-	-
Funding (net of transaction costs)	1,195,000	2,044,870	6,634,453	4,584,920
Principal payments	(900,000)	(300,000)	(2,744,566)	(3,201,071)
Interest payments	(137,852)	(70,138)	(646,048)	(983,876)
Leases				
Interest principal payments	(32)	-	(40,707)	(41,777)
Dividends paid to shareholders of the parent company	(181,481)	(599,989)	(175,578)	(599,989)
Dividends paid to non-controlling shareholders	-	-	(6,744)	(12,358)
Advance for Future Capital Increases - related parties	-	-	9,168	5,215
Capital increase of non-controlling shareholders	-	-	956	7,155
Net cash provided by (used in) financing activities	(32,740)	1,074,714	3,043,389	(150,103)
Effect of exchange rate changes on cash and cash equivalents	-	-	(1,214)	21,732
Increase (decrease) in cash and cash equivalents	(227,747)	321,487	3,023,841	1,554,687
Statement of increase (decrease) in cash and cash equivalents				
At the beginning of the period	1,402,994	106,836	3,548,987	1,263,212
At the end of the period	1,175,247	428,323	6,572,828	2,817,899
	(227,747)	321,487	3,023,841	1,554,687

The accompanying notes are an integral part of these quartely information.

Statements of added value

for the period ended September 30, 2021 and 2020

(In thousands of Brazilian Reais)

	Note	01/01/2021 a 09/30/2021	01/01/2020 a 09/30/2020	01/01/2021 a 09/30/2021	01/01/2020 a 09/30/2020
Revenues					
Toll Revenue	21	-	-	5,268,730	4,969,688
Airport Revenues	21	-	-	823,224	583,416
Metro Rail Revenue	21	-	-	849,277	805,076
Construction Revenue	21	-	-	790,142	631,900
Revenue from financial asset remuneration	21	-	-	425,071	265,575
Accessory revenue	21	-	-	178,964	130,677
Capitalized Interest		-	-	91,348	69,856
Optical Fiber Services Revenue	21	-	-	64,780	76,105
Waterway Revenue	21	-	-	25,518	45,452
Variable pecuniary compensation revenues	21	-	-	26,130	24,963
Revenue from services rendered between related parties	21	85,667	84,058	8,355	12,740
Other Revenues		-	-	-	962
Revenue management and loyalty programs	21	-	-	21	6
Subway Revenue - Rebalancing		-	-	1,298,669	-
Allowance for Expected Losses - Accounts Receivable		-	-	(6,986)	(4,781)
Inputs acquired from third parties					
Costs of services provided		(891)	221	(1,105,287)	(1,147,523)
Construction Costs		-	-	(790,142)	(628,970)
Materials, energy, third-party services and others		(42,871)	(70,163)	(450,680)	(357,953)
Cost of grant		-	-	(314,507)	-
Provision for maintenance	18	-	-	46,525	(69,361)
Gross added value		41,905	14,116	7,229,152	5,407,828
Depreciation and amortization		(13,138)	(11,045)	(2,408,106)	(1,727,279)
Net value added generated by the Company		28,767	3,071	4,821,046	3,680,549
Added value received from transfer					
Equity accounted-investees	11	1,145,796	487,286	53,275	(38,993)
Financial income	22	718,778	58,422	1,146,273	356,767
Total Added Value for Distribution		1,893,341	548,779	6,020,594	3,998,323
Distribution of added value					
Employees					
Direct remuneration		71,379	96,072	884,775	853,188
Benefits		8,558	6,713	186,290	170,025
FGTS (Government Severance Indemnity Fund for Employees)		3,775	2,555	34,707	29,357
Others		371	403	11,479	7,708
Taxes					
Federal		20,854	17,209	1,276,476	825,918
Municipal		3,176	2,961	285,891	261,867
State		18	27	14,904	15,123
Remuneration of third party capital					
Interest		949,326	153,470	2,315,529	1,314,295
Concession fee		-	-	-	302,298
Rentals		7,070	3,519	47,230	44,016
Remuneration on equity					
Dividends					
Retained earnings for the period		828,814	265,850	828,814	265,850
Non-controlling interests		-	-	134,499	(91,322)
		1,893,341	548,779	6,020,594	3,998,323

The accompanying notes are an integral part of these quartely information.

Notes to the Quarterly Financial Statements ended September 30, 2021

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 São Paulo, state of São 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 the periods of three and nine months ending September 30, 2021, there were no relevant changes in the operating report in relation to the financial statements of December 31, 2020, except for the following:

Term extension - NovaDutra

On February 26, 2021, the 13th addendum to NovaDutra's concession agreement was signed to extend the term. The original term of NovaDutra's concession agreement, which would end on February 28, 2021, was extended to February 28, 2022, under new conditions. On October 29, 2021, the Company was the winner of the new auction for another 30 years. See note 28 of Subsequent Events.

6th and 7th Addenda - ViaQuatro

On March 23, 2021, Addenda No. 6 and 7 to ViaQuatro's concession agreement were signed for the following purposes:

Addendum No. 6 rebalanced the delay in completing the construction works of the concession's Phase I and in the sectioning of inter-municipal lines managed by EMTU for the amount of R\$ 705,378 (base date: March 2020); such an amount will be received through an increase in ViaQuatro's remuneration tariff within the estimated period of January 1, 2021, and December 31, 2037.

Addendum No. 7 set (i) the monthly amount of R\$ 353 (base date: July 2006), due by the Concession Grantor to ViaQuatro as compensation for the delay in the delivery of Morumbi Station (Phase II), which occurred in October 2018 and (ii) the monthly amount of R\$ 1,118 (base date: July 2006), for the delay in the delivery of Vila Sônia Station, which is scheduled for the 1st quarter of 2022.

In addition to the amounts above, the aforementioned Addendum set forth the payment, in cash and within up to 20 days from the date of its signature, of the amount of R\$ 91,607 (base date: February 2021), regarding the sum of the amounts already owed by the Concession Grantor as compensation for the delay in Phase II related to the delay in the Morumbi and Vila Sônia Stations. The said amount was received on April 13, 2021.

Addendum No. 1 - ViaMobilidade

On March 30, 2021, Addendum No. 1 to the concession agreement was signed; it established the possibility of assigning to ViaMobilidade the responsibility for the preparation of studies and execution of future investments related to the implementation, in full, of expansion sections of Lines 5 - Lilac and 17 - Gold of the São Paulo subway system, under conditions to be agreed upon

by means of a specific Addendum, including regarding the economic-financial rebalancing of the concession.

Bloco Sul and Bloco Central Auction - Airport Concessions

On April 7, 2021, subsidiary CPC was the winner of the auctions for the Bloco Central and Bloco Sul of airport concessions, for the provision of public services for the extension, maintenance, and exploitation of the airports of Curitiba (PR), in São José dos Pinhais (PR), Foz do Iguaçu (PR), Londrina (PR), Bacacheri (PR), Navegantes (SC), Joinville (SC), Pelotas (RS), Uruguaiana (RS), and Bagé (RS), in the Bloco Sul, and the airports of Goiânia (GO), Palmas (TO), Teresina (PI), São Luís (MA), Imperatriz (MA), and Petrolina (PE), in the Bloco Central, with a concession period of 30 years. The start of counting the concession period will occur when the phase 1 work order is issued by ANAC.

The Bloco Central and Bloco Sul concession agreements were signed on October 18 and 20, 2021, respectively (see more details in explanatory note no. 28 - Subsequent events).

Auction of Linhas 8 e 9 of the São Paulo metropolitan train network

On April 20, 2021, CCR, through the Consórcio ViaMobilidade, in which it has an 80% stake, was the winner of the auction of Lines 8 - Diamond and 9 - Emerald, of the metropolitan train network in the São Paulo Metropolitan Region, under an onerous concession, for the provision of public rail transport service, comprising operation, maintenance, conservation, improvements, and expansion. The concession will have a term of 30 years, starting as of the date of issuance of the commercial operation start order of Lines 8 - Diamond and 9 - Emerald.

On May 31, 2021, the auction result was ratified and, on June 30, 2021, the concession agreement was signed.

Tariff adjustment - RodoNorte

On April 22, 2021, a decision was issued by the 4th Panel of the TRF - Regional Federal Court of the 4th Region, authorizing the adjustment of the basic toll tariff of all toll collection points in Lot 5, which comprises highways PR-151, BR-277, BR-376, and BR-373. Consequently, as of 00:00 of April 24, 2021, RodoNorte started to apply the 8.0024% adjustment in the basic toll tariff in all its toll collection points.

Addendum No. 8 - BH Airport

On April 26, 2021, Addendum No. 8 to the concession agreement was signed; it was intended for a specific amendment to exhibit 5 to allow the review, in 2021, of the estimated values for costs and expenses of the Marginal Cash Flow, as per the amounts realized in 2020, in accordance with ANAC Decision No. 216/2020, which granted the claim for contractual rebalancing presented by BH Airport due to the economic impacts arising from COVID-19 for the airport concessions sector in 2020.

Addendum No. 1 - MSVia

On June 10, 2021, Addendum No. 1 to the concession agreement was signed with the purpose of establishing the obligations related to the new auction, for the granted section of BR-163/MS, section between the border of the state of Mato Grosso and the border with Paraná.

During the term of the Addendum, there will be several stages for the effective completion of the new auction, a period in which MSVia will keep on operating the section granted and guaranteeing the continuity and safety of essential services to users.

The Addendum is valid for 24 months, counted from the publication of Decree No. 10.647/2021, on March 11, 2021.

The concessionaire contracted, in favor of ANTT, an Agreement Performance Bond in the amount of R\$ 175,000, at May 2012 prices adjusted by the IPCA.

Additionally, the concessionaire is required: (i) to provide the services under the conditions established in this Addendum and its exhibits; (ii) to comply with the term of effectiveness of the Addendum for purposes of executing, extending, renewing and/or amending agreements with third parties, except if there is a justified reason and with ANTT's express authorization; (iii) not to distribute dividends or interest on equity and not to carry out operations that constitute shareholders remuneration, pursuant to the provisions of paragraph 4 of Article 202, of Law No. 6.404, on December 15, 1976; (iv) not to reduce its capital; (v) not to offer new guarantees in favor of third parties, except if there is a justified reason and with ANTT's express authorization; (vi) not to dispose of, assign, transfer, sell, or constitute liens, pledges, or encumbrances on assets or rights linked to the original concession agreement, except for justified reasons and with ANTT's express authorization; and (vii) not to file for bankruptcy, court-supervised or out-of-court reorganization.

Addendum No. 4 - VLT Carioca

On June 29, 2021, Addendum No. 4 to the concession agreement was signed for the following purposes:

- (i) Redefine the implementation stages of the VLT (light rail vehicles), with consequent adjustments in the percentages of disbursement of the performance bond, also ensuring the obligation to carry out the economic and financial rebalancing of the concession agreement;
- (ii) Formalize the exclusion of the first section of the 3B Step;
- (iii) Replace the technician in charge;
- (iv) Formalize the possibility of hiring more than one company to carry out the activities of a tariff collection and division entity;
- (v) Authorize other companies to carry out additional tariff collection and division activities; and
- (vi) Correct the formula for calculating the equivalence factor, in view of a material error in exhibit 3 of the Invitation to Bid.

Collective Preliminary Addendum No. 1 - AutoBAn, ViaOeste, and SPVias

On June 29, 2021, the Collective Preliminary Addendum No. 1 to the concession agreements of AutoBAn, ViaOeste, and SPVias with the State of São Paulo was signed for the following purposes:

- Payment of the total amount of R\$ 1,200,000, of which R\$ 352,000 by AutoBAn, R\$ 263,000 by SPVias, and R\$ 585,000 by ViaOeste, arising from the recalculation of the 2006 Addenda, irrevocably and irreversibly recognizing the occurrence of events of economic and financial imbalance in favor of the Concession Grantor;
- Recognition, by ViaOeste, of responsibility for funding and carrying out construction works between km 23 and 32 of Castello Branco highway and duplication works of the Lívio Tagliassachi highway, between the municipality of São Roque and Castello Branco highway;

- The terms of effectiveness of the concession agreements of ViaOeste, AutoBAn, and SPVias established in the 2006 and subsequent TAMs were preserved; and
- Commitment by the Concession Grantor to technically assess the inclusion of additional construction works to the ViaOeste agreement, subject to rebalancing with extension of the concession period.

The agreement implies the closing of lawsuits by the Concession Grantor and the concessionaires, described in note 11.c, regarding the claims for annulment of the 2006 TAMs and the 2013 and 2014 tariff adjustments. In addition, the IPCA was established as the tariff adjustment index as of 2022. The payment of R\$ 1,200,000, made on July 14, 2021, was considered a condition precedent for the execution of the said agreement.

A period of nine months, counted from the date of signature of the agreement, is defined for ARTESP to confirm the calculations of economic and financial imbalances favorable to both the Concession Grantor and the concessionaires, subject to the assumptions, guidelines, and calculation methodologies provided for in the instrument and, in AutoBAn's case, based on a regulatory credit that is favorable to it, to confirm the economic and financial rebalancing of the concession agreement, through the extension of the term, estimated until January 2037.

1.1. Effects of the COVID-19 pandemic

The Company believes that it has already overcome the most significant impacts caused by COVID-19, and risks that could affect the operational continuity of the Company and its subsidiaries were not found. The Company is able to manage its cash in order to meet all its commitments. However, due to the uncertainty about the duration of the COVID-19 pandemic, from time to time we review our analyzes to reflect any changes in the economic scenario and impacts on operations.

Among several initiatives that were adopted aiming at preserving cash and liquidity, the ones below are still in force:

- Follow up of the cash flow management scenarios so as to facilitate decision making and anticipate lawsuits to avoid/mitigate adverse impacts. So far, no problems that could impact liquidity or generate breaches of the Group's covenants as a whole have been identified.
- On April 15, 2021, BNDES approved for BH Airport the suspension of the payment of installments maturing between April 15, 2021 and June 15, 2021; the amounts of the suspended installments are incorporated into the debt balance and redistributed in the remaining installments of the debt, maintaining the final term of the agreement.
- On May 13, 2021, BNDES approved for Metrô Bahia the renewal of the standstill, staying the payment of the installments maturing between May 15, 2021, and October 15, 2021; the amounts of the stayed installments are incorporated into the debt balance and redistributed in the remaining installments of the debt, maintaining the final term of the agreement.
- On July 2, 2021, BNDES approved to VLT Carioca the renewal of the standstill, staying the payment of the installments maturing between July 15, 2021, and December 15, 2021; considering that the amounts of the stayed installments were incorporated into the debt balance and redistributed in the remaining installments of the debt, maintaining the final term of the agreement.
- On July 6, 2021, BNDES authorized BH Airport to suspend the payment of installments due from July 15, 2021, to December 15, 2021, at no additional cost, and the amounts were

incorporated into the outstanding balance and redistributed in the remaining installments of the debt, maintaining the final term of the agreement. In addition, the alteration of the agreement's amortization system to the Price table and balance disbursement linked to the reserve account, whose balance should be recomposed within six months after resumption of payment of installments, were approved.

2. Significant accounting policies

In this period of three and nine months, 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, 2020, is maintained.

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, 2020.

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 November 10, 2021, 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 November 11, 2021.

4. Determination of fair value

In this period of three and nine months, there were no changes in the criteria for determining fair values.

5. Financial risk management

There were no changes in the financial risk management in this period of three and nine months, except in relation to the measures reported in note 1.1 - Effects of the COVID-19 pandemic.

6. Cash and cash equivalents and financial investments

Cash and cash equivalents

	Parent company		Consolidated	
	09/30/2021	12/31/2020	09/30/2021	12/31/2020
Cash and banks	72	301	383,216	460,882
Interest earning bank deposits				
Investment funds and CDB	1,175,175	1,402,693	6,189,612	3,088,105
Total - cash and cash equivalents	1,175,247	1,402,994	6,572,828	3,548,987

Financial investments

	Parent company		Consolidated	
	09/30/2021	12/31/2020	09/30/2021	12/31/2020
Current				
Interest earning bank deposits				
Reserve Account	2,162	2,153	289,020	26,108
Investment funds and CDB	-	1,377,129	1,395,940	2,632,188
Total - Current	2,162	1,379,282	1,684,960	2,658,296
Non-current				
Interest earning bank deposits				
Reserve Account	-	-	55,450	53,570
Total - Non-current	-	-	55,450	53,570
Total - Financial investments	2,162	1,379,282	1,740,410	2,711,866

The financial investments were remunerated at an average rate of 102.77% of the CDI rate, equivalent to 2.58% p.a. (99.99% of the CDI rate, equivalent to 2.76% p.a. on average, as of December 31 de 2020).

7. Accounts receivable - Consolidated

	<u>09/30/2021</u>	<u>12/31/2020</u>
Current		
Receivables from airports (a)	214,020	145,678
Accessory revenues (b)	31,838	40,529
Electronic Toll (c)	444,664	418,683
Income from waterways (d)	380	4,980
Multimedia revenues (e)	19,885	19,618
Tariff revenues (f)	66,918	52,854
Demand mitigation revenue Metrô Bahia (g)	292,088	76,891
Demand mitigation revenue ViaMobilidade (l)	32,527	29,509
Granting Power - BH Airport (k)	40,150	54,586
Concession Grantor - Metrô Bahia / ViaQuatro (j)	316,886	393,577
	<u>1,459,356</u>	<u>1,236,893</u>
Provision for excepted losses - Accounts receivable (i)	<u>(28,064)</u>	<u>(26,049)</u>
	<u>1,431,292</u>	<u>1,210,844</u>
Non-current		
Accessory revenues (b)	96	192
Multimedia revenues (e)	26,233	30,415
Granting Power - Barcas (h)	114,115	108,115
Demand mitigation revenue (g)	162,231	235,436
Concession Grantor - Metrô Bahia / VLT Carioca / ViaQuatro (j)	4,692,434	3,129,576
	<u>4,995,109</u>	<u>3,503,734</u>

Aging List of Receivables

	<u>09/30/2021</u>	<u>12/31/2020</u>
Credits to falling due	5,895,782	4,373,412
Credits overdue up to 60 days	35,984	21,235
61-90 days past-due	46,399	33,465
91-180 days past-due	48,161	48,758
Credits overdue >180 days	428,139	263,757
	<u>6,454,465</u>	<u>4,740,627</u>

- (a) Receivables from airport tariffs, such as boarding, connection, landing, permanence, storage and wharfage fees, as well as income from accessory revenues 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 São 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 clause.

The accounts receivable balance for the demand risk mitigation corresponds, on September 30, 2021, to R\$ 14,579 related to the uncontested part of the 1st year of full operation (period from March 1, 2019, to February 29, 2020) already considering the monetary variation, R\$ 282,846 related to the 2nd year of full operation (period from March 1, 2020, to February 28, 2021), and R\$ 156,890 related to the first seven months of the 3rd year of full operation (period from March 1, 2021, to February 28, 2022).

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, unlike the understanding of the concessionaire and its legal advisors, which amount would be R\$ 194,273. The settlement of this dispute will take place after the work of the Monitoring Committee, established on September 14, 2021, which is expected to be completed within 60 working days. Since December 31, 2020, only the undisputed installment has been recognized in accounting, in line with the manifestations of the Concession Grantor.

In relation to the 2nd year of full operation, the initial manifestation of Concession Grantor regarding the amount determined is substantially equal to that recognized in accounting in its total amount, taking into account the monetary variation provided for in Addendum No. 8 to the concession agreement.

For the 3rd year of full operation, there is no formal opinion by the Concession Grantor yet regarding the calculated amount, consequently, the same methodology as the Independent Verifier was adopted.

- (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) Refers to the contractual right to receive public contribution and pecuniary compensation from the Concession Grantor, 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) Refers to the short-term rebalancing of COVID-19, in the total original amount of R\$ 112,479 (date base December 31, 2020), formalized through letter No. 279/2020 of the Ministry of Infrastructure. The rebalancing amount has already been used to pay (i) installment of the fixed concession fee due in 2020 (ii) variable concession fee due in 2021, and (iii) tariff contribution installments due from April to June 2021. The remaining balance may be deducted from the payment of the next installments; and

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

- (l) Refers to ViaMobilidade demand mitigation revenue balance, which is received during the following quarter.

The right to receive cash from the Concession Grantor - Metrô Bahia, ViaMobilidade, ViaQuatro, VLT Carioca, Barcas, and BH Airport is presented in the table below:

	12/31/2020	09/30/2021						
	Opening balance	New acquisitions	Additions	Receipt	Remuneration	Transfer	Other	Closing balance
Current								
Public support	16,807	-	580	(13,268)	79	(3,540)	-	658
Rebalancing	54,586	-	103,935 (a)	(110,357)	6,278	86,770	(19,091) (c)	122,121
Fixed cash consideration	370,245	-	64,262	(177,063)	446	(34,486)	2,910	226,314
Cash consideration variable	6,525	-	26,130	(24,712)	-	-	-	7,943
Mitigation revenue	-	76,891	32,527	(65,615)	3,305	277,507	-	324,615
	<u>448,163</u>	<u>76,891</u>	<u>227,434</u>	<u>(391,015)</u>	<u>10,108</u>	<u>326,251</u>	<u>(16,181)</u>	<u>681,651</u>
Non-current								
Public support	25,947	-	-	-	-	3,540	-	29,487
Rebalancing	-	-	947,690 (a)	-	240,094	(86,770)	-	1,101,014
Fixed cash consideration	3,211,744	-	-	-	430,544	(3,403)	(726) (b)	3,638,159
Cash consideration variable	-	-	-	-	-	37,889	-	37,889
Mitigation revenue	-	235,436	204,302	-	-	(277,507)	-	162,231
	<u>3,237,691</u>	<u>235,436</u>	<u>1,151,992</u>	<u>-</u>	<u>670,638</u>	<u>(326,251)</u>	<u>(726)</u>	<u>4,968,780</u>
Total	<u>3,685,854</u>	<u>312,327</u>	<u>1,379,426</u>	<u>(391,015)</u>	<u>680,746</u>	<u>-</u>	<u>(16,907)</u>	<u>5,650,431</u>

- (a) Refers to the economic-financial rebalancing of Phase I and the financial compensation of Phase II of ViaQuatro's concession agreement, formalized through Addenda 6 and 7. For more information, see note 1 – Operating Report.
- (b) Refers to transfers between financial and intangible assets.
- (c) The amount of R\$ 19,091 mainly refers to variable concession fee discounts and tariff contribution, in accordance with ANAC Decision No. 284/2021, in the amount R\$ 12,354.
- (d) Amounts previously presented as accounts receivable.
- (e) Refers to the amount of expropriation and resettlement, based on the provisions of sub-clause 8.8.4 of the concession agreement.

Payment Schedule - non-current

2022	358,687
2023	549,388
2024	382,525
2025	360,573
2026 onwards	3,317,607
	<u>4,968,780</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			
	07/01/2021 a 09/30/2021	01/01/2021 a 09/30/2021	07/01/2020 a 09/30/2020	01/01/2020 a 09/30/2020
Income before income tax and social contribution	174,549	823,106	113,668	265,172
Nominal rate	34%	34%	34%	34%
Income tax and social contribution at nominal rate	(59,347)	(279,856)	(38,647)	(90,158)
Tax effect of permanent additions and exclusions				
Equity accounted-investees (a)	113,898	395,108	71,053	171,215
Non-deductible expenses	(735)	(1,156)	(248)	(408)
Provisions/updates of the Self-composition Term, Leniency Agreement and PIC	(363)	(1,154)	(175)	(1,258)
Variable remuneration of statutory officers	(2,189)	(4,411)	(1,813)	(6,544)
Interest on equity capital	(2,995)	(6,145)	-	-
Unincorporated income tax and social contribution on tax losses and temporary differences	(38,905)	(96,678)	(25,543)	(68,636)
Other tax adjustments	-	-	-	(3,533)
Income tax and social contribution revenue (expenses)	9,364	5,708	4,627	678
Deferred taxes	9,364	5,708	4,627	678
	9,364	5,708	4,627	678
Effective income tax rate	-5.36%	-0.69%	-4.07%	-0.26%

	Consolidated			
	07/01/2021 a 09/30/2021	01/01/2021 a 09/30/2021	07/01/2020 a 09/30/2020	01/01/2020 a 09/30/2020
Income before income tax and social contribution	453,670	1,873,820	286,008	671,883
Nominal rate	34%	34%	34%	34%
Income tax and social contribution at nominal rate	(154,248)	(637,099)	(97,242)	(228,440)
Tax effect of permanent additions and exclusions				
Equity accounted-investees	10,671	18,114	(7,704)	(13,258)
Non-deductible expenses	2,180	(17,317)	(3,283)	(9,267)
Provisions/updates of the Self-composition Term, Leniency Agreement and PIC	(1,088)	(4,399)	(2,147)	(6,451)
Variable remuneration of statutory officers	(6,734)	(12,042)	(6,925)	(23,031)
Interest on equity capital	998	2,047	-	-
Income tax incentive	2,215	7,689	1,527	6,389
Unincorporated income tax and social contribution on tax losses and temporary differences	(92,265)	(214,950)	(46,265)	(147,182)
Other tax adjustments (b)	(50,809)	(52,550)	(32,426)	(76,115)
Income tax and social contribution revenue (expenses)	(289,080)	(910,507)	(194,465)	(497,355)
Current Taxes	(203,161)	(500,042)	(209,865)	(561,420)
Deferred taxes	(85,919)	(410,465)	15,400	64,065
	(289,080)	(910,507)	(194,465)	(497,355)
Effective income tax rate	63.72%	48.59%	67.99%	74.02%

- (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 the investees are located.

