



# \ RESULTS

# 3Q22



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## \ Results for the third quarter of 2022

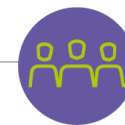
**São Paulo, November 10, 2022**

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

Unless otherwise stated, the financial and operating information is presented on a consolidated basis, in thousands of Brazilian reais, and the comparisons refer to 3Q21.

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

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



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## \ 3Q22 VS. 3Q21 HIGHLIGHTS

- Consolidated vehicle traffic, excluding NovaDutra, RioSP and RodoNorte, **grew by 5.3% in the period.**
- The number of passengers transported in airports **increased by 274.7%** in the period. Excluding the South and Central Blocks, the **increase was 41.9% in the period.**
- The number of passengers transported in the mobility business **increased by 105.5%** in the period. Excluding ViaMobilidade L8/9, the **increase was 38.5% in the period.**
- Adjusted EBITDA **grew by 45.1%**, with a margin of 73.6% (+11.0 p.p.). Same-basis<sup>1</sup> adjusted EBITDA **increased by 13.0%**, with a margin of 62.7% (-3.8 p.p.).
- **Net Income was R\$606.5 million**, versus R\$183.9 million in 3Q21. On the same base<sup>1</sup>, **Net Income was R\$228.3 million**, versus R\$180 million in 3Q21.

- On August 18, 2022, the Company disclosed a Material Fact announcing that it **signed Collective Amendment and Modifying Instrument (TAM) 02/2022**, whose object was to promote and establish the methodology for recovering the economic and financial balance of the São Paulo state highways' Concession Agreements, due to the gross revenue frustration caused by the failure to transfer the tariff increase on July 1st, 2022, and register that the tariff increase should occur by December 16, 2022.
- On September 12, 2022, the Company disclosed a Material Fact announcing that it concluded **the transfer of all shares issued by CCR**, which were held by Andrade Gutierrez Participações S.A., to Itaúsa S.A. and Votorantim S.A.
- On September 16, 2022, the Company disclosed a Material Fact announcing that it **signed the Second Re-ratification of Amendment and Modifying Instrument (TAM) 21/2022**, whose object is to extend the term of the Renovias concession agreement in 808 days, until August 29, 2024.
- On September 22, 2022, the Company disclosed a Material Fact announcing that it **signed Amendment and Modifying Instrument (TAM) 22/2022**, whose object is to extend the term of the Renovias concession agreement in 45 days, until October 13, 2024.
- On October 27, 2022, CCR informed its shareholders that it would begin **paying dividends** of around R\$0.29 per common share on November 30, 2022.

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



## Financial Indicators

Financial Indicators (R\$ MM)	IFRS			Proforma		
	3Q21	3Q22	Chg %	3Q21	3Q22	Chg %
Net Revenues <sup>1</sup>	2,573.1	3,175.2	23.4%	2,723.1	3,484.4	28.0%
Adjusted Net Revenues on the same basis <sup>2</sup>	2,040.5	2,446.3	19.9%	2,190.0	2,631.2	20.1%
Adjusted EBIT <sup>3</sup>	876.2	1,557.4	77.7%	957.3	1,782.9	86.2%
Adjusted EBIT Mg. <sup>4</sup>	34.0%	49.0%	15.0 p.p.	35.2%	51.2%	16.0 p.p.
Adjusted EBITDA <sup>5</sup>	1,611.8	2,338.1	45.1%	1,724.1	2,606.0	51.2%
Adjusted EBITDA Mg. <sup>4</sup>	62.6%	73,6%	11.0 p.p.	63.3%	74,8%	11.5 p.p.
Adjusted EBITDA on the same basis <sup>2</sup>	1,357.0	1,533.2	13.0%	1,469.2	1,676.6	14.1%
Adjusted EBITDA Mg. on the same basis <sup>4</sup>	66.5%	62.7%	-3.8 p.p.	67.1%	63.7%	-3.4 p.p.
Net Income	183.9	606.5	229.8%	183.9	606.5	229.8%
Net Income on the same basis <sup>2</sup>	180.0	228.3	26.8%	180.0	228.3	26.8%
Net Debt / Adjusted EBITDA LTM (x)	2.4	1.6		2.5	1.6	
Adjusted EBITDA <sup>5</sup> / Interest and Monetary Variation (x)	3.8	2.8		3.7	3.0	