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

b. Deferred taxes

Deferred income tax and social contribution have the following sources:

	Parent company				
	12/31/2020	Recognized as result (expense or revenue)	Balance in 09/30/2021		
			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	790	3,341	3,341	-
Provision for labor, tax, fiscal and contractual risks	160	8	168	168	-
Exchange-rate variation	-	8,590	8,590	8,590	-
Income (loss) of derivatives operations	-	(20,471)	(20,471)	-	(20,471)
Temporary differences - law n° 12.973/14	(10,633)	10,633	-	-	-
Temporary differences	-	3,528	3,528	121,609	(118,081)
Gain from bargain purchase in acquisition of ViaRio interest	(12,393)	-	(12,393)	-	(12,393)
Concession right generated in remeasuring ViaQuatro interest	(145,800)	5,541	(140,259)	-	(140,259)
Other	4,365	(2,911)	1,454	1,456	(2)
Tax assets (liabilities) before offsetting	(122,746)	5,708	(117,038)	174,168	(291,206)
Tax compensation	-	-	-	(174,168)	174,168
Net deferred tax asset (liability)	(122,746)	5,708	(117,038)	-	(117,038)

	Parent company				
	12/31/2019	Recognized as result (expense or revenue)	Balance in 09/30/2020		
			Net value	Deferred tax assets	Deferred tax liabilities
Income and social contribution on tax losses and carryforward	39,004	-	39,004	39,004	-
Provision for profit sharing (PLR)	6,975	(3,990)	2,985	2,985	-
Provision for labor and tax risks	151	8	159	159	-
Temporary differences - law 12.973/14 (b)	(3,737)	(3,177)	(6,914)	1,680	(8,594)
Gain from bargain purchase in acquisition of ViaRio interest	(12,393)	-	(12,393)	-	(12,393)
Concession right generated in remeasuring ViaQuatro interest	(153,277)	5,539	(147,738)	-	(147,738)
Other	1,309	2,298	3,607	3,607	-
Deferred tax assets (liabilities) before offsetting	(121,968)	678	(121,290)	47,435	(168,725)
Tax compensation	-	-	-	(47,435)	47,435
Net deferred tax asset (liability)	(121,968)	678	(121,290)	-	(121,290)

	Consolidated					
	12/31/2020	Recognized as result (expense or revenue)	Recognized in Shareholders' Equity	Balance in 09/30/2021		
				Net value	Deferred tax assets	Deferred tax liabilities
Income and social contribution on tax losses and carryforward (a)	1,706,551	100,459	-	1,807,010	1,807,010	-
Exchange-Rate Variation	4,849	8,903	-	13,752	13,752	-
Provision for profit sharing (PLR)	7,160	4,415	-	11,575	11,575	-
Provision for expected loss - Accounts receivable	2,833	1,844	-	4,677	4,677	-
Provision for labor, tax, fiscal, civil and contractual risks	41,343	(1,023)	-	40,320	40,320	-
Provision for maintenance	54,576	(19,681)	-	34,895	34,895	-
Income (loss) of derivatives operations	24,065	(17,927)	-	6,138	41,289	(35,151)
Temporary differences	-	(541,539)	-	(541,539)	422,497	(964,036)
Temporary differences - law 12.973/14 (b)	(693,185)	583,982	-	(109,203)	10,879	(120,082)
Bargain purchase gain on acquisition of via rio	(12,393)	-	-	(12,393)	-	(12,393)
Concession right generated on remeasurement of ViaQuatro	(145,800)	5,541	-	(140,259)	-	(140,259)
Revenues from financial assets' remuneration	(597,486)	(122,171)	-	(719,657)	-	(719,657)
Amortization of transaction costs	(553)	(9,592)	-	(10,145)	-	(10,145)
Assisted operation	3,443	3,935	-	7,378	7,378	-
Difference in Tax vs. Accounting Amortization Criteria <i>versus</i> accounting - Aeris	(94,233)	9,869	-	(84,364)	-	(84,364)
Leases - CPC 06	(642)	(641)	-	(1,283)	658	(1,941)
Bargain purchase gain on acquisition of VLT Carioca	(28,551)	(8,357)	-	(36,908)	-	(36,908)
Gain/remeasurement of the previous participation of the VLT Carioca, at fair value	(4,650)	152	-	(4,498)	396	(4,894)
Miscellaneous provisions	13,609	2,463	-	16,072	17,867	(1,795)
Provision of the controversial portion of the demand mitigation revenue - Metrô Bahia	37,533	(37,533)	-	-	-	-
Revenue remuneration of Contractual Assets TAM 06 - ViaQuatro	-	(400,868)	-	(400,868)	-	(400,868)
Estimated loss law 13.448/17 - MSVia	68,356	18,149	-	86,505	86,505	-
Other	24,048	9,155	(8,925)	24,278	24,593	(315)
Deferred tax assets (liabilities) before offsetting	410,873	(410,465)	(8,925)	(8,517)	2,524,291	(2,532,808)
Tax compensation	-	-	-	-	(1,658,264)	1,658,264
Net deferred tax asset (liability)	410,873	(410,465)	(8,925)	(8,517)	866,027	(874,544)

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

	Consolidated					
	12/31/2019	Recognized as result (expense or revenue)	Recognized in Shareholders' Equity	Balance in 09/30/2020		
				Net value	Deferred tax assets	Deferred tax liabilities
Income and social contribution on tax losses and carryforward	1,530,487	173,474	-	1,703,961	1,703,961	-
Exchange-Rate Variation	1,724	4,220	-	5,944	5,586	358
Provision for profit sharing (PLR)	29,032	(15,042)	-	13,990	13,990	-
Provision for expected loss - Accounts receivable	5,024	(932)	-	4,092	4,092	-
Provision for labor, tax, fiscal and civil risks	25,253	21,747	-	47,000	47,000	-
Provision for maintenance	84,562	(16,388)	-	68,174	68,174	-
Income (loss) of derivatives operations	2,675	21,048	393	24,116	14,359	9,757
Temporary differences - law 12.973/14 (b)	(723,307)	17,771	-	(705,536)	282,634	(988,170)
Bargain purchase gain on acquisition of ViaRio	(12,393)	-	-	(12,393)	-	(12,393)
Concession right generated in remeasuring ViaQuatro	(153,277)	5,539	-	(147,738)	-	(147,738)
Revenues from financial assets' remuneration	(481,905)	(85,985)	-	(567,890)	-	(567,890)
Amortization of transaction costs	(1,074)	(4,035)	-	(5,109)	-	(5,109)
Assisted operation	1,749	215	-	1,964	1,964	-
Difference in Tax vs. Accounting Amortization Criteria <i>versus</i> accounting - Aeris	(77,895)	(27,294)	-	(105,189)	-	(105,189)
Leases - CPC 06	(55)	(390)	-	(445)	338	(783)
Bargain purchase gain on acquisition of VLT Carioca	(17,834)	5,962	(17,168)	(29,040)	-	(29,040)
Gain remeasurement at fair value VLT Carioca - Participation Acquisition	-	(4,702)	-	(4,702)	-	(4,702)
Miscellaneous provisions	24,744	(14,740)	-	10,004	11,082	(1,078)
Other	50,530	(16,403)	(10,603)	23,524	23,746	(222)
Deferred tax assets (liabilities) before offsetting	288,040	64,065	(27,378)	324,727	2,176,926	(1,852,199)
Tax compensation	-	-	-	-	(1,297,774)	1,297,774
Net deferred tax asset (liability)	288,040	64,065	(27,378)	324,727	879,152	(554,425)

(*) Cumulative translation adjustments.

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

	<u>Parent company</u>	<u>Consolidated</u>
2021	-	19,942
2022	-	74,453
2023	-	132,273
2024	-	81,044
2025	-	108,361
from 2026 on	<u>39,004</u>	<u>1,390,937</u>
	<u>39,004</u>	<u>1,807,010</u>

(b) Balances of temporary differences arising from the application of Article 69 of law No. 12.973/2014 (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.

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

CCR and some investees, mainly CPC, RodoNorte, 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\$ 2,035,185 and R\$ 2,138,713, 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\$ 701,280 on September 30, 2021 (R\$ 403,461 on December 30, 2020).

9. Concession-related prepayments – Consolidated

	Start of concession (a)		Extension of the concession period (b)		Total	
	09/30/2021	12/31/2020	09/30/2021	12/31/2020	09/30/2021	12/31/2020
Current						
ViaLagos	286	286	-	-	286	286
AutoBA	4,585	4,585	155,275	155,275	159,860	159,860
ViaOeste	3,297	3,297	41,659	41,659	44,956	44,956
Rodoanel Oeste	73,578	73,578	-	-	73,578	73,578
	<u>81,746</u>	<u>81,746</u>	<u>196,934</u>	<u>196,934</u>	<u>278,680</u>	<u>278,680</u>
	Start of concession (a)		Extension of the concession period (b)		Total	
	09/30/2021	12/31/2020	09/30/2021	12/31/2020	09/30/2021	12/31/2020
Non-current						
ViaLagos	6,956	7,170	-	-	6,956	7,170
AutoBA	21,013	24,452	711,675	828,131	732,688	852,583
ViaOeste	824	3,297	10,415	41,658	11,239	44,955
Rodoanel Oeste	1,152,722	1,207,905	-	-	1,152,722	1,207,905
	<u>1,181,515</u>	<u>1,242,824</u>	<u>722,090</u>	<u>869,789</u>	<u>1,903,605</u>	<u>2,112,613</u>

Over the nine-month period ended on September 30, 2021, the amount of R\$ 209,008 (R\$ 209,008 in the same period of 2020) was appropriated to the result.

- (a) Prepayments at the start of concession and prepayments to the Concession Grantor, referring to the fixed concession fee of the concessions and indemnification of subrogated agreements in subsidiaries, were recorded in assets and are recognized in the result over the concession period.
- (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 September 30, 2021, and December 31, 2020, as well as the transactions that influenced the results of the periods of three and nine months ended on September 30, 2021, and 2020, 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.

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

a. Parent Company

	Transactions					Balances					
	01/01/2021 a 09/30/2021					09/30/2021					
	Expenses/costs with services provided	Construction Cost / Fixed Assets / Intangible Assets	Gross Revenues	Financial income	Finance costs	Assets			Liabilities		
						Accounts receivable	Advance for future capital increases	Mutual loans	Dividends /interest on own capital 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											
Infra SP	-	-	-	-	-	-	-	-	-	-	6 (h)
NovaDutra	-	12 (h)	11,940 (a)	-	-	1,965 (a)(h)	-	-	-	-	5 (h)
ViaLagos	-	2 (h)	2,105 (a)	-	-	220 (a)	-	-	-	-	-
RodoNorte	-	12 (h)	5,250 (a)	1,851 (b)	-	547 (a)	-	-	-	-	-
AutoBA	-	39 (h)	22,288 (a)	-	-	2,355 (a)(h)	-	-	-	-	3 (h)
ViaOeste	-	17 (h)	10,541 (a)	-	-	1,099 (a)	-	-	-	-	-
ViaQuatro	-	31 (h)	3,377 (a)	127 (e)	-	385 (a)(h)	-	-	17,078	-	1 (h)
RodoAnel Oeste	-	5 (h)	206 (a)	-	-	22 (a)	-	-	-	-	-
CPC	154 (f)	1,402 (h)	860 (a)	-	-	227 (a)(h)	73,260 (d)	-	-	-	143 (f)(h)
Samm	168 (i)	-	686 (a)	-	-	72 (a)	-	-	-	-	7 (i)
SPVias	-	11 (h)	2,136 (a)	2,005 (m)	-	238 (a)	-	-	-	-	3 (h)
CAP	-	-	-	1,138 (k)	161 (j)	-	-	16,464 (k)	-	-	-
Barcas	-	-	3,145 (a)	-	-	328 (a)	-	-	-	-	-
VLT Carioca	-	-	1,061 (a)	1,482 (g)	-	10,967 (a) (g)	-	-	-	-	-
Metrô Bahia	-	7 (h)	2,480 (a)	-	-	259 (a)	-	-	-	-	-
BH Airport	-	-	4,457 (a)	-	-	470 (a)	-	-	-	-	1 (h)
MSVia	-	4 (h)	3,400 (a)	-	-	355 (a)	-	-	-	-	-
ViaMobilidade	-	98 (h)	2,410 (a)	-	-	267 (a)(h)	-	-	3,449	-	23 (h)
Quicko	-	-	71 (a)	-	-	9 (a)	-	-	-	-	-
ViaSul	-	6 (h)	2,605 (a)	-	-	286 (a)	-	-	-	-	-
Aeris	-	-	226 (a)	5 (j)	11 (j)	-	-	-	-	-	-
ViaCosteira	-	2 (h)	1,716 (a)	-	-	188 (a)	-	-	-	-	-
Linhas 8 e 9	-	-	-	-	-	2 (h)	-	-	-	-	8 (h)
Joint ventures											
ViaRio	-	-	1,484 (a)	8,967 (c)	-	155 (a)	-	165,625 (c)	-	-	-
Renovias	-	-	1,663 (a)	-	-	211 (a)	-	-	-	-	4 (h)
Other related parties											
Mundinvest	125 (l)	-	-	-	-	-	-	-	-	-	-
Companhia Operadora de Rodovias	-	-	359 (a)	-	-	26 (a)	-	-	-	-	-
Consórcio Operador da Rodovia Presidente Dutra	-	-	1,201 (a)	-	-	33 (a)	-	-	-	-	-
Total	447	1,679	85,667	15,575	172	20,686	73,260	182,089	20,527	1,916	216

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

	Transactions 07/01/2021 a 09/30/2021					Transactions 07/01/2020 a 09/30/2020				
	Expenses/costs with services provided	Transfer of personal and other costs and expenses	Gross Revenues	Financial income	Financial costs	Expenses/costs with services provided	Gross Revenue	Financial income	Financial costs	
Subsidiaries										
Lam Vias	-	31 (h)	-	-	-	-	-	-	-	-
NovaDutra	-	12 (h)	4,957 (a)	-	-	-	5,514 (a)	-	-	-
ViaLagos	-	2 (h)	702 (a)	-	-	-	686 (a)	-	-	-
RodoNorte	-	12 (h)	1,750 (a)	-	-	-	1,570 (a)	1,357 (b)	-	-
AutoBAN	-	39 (h)	7,429 (a)	-	-	-	5,768 (a)	-	-	-
ViaOeste	-	17 (h)	3,514 (a)	-	-	-	3,378 (a)	-	-	-
ViaQuatro	-	31 (h)	1,191 (a)	-	-	-	1,005 (a)	-	-	-
RodoAnel Oeste	-	5 (h)	68 (a)	-	-	-	66 (a)	-	-	-
CPC	30 (f)	1,402 (h)	287 (a)	-	-	68 (f)	275 (a)	-	-	-
Samam	32 (i)	-	229 (a)	-	-	112 (i)	219 (a)	-	-	-
SPVias	-	11 (h)	712 (a)	2,005 (m)	-	-	682 (a)	-	-	-
CAP	-	-	-	1,129 (k)	83 (j)	-	-	-	-	-
Barcas	-	-	1,049 (a)	-	-	-	1,005 (a)	1 (g)	-	-
VLT Carioca	-	-	451 (a)	545 (g)	-	-	700 (a)	256 (g)	-	-
Metrô Bahia	-	7 (h)	826 (a)	-	-	-	790 (a)	-	-	-
BH Airport	-	-	1,485 (a)	-	-	-	1,630 (a)	-	-	-
MSVia	-	4 (h)	1,134 (a)	-	-	-	960 (a)	-	-	-
ViaMobilidade	-	98 (h)	804 (a)	-	-	-	712 (a)	-	-	-
Quicko	-	-	25 (a)	-	-	-	22 (a)	-	-	-
ViaSul	-	6 (h)	895 (a)	-	-	-	512 (a)	-	-	-
Acris	-	-	226 (a)	-	-	-	-	6 (j)	-	4
Linhas 8 e 9	-	2 (h)	573 (a)	-	-	-	-	-	-	-
Joint ventures										
ViaRio	-	-	497 (a)	3,563 (c)	-	-	314 (a)	2,602 (c)	-	-
Renovias	-	-	540 (a)	-	-	-	546 (a)	-	-	-
Other related parties										
Mundinvest	-	-	-	-	-	746 (l)	-	-	-	-
Companhia Operadora de Rodovias	-	-	112 (a)	-	-	-	243 (a)	-	-	-
Consórcio Operador da Rodovia Presidente Dutra	-	-	449 (a)	-	-	-	958 (a)	-	-	-
Total	<u>62</u>	<u>1,679</u>	<u>29,905</u>	<u>7,242</u>	<u>83</u>	<u>926</u>	<u>27,555</u>	<u>4,222</u>	<u>4</u>	

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

	Transactions				Balances					
	01/01/2020 a 09/30/2020				12/31/2020					
	Expenses/cos ts with services rendered	Gross Revenue	Financial income	Finance costs	Assets			Liabilities		
					Accounts receivable	Advance for future capital increases	Mutual loans	Dividends /interest on own capital 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										
CIIS	-	-	-	-	32 (h)	13,731 (d)	-	2,534	-	1,109 (h)
Infra SP	-	-	-	-	65 (h)	-	-	-	-	690 (h)
Lam Vias	-	-	-	-	268 (h)	-	-	-	-	863 (h)
Mobility	-	-	-	-	-	-	-	-	-	2 (h)
NovaDutra	-	16,543 (a)	-	-	1,725 (a)	-	-	-	-	-
ViaLagos	-	2,059 (a)	-	-	215 (a)	-	-	-	-	-
RodoNorte	-	4,703 (a)	5,937 (b)	-	511 (a)	-	239,943 (b)	-	-	66 (h)
AutoBAAn	-	17,303 (a)	-	-	1,826 (a)	-	-	-	-	22 (h)
ViaOeste	-	10,132 (a)	-	-	1,072 (a)	-	-	-	-	21 (h)
ViaQuatro	-	2,967 (a)	-	-	943 (a)	-	-	1,718	-	177 (h)
RodoAnel Oeste	-	199 (a)	-	-	21 (a)	-	-	-	-	-
CPC	204 (f)	824 (a)	-	-	920 (a)	43,357 (d)	-	52,084	-	183 (f)
Samm	388 (i)	657 (a)	-	-	69 (a)	-	-	-	-	-
SPVias	-	2,047 (a)	-	-	238 (a)	-	-	-	-	3 (h)
Barcas	-	3,009 (a)	1,785 (g)	-	352 (a) (g)	-	-	-	-	-
VLT Carioca	-	1,310 (a)	713 (g)	-	8,489 (a) (g)	-	-	-	-	-
Metrô Bahia	-	2,371 (a)	-	-	317 (a)	-	-	-	-	8 (h)
BH Airport	-	5,470 (a)	-	-	467 (a)	-	-	-	-	2 (h)
MSVia	-	2,879 (a)	-	-	300 (a)	-	-	-	-	-
ViaMobilidade	-	2,136 (a)	-	-	240 (a)	-	-	-	-	552 (h)
Quicko	-	68 (a)	-	-	9 (a)	-	-	-	-	-
ViaSul	-	2,065 (a)	-	-	243 (a)	-	-	-	-	1 (h)
Aeris	-	837 (a)	126 (j)	4	82 (a)	-	-	-	-	-
ViaCosteira	-	-	-	-	179 (a)	-	-	-	-	-
Joint ventures										
ViaRio	-	1,261 (a)	9,149 (c)	-	148 (a)	-	158,003 (c)	-	-	-
Renovias	-	1,615 (a)	-	-	171 (a)	-	-	-	-	-
Other related parties										
Companhia Operadora de Rodovias	-	728 (a)	-	-	76 (a)	-	-	-	-	-
Consórcio Operador da Rodovia Presidente Dutra	-	2,875 (a)	-	-	300 (a)	-	-	-	-	-
Mundinvest	746	-	-	-	-	-	-	-	-	-
Total	1,338	84,058	17,710	4	19,278	57,088	397,946	56,336	1,916	3,711

- (a) Agreement for the provision of administrative management services in accounting, legal advisory, supply, treasury, and human resources areas by CCR - Actua Division, 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 on January 16, 2034, and one agreement remunerated at the CDI rate + 2.90% p.a. with maturity on June 1, 2028;
- (d) Advance for future capital increase;
- (e) Mutual loan agreement remunerated at the CDI rate + 2.48% p.a., maturing on March 15, 2023, total settlement on June 10, 2021;
- (f) Agreement for the provision of IT support and maintenance services exclusively by CPC - EngelogTec Division, the amounts of which are settled monthly on the first business day of the month after the billing;
- (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, due on June 30, 2032;
- (l) Financial advisory services agreement; and
- (m) Mutual loan agreement remunerated by CDI rate + 2.48% p.a., settled on maturity, on September 2, 2021.

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

b. Consolidated

	Transactions					Balances				
	09/30/2021					09/30/2021				
	Expenses/costs with services rendered	Construction Cost / Fixed Assets / Intangible Assets	Gross Revenues	Financial income	Financial costs	Assets		Liabilities		
						Accounts receivable	Advance for future capital increases	Mutual loans	Advance for future capital increases	Suppliers and accounts payable
Parent companies										
Construtora Andrade Gutierrez	-	-	-	-	-	-	-	-	720 (c)	-
Camargo Corrêa Infra Construções	-	-	184 (o)	-	-	24 (o)	-	-	-	12
SUCEA Participações S.A.	-	-	-	-	-	-	-	-	720 (c)	-
Soares Perido Concessões	-	-	-	-	-	-	-	-	287 (c)	-
Soares Perido Obras, Construções e Investimentos	-	-	-	-	-	-	-	-	189 (c)	-
Subsidiaries										
CPC	7 (q)	-	-	-	-	-	-	-	-	-
MTH	6 (q)	-	-	202 (q)	89 (q)	-	-	-	-	-
TAS	-	-	2 (q)	48 (q)	31 (q)	-	-	-	-	-
CAI	-	-	-	-	-	-	-	-	-	-
CAP	-	-	-	947 (q)	70 (q)	-	-	-	-	-
Aeris Holding	-	-	26 (q)	2,300 (q)	1,720 (q)	-	-	86 (ab)	-	-
IBSA Finance	-	-	-	-	-	-	-	-	-	-
Joint ventures										
Corporación Quiport	-	-	705 (b)	129 (q)	90 (q)	513 (b)	-	-	-	-
ViaRio	-	-	3,175 (b)	8,967 (d)	-	344 (b)	-	165,625 (d)	-	-
Controlar	-	-	-	-	-	-	1,047 (c)	-	-	-
Renovias	653 (i)	-	1,934 (b)(r)	-	-	267 (b)	-	-	-	111 (i)
Other related parties										
Consórcio Operador da Rodovia Presidente Dutra	88,484 (h)	-	1,875 (b)	-	-	43 (b)	-	-	-	-
Companhia Operadora de Rodovias	-	-	410 (b)	-	-	31 (b)	-	-	-	13 (ac)
IAF	-	-	-	52 (aa)	-	-	-	2,470 (aa)	-	-
Instituto CCR	11,151 (aj)	-	-	-	-	-	-	-	-	-
Coalizi Marketing - Eireli	15 (af)	-	-	-	-	-	-	-	-	-
Consórcio Mobilidade Bahia	2,973 (a)	-	-	-	-	-	-	-	-	2,524 (a)
Fetranspor - Federação das empresas de transportes	311 (g)	-	-	-	-	-	-	-	-	-
Concessionária do Aeroporto Internacional de Guarulhos	-	-	44 (r)	-	-	5 (r)	-	-	-	-
Mundinvest	1,584 (ai)	-	-	-	-	-	-	-	-	-
Zurich Airport Latin America	506 (al)	-	-	-	22 (ao)	-	-	-	1,655 (ao)	-
Interceament Brasil	-	102 (ak)	-	-	-	-	-	-	-	-
JCA Holding Participações	-	-	-	-	75 (n)	-	-	-	2,307 (n)	-
Rodomar Administ e Partic.	-	-	-	-	57 (m)	-	-	-	-	2,733 (m)
Auto Viação 1001	-	-	-	-	923 (m)	-	-	-	-	44,290 (m)
Zurich Airport	1,827 (p)	-	-	-	-	-	-	-	-	-
Infraero	408 (s)	-	-	9,016 (k)	-	6,898 (k)	-	-	-	-
RioCard Tecnologia da Informação	255 (g)	-	-	-	-	-	-	-	-	942 (g)
Consórcio Nova Rodovia do Café	-	-	-	-	-	-	-	-	-	50 (t)
Odebrecht Mobilidade	-	-	-	-	8,961 (e)	4,627 (an)	-	-	4,558 (c)	143,302 (e)
Invepar	-	-	-	-	8,961 (e)	4,627 (an)	-	-	-	143,306 (e)
Edica	-	-	-	-	-	-	-	-	-	2,228 (u)
RioPar Participações	655 (g)	-	-	-	9,018 (n)(e)	4,627 (an)	-	-	4,610 (c)	145,054 (n)(e)
RuasInvest Participações S.A.	-	-	-	-	26 (f)	-	-	-	-	2,147 (y)
Instituto Cultural Flavio Gutierrez - ICFG	400 (ag)	-	-	-	-	-	-	-	-	-
Concessionária Rota das Bandeiras S.A	10 (i)	-	-	-	-	-	-	-	-	-
Otima Concessionária de Exploração de Mobiliário Urbano	42 (ah)	-	-	-	-	-	-	-	-	-
HAS Development Corp.	-	-	-	-	47 (q)	-	-	-	-	-
Encalso Construções	-	5,232 (z)	-	-	-	-	-	-	-	89 (z)
Serveng - Cívilsan - Empresas Associadas de Engenharia	-	11,535 (j)	-	-	-	-	-	-	-	-
Total	109,287	16,869	8,355	21,661	30,090	22,006	1,047	168,181	11,084	435,624

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

	Transactions					Balances				
	07/01/2021 a 09/30/2021					07/01/2020 a 09/30/2020				
	Expenses / costs with services provided	Property, plant and equipment/ Intangible asset	Gross revenues	Financial income	Financial costs	Expenses / costs with services provided	Property, plant and equipment/ Intangible asset	Gross revenues	Financial income	Financial costs
Parent companies										
Camargo Corrêa Infra Construções	-	-	63 (o)	-	-	-	-	56 (o)	-	-
Subsidiaries										
MTH	-	-	-	7 (q)	77 (q)	3 (q)	-	-	-	51 (q)
Aeris Holding	-	-	-	1,124 (q)	108 (q)	-	-	2 (w)	966 (q)	600 (q)
CAP	-	-	(162) (b)	895 (q)	(78) (q)	-	-	-	40 (q)	18 (q)
TAS	-	-	2 (q)	29 (q)	-	-	-	-	87 (q)	39 (q)
Joint ventures										
Corporación Quiport	-	-	216 (b)	57 (q)	-	-	-	257 (b)	59 (q)	26 (q)
ViaRio	-	-	1,058 (b)	3,563 (d)	-	-	-	853 (b)	2,602 (d)	-
Renovias	218 (i)	-	660 (b)(r)	-	-	549 (i)	-	646 (b)(r)	-	-
Other related parties										
Consórcio Operador da Rodovia Presidente Dutra	-	-	106 (b)	-	-	120,364 (h)	-	1,931 (b)	-	-
Companhia Operadora de Rodovias	-	-	102 (b)	-	-	-	-	259 (b)	-	-
IAF	-	-	-	17 (aa)	-	-	-	-	-	-
Instituto CCR	7,535 (aj)	-	-	-	-	-	-	-	-	-
Consórcio Mobilidade Bahia	561 (a)	-	-	-	-	-	478 (a)	-	-	-
Fetranspor - Federação das empresas de transportes	101 (g)	-	-	-	-	415 (g)	-	-	-	-
Concessionária do Aeroporto Internacional de Guarulhos	-	-	15 (r)	-	-	-	-	15 (r)	-	-
Mundinvest	-	-	-	-	-	746 (ai)	-	-	-	-
Zurich Airport Latin America	-	-	-	-	22 (ao)	1,751 (al)	-	-	-	-
Intercement Brasil S/A	-	51 (ak)	-	-	-	-	45 (x)	4 (ap)	-	-
JCA Holding Participações	-	-	-	-	37 (n)	-	-	-	-	15 (n)
Rodomar Administ e Partic.	-	-	-	-	28 (m)	-	-	-	-	12 (m)
Auto Viação 1001	-	-	-	-	456 (m)	-	-	-	-	188 (m)
Zurich Airport	-	-	-	-	-	602 (p)	-	-	-	-
Infraero	76 (s)	-	-	119 (k)	-	299 (s)	-	-	6 (k)	-
RioCard Tecnologia da Informação	92 (g)	-	-	-	-	-	-	-	-	-
Consórcio Rodo Avaré	-	-	-	-	-	-	1,412 (am)	-	-	-
De Amorim Construtora Obras	-	-	-	-	-	-	677	-	-	-
Odebrecht Mobilidade S/A	-	-	-	-	3,691 (e)	-	-	-	-	2,451 (e)
Invepar	-	-	-	-	3,691 (e)	-	-	-	-	2,448 (e)
RioPar Participações	230 (g)	-	-	-	3,720 (n)(e)	829 (g)	-	6 (aq)	-	2,464 (n)(e)
Concessionária Rota das Bandeiras S.A	-	-	-	-	-	10 (i)	-	-	-	-
Encalso Construções	-	1,744 (z)	-	-	-	-	-	-	-	-
Serveng - Cilvisan S.A. - Empresas Associadas de Engenharia	-	3,845 (j)	-	-	-	-	8,703 (j)	-	-	-
Total	8,813	5,640	2,060	5,811	11,752	125,581	11,315	4,029	3,760	8,312

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

	Transactions					Saldos					
	01/01/2020 a 09/30/2020					12/31/2020					
	Expenses / costs with services provided	Fixed assets / intangible	Gross Revenues	Financial income	Financial costs	Assets			Liabilities		
						Accounts receivable	Advance for future capital increases	Mutual loans	Advance for future capital increases	Mutual loans	Suppliers and accounts payable
Parent companies											
Construtora Andrade Gutierrez	-	-	-	-	-	-	-	-	720 (c)	-	-
Camargo Corrêa Infra Construções	-	-	164 (o)	-	-	27 (o)	-	-	-	-	12
SUCEA Participações S.A.	-	-	-	-	-	-	-	-	720 (c)	-	-
Soares Penido Concessões	-	-	-	-	-	-	-	-	287 (c)	-	-
Soares Penido Obras, Construções e Investimentos	-	-	-	-	-	-	-	-	189 (c)	-	-
Subsidiaries											
CPC	21 (q)	-	-	-	-	-	-	-	-	-	-
MTH	8 (q)	-	-	276 (q)	4,247 (q)	-	-	-	-	-	-
Alba Concessions	-	-	-	-	621 (q)	-	-	-	-	-	-
Aeris Holding	4 (q)	738 (b)	502 (w)	4,659 (q)	606 (q)	-	-	82 (ab)	-	-	-
CAP	-	-	-	80 (q)	18 (q)	-	-	-	-	-	-
CAI	-	-	-	-	-	12 (ac)	-	-	-	-	-
TAS	-	-	-	154 (q)	47 (q)	-	-	-	-	-	-
Joint ventures											
Corporación Quiport	-	-	666 (b)	114 (q)	26 (q)	993 (b)	-	-	-	-	-
ViaRio	-	-	2,879 (b)	9,149 (d)	-	445 (b)	-	158,004 (d)	-	-	2 (ae)
Controlar	-	-	-	-	-	-	1,047 (c)	-	-	-	-
Renovias	549 (i)	-	1,907 (b)(r)	-	-	649 (b)	-	-	-	-	118 (i)
Other related parties											
Consórcio Operador da Rodovia Presidente Dutra	358,518 (h)	-	5,791 (b)	-	-	614 (b)	-	-	-	-	43,892 (h)
Companhia Operadora de Rodovias	-	-	777 (b)	-	-	111 (b)	-	-	-	-	24 (ae)
IAF	-	-	-	-	-	-	-	2,309 (aa)	-	-	-
Consórcio Mobilidade Bahia	-	3,536 (a)	-	-	-	-	-	-	-	-	2,660 (a)
Concessionária do Aeroporto Internacional de Guarulhos	-	-	44 (r)	-	-	5 (r)	-	-	-	-	-
Passe Expresso - PEX	-	-	-	-	-	72 (ad)	-	-	-	-	-
Intercement Brasil	-	45 (x)	4 (ap)	-	-	-	-	-	-	-	173 (x)
JCA Holding Participações	-	-	-	-	66 (n)	-	-	-	21,400 (c)	2,241 (n)	-
Rodomar Administ e Partic.	-	-	-	-	51 (m)	-	-	-	-	-	2,676 (m)
Auto Viação 1001	-	-	-	-	822 (m)	-	-	-	-	-	43,367 (m)
Zurich Airport	6,304 (p)	-	-	-	-	-	-	-	-	-	13,134 (p)
Infraero	893 (s)	-	-	165 (k)	-	27,520 (k)	-	-	-	-	-
RioCard Tecnologia da Informação	48 (g)	-	-	-	-	-	-	-	-	-	762 (g)
Consórcio Rodo Avaré	-	21,240 (am)	-	-	-	-	-	-	-	-	-
Consórcio Nova Rodovia do Café	-	-	-	-	-	-	-	-	-	-	65 (t)
CV Serviços Meio Ambiente	-	-	-	-	-	-	-	-	-	-	81 (v)
Odebrecht Mobilidade	-	-	-	-	8,002 (e)	-	-	-	-	135,685 (e)	6,891 (l)
Invepar	-	-	-	-	8,002 (e)	-	-	-	-	135,688 (e)	6,891 (l)
Edica	-	-	-	-	-	-	-	-	-	-	13 (u)
RioPar Participações	829 (g)	-	6 (aq)	-	8,054 (n)(e)	-	-	-	21,400 (c)	137,387 (n)(e)	1,726 (y)
De Amorim Construtora Obras	-	677	-	-	-	-	-	-	-	-	-
Concessionária Rota das Bandeiras S.A	10 (i)	-	-	-	-	-	-	-	-	-	-
Encalco Construções	-	-	-	-	-	-	-	-	-	-	1 (z)
Serveng - Cívilisan - Empresas Associadas de Engenharia	-	48,709 (j)	-	-	-	-	-	-	-	-	545 (j)
Total	370,096	74,945	12,740	14,597	30,562	30,448	1,047	160,395	44,716	411,001	123,033

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

Expenses with related parties – employees – consolidated

	09/30/2021	
	Personnel expenses	Balance to pay
Remuneration - collaborators	183	24

c. Key management personnel expenses

				Non-statutory				
Parent company				Consolidated				
07/01/2021 a	01/01/2021 a	07/01/2020 a	01/01/2020 a	07/01/2021 a	01/01/2021 a	07/01/2020 a	01/01/2020 a	
09/30/2021	09/30/2021	09/30/2020	09/30/2020	09/30/2021	09/30/2021	09/30/2020	09/30/2020	
1. Remuneration (ap):								
Short-term benefits - fixed remuneration	235	653	286	666	1,164	2,027	858	1,954
Other benefits:								
Provision for variable remuneration								
Provision for variable remuneration of the year payable in the next year	148	445	112	337	330	991	352	1,060
(Reversal)/ supplement of profit distribution provision of the previous year pa	-	90	-	126	-	(123)	-	640
Private pension plan	10	34	8	26	23	76	26	89
Life insurance	1	2	1	2	2	4	2	5
	394	1,224	407	1,157	1,519	2,975	1,238	3,748
Statutory Executive Board								
Parent company				Consolidated				
07/01/2021 a	01/01/2021 a	07/01/2020 a	01/01/2020 a	07/01/2021 a	01/01/2021 a	07/01/2020 a	01/01/2020 a	
09/30/2021	09/30/2021	09/30/2020	09/30/2020	09/30/2021	09/30/2021	09/30/2020	09/30/2020	
1. Remuneration (ap):								
Short-term benefits - fixed remuneration	4,334	19,207	16,227	27,503	12,178	44,373	25,789	55,581
Other benefits:								
Provision for profit sharing								
Provision for variable remuneration of the year payable in the next year	3,186	9,557	2,397	7,190	9,220	27,659	5,743	17,244
(reversal)/ supplement of profit distribution provision of the previous year paid	-	(2,709)	-	5,256	-	(1,100)	-	19,847
PPR of the year paid in the year								
Private pension plan	143	399	120	312	505	1,454	394	1,164
Life insurance	7	22	6	15	27	124	27	70
	7,670	26,476	18,750	40,276	21,930	72,510	31,953	93,906

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

Consoliders

	Parent company				Consolidated			
	07/01/2021 a	01/01/2021 a	07/01/2020 a	01/01/2020 a	07/01/2021 a	01/01/2021 a	07/01/2020 a	01/01/2020 a
	09/30/2021	09/30/2021	09/30/2020	09/30/2020	09/30/2021	09/30/2021	09/30/2020	09/30/2020
1. Remuneration (ap):								
Short-term benefits - fixed remuneration	2,154	6,440	1,972	5,748	2,230	6,646	2,015	5,922
Life insurance	18	55	19	57	18	55	19	57
	<u>2,172</u>	<u>6,495</u>	<u>1,991</u>	<u>5,805</u>	<u>2,248</u>	<u>6,701</u>	<u>2,034</u>	<u>5,979</u>

d. Balances payable to key management personnel

	Parent company		Consolidated	
	09/30/2021	12/31/2020	09/30/2021	12/31/2020
Management remuneration (ap)	11,473	4,089	32,799	13,172

At the Annual General Meeting (AGM) held on April 8, 2021, the annual and global remuneration for the Company's Managers and Board of Directors for fiscal year 2021 was approved, in the amount of up to R\$ 37,200, in case of full achievement of the goals set (100%), and it may reach up to R\$ 39,013, 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 the Law No. 6.404/76 (Corporations Law).

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 clauses 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 by CCR - Actua Division, and IT support and maintenance services provided by CPC - EngelogTec Division;
- (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 on January 16, 2034, and another agreement remunerated at the CDI rate + 2.90% p.a. with maturity 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 mature on December 31, 2021, 3 agreements mature on December 15, 2024, 1 agreement matures on December 30, 2024, and 1 agreement matures 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 the 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 Rodovia Presidente Dutra, 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 RodoNorte, 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 OM, refers to the collateral given by means of a corporate bond that was enforced by the supplier Alstom to settle the Company'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, and maturity date extended to December 31, 2021;
- (o) Agreement for onerous assignment of space executed on August 7, 2019, between Metrô Bahia and Camargo Corrêa Infra Construções, which expires on March 30, 2022;
- (p) Airport management and operation consulting agreement of the Confins International Airport entered into on December 2, 2014, between Zurich and BH Airport, with maturity date extended to May 31, 2022;
- (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 Confins International Airport, as provided for in clause 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 (RodoNorte), effective until November 20, 2019, remaining November 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) Collateral withheld as guarantee for labor lawsuits, arising from the provision of services by CV Serviços Meio Ambiente to Ponte, for road maintenance;
- (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) Acquisition of bulk cement for pavement restoration construction work, lot 01 - km 0 to 350 of MSVia;
- (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) Services provided between the companies CAI and CAP;
- (ad) Automatic toll collection services with the company ViaLagos;
- (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) Agreement for the provision of financial advisory services to CCR;
- (aj) Donation to help fund social activities and projects to be developed by the CCR Institute;

- (ak) Acquisition of DSM (Deep Soil Mixing) cement for pavement restoration construction work at toll 02, Km 345.5 of BR-101 - Tubarão, from ViaCosteira;
- (al) Operation and maintenance consultancy services provided by A-Port to BH Airport, according to OMSCA agreement;
- (am) Provision of services for the execution of construction works on the roads, interchanges, special engineering structures, and footbridges for the duplication of the section between km 254+280 and km 262+420 of João Mellão highway (SP-255), in the urban section of Avaré. On June 9, 2020, the Settlement and Discharge Agreement was executed between the parties, ending legal discussions that were in course. In the agreement, the concessionaire undertook to pay to Consórcio Avaré the amount of R\$ 21,240 gross of taxes (updated by the IPCA), referring to contractual rebalancing;
- (an) Replenishment of the BNDES escrow account carried out by CIIS on behalf of the other shareholders of VLT Carioca, with future share purchase option;
- (ao) Mutual loan agreement signed between A-Port and Curaçao, remunerated at 4.5% p.a., due on July 31, 2022;
- (ap) Import storage service, with BH Airport;
- (aq) Revenue from rental of spaces within the boarding and disembarkation stations administered by ATP;
- (air) Provision of service for pavement reinforcement and runway restoration on the sections of the highway BR-277 km 124 to km 140 and BR-373 km 171 to km 183 for RodoNorte; and
- (as) 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 establishment and operation	Equity interest percentage	
			09/30/2021	12/31/2020
CIIS	Holding	Brazil (SP / RJ)	100.00%	100.00%
CPC	Holding	Latin America and Spain	99.00%	99.00%
CIP	Holding	Brazil (SP)	100.00%	100.00%
NovaDutra	Highway concession	Brazil (SP / RJ)	100.00%	100.00%
Parques (a)	Services	Brazil (PR)	-	85.92%
Ponte	Highway concession	Brazil (RJ)	100.00%	100.00%
RodoNorte	Highway concession	Brazil (PR)	100.00%	100.00%
Samm	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%	-

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

(a) Company dissolved on January 29, 2021.

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

	Equity (unsecured liability) of investees		Investments (provision for unsecured liability)		Net income (loss) for the period from investees		Equity accounted- investees	
	09/30/2021	12/31/2020	09/30/2021	12/31/2020	09/30/2021	09/30/2020	09/30/2021	09/30/2020
CIIS	590,687	455,078	590,200	454,570	2,809	(39,563)	2,831	(39,528)
CIP	593	826	593	826	(233)	(172)	(233)	(172)
CPC	5,016,451	4,135,952	4,964,065	4,092,237	(134,093)	(362,072)	(132,621)	(358,819)
NovaDutra (a)	532,776	458,156	532,663	458,157	83,326	18,378	83,212	18,378
Parques	-	-	-	1	-	(21)	-	(18)
Ponte (a)	2,769	3,289	2,769	3,289	(520)	1,603	(520)	1,603
RodoNorte	150,221	(135,879)	149,955	(136,582)	(229,358)	20,683	(228,921)	19,170
RodoNorte (Concession right generated upon the acquisition)	-	-	219	1,201	-	-	(982)	(948)
Samm	71,307	69,970	71,237	69,902	1,337	4,406	1,335	4,402
Infra SP	2,722,590	2,459,363	2,722,503	2,459,278	628,703	843,256	628,701	843,246
Linha 15	2,318	2,370	1,854	1,896	(52)	(2,214)	(42)	(1,771)
SPCP	405,005	405,285	265,347	265,530	(280)	(540)	(183)	(354)
ViaLagos (a)	48,985	22,742	48,984	22,740	32,670	20,990	32,670	20,990
ViaMobilidade	121,651	99,658	101,384	83,055	26,134	2,758	21,780	2,298
ViaQuatro	1,023,139	175,336	767,358	131,506	871,900	4,019	653,925	3,014
ViaQuatro (Concession right generated upon the acquisition)	-	-	517,083	537,496	-	-	(20,413)	(20,413)
ViaRio	124,333	120,426	82,332	79,699	3,907	(6,582)	2,633	(4,268)
RS Holding	713,030	625,574	711,366	625,575	90,956	-	89,291	-
ViaCosteira	1,008,192	450,477	1,005,624	449,756	28,431	763	26,584	476
Linhas 8 e 9	49,447	-	39,555	-	(16,563)	-	(13,251)	-
Total investment, net of the provision for unsecured liability	12,583,494	9,348,623	12,575,091	9,600,132	1,389,074	505,692	1,145,796	487,286

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

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

	Opening balance	Equity accounted-investees	Acquisition of interest	Capital increase / (decrease)	Dividends and interest on own capital	Equity valuation adjustment	Other transactions (a)	Closing balance
	12/31/2020							09/30/2021
CIIS	454,570	2,831	16,218	123,727	(7,889)	743	-	590,200
CIP	826	(233)	-	-	-	-	-	593
CPC	4,092,237	(132,621)	(947)	932,282	-	73,114	-	4,964,065
NovaDutra	458,157	83,212	-	-	(8,706)	-	-	532,663
Parques	1	-	-	(1)	-	-	-	-
Ponte	3,289	(520)	-	-	-	-	-	2,769
RodoNorte	(136,582)	(228,921)	-	272,000	-	-	243,458	149,955
RodoNorte (Concession right generated upon the acquisition)	1,201	(982)	-	-	-	-	-	219
Samm	69,902	1,335	-	-	-	-	-	71,237
Infra SP	2,459,278	628,701	-	-	(365,476)	-	-	2,722,503
Linha 15	1,896	(42)	-	-	-	-	-	1,854
SPCP	265,530	(183)	-	-	-	-	-	265,347
ViaLagos	22,740	32,670	-	-	(6,426)	-	-	48,984
ViaMobilidade	83,055	21,780	-	-	(3,451)	-	-	101,384
ViaQuatro	131,506	653,925	-	-	(18,073)	-	-	767,358
ViaQuatro (Concession right generated upon the acquisition)	537,496	(20,413)	-	-	-	-	-	517,083
ViaRio	79,699	2,633	-	-	-	-	-	82,332
RS Holding	625,575	89,291	-	-	(3,500)	-	-	711,366
ViaCosteira	449,756	26,584	-	529,283	-	-	-	1,005,623
Linhas 8 e 9	-	(13,251)	-	52,807	-	-	-	39,556
Total	9,600,132	1,145,796	15,271	1,910,098	(413,521)	73,857	243,458	12,575,091

(a) Absorption of RodoNorte's accumulated losses, in the amount of R\$ 243,458, on May 19, 2021, through debit to the account of the shareholder CCR.

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

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

	09/30/2021				12/31/2020				09/30/2020			
	Total assets	Total current and non-current liabilities	Total gross income for the period	Net income (loss) for the period	Total assets	Total current and non-current liabilities	Total gross income for the period	Net income (loss) for the period	Total assets	Total current and non-current liabilities	Total gross income for the period	Net income (loss) for the period
Aeris Holding	1,034,372	1,254,684	179,675	(83,026)	1,130,223	1,260,298	115,621	(168,501)				
Aeropuertos	1	112,126	-	(35,286)	1	72,950	-	(71,613)				
Alba Concessions	1	2	-	(1,633)	7,537	-	-	(17)				
Alba Participations	-	1	-	(3)	1,605	1	-	(63)				
ATP	4,756	19,891	4,346	(891)	3,460	17,704	3,975	(4,826)				
AutoBAn	3,006,739	2,213,989	1,790,539	496,650	3,098,277	2,598,056	1,541,926	512,053				
Barcas	216,171	462,125	26,515	(84,332)	239,390	615,012	47,086	(101,375)				
BH Airport	2,371,577	2,345,812	183,533	(145,230)	2,320,619	2,149,624	134,578	(96,106)				
Bloco Sul	2,463,787	1,799,388	-	(1,527)	-	-	-	-				
Bloco Central	734,005	601,064	-	316	-	-	-	-				
CAI	56,703	17,553	-	(37,205)	89,977	16,770	-	(51,903)				
CAP	387,848	336,590	89,079	(37,205)	376,946	292,171	77,626	(51,903)				
CARE	6	6,640	-	-	5	6,343	-	-				
CCR Costa Rica	21,758	128,615	-	(40,475)	20,787	83,677	-	(82,144)				
CCR Costa Rica Concesiones y Participaciones	32,822	128,616	-	(42,059)	32,900	83,677	-	(83,801)				
CCR España Concesiones	451,796	128,822	-	(129,279)	521,121	84,782	-	(228,169)				
CCR España Emprerimientos	1,035,548	226	-	14,207	975,514	927	-	(83,924)				
CCR Infra SP	2,726,846	4,256	-	628,703	2,469,212	9,849	-	843,256				
CCR Lam Vias	5,655	10,963	-	(28,362)	11,179	8,125	-	(22,690)				
CCR Mobilidade	1,464	-	-	(48)	4,052	2,540	-	246				
CCR USA	168,390	4,655	-	(12,566)	197,960	28,375	-	6,687				
CCR ViaSul	1,403,669	90,984	514,189	112,980	1,295,947	88,729	431,550	100,883				
CHS	632,112	41,425	-	2,809	507,322	52,244	-	(39,563)				
CIP	1,193	600	-	(233)	1,212	386	-	(172)				
CPA	43,688	2,246	-	(20,519)	62,567	2,212	-	(28,614)				
CPC	5,395,717	379,266	123,618	(134,093)	4,631,471	495,519	130,740	(362,072)				
Desarrollos	1	138,246	-	(43,506)	-	89,943	-	(88,295)				
Five Trilhos	27,649	1,645	12,536	5,567	28,403	3,228	10,150	8,494				
Green Airports	243,858	1,320	-	10,996	222,258	1,259	-	10,469				
IBSA	481,093	483,731	-	(3)	438,166	440,683	-	(3)				
IBSA Finance	480,119	480,704	-	-	437,239	437,798	-	-				
Inovap 5	868	219	-	8	811	170	-	(35)				
Linha 15	2,319	1	-	(52)	2,998	628	-	(2,214)				
Linhas 8 e 9	1,691,439	1,641,992	-	(16,563)	-	-	-	-				
Metrô Bahia	5,617,851	3,891,977	702,034	131,811	5,354,997	3,760,934	579,324	66,936				
MSVia	1,641,686	1,045,049	260,277	2,339	1,715,245	1,120,947	244,926	(68,846)				
MTH	32,473	37	2,768	1,445	31,853	435	3,243	1,733				
NovaDutra	1,115,775	582,999	590,513	83,326	593,257	135,101	957,779	18,378				
Parques	-	-	-	-	-	-	-	(21)				
Ponte	4,719	1,950	-	(520)	5,646	2,357	-	1,603				
Quicko	9,138	4,480	42	(27,048)	6,800	4,197	6	(12,784)				
Quiport Holdings	551,236	1	-	6,627	519,688	108	-	(72,972)				
RodoAnel Oeste	2,186,414	849,853	256,445	31,390	2,250,532	938,041	191,273	8,922				
RodoNorte	692,050	541,829	818,009	(229,358)	1,034,899	1,170,778	810,293	20,683				
RS Holding	1,350,174	637,144	-	90,956	1,269,522	643,948	-	43,357				
Samm	236,701	165,394	70,850	1,337	256,573	186,603	81,975	4,406				
SJO Holding	338,812	118,872	-	(42,775)	324,388	72,823	-	(84,446)				
SPAC	13,307	10	-	(74,157)	87,462	8	-	(49,059)				
SPCP	405,056	51	-	(280)	405,299	14	-	(540)				
SPVias	1,720,086	1,403,962	538,746	96,683	1,692,181	1,412,441	505,412	126,557				
TAS	350,425	282,336	444,401	100,131	340,671	372,648	309,863	32,703				
Terminal	43,513	6,859	-	(2,159)	41,572	4,463	-	(4,381)				
ViaCosteira	1,041,417	33,225	261,883	28,431	494,960	44,483	13,275	763				
ViaLagos	290,974	241,989	110,557	32,670	269,578	246,836	86,349	20,990				
ViaMobilidade	918,529	796,878	284,690	26,134	924,083	824,425	262,564	2,758				
ViaOeste	1,011,903	868,491	867,623	(26,981)	683,925	437,245	703,874	187,850				
ViaQuatro	2,908,298	1,885,159	1,578,312	871,900	1,694,096	1,518,760	283,439	4,019				
VLT Carioca	2,129,753	1,665,881	178,366	35,140	1,969,243	1,593,046	152,818	(22,778)				
Subtotal	49,734,260	27,862,823	9,889,546	1,515,182	41,095,629	23,434,321	7,679,665	139,916				
Parent company	14,408,535	5,885,548	85,667	828,814	13,277,776	5,536,613	84,058	265,850				
Eliminations	(24,726,192)	(3,224,873)	(216,332)	(1,380,683)	(20,924,785)	(3,462,076)	(217,163)	(231,238)				
Consolidated	39,416,603	30,523,498	9,758,881	963,313	33,448,620	25,508,858	7,546,560	174,528				

b) Investments in joint ventures - Consolidated

Joint ventures (a)	Place of formation and operation	Percentage of Interest		Core business
		09/30/2021	12/31/2020	
Corporación Quiport	Ecuador	46.50%	46.50%	Airport Concession
Quiama BVI	British Virgin Islands	50.00%	50.00%	Holding
IAF	Espanha	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 accounted-investees method.

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

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

	Equity (unsecured liability) of joint ventures		Investments (provision for unsecured liability)		Net income (loss) for the period from joint ventures		Equity accounted-investees	
	09/30/2021	12/31/2020	09/30/2021	12/31/2020	09/30/2021	09/30/2020	09/30/2021	09/30/2020
Corporación Quiport	1,154,711	1,086,931	535,841	504,153	15,378	(150,185)	7,319	(69,664)
Quiama BVI	21,096	15,052	10,548	7,528	12,632	6,588	6,316	3,294
IAF	25,062	21,499	11,653	9,995	2,477	10,224	1,152	4,754
ViaRio	124,333	120,426	81,964	79,331	3,907	(6,582)	2,633	(4,268)
Renovias	194,805	93,202	77,916	37,275	140,088	115,345	56,035	46,138
Controlar	(1,256)	(808)	(600)	(379)	(448)	(302)	(221)	(149)
Total	1,518,751	1,336,302	717,322	637,903	174,035	(24,912)	73,234	(19,895)
Concession right generated in business acquisition	-	-	137,306	153,410	-	-	(19,959)	(19,098)
Total net investment of provision for unsecured liability	1,518,751	1,336,302	854,628	791,313	174,035	(24,912)	53,275	(38,993)

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

	Opening balance	Equity accounted- investees	Dividends and interest on own capital	Equity valuation adjustment	Closing balance
	12/31/2020		09/30/2021		
Corporación Quiport	504,153	7,319	-	24,369	535,841
Quiama BVI	7,528	6,316	(3,808)	512	10,548
IAF	9,995	1,152	-	506	11,653
ViaRio	79,331	2,633	-	-	81,964
Renovias	37,275	56,035	(15,394)	-	77,916
Controlar	(379)	(221)	-	-	(600)
Total	637,903	73,234	(19,202)	25,387	717,322
Concession right generated in business acquisition	153,410	(19,959)	-	3,855	137,306
Total net investment of provision for unsecured liability	791,313	53,275	(19,202)	29,242	854,628

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 accounted-investees method. The amounts presented do not consider the participation of CCR, that is, they refer to 100% of the companies.

Summarized balance sheet

	09/30/2021						
	Corporación Quiport	Quiama	Quiama Ecuador	IAF	ViaRio	Renovias	Controlar
Assets							
Current assets							
Cash and cash equivalents	191,309	5,850	5,488	6,982	19,696	181,497	913
Other assets	110,533	14,762	18,172	33,832	34,593	43,517	18
Total current assets	301,842	20,612	23,660	40,814	54,289	225,014	931
Non-current assets	4,090,668	956	-	2,141,066	907,252	31,847	(24)
Total Assets	4,392,510	21,568	23,660	2,181,880	961,541	256,861	907
Liabilities							
Current Liabilities							
Financial liabilities (1)	-	-	-	10,756	58,178	-	-
Other Liabilities	148,163	472	15,890	8,791	12,447	57,375	2
Total current liabilities	148,163	472	15,890	19,547	70,625	57,375	2
Non-current liabilities							
Financial liabilities (1)	-	-	-	2,131,965	500,794	-	-
Other Liabilities	3,089,636	-	6,824	5,306	265,789	4,681	2,161
Total non-current liabilities	3,089,636	-	6,824	2,137,271	766,583	4,681	2,161
Shareholders' Equity	1,154,711	21,096	946	25,062	124,333	194,805	(1,256)
Total liabilities and shareholders' equity	4,392,510	21,568	23,660	2,181,880	961,541	256,861	907

CCR S.A.
*Review of Interim Financial
Information as of September 30, 2021*

	12/31/2020						
	Corporación Quiport	Quiama	Quiama Ecuador	IAF	ViaRio	Renovias	Controlar
Assets							
Current Assets							
Cash and cash equivalents	170,460	10,288	2,004	3,918	44,184	48,708	1,098
Other assets	244,415	4,206	15,026	100,579	7,580	40,245	363
Total current assets	414,875	14,494	17,030	104,497	51,764	88,953	1,461
Non-current Assets	3,871,981	720	-	2,124,660	927,979	61,350	6
Total Assets	4,286,856	15,214	17,030	2,229,157	979,743	150,303	1,467
Liabilities							
Current Liabilities							
Financial liabilities (1)	-	-	-	91,873	42,191	-	-
Other Liabilities	187,641	162	9,546	75,024	8,884	52,583	-
Total current liabilities	187,641	162	9,546	166,897	51,075	52,583	-
Non-current liabilities							
Financial liabilities (1)	-	-	-	2,035,826	554,982	-	-
Other Liabilities	3,012,284	-	6,776	4,935	253,260	4,518	2,275
Total non-current liabilities	3,012,284	-	6,776	2,040,761	808,242	4,518	2,275
Shareholders' Equity	1,086,931	15,052	708	21,499	120,426	93,202	(808)
Total liabilities and shareholders' equity	4,286,856	15,214	17,030	2,229,157	979,743	150,303	1,467

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

(1) Refers to balance of loans, financing, debentures, and lease liability.

Summarized income statements

	09/30/2021						
	Corporación Quiport	Quiama	Quiama Ecuador	IAF	ViaRio	Renovias	Controlar
Revenue	476,501	14,402	51,608	-	116,414	353,230	-
Depreciation and amortization	(67,133)	-	-	-	(23,898)	(21,265)	-
Financial Income	10,125	-	-	197,503	1,044	2,543	83
Financial Expenses	(202,923)	(10)	(48)	(193,217)	(42,174)	(120)	-
Income (loss) from operations before taxes	15,378	12,632	200	1,714	6,113	211,453	(448)
Income Tax and Social Contribution	-	-	-	763	(2,206)	(71,365)	-
Income (loss) with operations	15,378	12,632	200	2,477	3,907	140,088	(448)
Other comprehensive income	322,569	22,754	330	4,139	-	-	-
Comprehensive income for the period	337,947	35,386	530	6,616	3,907	140,088	(448)

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

	09/30/2020						
	Corporación Quiport	Quiama	Quiama Ecuador	IAF	ViaRio	Renovias	Controlar
Revenue	369,598	8,626	52,496	-	95,190	302,905	-
Depreciation and amortization	(133,462)	-	-	-	(23,880)	(19,848)	-
Finance income	10,953	-	-	199,406	1,577	795	26
Finance costs	(206,065)	(12)	(78)	(184,600)	(42,790)	(1,128)	-
Income (loss) from operations before taxes	(150,185)	6,588	194	13,667	(9,778)	174,563	(302)
Income tax and social contribution	-	-	-	(3,443)	3,196	(59,218)	-
Income (loss) with operations	(150,185)	6,588	194	10,224	(6,582)	115,345	(302)
Other comprehensive income	386,387	24,288	172	4,737	-	-	-
Comprehensive income for the period	236,202	30,876	366	14,961	(6,582)	115,345	(302)

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) RodoNorte

i. Toll tariff reduction - higher revenue (public civil action No. 2007.70.00.005416-9)

DER filed a public civil action in May 2007 claiming toll tariff reduction, under the allegation that the RodoNorte earned alternative and finance income higher than and costs lower than expected, in an amount that exceeded the losses of revenue arising from the timely non-authorization of adjustments and the amount of the additional investments not yet restored. The motion for injunctive relief was rejected. A judgment was rendered by the lower court for the extinction of the lawsuit without prejudice, which was upheld in the TRF of the 4th Region. On February 15, 2019, the appeal to the Superior Court of Justice brought by DER before the Superior Court of Justice (STJ) was granted to determine to the TRF of the 4th region to review the motions for clarification filed by DER against the appellate decision that confirmed the decision to terminate the action.

On July 14, 2020, the DER motions for clarification were partially granted, but the terms of the judgment that acknowledged the lack of interest in the action by DER were upheld.

On September 28, 2020, the State of Paraná filed an appeal to the Superior Court of Justice and an appeal to the Federal Supreme Court against the appellate decision that, when judging for the second time the appeals filed in the case record (as determined by the Superior Court of Justice), upheld the judgment for extinction of the case, due to the lack of interest in acting by DER/PR for filing the public civil action. On January 28, 2021, RodoNorte presented appellee's brief to the appeals to the Superior Court of Justice and Federal Supreme Court.

On September 16, 2021, the above-mentioned appeals filed by the State of Paraná were dismissed. On September 20, 2021, against this decision, the State of Paraná and DER/PR filed the respective interlocutory appeals.

The judgment of the interlocutory appeals in the appeals to the Superior Court of Justice and Federal Supreme Court filed by the State of Paraná and the DER/PR is awaited.

ii. Administrative proceeding for liability, provisional suspension of the right to bid, and provisional remedy decreed by the TCE/PR

Through Resolution No. 35, on October 2, 2019, the Office of the Controller General of the State of Paraná (CGE/PR) filed a liability administrative proceeding (PAR), provided for in article 8 of law No. 12.846/2013, with the purpose of investigating any administrative liabilities against the concessionaire. The concessionaire spoke about the proceeding on December 9, 2019.

On a precautionary and incidental basis, through Resolution No. 67, on December 20, 2019, also issued by CGE/PR, subject matter of the Material Fact on January 6, 2020, the temporary suspension of the concessionaire's right to participate in new bids and

enter into new agreements with the government of the State of Paraná was ordered. The concessionaire filed action for a writ of mandamus No. 0008852-94.2020.8.16.0000 before the Superior Court of Appeals of Paraná aiming at ruling out the aforementioned injunction. Before the final trial of the said action, CGE Resolution No. 67, on December 20, 2019, was revoked by CGE Resolution No. 78, on December 10, 2020. On April 8, 2021, a judgment was rendered dismissing the action due to the supervening mootness.

In turn, within the scope of the PAR, the Minutes of Resolution No. 03 and 04, on June 15, 2020, and August 11, 2020, were issued, which determined the end of the pre-trial phase and charged RodoNorte. In view of these determinations of the Processing Commission, RodoNorte filed action for a writ of mandamus no. 0003893-68.2020.8.16.0004 before the 4th Lower Public Treasury Court of Curitiba on August 28, 2020.

The decision that had granted the injunction, on September 17, 2020, to determine the stay of the PAR, while the leniency agreement was in force, was revoked on October 27, 2020.

Also within the scope of the PAR, a decision was rendered by the Controller General of the State of Paraná imposing a fine against its direct subsidiary RodoNorte in the amount of R\$ 75,582, allowing RodoNorte the option of an alternative penalty consisting of the provision of free maintenance services and service to the user for one year. This decision also imposed the suspension of RodoNorte's participation in bidding and the impediment of contracting with the government in the State of Paraná for a period of 2 years. The decision applied to the Company both the pecuniary fine and the suspension of its right to contract with the government in the State of Paraná. The Company, as well as RodoNorte, must adopt the appropriate administrative and judicial measures aimed at reversing this decision, and, on November 8, 2021, the appeal was filed with the Government of the State of Paraná, with the effect of supersedeas, against that decision. Due to the prognosis of loss in the judicial sphere being remote, no provisions were made regarding this issue.

In its turn, on October 28, 2021, RodoNorte became aware of a provisional decision rendered by the Accounting Court of the State of Paraná (TCE/PR) under Case No. 314.020/20, which decreed the unsuitability of the current concessionaires in the State of Paraná and the consequent prohibition of contracting with the State Government until the assessment of the merits of the complaint made under the TCE/PR, according to the material fact issued by the Company on the same date. RodoNorte is expected to adopt the appropriate measures for defense under the aforementioned administrative proceeding.

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

Through the action, RodoNorte 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, on 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 urgent 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 RodoNorte.

After the presentation of answers and reply, on September 8, 2020, a request for provisional relief was presented by RodoNorte 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 action 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, RodoNorte 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 RodoNorte. On May 31, 2021, a motion was filed by RodoNorte 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 granting the relief, as well as that RodoNorte should produce evidence. On June 18, 2021, RodoNorte 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 acting. The analysis of the request for protection of evidence made by RodoNorte is awaited.

iv. Annulment of addenda to the concession agreement (2000 and 2002)

Lawsuit No. 2005.70.00.007929-7 filed by the State of Paraná and the Paraná Highway Department (DER) aims at annulling the addenda to the concession agreement (2000 and 2002), which reestablished the toll rates and restored the balance of the concession agreement. Initially, the lawsuit was suspended, contingent on the final judgment of the lawsuit on the unilateral reduction of tariff, which has already been definitely judged with resolution of the merit.

On March 7, 2014, a new term of suspension of the case for a period of 180 days was granted, in view of the possibility of settlement between the parties. At the end of the suspension period, the action resumed its normal course.

On June 7, 2017, the parties stated their agreement with the settlement executed between Concessionária Rodovias Integradas do Paraná S/A (Viapar) and Concessionária de Rodovias do Norte S/A (Econorte) and the plaintiffs. The settlement was ratified, and the judgment dismissed the action without prejudice, in relation to Viapar and Econorte.

On December 17, 2020, the judgment that dismissed the case without prejudice was published against RodoNorte as it understands that there is *res judicata* on the theses deduced in the complaint, as well as that the plaintiff could not change the cause of action.

On March 5, 2021, the State filed an appeal from final judgment.

On April 27, 2021, RodoNorte filed its brief on the appeal from final judgment. The appeal from final judgment is pending trial.

v. Ordinary procedure lawsuit No. 1050217-49.2020.4.01.3400 - invalidity of the inspection methodology established by DER/PR Administrative Proceeding No. 3/2019

In view of notices issued based on a change in methodology established by DER/PR through DER/PR Administrative Proceeding No. 03/2019, which forwarded the notice to the concessionaire for remediation of operational non-conformities prior to the issuance of violation notices, unlike what is provided for in the concession agreement, on September 4, 2020, RodoNorte filed an Ordinary Procedure Lawsuit against the Federal Government, ANTT, the State of Paraná, and DER/PR, claiming the illegality of Administrative Proceeding No. 3 /2019, or, alternatively, the declaration of its partial nullity regarding the part in which it intends to change the sanctioning procedure provided for in the agreement with its consequent annulment (total or partial).

On October 27, 2020, ANTT filed an answer. On November 20, 2020, the Federal Government filed an answer. On November 25, 2020, the State of Paraná and DER/PR filed an answer. On December 14, 2020, RodoNorte was notified of the order to file a reply to the answers. The reply was filed on January 29, 2021. The State of Paraná, DER/PR, the Federal Government, and ANTT provided their opinions in the sense of not having evidence to produce.

On March 1, 2021, RodoNorte filed a motion stating that the matters discussed are solely of law and that additional evidence is not required to resolve the case.

On September 13, 2021, a pre-trial decision was rendered determining RodoNorte's summons to amend the complaint and promote the service of process to DNIT, as an indispensable joint defendant. The amendment to the complaint was made on October 19, 2021. DNIT service of process and the presentation of its answer are awaited.

vi. 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, RodoNorte 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 preliminary injunction. On December 23, 2020, an interlocutory appeal was filed by RodoNorte. On January 16, 2021, the request for preliminary injunction 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, RodoNorte 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, RodoNorte 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. A pre-trial decision is awaited.

b) RodoAnel Oeste

i. Popular Action - State Law 2481/53 which limits toll facilities within a radius of 35 km from the zero landmark of the Capital of São Paulo

This refers to a popular action brought by one single plaintiff, Cesar Augusto Coelho Nogueira Machado, against the State of São Paulo, ARTESP and the shareholders of RodoAnel Oeste, CCR and Encalso Construções Ltda. (Encalso), with a request for annulment of the clauses of the concession agreement, filed on December 15, 2008.

On January 8, 2009, a preliminary injunction was granted determining the suspension of the charging of toll rates, and RodoAnel Oeste received and accepted the Regulatory Agency's requirement in this respect, because it is not a party to the lawsuit. On January 9, 2009, in view of the suspension of the preliminary injunction filed by the State of São Paulo, the Superior Court of Appeals suspended such decision, reestablishing the charging of toll rates until a final and unappealable decision on the lawsuit.

After court proceedings, the case was annulled since the service of process in order for plaintiff to amend the complaint.

On September 16, 2021, plaintiff in the popular action was ordered to amend the complaint to include government officials and other individuals as defendants, who, according to the plaintiff in the popular action, was allegedly responsible for the acts considered invalid. Plaintiff's manifestation is awaited.

c) AutoBAn

i. Modifying Amendment Term No. 16/06

The State of São 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.

ii. Tariff adjustment for 2013

In view of the decision of the Government of the State of São 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. The request for suspension of the case is awaited.

iii. Tariff Adjustment for 2014

In view of the decision of the Government of the State of São 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 6 months was granted.

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, 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 São 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.

v. Lawsuit for Misconduct in Public Office - Case No. 0022800 - 92.2002.8.26.0053 (former 053.02.022800-0)

On August 28, 2002, the public civil action for Administrative Misconduct No. 0022800-92.8.26.0053 (former No. 053.02.022800-0) was filed by the Public Prosecution Office of the State of São 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, MP/SP 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 São 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 record 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 São 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 Misconduct Law, specifically about the possible applicability of the intercurrent statute of limitations to the case. The Public Prosecution Office summons for statement is awaited.

d) SPVias

i. Modifying Amendment Term 14/06

The State of São 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.

ii. Tariff Adjustment for 2013

In view of the decision of the Government of the State of São 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. The request for suspension of the case is awaited.

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, 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 São 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.

e) 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. 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 case 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 decision, 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 decision, interlocutory appeals were filed.

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 sentence of the interlocutory appeals against the pre-trial decision was awaited in order to proceed with the 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 June 21, 2021, the interlocutory appeal filed by the Public Defender's Office, for the purpose of bringing together, again, the lawsuit for termination and the public civil

action that discusses changes in the schedules 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 again, 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.

f) MSVia

i. Tariff Reduction and Arbitration

On November 26, 2019, through resolution 1025/2019 (published in the Official Gazette of November 27, 2019), in the scope of Administrative Proceeding No. 50501.313777/2018-04, ANTT determined a 53.94% reduction in the basic toll of all toll collection points on the BR-163/MS highway.

On November 27, 2019, MSVia filed a provisional remedy preceding the arbitration with the motion for injunctive relief, seeking to suspend ruling No. 1025/2019, which was allocated to the 22nd Lower Federal Court of Brasília (Case No. 1039786-87.2019.4.01.3400). The tariff reduction was suspended through a preliminary injunction issued by the TRF of the 1st Region in an Interlocutory Appeal. After the constitution of the Arbitral Tribunal, on July 16, 2020, a judgement was handed down dismissing the case without prejudice.

Within the scope of the arbitration, after the Arbitral Tribunal has been set up and the Terms of Reference executed, MSVia presented its claims on August 17, 2020. On October 19, 2020, the Federal Government and ANTT presented their responses to the claims.

MSVia presented its reply on November 19, 2020. On December 21, 2020, the Federal Government and ANTT presented the reply in rebuttal. On March 8, 2021, a hearing was held with the Arbitral Tribunal. On April 23, 2021, a decision was rendered in the arbitration to maintain the decision given in the preceding provisional remedy, as well as to extend the provisional remedy to suspend the enforceability of the fines imposed by ANTT on MSVia.

On April 27, 2021, ANTT submitted a request for clarification in light of that decision, which is pending consideration. On May 25, 2021, MSVia answered ANTT's request for clarification. On June 7, 2021, the Arbitral Tribunal granted the production of expert and oral evidence requested by the Claimants.

On July 15, 2021, the Arbitral Tribunal dismissed ANTT's request for clarification, granting the deadline of July 30, 2021, for the parties to submit a statement, specifying the evidence they intend to produce, which was complied with by both parties to the arbitration. Following the statement by both parties on October 4, 2021, MSVia submitted a statement requesting the beginning of the pre-trial phase. Definition by the Arbitral Tribunal of the evidence that shall be produced is awaited.

ii. New Auction

On December 20, 2019, MSVia addressed a request to ANTT manifesting the intention to adhere to the "New Auction Process", subject matter of Law 13.448/2017,

emphasizing that such request was prepared based on the requirements under the terms of federal decree 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) by the Concession Grantor. The technical and legal feasibility of the request was attested by ANTT through Resolution No. 337, of July 21, 2020, with a favorable manifestation by the Investment Partnerships Program Board (CPPI) of the Brazilian Presidency, according to CPPI Resolution No. 148, on 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 law 13.448/2017.

g) NovaDutra

i. Fare Reduction

On December 19, 2019, ANTT executive board, in an extraordinary session, through resolution No. 1903, determined the tariff reduction on Presidente Dutra highway, from R\$ 15.20 to R\$ 14.40. The resolution was published in the Official Gazette of December 20, 2019, and would be in force on December 23, 2019, as of 00:00 a.m. The preliminary injunction was obtained in a Writ of Mandamus (case No. 1000559-56.2020.4.01.3400), according to the decision of December 22, 2019, suspending the effects of the resolution and the removal of the tariff reduction.

After revocation of the act that implemented the tariff reduction, on December 4, 2020, a judgment was rendered extinguishing the case without prejudice, in view of the supervening loss of the subject matter and the consequent absence of interest in acting by NovaDutra. On June 2, 2021, the final and unappealable decision was certified and the writ of mandamus was definitively filed.

ii. Rebalancing - Weight Tolerance

On September 13, 2019, NovaDutra filed a declaratory action (case No. 5016911-49.2019.4.03.6100) before the 5th Federal Civil Court of São Paulo against the Federal Government and ANTT, aiming to restore the balance of the economic-financial equation of its concession agreement, due to changes made to the legislation since 1999 that increased the costs of maintaining the pavement.

On November 21, 2019, answers were filed by the Federal Government and ANTT. On January 29, 2020, a decision was rendered in the context of the aforementioned lawsuit rejecting the interlocutory relief. On February 21, 2020, a reply and a petition requiring the production of evidence were filed by NovaDutra. On March 6, 2020, interlocutory appeal no. 5005479-63.2020.4.03.0000 was filed in light of said decision that rejected the request for interlocutory relief. Considering the end of the original deadline of the concession, NovaDutra submitted a request for withdrawal of the interlocutory appeal, on May 27, 2021. Analysis of the request for withdrawal is awaited.

In the main action, NovaDutra filed a statement in view of ANTT's reply in rebuttal on June 10, 2021, and is awaiting a court decision on the production of evidence.

iii. 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 São 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, on February 4, 2020, which had determined a 5.26% reduction in the basic toll rate of all the tolls 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, awaiting trial.

At the lower court, the case record remains in the pre-trial phase. On July 1, 2020, NovaDutra presented a brief against the interlocutory appeal. On July 5, 2020, in the origin case, a reply was presented. On August 5, 2020, a petition for the specification of evidence was filed by NovaDutra.

On May 15, 2021, an order was issued determining the statement by NovaDutra on the evidence required in the lawsuit and the Federal Government's statement on its legitimacy. On June 21, 2021, NovaDutra presented a statement stating that it does not have additional evidence to produce. On June 18, 2021, the Federal Government filed a petition requesting its lack of standing to be sued and exclusion from the case.

h) ViaOeste

i. Modifying Amendment Term 12/06

The State of São 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 withdrawal of all the resources related to the lawsuit. The ratification of the waivers and the close of the proceedings is awaited. On August 18, 2021, the withdrawal of appeals was approved.

ii. Tariff Adjustment for 2013

In view of the decision of the Government of the State of São 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 of the case for a period of 6 months was granted.

iii. Tariff Adjustment for 2014

In view of the decision of the Government of the State of São 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. The request for suspension of the case is awaited.

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, 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. 1016978-80.2017.8.26.0053 against ARTESP and the State of São 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.

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

i) Controlar

- i.** Lawsuit 1011663-13.2013.8.26.0053, filed on November 14, 2013, being conducted at the 11st Lower Public Treasury Court of the Capital-SP. The action was brought by Controlar S/A against the Municipality of São Paulo, in order for the termination of Contract No. 34/SVMA/95 to be acknowledged, for exclusive fault of the defendant, requesting for the Municipality to indemnify Controlar for the damages caused due to early breach, including reimbursement for the non-amortized assets (either reversible or not), removal costs, termination fines (civil and employment agreements), and loss of profits for the services performed until 2018, considering the full tariff amount.

The technical accounting expert investigation was upheld in a decision later reversed by the TJSP. According to the determination, before ordering the expert investigation, the lower court judge shall examine the effective term of the concession agreement (internal prejudging effects). The trial court, however, determined the expert's examination to be carried out. On March 2, 2017, the Municipal Government filed motions for clarification so the matter of the term of effectiveness of the concession agreement is considered without delay.

On March 15, 2017, there was a decision of the MP/SP reiterating the Municipal Government's motions, so that the contractual term issue was immediately analyzed. On September 14, 2017, the court approved the City Hall's objections, acknowledging that there was an early termination of Agreement No. 34/SVMA/95, which led the City of São Paulo to be held liable for material damages to Controlar, except in case of any damages from the pursuit of the public civil action for administrative misconduct No. 0044586-80.2011.8.26.0053.

On September 28, 2020, the court expert's clarifications related to the investigation of the losses caused to Controlar were attached to the case record. On October 20, 2020, a critical statement was presented to the clarifications of the court expert.

On January 11, 2021, the expert's statement about the criticisms presented by Controlar was determined. On March 11, 2021, the expert's statement was presented. On March 23, 2021, an order was rendered for the parties to express their opinions within 10 days about the expert clarifications. On June 23, 2021, Controlar presented the final briefs. The company is waiting for the pronouncement of the court ruling.

j) Renovias

i. Modifying Amendment Term 13/06

In February 2012, Renovias received a request from ARTESP to present respective previous defense in administrative proceeding referring to Modifying Amendment Term no. 13/06, of December 21, 2006. When pronouncement was presented on December 14, 2012, Renovias was again summoned to comment. ARTESP decided to maintain this deadline suspended until Renovias presented, on May 13, 2013, its new pronouncement on matter addressed in said administrative proceeding, after time period started to run again. On January 9, 2014, Renovias filed its final allegations.

On February 19, 2014, ARTESP terminated administrative proceeding, as it understood that controversy should be solved by the Judiciary Branch. The parties filed lawsuits on said controversy, which are being processed under secrecy of justice.

São Paulo State and ARTESP filed Ordinary Procedure Lawsuit no. 1007766-40.2014.8.26.0053 against Renovias, claiming declaration of invalidity of TAM No. 13/06. Renovias filed Ordinary Procedure Lawsuit No. 1008352-77.2014.8.26.0053 against the State of São Paulo and ARTESP claiming the declaration of validity of Modifying Addendum 13/06. After the connection between the two lawsuits was acknowledged, both started to have the same progress at the 8th Lower Public Treasury Court of São Paulo.

With the approval of the economic expertise to settle the controversy of both lawsuits, the expert appointed by the Judge of the 8th Lower Public Treasury Court of São Paulo submitted on September 27, 2016 an expert report favorable to the allegations of the concessionaire. On March 14, 2017, Renovias presented its final allegations. The lawsuits were judged, and the decision was rendered on July 18, 2017, judging the request made in the action filed by the State of São Paulo and ARTESP as granted, and judging the request made in the action filed by Renovias as dismissed.

On August 2, 2017, Renovias filed motions for clarification, which was rejected on August 29, 2017. On August 10, 2017, the State of São Paulo and ARTESP also filed motions for clarification, which was approved on August 29, 2017 to rectify a minor material error. On September 18, 2017, the Concessionaire filed an appeal.

On May 21, 2018, the State of São Paulo and ARTESP requested the granting of provisional emergency injunctive relief so that it would be possible to carry out the acts necessary for the preparation and conclusion of a tender for operating public service of the road network currently operated by Renovias. On June 8, 2018, Renovias presented its arguments against the aforementioned petition for urgent relief filed by the State of São Paulo and ARTESP.

On November 29, 2018, a decision was handed down that dismissed the urgency relief requested by the State and ARTESP. The appeal is pending judgment.

Renovias also filed Ordinary Procedure Lawsuit No. 0019867-63.2013.8.26.0053, which intended to declare invalidity of administrative proceeding claiming invalidity of Addendum due to (i) impossibility of unilateral cancellation of bilateral Addendum and Amendment; (ii) of the occurrence of the loss of the management board's right to annul the Addendum; (iii) the existence of *res judicata* (matter adjudged) at the administrative level. The entry of the judgment was carried out on October 30, 2014 and the action was considered partially valid.

On January 26, 2015, the concessionaire filed an appeal. On April 29, 2015, São Paulo State and ARTESP also filed an appeal. On June 26, 2018, at the trial, Renovias' appeal was rejected. On September 17, 2018, Renovias filed motions for clarification, the trial of which began at the session on September 10, 2019, and has not yet been concluded.

On October 2, 2019, the State of São Paulo and ARTESP also filed an appeal for motions for clarification, which is awaiting trial. On December 4, 2019, the appellate decision of the trial that rejected Renovias' motions for clarification and partially accepted ARTESP's motions for clarification was published. On December 11, 2019, Renovias filed new motions for clarification, which is pending judgment.

ii. 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, 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.

On May 12, 2017, due to ARTESP's delay to launch and implement the first administrative proceeding for the two-year period - July 1, 2013 to June 30, 2015 - Renovias filed the Ordinary Procedure Lawsuit No. 1018929-12.2017.8.26.0053 against ARTESP and the State of São Paulo, requesting the due rebalancing for the aforementioned period.

On June 25, 2018, a decision was issued, extinguishing the action without judgment of the merit. Against this decision, Renovias filed an appeal on September 26, 2018, that is pending judgment.

On February 19, 2019, the appellate decision that granted Renovias appeal from final judgment to determine the annulment of the judgment and the return of the case record to the lower court was published. On April 5, 2019, the final and unappealable decision was certified and the case record was sent to the lower court.

On August 26, 2019, after receiving the case record in the lower court, the order that granted the production of expert evidence and determined the presentation of certain documents by the State of São Paulo and ARTESP was rendered.

On March 25, 2020, the parties requested the suspension of the case for 180 days, and the process resumed on May 20, 2021. The pre-trial phase is expected to start.

iii. Tariff Adjustment for 2013

In view of the decision of the Government of the State of São 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 parties' summons about the expert report. On October 15, 2020, Renovias presented its statement, in response to the notice. 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.

k) ViaMobilidade - Linhas 5 and 17

i. Nullity of International Bid No. 002/2016 and concession agreement no. 003/2018 (Popular Action No. 1012890-622018.8.26.0053)

The popular action was filed on March 14, 2018, initially against only the State of São Paulo, Mr. Geraldo Alekmin, and Mr. Clodoaldo Pelissioni. Subsequently, the inclusion of CCR as defendant in the case was determined, which occurred only on November 12, 2020. There are other related public civil actions in progress, to which CCR or ViaMobilidade are not a party.

Plaintiffs in the popular actions intend to see the concession agreement No. 003/2018 declared void due to (i) the alleged lack of legislative authorization to carry out the concession (ii) the alleged violation of the principle of administrative morality, since "majority shareholders of CCR" would be involved in alleged acts of misconduct; and (iii) the alleged injury to public property resulting from the economic-financial model chosen for the concession.

CCR was served process concerning the popular action case record only on November 12, 2020, having filed its answer on December 14, 2020, in which it preliminarily claims to be an illegitimate party to act as defendant. On the merits, it demonstrated the legal basis for bidding and validity of the objected acts.

On December 17, 2020, there was a decision that granted a view of the case record to the plaintiffs in the popular action, to speak out about CCR's answer.

On March 10, 2021, plaintiffs in the popular action petitioned to reiterate the briefs set out in the complaint and to inform them that they were not interested in the production of additional evidence. On March 16, 2021, the Public Prosecution Office stated to be aware of the facts.

Pre-trial decision or continuation of the proceedings towards the judgment of the merits in the lower court is awaited.

l) ViaRio

The following administrative proceedings regarding the implementation of investments provided for in the concession agreement have been initiated 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 Ligação Transolímpica, subject to concession agreement No. 038/2012.

On July 28, 2020, the prior defense was presented, in which ViaRio pointed out the consecution of decadence, violation of the principles of the 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 rebudgeting proposed by the municipal authorities, as well as the opposition to the principles of strict good faith, morality, legal certainty, and the disrespect for contractual and invitation 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 stating the suspension of the overpricing process until the end of the pre-trial phase of the PAR determined by the decision rendered in the Writ of Mandamus lawsuit filed by the concessionaire. The SMTR is expected to make a statement about the prior defense and evidence presented by ViaRio, as well as in view of the other decisions rendered in the cases mentioned in items "ii" and "iii" below.

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

On September 23, 2020, ViaRio received notice about the initiation of the Administrative Proceeding for Liability PAR/CGM No. 02/2020 regarding the facts dealt with 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, the defense being filed on October 29, 2020. On September 5, 2020, an order was rendered informing the conclusion of the evidentiary phase, notifying ViaRio to submit closing arguments within 15 days.

In view of the decision that decreed the termination of the procedural evidentiary phase, the Writ of Mandamus No. 0269876-55.2020.8.19.0001 was filed before the 14th Lower Public Treasury Court of Rio de Janeiro. After granting the preliminary injunction, the judgment was rendered on November 24, 2020, to suspend the decision declaring that PAR's evidentiary phase was closed, guaranteeing 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 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.

In view of the cases reported in items "i" and "ii" above, and also in relation to the facts provided for in item "iii", in addition to the legal statements presented in the context of each case, ViaRio, together with CCR 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. The works were completed and no facts and/or evidence were identified to substantiate said claims.

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

On September 23, 2020, ViaRio received notice from the Municipality's Accounting Court to comment on the facts presented in the Representation made 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 due diligence and, on October 15, 2020, ViaRio presented its statement in response to the notice. The municipal bodies under diligence also presented the requested information and documentation to the TCM.

As a result of the due diligence, the 2nd General Supervision of External Control, dated December 10, 2020, was established by the dismissal of the representation, suggesting subsequent filing. On December 11, 2020, the General Supervision expressed its agreement with the proposed dismissal of the representation. The Special General Counsel Office presented its opinion on January 21, 2021, in the sense that the representation was groundless. On May 7, 2021, the virtual trial session at the Municipality's Accounting Court concluded on the dismissal of the Representation. There was no appeal.

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 process, having filed 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 decadence to judge the case extinct. On July 6, 2021, the Municipality of Rio de Janeiro filed motions for clarification, which are pending trial.

m) 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 municipality's sentencing to pay compensation for losses and damage and loss of profits, to be verified on the occasion of the judgment settlement.

VLT Carioca also claims, 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 rejected.

On September 26, 2019, after defendants' defenses were presented, the case was referred to completion. 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 lawsuit to be suspended in due course and according to the convenience of Carioca VLT.

On October 10, 2019, a decision was rendered granting preliminary interlocutory relief to determine 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 Local Government brought 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 insurance.

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 brought by CDURP and the Municipality, respectively. The Public Prosecution Office presented favorable opinions 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 judgment session that took place on February 12, 2021. CDURP interlocutory appeal, on the other hand, is suspended due to the request for a view 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 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 is awaiting trial.

At the origin, on November 4, 2020, the statement of the parties as evidence was determined. CDURP, on November 19, 2020, reported that it no longer has 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 set deadline.

On January 14, 2021, the Public Prosecution Office stated to be aware of the decision. On February 18, 2021, a pre-trial decision was rendered that granted the production of

the expert evidence and determined its attachment directly to the electronic case record of the documentary evidence.

The technical questions and assistants were presented by CDURP on May 13, 2021, by VLT Carioca on May 24, 2021, and by the Municipality on June 11, 2021. On June 25, 2021, the case record was sent to the expert. An answer from the expert is awaited.

ii. CCBC Arbitration Proceeding No. 87/2019/SEC3

On November 22, 2019, the arbitration proceeding was initiated by Odebrecht Mobilidade S.A. (OM) and Odebrecht Transport S.A. (OTP) against CIIS - Companhia de investimento em infraestrutura e serviços (CIIS) and Concessionária do VLT Carioca S.A (VLT Carioca), regarding the interpretation and scope of certain provisions provided for in a shareholders' agreement and other acts and contracts related to the governance of VLT Carioca. The Arbitral Tribunal was established and the statement of claim was submitted by claimants on October 13, 2020, in view of which requests against defendants were presented. The arbitration is still in the pre-trial phase and no decision on merits has been rendered.

n) ViaLagos

i. Case No. 0253634-55.2019.8.19.0001 - Popular Action - contractual addenda

It is a Popular Action assigned on October 19, 2019, questioning the validity of contractual addenda entered into by ViaLagos, with the concessionaire, the State of Rio de Janeiro, DER-RJ, AGERRANSP as defendants, as well as certain individuals. The concessionaire was served process on July 8, 2020. The plaintiff in the popular action claims, in short, violation of the bidding principle and the principle of the temporality of concessions.

In view of the decision that rejected the request for incidental provisional interlocutory relief made by the Plaintiff in the Popular Action, the interlocutory appeal was presented on July 3, 2020, for which TJ/RJ did not grant the effect of supersedeas requested. On July 8, 2021, an appellate decision was handed down dismissing the interlocutory appeal of the Plaintiff in the Popular Action.

At the lower court, the State of Rio de Janeiro, DER-RJ, and AGECRANSP presented the answer on August 18, 2020, fully defending the validity of the addenda objected by the Plaintiff in the Popular Action. On August 27, 2020, the concessionaire filed its answer.

On February 22, 2021, the plaintiff in the popular action presented a statement (i) requesting the continuity of the demand regardless of a positioning of the Public Prosecution Office, since the Prosecutions ordered to act as *custos legis* reported not having jurisdiction and (ii) reiterating their request for incidental provisional interlocutory relief. On March 16, 2021, an order was rendered determining the statement of the Public Prosecution Office that notified the Court. On May 21, 2021, an order was rendered determining the statement of the parties as evidence. Currently, ViaLagos summons is awaited for statement as evidence.

Said addenda are also questioned through Popular Action No. 0014659-83.2017.8.19.0011. In this lawsuit, the answer was filed on August 2, 2018. On July 20,

2020, ViaLagos was served process, having filed a petition ratifying the answer. On July 31, 2020, the State of Rio de Janeiro and DER/RJ were served process. On October 28, 2020, an order was rendered certifying the deadline for DER/RJ to answer and determining the statement of the Plaintiff in the Popular Action.

On March 4, 2021, the Public Prosecution Office presented a statement (i) requesting the decree of DER/RJ's judgment by default, (ii) requesting the parties' summons to express themselves on the documents docketed by the TCE/RJ, (iii) reiterating its previous opinion, and (iv) requesting that the documentation attached by the TCE/RJ to the case be examined in the required expert evidence. On May 21, 2021, the Public Prosecution Office filed a statement requesting the rectification of the decision so that a court expert could be appointed.

On June 8, 2021, ViaLagos filed motions for clarification against the aforementioned decision and presented its statement on the documents attached by TCE/RJ. Currently, the judgment of said motion for clarification is awaited.

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

The interim financial statements of the investees and the parent company do not include adjustments arising from these processes, given that to date there has been no unfavorable outcome or trend for any of them, except for the topics related to "New auction" in the company MSVia, item a.ii in RodoNorte and topics related to the 2014 Tariff Adjustment, Change in the toll rates adjustment index, 2013 Tariff Adjustment and Modifying Amendment Term to the Subsidiaries ViaOeste, AutoBAn and SPVias.

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

12. Fixed assets - Consolidated

		12/31/2020	09/30/2021					
	Annual average depreciation rate %	Opening balance	Additions	Write-offs	Transfers (a)	Other (b)	Exchange rate change	Closing balance
Cost value								
Furniture and fixtures		80,181	56	(1,277)	3,401	(284)	832	82,909
Machinery and equipment		571,376	1,698	(18,107)	43,456	(777)	4,470	602,116
Vehicles		167,636	881	(15,161)	26,653	(2,014)	178	178,173
Facilities and buildings		26,354	-	-	7,415	-	501	34,270
Land		418,207	-	(1,640)	(835)	-	-	415,732
Operating equipment		686,549	-	(10,428)	82,577	(852)	-	757,846
Vessels		56,822	-	-	-	-	(709)	56,113
Optical fiber		24,717	-	(19)	1,924	-	-	26,622
Construction in process		175,916	93,592	(532)	(146,208)	(3,639)	-	119,129
Total cost		2,207,758	96,227	(47,164)	18,383	(7,566)	5,272	2,272,910
Depreciation amount								
Furniture and fixtures	10	(46,136)	(4,714)	1,209	631	-	(362)	(49,372)
Machinery and equipment	12	(393,852)	(46,312)	16,462	(198)	-	(3,232)	(427,132)
Vehicles	24	(129,518)	(27,833)	14,884	163	-	(33)	(142,337)
Facilities and buildings	3	(9,419)	(1,396)	-	-	-	(240)	(11,055)
Operating equipment	12	(558,590)	(48,418)	10,146	(496)	-	-	(597,358)
Vessels	2	(48,295)	(943)	-	-	-	615	(48,623)
Optical fiber	5	(5,976)	(967)	4	-	-	-	(6,939)
Total depreciation		(1,191,786)	(130,583)	42,705	100	-	(3,252)	(1,282,816)
Grand total		1,015,972	(34,356)	(4,459)	18,483	(7,566)	2,020	990,094

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

		12/31/2019	12/31/2020					
	Annual average depreciation rate %	Opening balance	Additions	Write-offs	Transfers (a)	Other (b)	Equity valuation adjustment	Closing balance
Cost value								
Furniture and fixtures		75,012	-	(1,132)	2,303	(2)	4,000	80,181
Machinery and equipment		522,798	4,483	(11,931)	34,610	(210)	21,626	571,376
Vehicles		172,983	-	(18,306)	14,593	(2,488)	854	167,636
Facilities and buildings		23,676	-	(50)	308	-	2,420	26,354
Land		408,961	9,246	-	-	-	-	418,207
Operating equipment		657,592	-	(4,482)	34,786	(1,347)	-	686,549
Vessels		40,363	-	-	-	-	16,459	56,822
Optical fiber		19,141	-	-	5,576	-	-	24,717
Construction in process		126,078	152,458	(68)	(103,620)	1,068	-	175,916
Total cost		<u>2,046,604</u>	<u>166,187</u>	<u>(35,969)</u>	<u>(11,444)</u>	<u>(2,979)</u>	<u>45,359</u>	<u>2,207,758</u>
Depreciation amount								
Furniture and fixtures	10	(37,479)	(7,228)	976	(1,025)	-	(1,380)	(46,136)
Machinery and equipment	12	(317,251)	(68,385)	5,275	114	-	(13,605)	(393,852)
Vehicles	25	(122,635)	(23,492)	16,719	-	-	(110)	(129,518)
Facilities and buildings	3	(8,033)	(1,420)	-	978	-	(944)	(9,419)
Operating equipment	14	(506,296)	(56,869)	4,412	163	-	-	(558,590)
Vessels	2	(19,156)	(20,868)	-	-	-	(8,271)	(48,295)
Optical fiber	5	(4,893)	(1,083)	-	-	-	-	(5,976)
Total depreciation		<u>(1,015,743)</u>	<u>(179,345)</u>	<u>27,382</u>	<u>230</u>	<u>-</u>	<u>(24,310)</u>	<u>(1,191,786)</u>
Grand total		<u>1,030,861</u>	<u>(13,158)</u>	<u>(8,587)</u>	<u>(11,214)</u>	<u>(2,979)</u>	<u>21,049</u>	<u>1,015,972</u>

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

- (a) Reclassifications from fixed assets to intangible assets; and
- (b) The value of R\$ 7,566 mainly refers to: (i) R\$ 4,562 related to the supplement to the provision for losses in MSvia (adhesion to Law No. 13.448/2017); and (ii) R\$ 2,510 arising from write-off for compensation of liabilities with the Military Highway Police in RodoNorte, in view of the donation of assets.

Loan costs amounting to R\$ 1,777 in the nine-month period ended September 30, 2021 (R\$ 1,850 in the nine-month period ended September 30, 2020), were added to fixed assets. The average capitalization rates for the nine-month periods ended September 30, 2021, and 2020, were of 0.45% p.m. and 0.48% p.m., respectively (cost of loans divided by the average balance of loans, financing and debentures).

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

13. Intangible assets and intangible assets under construction – Consolidated

	12/31/2020	09/30/2021					
	Opening balance	Additions	Write-offs	Transfers (a)	Other (e)	Equity valuation adjustment	Closing balance
Cost value							
Rights of exploration of granted infrastructure	21,577,221	1,220,519	(62)	1,542,305	(62,178)	119,785	24,397,590
Rights of exploration of granted infrastructure - Barcas	272,143	-	(118)	135	7,032	-	279,192
Software licenses	267,971	973	(2,911)	49,550	(61)	607	316,129
Ongoing software licenses	74,225	20,570	(293)	(66,813)	-	-	27,689
Development costs of computer system	37,390	-	-	196	-	-	37,586
Assignment of optical fiber and connectivity	117,533	2,824	-	-	-	-	120,357
Concession right	1,613,314	995,386	-	-	-	-	2,608,700
Transmission of radiofrequency data	5,140	-	-	-	-	-	5,140
Concession right generated in business acquisition and goodwill							
Aeris	267,745	-	-	-	-	12,013	279,758
ViaQuatro	641,484	-	-	-	-	-	641,484
RodoNorte	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	-	-	-	-	1,464	32,805
Curaçao International Airport	109,656	-	-	-	-	3,135	112,791
TAS (d)	106,437	-	-	-	-	4,971	111,408
Intangible assets	<u>26,581,563</u>	<u>2,240,272</u>	<u>(3,384)</u>	<u>1,525,373</u>	<u>(55,207)</u>	<u>141,975</u>	<u>30,430,592</u>

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

		12/31/2020	09/30/2021					
	Annual average amortization rate %	Opening balance	Additions	Write-offs	Transfers (a)	Other (e)	Equity valuation adjustment	Closing balance
Amortization Value								
Rights of exploration of granted infrastructure	(b)	(9,702,342)	(2,033,485)	6	2	-	(75,683)	(11,811,502)
Rights of exploration of granted infrastructure - Barcas	(c)	(245,963)	(13,027)	104	-	-	-	(258,886)
Software licenses	21	(220,891)	(26,225)	425	(102)	-	(185)	(246,978)
Development costs of computer system	20	(36,794)	(379)	-	-	-	-	(37,173)
Assignment of optical fiber and connectivity	(f)	(59,344)	(11,728)	-	-	-	-	(71,072)
Concession right	(b)	(160,436)	(35,987)	-	-	-	-	(196,423)
Transmission of radiofrequency data	(f)	(3,996)	(399)	-	-	-	-	(4,395)
Concession right generated in business acquisition and goodwill								
Aeris (c)		(80,620)	(26,571)	-	-	-	(3,990)	(111,181)
ViaQuatro (b)		(103,989)	(20,413)	-	-	-	-	(124,402)
RodoNorte (b)		(13,787)	(982)	-	-	-	-	(14,769)
SPVias (b)		(529,416)	(53,435)	-	-	-	-	(582,851)
ViaOeste (b)		(208,604)	(15,512)	-	-	-	-	(224,116)
Barcas (c)		(9,056)	(807)	-	-	-	-	(9,863)
VLT Carioca (b) (g)		(735)	(453)	-	-	-	-	(1,188)
Quiport Holdings (c)		(6,333)	(958)	-	-	-	(315)	(7,606)
Curaçao International Airport (c)		(46,567)	(3,892)	-	-	-	(1,251)	(51,710)
Total amortization		(11,428,873)	(2,244,253)	535	(100)	-	(81,424)	(13,754,115)
Intangible assets		15,152,690	(3,981)	(2,849)	1,525,273	(55,207)	60,551	16,676,477
Intangible assets under construction		1,153,352	1,777,426	(305)	(1,543,756)	(13,065)	7,161	1,380,813

CCR S.A.
Review of Interim Financial
Information as of September 30,2021

	12/31/2019	12/31/2020					
	Opening balance	Additions	Write-offs	Transfers (a)	Other (h)	Equity valuation adjustment	Closing balance
Cost value							
Rights of exploration of granted infrastructure	20,411,468	51,258	(145,440)	1,085,763	(433,567)	607,739	21,577,221
Rights of exploration of granted infrastructure - Barcas	310,794	-	(8,469)	275	(30,457)	-	272,143
Software licenses	229,266	12	(76)	37,601	(100)	1,268	267,971
Ongoing software licenses	45,628	60,151	(136)	(31,418)	-	-	74,225
Development costs of computer system	37,390	-	-	-	-	-	37,390
Assignment of optical fiber and connectivity	92,954	18,444	-	-	6,135	-	117,533
Concession right	1,614,539	-	-	-	(1,225)	-	1,613,314
Transmission of radiofrequency data	3,242	1,898	-	-	-	-	5,140
Concession right generated in business acquisition and goodwill							
Aeris	210,029	-	-	-	-	57,716	267,745
ViaQuatro	641,484	-	-	-	-	-	641,484
RodoNorte	14,988	-	-	-	-	-	14,988
SPVias	1,167,354	-	-	-	-	-	1,167,354
Barcas	11,382	-	-	-	-	-	11,382
ViaOeste	251,709	-	-	-	-	-	251,709
VLT Carioca	137	14,393	-	-	-	-	14,530
Quiport Holding	24,309	-	-	-	-	7,032	31,341
Curaçao International Airport	94,597	-	-	-	-	15,059	109,656
TAS (d)	82,555	-	-	-	-	23,882	106,437
Intangible assets	25,243,825	146,156	(154,121)	1,092,221	(459,214)	712,696	26,581,563

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

		12/31/2019	12/31/2020				
	Annual average amortization rate %	Opening balance	Additions	Write-offs	Transfers (a)	Other (h)	Equity valuation adjustment Closing balance
Depreciation amount							
Rights of exploration of granted infrastructure	(b)	(7,493,305)	(1,920,232)	29,226	(230)	-	(317,801)
Rights of exploration of granted infrastructure - Barcas	(c)	(240,237)	(12,607)	6,916	-	(35)	-
Software licenses	21	(180,048)	(40,239)	-	-	-	(604)
Development costs of computer system	20	(35,932)	(862)	-	-	-	-
Assignment of optical fiber and connectivity	(f)	(45,643)	(13,701)	-	-	-	-
Concession right	(b)	(113,553)	(46,883)	-	-	-	-
Transmission of radiofrequency data	(f)	(3,183)	(813)	-	-	-	-
Concession right generated in business acquisition and goodwill							
Aeris (c)		(36,846)	(34,430)	-	-	-	(9,344)
ViaQuatro (b)		(76,425)	(27,564)	-	-	-	-
RodoNorte (b)		(12,511)	(1,276)	-	-	-	-
SPVias (b)		(460,220)	(69,196)	-	-	-	-
ViaOeste (b)		(188,505)	(20,099)	-	-	-	-
Barcas (c)		(7,980)	(1,076)	-	-	-	-
VLT Carioca (b)		(22)	(713)	-	-	-	-
Quiport Holding (c)		(3,945)	(1,236)	-	-	-	(1,152)
Curaçao International Airport (c)		(36,457)	(5,076)	-	-	-	(5,034)
Total amortization		(8,934,812)	(2,196,003)	36,142	(230)	(35)	(333,935)
Intangible assets		16,309,013	(2,049,847)	(117,979)	1,091,991	(459,249)	378,761
Intangible assets under construction		1,198,626	1,031,173	(160)	(1,080,777)	(24,553)	29,043

- (a) Reclassifications from fixed assets to 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 net value of reductions, in the amount of R\$ 68,272, refers mainly to: (i) R\$ 39,781 estimated loss, Law No. 13.448/2017; (ii) R\$ 64,812 referring to the reduction of the balance of surplus tariff accounts with the estimated loss; (iii) R\$ 28,531 transferred to the financial asset as a result of reimbursements from the Concession Grantor at BH Airport; and (iv) reimbursement of losses incurred in Metrô Bahia and BH Airport, in the total amount of R\$ 14,160.
- (f) Straight-line amortization as agreements' term.
- (g) Refers to the remeasurement of the previous participation as a result of the acquisition of control on October 7, 2019;
- (h) It mainly refers to the payment of R\$ 1,200,000 provided for under the Collective Preliminary Addendum No. 1, celebrated on June 29, 2021, between the concessionaires AutoBAN, ViaOeste and SPVias and the Concession Grantor. 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 of termination of the concessions. Given that part of these terms has already elapsed, the balance of the corresponding amortization, in the amount of R\$ 580,393, was appropriated to the result on the same activation date, while the remaining portion of R\$ 619,607 is being amortized by the final term of each concession; and
- (i) The net value of reductions, in the amount of R\$ 483,802, mainly refers to (i) provision for loss in the amount of R\$ 305,947, due to MSVia's adherence to Law No. 13,448/2017 and; (ii) transfer of balance to financial assets of R\$ 178,547, related to construction works carried out by BH Airport, Metrô Bahia and Barcas, to be reimbursed by the respective Concession Grantors.

Loan costs amounting to R\$ 89,571 in the nine-month period ended September 30, 2021 (R\$ 68,006 in the nine-month period ended September 30, 2020), were added to intangible assets. The average capitalization rates for the nine-month periods ended September 30, 2021 and 2020, were of 0.45% p.m. and 0.48% p.m., respectively (cost of loans divided by the average balance of loans, financing and debentures).

In the nine-month period ended September 30, 2021, there were no hedge accounting gains/losses (in the nine-month period ended September 30, 2020, gains of R\$ 2,334 were decreased).

14. Lease - Consolidated

a. Right of use in lease

	12/31/2020	09/30/2021			
	Opening balance	Additions / Remeasurement	Depreciation	Equity valuation adjustment	Closing balance
Machinery and equipment	40,342	-	(12,505)	1,876	29,713
Vehicles	4,245	1,808	(2,371)	62	3,744
Facilities and buildings	103,366	235	(15,836)	4,219	91,984
Operating equipment	7,553	(924)	(2,558)	94	4,165
	<u>155,506</u>	<u>1,119</u>	<u>(33,270)</u>	<u>6,251</u>	<u>129,606</u>

b. Lease liability

	12/31/2020	09/30/2021					
	Opening balance	Reversal of present value adjustment present	Additions / Remeasurement	Payments	Transfers	Equity valuation adjustment	Closing balance
Current	41,156	7,797	2,009	(40,628)	26,886	1,730	38,950
Non-current	127,558	(423)	(890)	(79)	(26,886)	5,895	105,175
	<u>168,714</u>	<u>7,374</u>	<u>1,119</u>	<u>(40,707)</u>	<u>-</u>	<u>7,625</u>	<u>144,125</u>

The calculation of the present value was made considering a nominal interest rate of 6.49% p.a. for lease contracts executed in Brazil and 6.20% p.a. for leases' agreement entered into in the United States. The rates are equivalent to those for issuance of debt in the market with equivalent terms and maturities.

In the nine-month period ended September 30, 2021, an amount of R\$ 5,927 was recognized as rental expense (R\$ 3,371 in the nine-month period ended September 30, 2020), arising from leases not recognized as such, given their short-term nature.

Schedule - non-current

Schedule - non-current

2022	29,149
2023	24,819
2024	22,072
2025	23,060
2026 onwards	<u>6,075</u>
	<u><u>105,175</u></u>

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

15. Loans and financing

					Balances of unallocated costs				
Company	Financial institutions	Contractual rates	Transaction cost effective rate (% p.a.)	Transaction costs incurred	09/30/2021	Final maturity	09/30/2021	12/31/2020	
1a	CCR	Merrill Lynch (b)	USD + 1.66% p.a.	N/I	-	August 2023	684,616	-	(i)
	CCR	Santander (Working Capital)	CDI rate + 4.5% p.a.	N/I	-	March 2021	-	210,299	(i)
	CCR	Santander (Working Capital)	CDI rate + 3.50% p.a.	N/I	-	March 2021	-	313,008	(i)
	CCR	Santander (Working Capital)	CDI rate + 3.47% p.a.	4.5603% (a)	3,564	May 2023	470,614	459,229	(i)
	Subtotal Parent Company					2,030	1,155,230	982,536	
	MSVia	BNDES - FINEM I	TJLP + 2.00% p.a.	2.2338% (a)	17,013	March 2039	649,664	677,122	(e) (g) (c)
	MSVia	Caixa Econômica Federal	TJLP + 2.00% p.a.	2.1918% (a)	2,598	March 2039	123,897	129,148	(e) (g) (c)
	MSVia	Caixa Econômica Federal	TJLP + 2.00% p.a.	2.4844% (a)	2,671	March 2039	50,565	52,668	(e) (g) (c)
	Metrô Bahia	BNDES - FINEM II	TJLP + 3.18% p.a.	3.4364% (a)	43,108	October 2042	2,670,939	2,504,602	(e) (f) (c)
	Metrô Bahia	BNDES	TJLP	N/I	13,085	October 2042	677,019	674,899	(e) (f) (c)
	Metrô Bahia	BNDES - FINEM II	TJLP + 4% p.a.	4.3450% (a)	8,871	October 2042	445,098	424,463	(e) (f) (c)
	Metrô Bahia	BNDES	TJLP + 3.40% p.a.	3.4979% (a)	-	October 2042	3,311	3,220	(e) (f) (c)
	BH Airport	BNDES - TJLP (Sub-loan A and B)	TJLP + 2.31% p.a.	2.3814% (a)	2,164	December 2035	452,610	430,233	(d) (h) (e) (c)
	VLT Carioca	BNDES - FINEM I (Sub-loan A and C)	TJLP + 3.44% p.a.	3.8659% (a)	18,490	November 2035	863,284	841,193	(e) (f) (c)
	VLT Carioca	BNDES - FINEM I - Sub-loan B	6.14% p.a.	N/I	-	November 2035	42,982	37,733	(e) (f) (c)
	CAP	Maduro and Curie's Bank	USD + 4.2% p.a.	N/I	-	March 2031	247,607	233,342	(e)
	TAS	Banco Santander	LIBOR 6M + 2.3% p.a.	N/I	-	July 2021	-	42,111	(e)
	TAS	Itau Unibanco Nassau S/A Branch	4.6 % p.a.	N/I	-	March 2021	-	10,768	(g)
2a	TAS	Bank of America	LIBOR 6M + 2.5% p.a.	N/I	-	October 2022	24,790	47,035	(g)
	Aeris Holding	Bank of America Merrill Lynch	USD + 7.25% p.a.	N/I	15,065	November 2025	635,486	627,843	(e)
	Total					82,888	8,042,482	7,718,916	
					Parent company		Consolidated		
					09/30/2021	12/31/2020	09/30/2021	12/31/2020	
Current									
Loans, financing and leases					13,921	525,438	346,443	832,673	
Fair value					10,106	-	10,106	-	
Transaction costs					(1,202)	(1,169)	(10,033)	(10,129)	
					22,825	524,269	346,516	822,544	
Non-current									
Loans, financing and leases					1,135,264	460,000	7,770,852	6,976,298	
Fair value					(2,031)	-	(2,031)	-	
Transaction costs					(828)	(1,733)	(72,855)	(79,926)	
					1,132,405	458,267	7,695,966	6,896,372	

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

- (a) The actual cost of these transactions refers to costs incurred to issue 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 weighted average rate.
- (b) Transaction is being measured at fair value through result according to with hedge accounting methods (hedge of fair value). See note 23 for further details.

Guarantees:

- (c) Assignment of bank accounts, indemnities and receivables.
- (d) CCR 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% CCR corporate bond.
- (h) Other concessionaire partner corporate bond, proportional to its direct/ indirect equity participation.
- (i) There are no guarantees.

Disbursements schedule (non-current)

	09/30/2021	
	<u>Parent company</u>	<u>Consolidated</u>
2022	-	226,858
2023	1,135,264	1,510,695
2024	-	385,761
2025 onwards	-	5,647,538
(-) Fair value	(2,031)	(2,031)
(-) Transaction costs	(828)	(72,855)
Total	<u>1,132,405</u>	<u>7,695,966</u>

The Company and its investees have financial agreements, such as loans and financing, among others, with cross default and/or cross acceleration provisions, i.e., establishing early maturity if they are in default on amounts due in other agreements signed by them, or in case the anticipated maturity of these agreements occurs. The indicators are constantly monitored in order to avoid the execution of such provisions.

In the nine-month period ended September 30, 2021, the following operations took place:

1. CCR

- a. On August 6, 2021, a loan was contracted through Law No. 4.131/1962 with Bank of America, amounting to USD 124,573 thousand, equivalent to R\$ 650,000, at a fixed rate of 1.66% p.a., and the disbursement was made on August 20, 2021. Interest payments are quarterly and principal amortization will be due on the maturity date, August 21, 2023. The loan is not guaranteed.

On August 6, 2021, a swap was contracted with Bank of America Merrill Lynch - Brasil, exchanging the debt remuneration for CDI rate + 1.65% p.a.

2. TAS

- a.** On August 31, 2021, the early partial settlement of the loan in the amount equivalent to USD 9,000 occurred.

For further details on the other loans and financing, see note 16 to the financial statements as on December 31, 2020.

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

16. Debentures and promissory notes

Company	Series	Contractual rates	Transaction cost effective rate (% p.a.)	Transaction costs incurred	Balances of unallocated costs 09/30/2021	Final maturity	09/30/2021	12/31/2020	
CCR	11th issuance - Series 2	CDI rate + 0.95% p.a.	1.0644% (a)	3,249	500	November 2022	676,219	664,562	(d)
CCR	11th issuance - Series 3	CDI rate + 1.50% p.a.	1.5812% (a)	1,910	817	November 2024	397,876	390,572	(d)
CCR	11th issuance - Series 4	IPCA + 6% p.a.	6.096% (a)	866	400	November 2024	217,670	200,143	(d)
CCR	12th Issuance	CDI rate + 1.80% p.a.	1.9673% (a)	6,388	4,221	December 2025	811,164	796,006	(j)
CCR	3rd Issuance (Promissory Notes)	CDI rate + 3.98% p.a.	4.8588% (a)	3,630	-	April 2021	-	416,879	(d)
CCR	13th Issuance	CDI rate + 3.20% p.a.	4.5603% (a)	7,748	2,758	May 2022	715,829	697,403	(d)
CCR	14th Issuance - Series 1	CDI rate + 2.20% p.a.	4.6700% (a)	3,580	3,069	December 2026	486,841	477,116	(d)
1a CCR	14th Issuance - Series 2 (c)	IPCA + 4.25% p.a.	4.6700% (a)	10,167	-	December 2028	522,272	473,031	(d)
1b CCR	15th Issuance - Series 1 (c)	IPCA + 4.88% p.a.	5.2606% (a)	18,180	-	November 2033	585,219	-	(d)
Subtotal Parent Company					11,765		4,413,090	4,115,712	
SPVias	6th Issuance - Single Series (c)	115% of the CDI rate	0.0460% (b)	1,291	-	August 2022	310,170	667,854	(i)
SPVias	7th Issuance - Single Series	CDI rate + 0.81% p.a.	1.0062% (a)	598	-	August 2021	-	156,534	(h)
2b SPVias	8th Issuance - Single Series	CDI rate + 3.90% p.a.	4.1049% (a)	2,417	-	April 2023	-	433,681	(i)
2a SPVias	9th Issuance - Single Series	CDI rate + 2% p.a.	2.0026% (a)	4,074	3,450	March 2026	489,025	-	(e)
2c SPVias	10th Issuance - debentures	CDI rate + 1.85% p.a.	1.9281% (a)	1,594	1,565	August 2026	482,854	-	(e)
ViaLagos	5th Issuance - Single Series	CDI rate + 2.80% p.a.	3.0762% (a)	1,658	1,031	July 2023	217,016	217,431	(d)
Metrô Bahia	2nd issuance (Promissory Notes)	CDI rate + 0.76% p.a.	1.3207% (a)	321	-	January 2021	-	59,885	(e)
RodoAnel Oeste	6th Issuance - Single Series	120% of the CDI rate	0.076% (b)	3,171	461	April 2024	328,683	384,927	(e)
RodoAnel Oeste	6th Issuance - Single Series (c)	120% of the CDI rate	0.076% (b)	-	-	April 2024	333,210	385,127	(e)
Samm	12th Issuance (Promissory Notes)	CDI rate + 0.90% p.a.	1.4914% (a)	251	-	April 2021	-	43,908	(e)
3a Samm	13th Issuance (Promissory Notes)	CDI rate + 1.30% p.a.	1.7897% (a)	168	99	April 2022	35,828	-	(e)
ViaOeste	6th Issuance - Single Series	IPCA + 6.2959% p.a.	6.6313% (a)	3,706	145	November 2021	342,688	314,444	(i)
4a ViaOeste	8th Issuance	CDI rate + 1.35% p.a.	1.6496% (a)	1,878	1,661	December 2022	454,636	-	(e)

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

Company	Series	Contractual rates	Transaction cost	Transaction costs incurred	Balances of unallocated costs	Final maturity	09/30/2021	12/31/2020	
			effective rate (% p.a.)		09/30/2021				
RodoNorte	5th Issuance - Series 1	IPCA + 6.06% p.a.	6.3483% (a)	1,186	46	November 2021	126,963	116,597	(j)
RodoNorte	6th Issuance - Series 2	IPCA + 4.4963% p.a.	4.6905% (a)	1,284	62	November 2021	244,801	220,942	(j)
RodoNorte	7th Issuance - Series 1	112.50% of the CDI rate	0.2991% (b)	1,116	-	July 2021	-	100,829	(d)
AutoBAn	8th Issuance - Single Series	IPCA + 5.4705% p.a.	5.8694% (a)	11,925	2,235	July 2022	882,147	832,758	(i)
AutoBAn	9th Issuance - Single Series	109.50% of the CDI rate	0.0396% (b)	366	-	August 2021	-	337,182	(i)
AutoBAn	10th issuance - single series	CDI rate + 1.20% p.a.	1.3001% (a)	2,798	1,528	October 2026	625,392	671,932	(i)
AutoBAn	11th issuance - Single series	CDI rate + 2.62% p.a.	3.0340% (a)	4,499	2,801	July 2023	392,936	393,515	(i)
ViaQuatro	5th Issuance - Series 1	CDI rate + 2.30% p.a.	2.5373% (a)	10,072	5,117	March 2028	700,316	767,602	(f) (g) (h)
ViaQuatro	5th Issuance - Series 2	IPCA+ 7.0737% p.a.	7.2943% (a)	5,534	2,964	March 2028	531,742	550,072	(f) (g) (h)
ViaMobilidade	2nd Issue - Single Series (c)	9.76% p.a.	10.2606% (b)	20,919	-	April 2030	712,368	778,674	(e)
RS Holding	5th Issuance - Single Series	CDI rate + 1.50% p.a.	1.8059% (a)	14,017	10,881	October 2031	634,546	635,461	(f)
5a Linhas 8 e 9	1th issuance - Single series	CDI rate + 1.70% p.a.	1.9778% (b)	7,652	7,652	June 2023	1,619,715	-	(i)
7a Bloco Central	1th issuance - Single series	CDI rate + 1.70% p.a.	1.8580% (b)	2,324	2,324	March 2024	598,588	-	(i)
6a Bloco Sul	1th issuance - Single series	CDI rate + 1.70% p.a.	1.8580% (b)	6,973	6,973	March 2024	1,795,763	-	(i)
Total					62,760		16,272,477	12,185,067	
						Parent company	Consolidated		
						09/30/2021	12/31/2020	09/30/2021	12/31/2020
Current									
Debentures and promissory notes						1,132,834	760,848	3,682,376	4,201,685
Fair value						31,715	-	76,455	61,746
Transaction costs						(5,610)	(9,699)	(16,197)	(29,170)
						<u>1,158,939</u>	<u>751,149</u>	<u>3,742,634</u>	<u>4,234,261</u>
Non-current									
Debentures and promissory notes						3,272,975	3,383,202	12,648,422	7,984,909
Fair value						(12,669)	-	(72,016)	2,812
Transaction costs						(6,155)	(18,639)	(46,563)	(36,915)
						<u>3,254,151</u>	<u>3,364,563</u>	<u>12,529,843</u>	<u>7,950,806</u>

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

- (a) Effective cost of these transactions refers to internal return rate (TIR) calculated considering contracted interest plus transaction costs. For applicable cases, variable contractual rates were not considered for TIR 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 with hedge accounting methods (hedge of fair value). See note 23 for further details.

Guarantees:

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

Disbursements schedule (non-current)

	09/30/2021	
	Parent company	Consolidated
2022	365,166	487,841
2023	593,414	3,989,866
2024	853,793	4,192,285
2025 onwards	1,460,602	3,978,430
(-) Fair value	(12,669)	(72,016)
(-) Transaction costs	(6,155)	(46,563)
Total	<u>3,254,151</u>	<u>12,529,843</u>

The Company and its investees have financial agreements, such as debentures, among others, with cross default and/or cross acceleration provisions, i.e., establishing early maturity 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.

In the nine-month period ended September 30, 2021, the following operations took place:

1. CCR

- a. On January 13 and 19, 2021, swap agreements were signed to protect the 2nd series of this issuance, each agreement exchanging 50% of the IPCA debt + 4.25% p.a. for CDI rate + 1.76% p.a..

- b. On June 15, 2021, the 15th issuance of simple debentures, of the unsecured type, was carried out, with payment of funds on June 29, 2021, with a total nominal value of R\$ 545,000, in a single series, due on November 15, 2033, remuneration of IPCA + 4.88% p.a., with a half-yearly interest payment as from November 15, 2021, and annual principal payment also from November 15, 2021.

This issuance does not have collaterals.

This issuance was classified under Law No. 12.431/2011 and pursuant to Administrative Proceeding No. 191, issued by the Ministry of Infrastructure, on February 9, 2021.

There is provision for 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 the redemption will be as per the clauses of the indenture.

The main criteria for early maturity are as follows: (i) non-payment of the debentures' pecuniary obligations, observing the applicable remediation period; (ii) payment of dividends and/or interest on own capital, in an amount exceeding the mandatory minimum dividend set forth in article 202 of the Corporations Law, 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 a bank guarantee 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 capital representing more than 10% of its Shareholders' Equity without previous consent from debenture holders.

2. SPVias

- a. On March 29, 2021, the company carried out the 9th issuance of simple, single series, non-convertible into shares debentures, with total nominal value of R\$ 490,000 for public distribution with restricted placement efforts.

The debentures are remunerated at the CDI rate + 2% p.a. The principal will be repaid in 7 semiannual and consecutive installments, from March 29, 2023, on March 29, 2026, according to the percentages defined in the indenture. The interest will be paid in semiannual and consecutive installments, as of September 29, 2021.

The issuance is personally guaranteed by suspensive condition. The suspensive condition will automatically enter into force in the following cases: (a) the end of the concession period, prior to the maturity date of the debentures; (b) due to an enforceable judicial decision unfavorable to the issuer, issued in connection with any of the following lawsuits: (i) Declaratory Action No. 1013617-60.2014.8.26.0053, filed by the State of São Paulo and ARTESP against the Issuer, seeking annulment of Modifying Amendment Term No. 14 of the concession agreement; or (ii) Declaratory Action 1014593-67.2014.8.26.0053, filed by the issuer against the State of São Paulo and ARTESP, aiming to declare the validity, effectiveness and existence of said term; or (c) in connection with any other lawsuit considered to be related to the aforementioned lawsuits, in which case the debentures will continue in effect until the maturity date.

The main criteria for early maturity are as follows: (i) non-payment of the debentures' pecuniary obligations, observing the applicable remediation period; (ii) payment of

dividends and/or interest on own capital, in an amount exceeding the mandatory minimum dividend set forth in article 202 of the law 6.404/1976, and interest on capital attributable to the mandatory dividends, if the Net Debt/Adjusted EBITDA ratio is greater than 4, except if the Issuer elects to buy and submit to the trustee a bank guarantee in the amount corresponding to the debt represented by the outstanding debentures, issued by an authorized financial institution, as defined in the indenture. Anticipated redemption of all debentures may occur, as on March 30, 2022, by the debt balance, with an increase in premium, as per the indenture.

- b.** On April 1, 2021, the anticipated settlement of the 8th issuance of debentures took place.
- c.** On August 2, 2021, the 10th issuance of simple debentures, in a single series, not convertible into shares, took place for public distribution with restricted placement efforts.

The amount of the issuance was of R\$ 480,000, with remuneration of CDI rate + 1.85% p.a. The principal will be amortized in 2 annual and consecutive installments, from August 2, 2025, until August 2, 2026, according to the percentages defined in the indenture. Interest is being paid in half-yearly and consecutive installments, starting February 2, 2022.

The issuance is personally guaranteed by suspensive condition.

The suspensive condition will automatically enter into force in the following cases: (a) the end of the concession period, prior to the maturity date of the debentures; (b) due to an enforceable judicial decision unfavorable to the issuer, issued in connection with any of the following lawsuits: (i) Declaratory Action No. 1013617-60.2014.8.26.0053, filed by the State of São Paulo and ARTESP against the Issuer, seeking annulment of Modifying Amendment Term No. 14 of the concession agreement; or (ii) Declaratory Action 1014593-67.2014.8.26.0053, filed by the issuer against the State of São Paulo and ARTESP, aiming to declare the validity, effectiveness and existence of said term; or (c) in connection with any other lawsuit considered to be related to the aforementioned lawsuits, in which case the debentures will continue in effect until the maturity date.

The main criteria for early maturity are as follows: (i) non-payment of the debentures' pecuniary obligations, observing the applicable remediation period; (ii) payment of dividends and/or interest on own capital, in an amount exceeding the mandatory minimum dividend set forth in article 202 of the law 6.404/1976, and interest on capital attributable to the mandatory dividends, if the Net Debt/Adjusted EBITDA ratio is greater than 4, except if the Issuer elects to buy and submit to the trustee a bank guarantee in the amount corresponding to the debt represented by the outstanding debentures, issued by an authorized financial institution, as defined in the indenture.

Anticipated redemption of all debentures may occur as on February 2, 2024, and a corresponding premium of 0.30% p.a. must be added for the remaining period between the optional anticipated redemption date and the maturity date, calculated according to the formula described in the indenture.

3. Samm

- a.** On April 5, 2021, the 13th issuance of commercial promissory notes was carried out, the proceeds of which were used to settle the 12th issuance of promissory notes.

The issuance amount was R\$ 35,000, with a cost of CDI rate + 1.30% p.a. and maturity date on April 5, 2022.

This issuance is guaranteed by CCR.

4. ViaOeste

- a. On July 12, 2021, the 8th issuance of nominative, book-entry, simple, non-convertible into shares, single series, unsecured debentures of total nominal value R\$ 450,000, maturing on December 31, 2022, and with remuneration at CDI rate + 1.35% p.a.. Interest will be paid every six months as of December 30, 2021, and the principal will be settled at maturity.

The issuance is personally guaranteed by CCR.

Additionally, besides usual obligations of this type of issuance, ViaOeste cannot pay dividends and/or interest on own capital, in an amount exceeding the mandatory minimum dividend set forth in Article 202 of the Corporations Law (Law No. 6.404/1976), including interest on capital attributable to mandatory dividends, if the Net Debt/Adjusted EBITDA ratio of ViaOeste is greater than 4, based on semi-annual calculations made based on Issuer's financial statements or review of interim financial. However, it will be at ViaOeste's discretion to hire and submit to the fiduciary agent the bank guarantee letter(s) in the amount corresponding to the debt represented by the outstanding debentures, if it wants to distribute dividends above the legal minimum.

5. Linhas 8 e 9

- a. On June 24, 2021, the 1st issuance of nominative, book-entry, simple, non-convertible into shares, single series, unsecured debentures of nominal value R\$ 1,600,000 was carried out.

The debentures are remunerated at the CDI rate + 1.70% p.a. Interest and principal shall be paid upon maturity date on June 24, 2023.

This issuance has a corporate bond from CCR.

There is a forecast of optional anticipated redemption at any time, without any payment of premium.

6. Bloco Sul

- a. On September 23, 2021, the first issuance of debentures with a total nominal value of R\$ 1,800,000 was made, in a single series, with remuneration of CDI rate + 1.70% p.a., which can be redeemed in advance, at any time, without payment of premium.

The issuance has a corporate bond from CCR.

Principal and interest will be paid in a single installment, on maturity, on March 13, 2024. The main criteria for early maturity are as follows: (i) non-payment of the debentures' pecuniary obligations, observing the applicable remediation period; (ii) payment of dividends and/or interest on own capital by Guarantor/CCR, in an amount exceeding the mandatory minimum dividend set forth in article 202 of the Corporations Law, 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 a bank guarantee 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 capital representing more than 10% of its Shareholders' Equity, without previous consent from debenture holders, and (iii)

reduction of Guarantor/CCR capital representing more than 10% of its Shareholders' Equity, without previous consent from debenture holders.

This issuance must be redeemed in advance, in accordance with the indenture, if the issuer contracts a new loan, financing, or issues securities convertible or not into shares: (i) in the aggregate principal value exceeding R\$ 400,000 or (ii) with a maturity of more than 5 years or (iii) with estimated payments as amortization of principal, remuneration, and/or other amounts due in connection with such loans, financing, and/or new securities issuances due on an earlier date than the maturity date, regardless of the total maturity of said indebtedness

7. Bloco Central

- a. On September 23, 2021, the first issuance of debentures with a total nominal value of R\$ 600.000 was made, in a single series, with remuneration of CDI rate + 1.70% p.a., which can be redeemed in advance, at any time, without payment of premium.

The issuance has a corporate bond from CCR.

Principal and interest will be paid in a single installment, on maturity, on March 13, 2024.

The main criteria for early maturity are as follows: (i) non-payment of the debentures' pecuniary obligations, observing the applicable remediation period; (ii) payment of dividends and/or interest on own capital by Guarantor/CCR, in an amount exceeding the mandatory minimum dividend set forth in article 202 of the Corporations Law, 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 a bank guarantee 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 capital representing more than 10% of its Shareholders' Equity, without previous consent from debenture holders, and (iii) reduction of Guarantor/CCR capital representing more than 10% of its Shareholders' Equity, without previous consent from debenture holders.

This issuance must be redeemed in advance, in accordance with the indenture, if the issuer contracts a new loan, financing, or issues securities convertible or not into shares (i) in the aggregate principal value exceeding R\$ 200,000 or (ii) with a maturity of more than 5 years or (iii) with estimated payments as amortization of principal, remuneration, and/or other amounts due in connection with such loans, financing, and/or new securities issuances due on an earlier date than the maturity date, regardless of the total maturity of said indebtedness

For further details on the other debentures and promissory notes, see explanatory note 17 to the financial statements as of December 31, 2020.

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 formed a provision in an amount considered sufficient to cover estimated probable losses regarding the lawsuits in progress, in accordance with the table below, based on

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

(i) information from its legal advisors, (ii) an analysis of the outstanding legal proceedings, (iii) and in respect of labor claim previous experience with regards to amounts claimed:

	12/31/2020	09/30/2021				
	Opening balance	Constitution	Reversal	Payments	Update of the processual and monetary basis	Closing balance
Non-current						
Civil, administrative and others	72,038	50,935	(28,956)	(42,222)	4,553	56,348
Labor and social security	60,235	18,036	(4,431)	(9,859)	5,021	69,002
Tax	62,607	9,314	(21,331)	-	1,254	51,844
Contractual (a)	132,980	26,767	(1,208)	-	15,176	173,715
	<u>327,860</u>	<u>105,052</u>	<u>(55,926)</u>	<u>(52,081)</u>	<u>26,004</u>	<u>350,909</u>

- (a) Regarding the contractual proceeding, ANTT issued until September 30, 2021, 108 deficiency notices against MSVia, related to operational aspects and investment obligations provided for in the concession agreement, which total R\$ 400,024, of which the amount of R\$ 226,309 (R\$ 235,631 as on December 31, 2020) are assessed as a possible risk and R\$ 173,715 as a probable risk (R\$ 132,980 as on December 31, 2020) and, therefore, provisioned. On April 22, 2021, a decision was handed down in the records of Arbitration Process 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 risks that have been assessed by legal advisors as being a possible risk in the amounts indicated below for which no provision has been recorded in view of the fact that the accounting practices adopted in Brazil and IFRSs do not determine to book the calculation.

	09/30/2021	12/31/2020
Civil, administrative and contractual	430,788	430,875
Labor and social security	35,635	34,966
Tax	1,096,453	1,019,896
	<u>1,562,876</u>	<u>1,485,737</u>

The main proceedings related to tax issues are:

- (a) On November 21, 2017, SPVias filed the precautionary injunction No. 5003802-06.2017.4.03.6110, at the 1st Federal Court of Sorocaba - State of São Paulo, against the Federal Government to offer a guarantee (court insurance) regarding alleged IRPJ and CSLL debts in the amount of R\$ 245,340 on September 30, 2021 (R\$ 224,330 on December 31, 2020), due to the amortization of goodwill expenses (concession right generated in the acquisition of subsidiary) in the 2014-2017 tax years, from the operations of investment acquisition at SPVias carried out among independent parties, with proof of price payment and appraisal report complying with the corporation law, after downstream merger. The injunction was granted by the Regional Federal Court of the 3rd Region, on January 12, 2018 for 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, it was determined that a judicial expertise would be carried out. The presentation of an estimate of fees by the court expert is awaited. In addition to the guarantee of debts represented by the insurance, SPVias has also been proceeding with court deposits of the uncontested part related to the triggering events that occurred in the course of the lawsuit, whose total as on September 30, 2021 is R\$ 79,722 (R\$ 60,985 as of December 31, 2020).

- (b) On December 15, 2017, SPVias was notified of the drafting of an infraction notice through which the Brazilian Federal Revenue Office required differences in the IRPJ and CSLL of the 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, in which it stated that the debts related to the 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 individual fines, corresponding to the updated total amount of R\$ 279,488 on September 30, 2021 (R\$ 274,779 on December 31, 2020). On November 12, 2018, the subsidiary was notified of the decision of the 1st administrative procedure, which partially granted SPVias' challenge to reduce the debt under discussion in the portion corresponding to the qualification of the fine, reducing the updated debt under discussion to R\$ 161,494 (R\$ 160,996 as on December 31, 2020). Such reduction is subject to the mandatory review to be judged by the Administrative Council of Tax Appeals (CARF). In turn, SPVias also appealed to CARF defending the deductibility of the disallowed costs of the inspection. In a judgment session held on February 12, 2020, the judgment was converted into a diligence for the segregation of the amount of expenses related to the debentures transferred through merger of those issued by SPVias itself. Once the diligence is fulfilled, the judgment of the mandatory review and voluntary appeals is awaited.
- (c) On September 3, 2019, SPVias was notified of the issuance of an infraction notice, through which the Brazilian Federal Revenue Office demanded differences in IRPJ and CSLL in the calendar year 2014, plus a qualified *ex-officio* fine (150%), isolated fines and default interest, arising from the disallowance of expenses incurred with the payment of commission and interest on debentures issued, corresponding to the restated amount of R\$ 167,794 (R\$ 164,733 on December 31, 2020). On October 2, 2019, SPVias filed the challenge contesting the disallowance of said financial costs as well as the application of qualified 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 demanded differences of IRPJ and CSLL in the calendar years of 2015 and 2016, plus *ex-officio* fine, individual fines and interest on late payment, corresponding to the updated amount of R\$ 260,969 (R\$ 255,442 on December 31, 2020), later complemented by an infraction notice issued to demand the difference between the simple punitive fine (75%) and the qualified one (150%), corresponding to the updated amount of R\$ 93,813 (R\$ 91,276 on December 31, 2020), totaling, therefore, the amount of R\$ 354,782 on September 30, 2021 (R\$ 346,718 on December 31, 2020), 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 contesting the disallowance of said financial costs as well as the application of qualified and individual fines. On July 19, 2021, SPVias was notified of a decision dismissing the objection. On August 17, 2021, a voluntary appeal was filed. Said notice 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 the 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 objection presented as regards the qualification of the fine. On September 24, 2021, a voluntary appeal

was filed. There is no questioning by the tax authorities regarding such expenses deducted in the calendar years 2017 to 2020 so far.

Further to making escrow deposits, the Company contracted legal guarantees amounting to R\$ 88,204 as on September 30, 2021 (R\$ 52,506 as on December 30, 2020) for the ongoing proceedings.

18. Provision for maintenance

	12/31/2020	09/30/2021				
	Opening balance	Formation/Reversal of provision at present value	Reversal of adjustment to present value	Realization	Transfers	Closing balance
Current	151,366	(70,467)	4,180	(67,607)	23,640	41,112
Non-current	58,565	23,942	2,771	-	(23,640)	61,638
	<u>209,931</u>	<u>(46,525)</u>	<u>6,951</u>	<u>(67,607)</u>	<u>-</u>	<u>102,750</u>

The rate used to calculate the present value is of 6.49% p.a. for all the periods presented.

- (a) Net total of R\$ 46,525 includes the reversal of the amounts of R\$ 93,559 related to the provision for maintenance of MSV_{ia}, in view of the expectations arising from adhesion to Law No. 13.448/2017 and signature of Addendum No. 1 and R\$ 21,100 in RodoNorte, due to the revision of the estimate due to the proximity of the end of the concession.

19. Federal, state, municipal taxes and contributions and fine with the Concession grantor in installments – Consolidated

	12/31/2020	09/30/2021				
	Opening balance	New acquisitions	Monetary variation	Payments	Transfer	Closing balance
Current						
Taxes and contributions						
Via Lagos	-	770	1,157	(193)	-	1,734
AutoBAn	550	-	-	(466)	381	465
Samm	62	-	3	(48)	46	63
Barcas	189	-	2	(141)	142	192
VLT Carioca	83	-	3	(56)	55	85
Metrô Bahia	-	-	55	(224)	725	556
Fine with the Granting Authority						
MSV _{ia}	965	-	33	(735)	725	988
	<u>1,849</u>	<u>770</u>	<u>1,253</u>	<u>(1,863)</u>	<u>2,074</u>	<u>4,083</u>
Non-current						
Taxes and contributions						
AutoBAn	720	-	-	-	(381)	339
Samm	199	-	(1)	-	(46)	152
Barcas	381	-	-	(164)	(142)	75
VLT Carioca	80	-	-	-	(55)	25
Metrô Bahia	-	2,558	164	-	(725)	1,997
Fine with the Granting Authority						
MSV _{ia}	2,130	-	36	-	(725)	1,441
	<u>3,510</u>	<u>2,558</u>	<u>199</u>	<u>(164)</u>	<u>(2,074)</u>	<u>4,029</u>

20. Shareholders' Equity

a. Basic and diluted profit

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

	Parent company			
	07/01/2021 a 09/30/2021	01/01/2021 a 09/30/2021	07/01/2020 a 09/30/2020	01/01/2020 a 09/30/2020
Numerator				
Profit	183,913	828,814	118,295	265,850
Denominator				
Weighted average shares - basic and diluted (in thousands)	2,020,000	2,020,000	2,020,000	2,020,000
Basic and diluted profit per share	0.09105	0.41030	0.05856	0.13161

	Consolidated			
	07/01/2021 a 09/30/2021	01/01/2021 a 09/30/2021	07/01/2020 a 09/30/2020	01/01/2020 a 09/30/2020
Numerator				
Profit	183,913	828,814	118,295	265,850
Denominator				
Weighted average shares - basic and diluted (in thousands)	2,020,000	2,020,000	2,020,000	2,020,000
Basic and diluted profit per share	0.09105	0.41030	0.05856	0.13161

21. Operating revenue

	Parent company			
	07/01/2021 a 09/30/2021	01/01/2021 a 09/30/2021	07/01/2020 a 09/30/2020	01/01/2020 a 09/30/2020
Revenue from services rendering of related parties	29,623	85,667	27,555	84,058
Gross revenue	29,623	85,667	27,555	84,058
Income taxes	(3,629)	(10,467)	(3,403)	(10,286)
Deductions of gross revenues	(3,629)	(10,467)	(3,403)	(10,286)
Net operating revenue	25,994	75,200	24,152	73,772

	Consolidated			
	07/01/2021 a 09/30/2021	01/01/2021 a 09/30/2021	07/01/2020 a 09/30/2020	01/01/2020 a 09/30/2020
Revenue from toll fees	1,876,507	5,268,730	1,798,699	4,969,688
Construction revenues (ICPC 01 R1)	270,203	790,142	152,399	631,900
Airport revenues	330,387	823,224	164,674	583,416
Metro revenues	213,601	549,383	149,790	503,972
Revenue from financial assets' remuneration	140,457	425,071	90,910	265,575
Accessory revenues	69,805	178,964	34,012	130,677
Revenue from waterways	9,621	25,518	7,937	45,452
Revenue from optical fiber services	21,978	64,780	24,937	76,105
Revenue from variable monetary consideration	8,716	26,130	8,321	24,963
Revenue from services rendering of related parties	2,060	8,355	4,029	12,740
Revenues from managing reward programs	10	21	6	6
Metro Revenue - Rebalancing (a)	60,291	1,298,669	-	-
Revenues from boarding passes	-	-	295	962
Projected demand risk mitigation	93,146	299,894	131,411	301,104
Gross revenue	3,096,782	9,758,881	2,567,420	7,546,560
Income taxes	(193,123)	(537,021)	(180,702)	(508,334)
Discount	(60,348)	(91,589)	(5,400)	(22,511)
Deductions of gross revenues	(253,471)	(628,610)	(186,102)	(530,845)
Net operating revenue	2,843,311	9,130,271	2,381,318	7,015,715

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

- (a) Refers to revenue arising from the economic-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 note 1 - Operating report.

22. Financial result

	Parent company			
	07/01/2021 a	01/01/2021 a	07/01/2020 a	01/01/2020 a
	09/30/2021	09/30/2021	09/30/2020	09/30/2020
Financial costs				
Interest on loans, financing, debentures and promissory notes	(81,685)	(198,991)	(55,093)	(144,532)
Monetary variation on loans, financing and debentures	(31,170)	(63,564)	(2,264)	(5,693)
Interest and monetary variations with related parties	(83)	(172)	(4)	(4)
Loss with derivative operations	(148,632)	(292,372)	-	-
Fair value of loans, financing and debentures (fair value option and hedge accounting)	(336,482)	(341,242)	-	-
Exchange-rate variations on foreign suppliers	(10)	(21)	(4)	(8)
Interest and monetary variation on the term of self-composition, leniency agreement and PIC	(795)	(2,658)	(515)	(1,720)
Adjustment to Present Value - Leases	(1)	(6)	-	-
Rates, commissions and other financial costs	(19,679)	(30,573)	(888)	(2,003)
	(643,801)	(954,863)	(58,768)	(153,960)
Financial income				
Monetary variation on loans, financing and debentures	-	2,017	-	2,403
Interest and monetary variations with related parties	7,242	15,575	4,222	17,710
Gain with derivative operations	323,483	355,576	-	-
Fair value of loans, financing and debentures (fair value option and hedge accounting)	188,551	314,120	-	-
Revenue on financial investments	11,936	29,605	10,020	35,702
Exchange-rate variations on foreign suppliers	5	28	15	19
Interest and other financial income	774	1,857	551	2,588
	531,991	718,778	14,808	58,422
Net financial result	(111,810)	(236,085)	(43,960)	(95,538)

	Consolidated			
	07/01/2021 a	01/01/2021 a	07/01/2020 a	01/01/2020 a
	09/30/2021	09/30/2021	09/30/2020	09/30/2020
Financial costs				
Interest on loans, financing, debentures and promissory notes	(380,363)	(948,034)	(291,703)	(903,310)
Monetary variation on loans, financing and debentures	(80,314)	(207,962)	(26,327)	(74,686)
Monetary variation on liabilities with Concession Grantor	(57,390)	(163,786)	(18,885)	(42,850)
Interest and monetary variations with related parties	(11,752)	(30,090)	(8,312)	(30,562)
Loss with derivative operations	(186,716)	(454,612)	(30,256)	(62,691)
Interest on Taxes and contributions in installments	(1,444)	(1,452)	(4)	42
Adjustment to present value - Provision for maintenance	(1,313)	(6,951)	(4,966)	(15,170)
Loan costs capitalization	36,761	91,348	25,508	69,856
Fair value of loans, financing and debentures (fair value option and hedge accounting)	(358,900)	(377,459)	(3,451)	(69,195)
Adjustment to present value of liabilities with concession grantor	(11,224)	(32,956)	(10,678)	(31,523)
Exchange-rate variations on foreign suppliers	(5,594)	(10,050)	(3,599)	(17,940)
Interest and monetary variation on the term of self-composition, leniency agreement and PIC	(1,662)	(5,003)	(2,679)	(11,274)
Adjustment to Present Value - Leases	(2,290)	(7,374)	(2,843)	(8,068)
Rates, commissions and other financial costs	(55,851)	(103,572)	(39,277)	(94,643)
	(1,143,316)	(2,283,217)	(417,472)	(1,292,014)
Financial income				
Monetary variation on loans, financing and debentures	-	7,889	-	30,969
Interest and monetary variations with related parties	5,811	21,661	3,760	14,597
Gain with derivative operations	353,692	463,332	13,200	116,393
Fair value of loans, financing and debentures (fair value option and hedge accounting)	225,309	429,502	30,123	42,452
Revenue on financial investments	66,283	124,394	28,892	102,763
Exchange-rate variations on foreign suppliers	3,068	9,088	2,065	3,127
Interest and other financial income	35,250	90,407	17,253	46,466
	689,413	1,146,273	95,293	356,767
Net financial result	(453,903)	(1,136,944)	(322,179)	(935,247)

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 on December 31, 2020.

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					
	09/30/2021			12/31/2020		
	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	72	-	-	301	-	-
Financial investments	1,175,175	-	-	2,779,822	-	-
Restricted investments - reserve account	2,162	-	-	2,153	-	-
Receivables from derivative operations	-	154,877	-	-	-	-
Accounts receivable – related party	-	20,686	-	-	19,278	-
Loans - related parties	-	182,089	-	-	397,946	-
Advance for capital increase - related parties	-	73,260	-	-	57,088	-
Dividends and interest on capital	-	20,527	-	-	56,336	-
Liabilities						
Loans, financing and leases (a)	(684,616)	-	(470,614)	-	-	(982,536)
Debentures (a)	(1,107,491)	-	(3,305,599)	-	-	(4,115,712)
Leases	-	-	(61)	-	-	-
Suppliers and other accounts payable	-	-	(48,789)	-	-	(68,066)
Payables from derivative operations	-	-	(83,298)	-	-	-
Suppliers and accounts payable – related parties	-	-	(216)	-	-	(3,711)
Related Parties - Advances for future capital increases	-	-	(1,916)	-	-	(1,916)
Dividends and interest on own capital	-	-	(277)	-	-	(45,640)
	<u>(614,698)</u>	<u>451,439</u>	<u>(3,910,770)</u>	<u>2,782,276</u>	<u>530,648</u>	<u>(5,217,581)</u>

	Consolidated					
	09/30/2021			12/31/2020		
	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	383,216	-	-	460,882	-	-
Financial investments	7,585,552	-	-	5,720,293	-	-
Restricted investments - reserve account	344,470	-	-	79,678	-	-
Accounts receivable	-	6,426,401	-	-	4,714,578	-
Advances to suppliers (b)	-	22,006	-	-	30,448	-
Accounts receivable - related parties	-	168,181	-	-	160,395	-
Loans - related parties	-	-	-	-	7,064	-
Related parties - Advances for future capital increases	-	1,047	-	-	1,047	-
Trade receivables - operations with derivatives	-	175,503	-	-	74,450	-
Liabilities						
Loans, financing and leases (a)	(684,616)	-	(7,357,866)	-	-	(7,718,916)
Debentures and promissory notes (a)	(2,463,239)	-	(13,809,238)	(1,831,655)	-	(10,353,412)
Suppliers and other accounts payable	-	-	(1,282,630)	-	-	(925,738)
Leases	-	-	(144,125)	-	-	(168,714)
Loans granted to third parties	-	-	(107,509)	-	-	(104,916)
Loans - related parties	-	-	(435,624)	-	-	(411,001)
Suppliers and accounts payable - related parties	-	-	(68,922)	-	-	(123,033)
Related parties - Advances for future capital increases	-	-	(11,084)	-	-	(44,716)
Dividends and interest on own capital	-	-	(7,845)	-	-	(47,189)
Accounts payable - operations with derivatives	-	-	(105,163)	-	-	(1,981)
Liabilities with concession grantor	-	-	(1,872,873)	-	-	(1,671,941)
	<u>5,165,383</u>	<u>6,793,138</u>	<u>(25,202,879)</u>	<u>4,429,198</u>	<u>4,987,982</u>	<u>(21,571,557)</u>

(a) Transaction costs net values.

(b) These advances to suppliers must be converted into financial assets.

The following methods and assumptions were adopted in the determination of the 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 quota on the date of the review of interim 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, accounts receivable - related parties, suppliers and other accounts payable, suppliers and accounts payable - related parties, related parties - AFAC (advance for future capital increases), advances to supplier, 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 operations, except: (i) financial assets receivable from the Concession grantor, whose book values 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.
- **Accounts receivable and payables with derivatives -** Fair values (level 2) were calculated by projecting cash flows up to transactions' 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 (pre DI).
- **Financing, lease liability, 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 income, 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\$ 676,540 on September 30, 2021, as detailed below:

<u>Company</u>	<u>Contract rate</u>	<u>Contractual Rate - Swap</u>	<u>Amortized cost (a)</u>
CCR	USD + 1.66% p.a.	CDI rate + 1.65% p.a.	676,540
			<u>676,540</u>

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

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

	Parent company				Consolidated			
	09/30/2021		12/31/2020		09/30/2021		12/31/2020	
	Carrying amount	Fair value	Carrying amount	Fair value	Carrying amount	Fair value	Carrying amount	Fair value
Loans (a) (b)	472,640	497,450	985,438	1,026,561	472,640	497,450	985,438	1,026,561
Debentures and promissory notes (a) (b)	3,317,364	3,438,119	4,144,050	4,392,996	13,871,998	14,965,364	10,419,497	11,107,452

- (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 (pre 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 income, 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\$ 2,463,239 as on September 30, 2021 (R\$ 1,767,100 as of December 31, 2020), as detailed below:

Company	Series	Contract rate	Contractual Rate - Swap	Amortized cost (a)
CCR	Debentures - 14th Issuance - Series 2	IPCA + 4.25% p.a.	CDI rate + 1.76% p.a.	523,574
CCR	Debentures - 15th Issuance - Series 1	IPCA + 4.88% p.a.	CDI rate + 1.3817% p.a.	583,917
SPVias	6th issuance - Single Series	115% of the CDI rate	CDI rate + 0.4050% p.a.	310,170
ViaMobilidade	2nd issuance - Single Series	9.76% p.a.	CDI rate + 1.44% p.a.	712,368
RodoAnel Oeste	6th issuance - Single Series	120% of the CDI rate	CDI rate + 0.9940% p.a.	333,210
				<u>2,463,239</u>

- (a) Gross values from transaction costs.

See 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:

	Parent company		Consolidated	
	09/30/2021	12/31/2020	09/30/2021	12/31/2020
Level 2:				
Financial investments and reserve account	1,177,337	2,781,975	7,930,022	5,799,971
Derivatives receivable / payable	71,579	-	70,340	72,469
Foreign currency loans and financing	(684,615)	-	(684,615)	-
	(1,107,491)	-	(2,463,239)	(1,831,655)

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 at 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 are intended 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 operations 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 2nd series of the 5th 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.

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:

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

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	
					09/30/2021	12/31/2020	09/30/2021	12/31/2020	09/30/2021	12/31/2020
<u>SWAP</u>										
CCR										
Asset position	JPMorgan	01/13/2021	12/15/2028	IPCA+4.25% p.a.	-	-	240,000	-	258,299	-
Liability position				CDI rate +1.76% p.a.					(244,636)	
Asset position	Merrill Lynch	01/19/2021	12/15/2028	IPCA+4.25% p.a.	-	-	245,922	-	264,606	-
Liability position				CDI rate +1.76% p.a.					(250,673)	
Asset position	Santander	07/13/2021	11/16/2033	IPCA+4.88% p.a.	-	-	250,000	-	266,779	-
Liability position				CDI rate +1.37% p.a.					(253,372)	
Asset position	XPInvest	07/13/2021	11/16/2033	IPCA + 4.88% p.a.	-	-	295,000	-	314,800	-
Liability position				CDI rate +1.3817% p.a.					(299,169)	
Asset position	Merrill Lynch	08/20/2021	08/21/2023	USD+1.66 p.a.	-	-	124,574	-	688,594	-
Liability position				CDI rate +1.65% p.a.					(673,649)	
SPVias										
Asset position	Santander	07/31/2021	08/15/2022 (2)	115% of the CDI rate	-	-	791,960	791,960	312,489	667,854
Liability position				CDI rate + 0.4050% p.a.					(310,791)	(667,805)
ViaMobilidade										
Asset position	Unibanco	04/03/2020	04/01/2030 (2)	9.76% p.a.	-	-	700,000	700,000	712,370	778,674
Liability position				CDI rate + 1.44% p.a.					(719,144)	(705,726)
RodoAnel Oeste										
Asset position	Merrill Lynch	12/14/2020	04/26/2024 (2)	120% of the CDI rate	-	-	384,000	384,000	333,211	384,066
Liability position				CDI rate + 0.9940% p.a.					(329,374)	(384,594)
TOTAL OUTSTANDING OPERATIONS ON SEPTEMBER 30, 2021					-	-	3,031,456	1,875,960	70,340	72,469
TOTAL OPERATIONS SETTLED DURING THE PERIOD ENDED SEPTEMBER 30, 2021 AND 2020									-	-
TOTAL OPERATIONS									70,340	72,469
TOTAL CURRENT OPERATIONS										
TOTAL NON-CURRENT OPERATIONS										

CCR S.A.
Review of Interim Financial
Information as of September 30, 2021

					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			
Counterparty					Contract start date		Expiration Date		Position (Reference Values)		09/30/2021		09/30/2020			
					09/30/2021		09/30/2020		09/30/2021		12/31/2020		09/30/2021		12/31/2020	
SWAP																
CCR																
Asset position	JPMorgan	01/13/2021	12/15/2028	IPCA+4.25% p.a.	57	-	23,793	-	-	(10,130)	-	13,720	-	-	-	
Liability position				CDI rate +1.76% p.a.												
Asset position	Merrill Lynch	01/19/2021	12/15/2028	IPCA+4.25% p.a.	30	-	24,316	-	-	(10,383)	-	13,963	-	-	-	
Liability position				CDI rate +1.76% p.a.												
Asset position	Santander	07/13/2021	11/16/2033	IPCA+4.88% p.a.	-	-	20,085	-	-	(6,678)	-	13,407	-	-	-	
Liability position				CDI rate +1.37% p.a.												
Asset position	XPInvest	07/13/2021	11/16/2033	IPCA + 4.88% p.a.	-	-	23,540	-	-	(7,909)	-	15,631	-	-	-	
Liability position				CDI rate +1.3817% p.a.												
Asset position	Merrill Lynch	08/20/2021	08/21/2023	USD+1.66 p.a.	-	-	63,143	-	-	(48,198)	-	14,945	-	-	-	
Liability position				CDI rate +1.65% p.a.												
SPVias																
Asset position	Santander	07/31/2021	08/15/2022 (2)	115% of the CDI rate	(217)	(38)	1,698	587	-	(538)	1,432	448	-	-	-	
Liability position				CDI rate + 0.4050% p.a.												
ViaMobilidade																
Asset position	Unibanco	04/03/2020	04/01/2030 (2)	9.76% p.a.	21,115	-	15,091	72,948	(21,865)	-	(58,607)	54,613	-	-	-	
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	(784)	-	3,837	915	-	(1,443)	3,581	-	-	-	-	
Liability position				CDI rate + 0.9940% p.a.												
TOTAL OUTSTANDING OPERATIONS ON SEPTEMBER 30, 2021					20,201	(38)	175,503	74,450	(105,163)	(1,981)	18,072	55,061	-	-	-	
TOTAL OPERATIONS SETTLED DURING THE PERIOD ENDED SEPTEMBER 30, 2021 AND 2020					(9,352)	91,716	-	-	-	-	(9,352)	(1,359)	-	-	1,176	
TOTAL OPERATIONS					10,849	91,678	175,503	74,450	(105,163)	(1,981)	8,720	53,702	-	-	1,176	
TOTAL CURRENT OPERATIONS							17,375	39,329	(83,298)	(1,981)						
TOTAL NON-CURRENT OPERATIONS							158,128	35,121	(21,865)	-						

- (1) When the derivative has intermediate maturities, the referred to notional value is the prevailing tranche. and
- (2) The agreements have semi-annual maturities in April and October of each year, up to the final maturity.

Result (loss) from derivative financial instruments for hedge purpose

	Consolidated	
	09/30/2021	09/30/2020
Exchange risks	5,593	-
Interest risks	<u>3,127</u>	<u>53,702</u>
Total	<u><u>8,720</u></u>	<u><u>53,702</u></u>

Sensitivity analysis

Sensitivity analyses are established based on assumptions and premises related to future events. The Management of the Company and its subsidiaries regularly reviews 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 in 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 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 exchange-rate variations on foreign currency

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

Operation	Maturity dates up to	Exposure in R\$ (1)	Risk	Consolidated- Effects in R\$ on the result		
				Probable scenario	Scenario A 25%	Scenario B 50%
RodoNorte						
Dollar Commitments	November 2021	9,434	USD exchange rate increase	(515)	(3,002)	(5,489)
Future Cash Flow NDFHedge	November 2021	(9,434)	USD exchange rate decrease	515	3,002	5,489
Total Effects of Gain or (Loss)				<u>-</u>	<u>-</u>	<u>-</u>
Currency on 09/30/2021:						
	Dollar ⁽²⁾			5.4394	6.7993	8.1591

- (1) The exposure values do not cover adjustments to fair value and are not deducted from transaction costs.
- (2) Refers to the currency sales rate on 09/30/2021, disclosed 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 financial investments, loan agreements, financing, debentures and promissory notes with post-fixed rates, in a 12-month period, that is, up to September 30, 2022 or up to the final maturity date of each operation, the one that occurs first.

CCR S.A
Review of Interim Financial
Information as of September 30,2021

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%
Santander (Working Capital)	CDI rate (2)	May 2023	CCR	472,640	(46,477)	(53,996)	(61,515)
Debentures - 11th Issuance - 2nd Series	CDI rate (2)	November 2022	CCR	676,719	(48,442)	(58,946)	(69,449)
Debentures - 11th Issuance - 3rd Series	CDI rate (2)	November 2024	CCR	398,693	(30,868)	(37,090)	(43,311)
Debentures - 11th Issuance - 4th Series	IPC-A ⁽³⁾	November 2024	CCR	218,070	(36,017)	(41,818)	(47,618)
Debentures - 12th Issuance	CDI rate (2)	December 2025	CCR	815,385	(65,726)	(78,488)	(91,250)
Debentures - 13th Issuance	CDI rate (2)	May 2022	CCR	718,587	(43,932)	(51,101)	(58,235)
Debentures -14th Issuance - 1st Series	CDI rate (2)	December 2026	CCR	489,910	(41,570)	(49,268)	(56,966)
Debentures -14th Issuance - 2nd Series	IPC-A ⁽³⁾	December 2028	CCR	522,272	(77,131)	(90,925)	(104,719)
Swap IPCA x CDI rate (asset)	IPC-A ⁽³⁾	December 2028	CCR	(257,987)	38,100	44,914	51,728
Swap IPCA x CDI rate (liability)	CDI rate (2)	December 2028	CCR	244,636	(19,616)	(23,443)	(27,271)
Swap IPCA x CDI rate (asset)	IPC-A ⁽³⁾	December 2028	CCR	(264,779)	42,511	50,356	58,201
Swap IPCA x CDI rate (liability)	CDI rate (2)	December 2028	CCR	250,673	(20,100)	(24,022)	(27,943)
Swap IPCA x CDI rate (asset)	CDI rate (2)	November 2033	CCR	(255,754)	40,024	46,906	53,787
Swap IPCA x CDI rate (liability)	IPC-A ⁽³⁾	November 2033	CCR	250,000	(19,011)	(22,907)	(26,803)
Swap IPCA x CDI rate (asset)	CDI rate (2)	November 2033	CCR	(301,789)	47,229	55,349	63,469
Swap IPCA x CDI rate (liability)	IPC-A ⁽³⁾	November 2033	CCR	295,000	(22,469)	(27,067)	(31,666)
Swap IPCA x CDI rate (asset)	CDI rate (2)	August 2023	CCR	(675,264)	-	168,816	337,632
Swap IPCA x CDI rate (liability)	IPC-A ⁽³⁾	August 2024	CCR	650,000	(51,360)	(61,518)	(71,677)
Mútuo CCR x ViaRio	CDI rate (2)	January 2034	CCR	104,907	(9,320)	(11,122)	(12,926)
15th Issuance	IPC-A ⁽³⁾	December 2028	CCR	566,173	(87,505)	(102,550)	(117,595)
Financial investment (CDB) ⁽⁷⁾	CDI rate (2)		CCR	1,014,387	41,554	51,889	62,207
Financial investment (Menkar II) ⁽⁷⁾	CDI rate (2)		CCR	162,950	9,857	12,320	14,782
Net effect					(400,269)	(303,711)	(207,138)
Debentures - 8th Issuance	IPC-A ⁽³⁾	July 2022	AutoBAn	884,382	(110,161)	(128,114)	(145,981)
Debentures - 10th Issuance	CDI rate (2)	October 2026	AutoBAn	626,920	(46,541)	(56,296)	(66,050)
Debentures - 11th Issuance	CDI rate (2)	July 2023	AutoBAn	395,737	(35,344)	(41,588)	(47,831)
ISS in installments	Selic ⁽⁶⁾		AutoBAn	804	(50)	(62)	(74)
Financial investment (Menkar II) ⁽⁷⁾	CDI rate (2)		AutoBAn	201,393	12,183	15,227	18,270
Net effect					(179,913)	(210,833)	(241,666)
Debentures - 6th Issuance	IPC-A ⁽³⁾	November 2021	ViaOeste	342,833	(6,394)	(7,330)	(8,248)
Debentures - 8th Issuance	CDI rate (2)	December 2022	ViaOeste	456,297	(34,601)	(41,711)	(48,822)
Financial investment (Menkar II) ⁽⁷⁾	CDI rate (2)		ViaOeste	287,736	17,406	21,754	26,102
Net effect					(23,589)	(27,287)	(30,968)

CCR S.A
Review of Interim Financial
Information as of September 30,2021

Operation	Risk	Due up to	Companies	Exposure in R\$ (8) (9)	Consolidated - Effects in R\$ on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
Debentures - 5th Issuance - 1st Series	CDI rate (2)	March 2028	ViaQuatro	705,433	(60,607)	(71,702)	(82,798)
Debentures - 5th Issuance - 2nd Series	IPC-A ⁽³⁾	March 2028	ViaQuatro	534,706	(95,801)	(110,362)	(124,924)
Financial investment (Itaú Soberano) ⁽⁷⁾	CDI rate (2)		ViaQuatro	36,745	2,170	2,711	3,253
Financial investment (CDB) ⁽⁷⁾	CDI rate (2)		ViaQuatro	53,625	2,211	2,759	3,304
Net effect					(152,027)	(176,594)	(201,165)
Debentures - 6th Issuance	CDI rate (2)	April 2024	RodoAnel Oeste	658,287	(48,874)	(61,183)	(73,526)
CDI rate x CDI rate Swap (long side)	CDI rate (2)	April 2024	RodoAnel Oeste	(329,143)	24,437	30,591	36,763
CDI rate x CDI rate Swap (liability)	CDI rate (2)	April 2024	RodoAnel Oeste	329,374	(23,732)	(28,846)	(33,961)
Mutual loan RodoAnel West x third-party	CDI rate (2)	November 2024	RodoAnel Oeste	117,360	(7,590)	(9,491)	(11,393)
Financial investment (Menkar II) ⁽⁷⁾	CDI rate (2)		RodoAnel Oeste	164,217	9,934	12,416	14,897
Net effect					(45,825)	(56,513)	(67,220)
Debentures - 5th Issuance	IPC-A ⁽³⁾	November 2021	RodoNorte	127,009	(2,337)	(2,684)	(3,024)
Debentures - 6th Issuance - 2nd Series	IPC-A ⁽³⁾	November 2021	RodoNorte	244,863	(3,508)	(4,083)	(4,647)
Leniency Agreement	Selic ⁽⁶⁾	November 2021	RodoNorte	55,330	(3,403)	(4,253)	(5,104)
Financial investment (CDB) ⁽⁷⁾	CDI rate (2)		RodoNorte	250,584	12,556	15,676	18,787
Financial investment (Menkar II) ⁽⁷⁾	CDI rate (2)		RodoNorte	64,737	3,916	4,894	5,873
Net effect					7,224	9,550	11,885

CCR S.A
Review of Interim Financial
Information as of September 30, 2021

Operation	Risk	Due 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	310,170	(19,063)	(23,829)	(28,595)
Debentures - 9th Issuance	CDI rate (2)	March 2026	SPVias	492,475	(40,550)	(48,237)	(55,924)
Debentures - 10th Issuance	CDI rate (2)	August 2026	SPVias	484,419	(39,305)	(46,890)	(54,476)
CDI rate x CDI rate Swap (long side)	CDI rate (2)	August 2022	SPVias	(310,170)	19,063	23,829	28,595
CDI rate x CDI rate Swap (liability)	CDI rate (2)	August 2022	SPVias	310,024	(17,653)	(21,774)	(25,887)
Financial investment (Menkar II) ⁽⁷⁾	CDI rate (2)		SPVias	68,898	4,168	5,209	6,250
Net effect					<u>(93,340)</u>	<u>(111,692)</u>	<u>(130,037)</u>
 BNDES	TJLP ⁽⁵⁾	October 2042	Metrô Bahia	3,843,414	(332,682)	(383,701)	(434,729)
Financial investment (Menkar II) ⁽⁷⁾	CDI rate (2)		Metrô Bahia	282,341	17,079	21,346	25,613
Financial investment (CDB) ⁽⁷⁾	CDI rate (2)		Metrô Bahia	5,972	361	451	541
Financial investment (Santander) ⁽⁷⁾	CDI rate (2)		Metrô Bahia	1,251	84	105	126
	Selic ⁽⁶⁾		Metrô Bahia	2,554	(157)	(196)	(236)
Net effect					<u>(315,315)</u>	<u>(361,995)</u>	<u>(408,685)</u>
 Debentures - 5th Issuance	CDI rate (2)	July 2023	ViaLagos	218,047	(19,891)	(23,337)	(26,783)
Financial investment (Menkar II) ⁽⁷⁾	CDI rate (2)		ViaLagos	38,426	2,324	2,905	3,486
	Selic ⁽⁶⁾		ViaLagos	1,734	(107)	(133)	(160)
Net effect					<u>(17,674)</u>	<u>(20,565)</u>	<u>(23,457)</u>
 Promissory Notes - 12th Issuance	CDI rate (2)	April 2021	Samm	35,927	(1,350)	(1,623)	(1,894)
Financial investment (Menkar II) ⁽⁷⁾	CDI rate (2)		Samm	21,373	1,293	1,616	1,939
ICMS in Installments	Selic ⁽⁶⁾		Samm	145	(9)	(11)	(13)
Net effect					<u>(66)</u>	<u>(18)</u>	<u>32</u>
 BNDES	TJLP ⁽⁵⁾	March 2039	MSVia	660,362	(49,035)	(57,949)	(66,864)
CEF (BNDES TRANSFER)	TJLP ⁽⁵⁾	March 2039	MSVia	52,307	(3,884)	(4,590)	(5,296)
CEF (FINISA)	TJLP ⁽⁵⁾	March 2039	MSVia	125,581	(9,325)	(11,020)	(12,716)
Infraction Notice - Concession Grantor	Selic ⁽⁶⁾		MSVia	2,428	(149)	(187)	(224)
Financial investment (Menkar II) ⁽⁷⁾	CDI rate (2)		MSVia	33,061	2,000	2,500	2,999
Financial investment (Itaú Soberano) ⁽⁷⁾	CDI rate (2)		MSVia	26,036	1,537	1,921	2,305
Net effect					<u>(58,856)</u>	<u>(69,325)</u>	<u>(79,796)</u>

CCR S.A
Review of Interim Financial
Information as of September 30, 2021

Operation	Risk	Due up to	Companies	Exposure in R\$ (8), (9)	Consolidated - Effects in R\$ on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
5th Issuance - Debentures	CDI rate (2)	October 2031	RS Holding	645,427	(49,971)	(60,043)	(70,115)
Financial investment (CDB) ⁽⁷⁾	CDI rate (2)		RS Holding	29,959	1,277	1,594	1,908
Net effect					<u>(48,694)</u>	<u>(58,449)</u>	<u>(68,207)</u>
Loan Facility Agreement	Libor 6 months ⁽⁴⁾	October 2022	TAS	24,790	(168)	(214)	(260)
Net effect					<u>(168)</u>	<u>(214)</u>	<u>(260)</u>
Pre-Fixed Swap x CDI rate (liability)	CDI rate (2)	April 2030	ViaMobilidade	719,151	(55,220)	(66,437)	(77,653)
Financial investment (CDB) ⁽⁷⁾	CDI rate (2)		ViaMobilidade	117,038	5,096	6,364	7,630
Net effect					<u>(50,124)</u>	<u>(60,073)</u>	<u>(70,023)</u>
Financial investment (Menkar II) ⁽⁷⁾	CDI rate (2)		Barcas	12,474	826	1,032	1,239
Consolidated Debt - Installment Plan - Law 11.941/09	Selic ⁽⁶⁾		Barcas	265	(16)	(20)	(24)
Mutual loan Barcas x JCA Holding	CDI rate (2)	December 2021	Barcas	2,418	(47)	(58)	(69)
Mutual loan Barcas x Riopar	CDI rate (2)	December 2021	Barcas	1,852	(36)	(44)	(53)
Net effect					<u>727</u>	<u>910</u>	<u>1,093</u>

CCR S.A
Review of Interim Financial
Information as of September 30,2021

Operation	Risk	Due 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 ⁽⁵⁾	November 2035	VLT Carioca	873,382	(76,991)	(88,687)	(100,386)
Financial investment (CDB) ⁽⁷⁾	CDI rate (2)		VLT Carioca	22,435	1,033	1,288	1,544
Financial investment (Itaú Soberano) ⁽⁷⁾	CDI rate (2)		VLT Carioca	22	1	2	2
INSS in installments	Selic ⁽⁶⁾		VLT Carioca	111	(7)	(9)	(10)
Mutual loan VLT Carioca x Invepar	CDI rate (2)	December 2027	VLT Carioca	151,030	(12,702)	(15,074)	(17,445)
Mutual loan VLT Carioca x Odebrecht	CDI rate (2)	December 2027	VLT Carioca	151,030	(12,702)	(15,074)	(17,445)
Mutual loan VLT Carioca x CIIS	CDI rate (2)	December 2027	VLT Carioca	151,030	(12,702)	(15,074)	(17,445)
Mutual loan VLT Carioca x Riopar	CDI rate (2)	December 2027	VLT Carioca	151,014	(12,701)	(15,072)	(17,444)
Net effect					<u>(126,771)</u>	<u>(147,700)</u>	<u>(168,629)</u>
Debentures – 1th issuance	CDI rate (2)	June 2023	Linhas 8 e 9	1,627,367	(129,450)	(154,896)	(180,342)
Financial investment (CDB) ⁽⁷⁾	CDI rate (2)		Linhas 8 e 9	303,728	14,106	17,601	21,085
Net effect					<u>(115,344)</u>	<u>(137,295)</u>	<u>(159,257)</u>
1th Issuance - Debentures	CDI rate (2)	March 2024	Bloco Central	600,912	(47,800)	(57,196)	(66,592)
Financial investment (CDB) ⁽⁷⁾	CDI rate (2)		Bloco Central	707,365	42,718	53,392	64,065
Net effect					<u>(5,082)</u>	<u>(3,804)</u>	<u>(2,527)</u>
1th Issuance - Debentures	CDI rate (2)	March 2024	Bloco Sul	1,802,736	(143,400)	(171,588)	(199,776)
Financial investment (CDB) ⁽⁷⁾	CDI rate (2)		Bloco Sul	1,554,719	96,695	120,876	145,064
Financial investment (Menkar II) ⁽⁷⁾	CDI rate (2)		Bloco Sul	400,448	24,224	30,276	36,327
Net effect					<u>(22,481)</u>	<u>(20,436)</u>	<u>(18,385)</u>

CCR S.A
Review of Interim Financial
Information as of September 30,2021

Operation	Risk	Companies	Exposure in R\$ (8) (9)	Consolidated - Effects in R\$ on the result		
				Probable scenario	Scenario A 25%	Scenario B 50%
Financial investment (CDB) ⁽⁷⁾	CDI rate (2)	BH Airport	104,477	4,894	6,105	7,315
Financial investment (CDB) ⁽¹⁰⁾	CDI rate (2)	ViaCosteira	648,302	17,893	13,473	9,019
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	ViaCosteira	13,767	833	625	416
Financial investment (CDB) ⁽¹⁰⁾	CDI rate (2)	ViaSul	454,400	15,362	11,527	7,688
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	ViaSul	49,677	3,005	2,254	1,503
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	CIP	134	8	6	4
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	CIIS	11,782	713	535	356
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	SPCP	7,514	455	341	227
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	Inovap 5	787	48	36	24
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	ATP	2,731	165	124	83
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	Ponte	3,673	222	167	111
Financial investment (CDB) ⁽¹⁰⁾	CDI rate (2)	Linha 15	159	9	7	5
Financial investment (CDB) ⁽¹⁰⁾	CDI rate (2)	CPA	43	1	1	-
Financial investment (Itaú Soberano) ⁽¹⁰⁾	CDI rate (2)	SPAC	159	9	7	5
Financial investment (Itaú Soberano) ⁽¹⁰⁾	CDI rate (2)	Five Trilhos	6,327	374	280	187
Financial investment (Itaú Soberano) ⁽¹⁰⁾	CDI rate (2)	Quicko	4,816	284	213	142
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	Infra SP	17,985	1,088	816	544
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	NovaDutra	376,342	22,222	16,672	11,118
Financial investment (CDB) ⁽⁶⁾	CDI rate (2)	NovaDutra	216,255	13,082	9,812	6,542
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	CPC	3,990	241	181	121
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	LamVias	5,508	333	250	167
Financial investment (Menkar II) ⁽¹⁰⁾	CDI rate (2)	Mobilidade	1,118	68	51	34
				<u>81,309</u>	<u>63,483</u>	<u>45,611</u>
Total effect of gain or (loss)				<u>(1,566,278)</u>	<u>(1,692,561)</u>	<u>(1,818,800)</u>
Effects on loans, financing, debentures, promissory notes, and derivatives				(1,902,498)	(2,078,288)	(2,253,943)
Effect on loans				(67,800)	(81,009)	(94,220)
Effect on installment obligations				(494)	(618)	(742)
Effect on lenience agreement				(3,403)	(4,253)	(5,104)
Effect on financial investments				<u>407,918</u>	<u>471,607</u>	<u>535,209</u>
Total effect from gain or (loss)				<u>(1,566,278)</u>	<u>(1,692,561)</u>	<u>(1,818,800)</u>
The interest rates considered were ⁽¹⁾:						
	CDI rate (2)			6.15%	7.68%	9.22%
	IPC-A ⁽³⁾			10.25%	12.81%	15.38%
	Libor 6 months ⁽⁴⁾			0.16%	0.20%	0.24%
	TJLP ⁽⁵⁾			5.31%	6.65%	7.97%
	Selic <i>over</i> ⁽⁶⁾			6.15%	7.68%	9.22%
	CDI rate (2)			6.15%	4.61%	3.08%

- (1) Presented rates aforementioned were used as calculation basis. 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 09/30/2021, disclosed 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 lower the CDI rate to calculate the stress scenarios;
- (3) Refers the accumulated annual changes in the past 12 months, disclosed by Brazilian Institute of Geography and Statistics (IBGE);
- (4) Refers to 6-month Libor rates on 09/30/2021, disclosed by the Intercontinental Exchange (ICE);
- (5) Refers to the rate on 09/30/2021, disclosed by the BNDES;
- (6) Refers to the rate on 09/30/2021, disclosed by the Central Bank of Brazil;
- (7) As the concept is the net debt, the scenario to measure the impact on cash over financial investments is the same for the indebtedness; that is, raising interest rates. In this scenario, financial investments have an advantage, since 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 09/30/2021, 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 rate 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 - AutoBA, 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 note 11c).

During the nine-month period ended September 30, 2021, the amount of R\$ 50,771 was paid to the Concession Grantor for the variable concession fee (R\$ 44,103 over the nine-month period ended September 30, 2020).

Variable concession fee - Curaçao Airport (CAP)

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

During the nine-month period ended September 30, 2021, the amount of R\$ 11,768 was paid to the Concession Grantor (R\$ 10,548 over the nine-month period ended September 30, 2020).

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 gross revenue of the Concessionaire 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. As on September 30, 2021, the amount accrued is of R\$ 7,166 for the nine-month period ended September 30, 2021. The balance on December 31, 2020, in the amount of R\$ 7,108, was offset against the balance of financial assets receivable from the Concession Grantor, in accordance with ANAC Decision No. 284, of February 11, 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.

During the nine-month period ended September 30, 2021, the amount of R\$ 2,484 was paid to the Concession Grantor (R\$ 2,162 over the nine-month period ended September 30, 2020).

b. Commitments related to concessions

The concessionaires assumed commitments in its concession agreements that include investments (improvements and maintenances) to be made over the concessions 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 indexes of each concessionaire:

	<u>09/30/2021</u>	<u>12/31/2020</u>
AutoBAn (d)	401,392	17,226
NovaDutra (c)	-	24,158
RodoAnel Oeste (a)	451,758	436,263
RodoNorte	92,782	270,437
SPVias (d)	426,583	16,259
ViaLagos	57,637	51,068
ViaOeste (d)	897,276	358,811
MSVia (e)	24,578	175,219
BH Airport (a) (b)	417,365	300,311
ViaQuatro (a)	103,822	121,602
ViaMobilidade (a) (b)	96,581	52,079
ViaSul	4,917,115	4,014,607
ViaCosteira	1,765,736	1,910,436
	<u>9,652,625</u>	<u>7,748,476</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. 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) No investments are planned from 2021 due to the end of the concession agreement term.
- (d) The amounts include the investments formalized in the Preliminary Agreement on June 29, 2021. See note 1 for further details.
- (e) The value of future investment commitments contemplates the provisions of Addendum No. 1.

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

c. Variable concession fee

	<u>09/30/2021</u>	<u>12/31/2020</u>
Current		
AutoBAn	3,247	3,023
ViaOeste	1,475	1,368
RodoAnel Oeste	395	371
SPVias	1,018	1,082
CAP	3,774	-
BH Airport	7,166	7,108
ViaMobilidade	645	579
	<u>17,720</u>	<u>13,531</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.

	<u>09/30/2021</u>		<u>12/31/2020</u>	
	<u>Nominal value</u>	<u>Present value (Book)</u>	<u>Nominal value</u>	<u>Present value (Book)</u>
Current	98,201	97,149	91,691	89,930
Non-current	<u>2,372,514</u>	<u>1,758,004</u>	<u>2,215,236</u>	<u>1,568,480</u>
	<u>2,470,715</u>	<u>1,855,153</u>	<u>2,306,927</u>	<u>1,658,410</u>
	<u>Nominal value</u>	<u>Present value (Book)</u>	<u>Nominal value</u>	<u>Present value (Book)</u>
2021	98,201	97,149	91,691	89,930
2022	98,200	96,389	91,690	48,342
2023	98,200	93,768	91,690	49,366
2024	98,200	91,251	91,690	50,258
2025 onwards	<u>2,077,914</u>	<u>1,476,596</u>	<u>1,940,166</u>	<u>1,420,514</u>
	<u>2,470,715</u>	<u>1,855,153</u>	<u>2,306,927</u>	<u>1,658,410</u>

CCR S.A
Review of Interim Financial
Information as of September 30, 2021

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 amount is settled in annual, consecutive installments, which is annually adjusted using the IPCA.

As of the Addendum No. 007/2020 execution, 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	Airport	Unallocated	Consolidated
information from 07/01/2021 to 09/30/2021						
Revenue from Toll Fees	671,580	1,204,927	-	-	-	1,876,507
Construction Revenues (ICPC 01)	147,530	64,022	41,192	17,459	-	270,203
Revenue from optical fiber services	21,978	-	-	-	-	21,978
Airport Revenues	-	-	-	330,387	-	330,387
Revenue from financial assets' remuneration	-	-	140,457	-	-	140,457
Accessory revenues	14,374	18,523	20,034	16,874	-	69,805
Revenue from variable monetary consideration	-	-	8,716	-	-	8,716
Revenue from waterways	-	-	9,621	-	-	9,621
Revenue from subway	-	-	213,601	-	-	213,601
Revenue from services rendering of related parties	36	-	63	1,166	795	2,060
Revenue from subway - rebalancing	-	-	60,291	-	-	60,291
Financial income	29,468	11,695	109,013	9,995	529,242	689,413
Financial costs	(53,328)	(110,297)	(227,700)	(108,350)	(643,641)	(1,143,316)
Depreciation and amortization	(276,541)	(212,213)	(63,271)	(79,103)	(12,245)	(643,373)
Income (loss) from reportable segments after income and social contribution taxes	43,569	371,001	76,708	(141,951)	(184,737)	164,590
Income and social contribution taxes	(60,395)	(168,275)	(50,499)	(19,646)	9,735	(289,080)
Equity accounted-investees	167	15,704	-	15,646	(135)	31,382
Information from 01/01/2021 to 09/30/2021						
Revenue from Toll Fees	1,978,203	3,290,527	-	-	-	5,268,730
Construction Revenues (ICPC 01)	537,030	107,050	99,520	46,542	-	790,142
Revenue from optical fiber services	64,780	-	-	-	-	64,780
Airport Revenues	-	-	-	823,224	-	823,224
Revenue from financial assets' remuneration	-	-	425,071	-	-	425,071
Accessory revenues	41,092	49,621	61,329	26,922	-	178,964
Revenue from variable monetary consideration	-	-	26,130	-	-	26,130
Revenue from waterways	-	-	25,518	-	-	25,518
Revenue from subway	-	-	549,383	-	-	549,383
Revenue from services rendering of related parties	109	-	184	3,887	4,175	8,355
Revenue from subway - rebalancing	-	-	1,298,669	-	-	1,298,669
Financial income	59,028	35,319	307,561	31,159	713,206	1,146,273
Financial costs	(138,070)	(272,302)	(616,891)	(301,251)	(954,703)	(2,283,217)
Depreciation and amortization	(900,465)	(1,047,382)	(186,948)	(238,781)	(34,530)	(2,408,106)
Income (loss) from reportable segments after income and social contribution taxes	51,452	715,886	973,805	(355,173)	(422,657)	963,313
Income and social contribution taxes	(128,000)	(301,691)	(532,935)	45,387	6,732	(910,507)
Equity accounted-investees	2,633	40,793	-	10,070	(221)	53,275
Information from 07/01/2020 to 09/30/2020						
Revenue from toll fees	770,321	1,028,378	-	-	-	1,798,699
Construction revenues (ICPC 01)	97,949	7,166	37,571	9,713	-	152,399
Revenue from boarding passes issued	-	-	295	-	-	295
Revenue from optical fiber services	24,937	-	-	-	-	24,937
Airport revenues	-	-	-	167,674	-	167,674
Revenue from financial assets' remuneration	-	-	90,910	-	-	90,910
Accessory revenues	13,636	13,906	6,470	-	-	34,012
Revenue from variable monetary consideration	-	-	8,321	-	-	8,321
Revenue from waterways	-	-	7,937	-	-	7,937
Revenue from subway	-	-	281,201	-	-	281,201
Revenue from services rendering of related parties	40	4	1,931	2	2,052	4,029
Financial income	13,428	9,177	(2,277)	3,626	13,155	37,109
Financial costs	(44,146)	(69,628)	(121,479)	(65,258)	(58,777)	(359,288)
Depreciation and amortization	(294,291)	(154,599)	(54,859)	(91,807)	(11,276)	(606,832)
Income (loss) from reportable segments after income and social contribution taxes	57,070	347,424	(42,437)	(145,693)	(124,821)	91,543
Income and social contribution taxes	(36,861)	(162,499)	(10,661)	9,536	6,020	(194,465)
Equity accounted-investees	989	12,145	-	(35,752)	(40)	(22,658)

CCR S.A
Review of Interim Financial
Information as of September 30, 2021

	Information from 01/01/2020 to 09/30/2020					
Revenue from toll fees	2,120,768	2,848,920	-	-	-	4,969,688
Construction revenues (ICPC 01)	384,996	49,194	143,442	54,268	-	631,900
Revenue from boarding passes issued	-	-	962	-	-	962
Revenue from optical fiber services	76,105	-	-	-	-	76,105
Airport revenues	-	-	-	583,416	-	583,416
Revenue from financial assets' remuneration	-	-	265,575	-	-	265,575
Accessory revenues	39,642	39,054	51,981	-	-	130,677
Revenue from variable monetary consideration	-	-	24,963	-	-	24,963
Revenue from waterways	-	-	45,452	-	-	45,452
Revenue from subway	-	-	805,076	-	-	805,076
Revenue from services rendering of related parties	113	4	6,148	4	6,471	12,740
Financial income	75,351	52,982	107,116	12,844	50,290	298,583
Financial costs	(169,058)	(228,369)	(485,392)	(196,697)	(154,314)	(1,233,830)
Depreciation and amortization	(825,644)	(444,915)	(172,725)	(251,029)	(32,966)	(1,727,279)
Income (loss) from reportable segments after income and social contribution taxes	132,292	929,032	(147,047)	(389,776)	(349,973)	174,528
Income and social contribution taxes	(93,562)	(427,496)	(41,229)	60,996	3,936	(497,355)
Equity accounted-investees	(4,268)	31,602	-	(66,178)	(149)	(38,993)

	Information on September 30, 2021					
Reporting segment assets	6,059,570	8,580,608	13,604,286	6,773,024	4,399,115	39,416,603
Net investment of unsecured liability in associated companies and joint ventures	81,964	91,946	-	681,318	(600)	854,628
CAPEX	639,837	1,327,813	1,560,098	577,805	8,372	4,113,925
Liabilities of the disclosable segments	(3,313,928)	(5,308,252)	(9,846,761)	(6,150,884)	(5,903,673)	(30,523,498)

	Information on December 31, 2020					
Reporting segment assets	5,343,805	8,319,196	10,312,418	3,552,222	5,920,979	33,448,620
Net investment of unsecured liability in associated companies and joint ventures	79,331	66,547	-	645,814	(379)	791,313
CAPEX	787,844	93,379	315,150	82,045	50,705	1,329,123
Liabilities of the disclosable segments	(3,367,269)	(5,321,315)	(7,741,706)	(3,660,963)	(5,417,605)	(25,508,858)

26. Cash flows statements

- a.** Effects in these statements that did not affect the cash in the nine-month periods ended September 30, 2021 and 2020. If these operations had affected cash, they would be recorded under the line items of cash flow below:

	Parent company	
	09/30/2021	09/30/2020
Recoverable taxes	2,312	66
Suppliers	-	(10,241)
Dividends and interest on own capital received	(10,427)	-
Net cash flow from operating activities	(8,115)	(10,175)
Advance for capital increase - related parties	57,088	-
Capital increase in investees and other investment activities	(290,119)	-
Mutual Loans with Related Parties	241,146	(66)
Additions of intangible assets	-	10,241
Net cash effect from investment activities	8,115	10,175

CCR S.A
Review of Interim Financial
Information as of September 30, 2021

	Consolidated	
	09/30/2021	09/30/2020
Recoverable taxes	(5,226)	(2,484)
Financial assets	21,663	(106,313)
Taxes and contributions payable	-	3,312
Suppliers - related parties	5,324	215
Suppliers	1,071	-
Other accounts payable	2,510	(1,845)
Net cash flow from operating activities	25,342	(107,115)
Additions to fixed assets	-	-
Additions of intangible assets	(5,898)	(457)
Other fixed assets and intangible assets	(23,495)	112,080
Loans - related parties	4,051	(1,196)
Net cash effect from investment activities	(25,342)	110,427
Loans - related parties	-	(3,312)
Net cash effect from financing activities	-	(3,312)

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

c. Reconciliation of financing activities

Parent Company

	Loans and financing	Debentures	Dividends payable	Operations with derivatives	Leases	Total
Opening balance	(982,536)	(4,115,712)	(45,640)	-	(92)	(5,141,827)
Changes in cash flows from financing						
Funding (net of transaction costs)	(650,000)	(545,000)	-	-	-	(1,195,000)
Payments of principal and interest	533,556	504,296	-	-	32	1,037,884
Settlement of operations with derivatives	-	-	-	8,375	-	8,375
Dividends paid	-	-	181,481	-	-	181,481
Total variations in financing cash flows	(116,444)	(40,704)	181,481	8,375	32	32,740
Other variations						
Interest, monetary and exchange-rate variation	(48,174)	(237,628)	-	-	-	(285,802)
Result of operations with derivatives and fair value	(8,076)	(19,046)	-	63,204	-	36,082
Other variations not affecting cash	-	-	(136,118)	-	(1)	(136,119)
Total other variations	(56,250)	(256,674)	(136,118)	63,204	(1)	(385,839)
Closing balance	<u>(1,155,230)</u>	<u>(4,413,090)</u>	<u>(277)</u>	<u>71,579</u>	<u>(61)</u>	<u>(5,494,926)</u>

CCR S.A
Review of Interim Financial
Information as of September 30,2021

Consolidated

	Loans and financing	Debtentures	Loans, financing and leases	Dividends payable	Interest of non- controlling shareholders	Operations with derivatives	Advance for future capital increases - related parties	Leases	Total
Opening balance	(7,718,916)	(12,185,067)	(411,001)	(47,189)	(198,599)	72,469	(44,716)	(168,714)	(20,701,733)
Changes in cash flows from financing									
Funding (net of transaction costs)	(660,169)	(5,974,284)	(3,432)	-	-	-	-	-	(6,637,885)
Payments of principal and interest	820,207	2,570,407	1,826	-	-	-	-	40,707	3,433,147
Settlement of operations with derivatives	-	-	-	-	-	(10,849)	-	-	(10,849)
Dividends paid	-	-	-	175,578	6,744	-	-	-	182,322
Advance for future capital increases	-	-	-	-	-	-	(9,168)	-	(9,168)
Interest of controlling shareholders	-	-	-	-	(956)	-	-	-	(956)
Total variations in financing cash flows	160,038	(3,403,877)	(1,606)	175,578	5,788	(10,849)	(9,168)	40,707	(3,043,389)
Other variations									
Interest, monetary and exchange-rate variation	(429,719)	(743,652)	(27,068)	-	-	-	-	-	(1,200,439)
Result of operations with derivatives and fair value	(8,076)	60,119	-	-	-	8,722	-	-	60,765
Reversal of the adjustment to present value	-	-	-	-	-	-	-	(7,374)	(7,374)
Other variations not affecting cash	(45,809)	-	4,051	(136,234)	(177,307)	(2)	42,800	(8,744)	(321,245)
Total other variations	(483,604)	(683,533)	(23,017)	(136,234)	(177,307)	8,720	42,800	(16,118)	(1,468,293)
Closing balance	(8,042,482)	(16,272,477)	(435,624)	(7,845)	(370,118)	70,340	(11,084)	(144,125)	(25,213,415)

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

Voluntary Disclosure and Settlement

On November 29, 2018, the Company signed a Voluntary Disclosure and Settlement with the Federal Public Prosecution Office of the State of São Paulo, which will be subsequently forwarded for court recognition. Based on said agreement, the Company has undertaken to pay the amount of R\$ 81,530, of which R\$ 64,530 to the State of São Paulo and R\$ 17,000 to the Law School of the University of São Paulo (USP) as a donation. Such amounts were fully provisioned in the year of 2018, maturing in two installments, the first in the original amount of R\$ 49,265 and the second of R\$ 32,265, both paid in the maturities, which occurred in March 2019 and March 2020. These amounts were adjusted by the Selic rate as of the date of signature of the Settlement.

On July 15, 2019, the State of São Paulo filed an appeal against the ratification of the Voluntary Disclosure and Settlement, which occurred on May 9, 2019, sustaining the impossibility of entering into an agreement in the matter of misconduct and with the purpose that any consideration imposed to the Company by virtue of the Settlement reverts solely in favor of the State of São Paulo. The Company reiterates that the Voluntary Disclosure and Settlement was signed following the parameters stipulated with the Public Prosecution Office of the State of São Paulo. On February 4, 2020, the Superior Court of Appeals of the State of São Paulo denied the appeal filed by the State of São Paulo, upholding the lower court decision in full.

On June 4, 2020, the State of São Paulo filed appeals to the higher courts questioning only the allocation of amounts as a donation to the Law School of the University of São Paulo, with the objective of allocating such amounts to the State coffers, this being the only issue pending definition in the appeals that are awaiting final judgment by the Superior Court of Justice and the Federal Supreme Court. On August 3, 2021, the judgment was held in the 2nd Panel of the STJ, and the merits of the appeal filed by the State of São Paulo were dismissed in order to maintain the original destination of the donated amounts, as defined in the Voluntary Disclosure and Settlement. Publication of the appellate decision is being awaited.

Leniency Agreement

On March 6, 2019, the Company issued a Material Fact informing that its subsidiary RodoNorte entered into a Leniency Agreement with the Federal Public Prosecutor Office - Federal Prosecutor's Office in the State Paraná, under which the subsidiary undertakes to (i) pay the amount of R\$ 35,000 as a fine provided for in the Misconduct Law; (ii) pay R\$ 350,000, which will be updated semiannually by Selic, as a 30% reduction in the toll fee in favor of users in all toll collection points operated by it for at least 12 months; and (iii) execute construction works on the highways operated by it in the total amount of R\$ 365,000, which will be updated semiannually by Selic. The total amount of R\$ 750,000 was fully provisioned in the year of 2018. On March 28, 2019, the 5th Coordination and Review Chamber of the Federal Public Prosecutor Office ratified the Leniency Agreement. The fine, in the amount of R\$ 35,000, was paid on April 26, 2019, the tariff discount began on April 27, 2019 and was completed on October 13, 2020 and the expenses with the execution of construction works started in November 2019. Until October 29, 2021, 9 of the 13 construction works established under the agreement were delivered, it being estimated that the others will be completed in 2021, except in relation to a certain intersection for which unforeseen events occurred with the contracted construction company. RodoNorte is taking the appropriate measures to ensure compliance with its obligations.

Collaboration Incentive Program

In a meeting held on November 1, 2018, the Board of Directors of the Company (a) verified the limit of action of the Independent Committee, established by the Board of Directors and responsible for the investigations of the facts disclosed in the press and related matters involving CCR and its subsidiaries; (b) based on the recommendation of its external lawyers that without the full clarification of the facts it was impossible to accept the leniency agreements by the competent authorities; and (c) in view of the possible consequences for those involved who were willing to cooperate with the competent authorities, approved the creation of a Collaboration Incentive Program (PIC), which assured those employees certain rights and also preserved the interests of the CCR Group, avoiding its exposure to serious risks, including the going concern risk. At an EGM held on April 22, 2019, the Collaboration Incentive Program - PIC was ratified.

The Company entered into agreements, the balance of which payable on September 30, 2021, is R\$ 29,785, which results from the balance of R\$ 41,000 on December 31, 2020, restated by the IPCA and deducted from the amounts already paid.

The balance of R\$ 29,785 will be paid as follows: (i) R\$ 20,240, until November 2023; and (ii) R\$ 214 referring to the balance of pecuniary penalties, which is being paid in 3 semiannual installments, the first installment having been paid on the date of ratification of each individual agreement of each employee. In the period ended September 30, 2021, the Company incurred expenses of R\$ 2,834 related to reimbursement to the participants.

The investigations by public authorities have not been concluded and, therefore, new information may be revealed in the future, it being certain that such investigations are carried out in judicial secrecy. Currently, it is not practicable to determine whether there is a probable loss arising from a present obligation in view of a past event, nor to make a reasonable measurement of any new liability provisions on this matter in this review of interim financial statements.

The Company will continue to contribute with the public authorities and will keep its shareholders and the market in general duly informed.

28. Subsequent events

- **Rebalancing - RodoAnel Oeste**

On October 1, 2021, an agreement was signed with the Concession Grantor for the economic and financial rebalancing of the concessionaire's concession agreement. The agreement provided for the increase in the basic toll rate by ten cents of real (R\$ 0.10) to compensate for losses in the concessionaire's tariff revenues, resulting from the revocation of the collection of suspended axles. On the other hand, the variable concession fee rate, which was reduced by 50%, returns to the contractual percentage of 3%. The agreement started at 12:00 a.m. on October 3, 2021.

- **Carlos Drummond de Andrade Airport (Pampulha Airport) Auction**

On October 5, 2021, the subsidiary CPC was the winner by offering the highest concession fee value at the Pampulha Airport auction, promoted by the Minas Gerais Department of Infrastructure and Mobility (SEINFRA-MG), for the provision of the operation, expansion, and maintenance service of Carlos Drummond de Andrade Airport (SBBH) - Pampulha Airport for a 30-year concession period.

The concession fee amount was of R\$ 34,000. The concessions award is still pending.

- **Signature of the concession agreement – Bloco Central**

On October 18, 2021, concession agreement no. 003/ANAC/2021 - The Bloco Central airports was signed with ANAC and with the intervention of Infraero.

- **Swap Contracting - CCR**

On October 19, 2021, a swap agreement was signed to protect 100% of the 4th series of the 11th issuance of debentures, exchanging IPCA + 6.00% p.a. for CDI rate + 1.80% p.a..

- **Signature of the concession agreement – Bloco Sul**

On October 20, 2021, concession agreement no. 002/ANAC/2021 - The Bloco Sul airports was signed with ANAC and with the intervention of Infraero. On October 27, 2021, the concession fee amounting to R\$ 2,196,689 was paid.

- **Acquisition of participation - VLT Carioca**

On October 22, 2021, an agreement was signed for the transfer to subsidiary CIIS of all the shares held by Riopar in VLT Carioca, equivalent to 6.33% of its capital, as well as for the assignment to CCR of all the credit rights held by Riopar in relation to the concessionaire, relating to the mutual loans granted. The effectiveness of transactions depends on certain conditions precedent.

- **American Depositary Receipts (ADR)**

On October 28, 2021, the Company's Board of Directors decided that it should initiate proceedings for the adoption of a Level I American Depositary Receipts (ADR) issuance program, based on the shares issued by the Company.

- **Action for a provisional remedy – RodoNorte**

On October 28, 2021, the Company became aware of a provisional remedy decision issued on the same date by the Accounting Court of the State of Paraná (TCE/PR), which decreed the unsuitability of the current concessionaires in the State of Paraná, including its direct subsidiary RodoNorte, and consequent prohibition of the latter to contract with the State Government until the consideration of the merits of the complaint made before the TCE/PR.

In addition, a decision was rendered imposing a fine to RodoNorte in the amount of R\$ 75,582, allowing the option of an alternative penalty consisting of the free provision of maintenance services and service to the user for a period of one year.

Although the provisional remedy decision is restricted to RodoNorte and is limited to the State of Paraná, the Company informs that RodoNorte will adopt all applicable legal measures, since, in its opinion, such determination infringes the applicable legislation.

- **Auction - NovaDutra**

On October 29, 2021, the Company was the winner of the new auction of Rodovia Presidente Dutra by offering a 15.31% discount on the toll fee and concession fee in the amount of R\$ 1,770,000 thousand. The concession will have a term of 30 years as of the date of the Term of Enrollment and Transfer of Assets.

The concession includes the infrastructure operation service and the provision of the government service for the recovery, operation, maintenance, monitoring, conservation, implementation of improvements, expansion of capacity, and maintenance of the service level of the Rio de Janeiro (RJ) - São Paulo (SP) Highway System, being: (i) BR-116/RJ highway, between the junction with the BR-465 in the municipality of Seropédica (km 214.7), and the RJ/SP border (km 339.6); (ii) BR-116/SP highway, between the RJ/SP border (km 0) and the junction with BR-381/SP-015, Marginal Tietê (km 230.6); (iii) BR-101/RJ highway, between the junction with the BR-465, in the municipality of Rio de Janeiro (Campo Grande) (km 380.8), and the RJ/SP border (km 599); and (iv) BR-101/SP highway - between the RJ/SP border (km 0) and Praia Grande, Ubatuba (km 52.1).

- **Change of corporate name - Ponte Rio-Niterói**

On October 1, 2021, the corporate name of Concessionária da Ponte Rio-Niterói S.A. was changed to PRN Concessões e Participações Ltda. (PRN).