Financial Indicators (R\$ MM)	IFRS			Proforma		
	9M21	9M22	Chg %	9M21	9M22	Chg %
Net Revenues <sup>1</sup>	8,340.6	14,282.3	71.2%	8,730.2	14,924.7	71.0%
Adjusted Net Revenues on the same basis <sup>2</sup>	5,519.4	6,941.0	25.8%	5,909.2	7,436.7	25.8%
Adjusted EBIT <sup>3</sup>	2,957.5	9,234.8	212.3%	3,154.8	9,655.7	206.1%
Adjusted EBIT Mg. <sup>4</sup>	35.5%	64,7%	29.2 p.p.	36.1%	64,7%	28.6 p.p.
Adjusted EBITDA <sup>5</sup>	5,528.1	11,025.8	99.5%	5,808.3	11,551.6	98.9%
Adjusted EBITDA Mg. <sup>4</sup>	66.3%	77,2%	10.9 p.p.	66.5%	77,4%	10.9 p.p.
Adjusted EBITDA on the same basis <sup>2</sup>	3,527.9	4,405.4	24.9%	3,808.3	4,784.1	25.6%
Adjusted EBITDA Mg. on the same basis <sup>4</sup>	63.9%	63.5%	-0.4 p.p.	64.4%	64.3%	-0.1 p.p.
Net Income	828.8	4,350.2	424.9%	828.8	4,350.2	424.9%
Net Income on the same basis <sup>2</sup>	679.4	304.2	-55.2%	679.4	304.2	-55.2%
Net Debt / Adjusted EBITDA LTM (x)	2.4	1.6		2.5	1.6	
Adjusted EBITDA <sup>5</sup> / Interest and Monetary Variation (x)	5.2	4.6		5.0	4.6	

1. Net revenue excludes construction revenue.

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

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

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

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



## Same-basis comparisons and non-recurring effects

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

### Recently ended concessions

- RodoNorte, whose concession agreement ended in November 2021.
- NovaDutra, whose concession agreement ended in February 2022.

### Recently initiated concessions

- ViaMobilidade Lines 8 and 9, which started up in January 2022.
- The Central and South Airport Blocks, which started up in March 2022.
- RioSP, which started up in March 2022.
- Pampulha Airport, which started up in May 2022.

### Rebalancing of concession agreements

- The extraordinary revenue recognized for Renovias, in the amount of R\$124 million (R\$82 million net of taxes), considering the 40% interest, due to 2 re-ratifications of Amendment and Modifying Instrument (TAM) 21/2022, recognized in 3Q22, affecting the Net Income line. On a pro-forma basis, it affected the Net Revenue, the adjusted EBITDA, and the Net Income lines.

#### Other non-recurring events

- TAS, whose sale of all the equity interest of Grupo CCR was concluded in July 2022, resulting in gains of R\$505 million (R\$406 million net of taxes), affecting the adjusted EBITDA and the Net Income lines (70%).
- In 3Q22, we made a provision for impairment of permanent assets in ViaOeste, in the amount of R\$321 million (R\$219 million net of taxes), affecting Net Income.

**To ensure comparability between the year-to-date results**, in addition to the above-mentioned effects, we also removed the following impacts from the year-to-date figures:

#### Recently initiated concessions

- ViaCosteira, whose billing began in May 2021.

#### Rebalancing of concession agreements

- The extraordinary revenue recognized for AutoBAn, in the amount of R\$5.3 billion (R\$3.5 billion net of taxes), due to the Definitive Amendment and Modifying Instrument (TAM) recognized in 1Q22, affecting the Net Revenue, the Adjusted EBITDA, and the Net Income lines;
- The rebalancing of ViaQuatro, in the amount of R\$1.1 billion (R\$0.73 billion net of taxes), recognized in 1Q21, affecting the Net Revenue, the Adjusted EBITDA, and the Net Income consolidated lines;
- Amortization expenses, in the amount of R\$531 million (R\$350 million net of taxes) for AutoBAn, ViaOeste, and SPVias in 2Q21, due to the signing of the Preliminary Amendment and Modifying Instrument (TAM), affecting Net Income.
- In 1H22, we recognized extraordinary revenue of R\$23 million (R\$15 million net of taxes) for Renovias, considering the 40% interest, as a result of Amendment and Modifying Instrument (TAM) 21/2022 (original), affecting the Net Income line. On a pro-forma basis, it affected the Net Revenue, the adjusted EBITDA, and the Net Income lines.

## \ SBTi decarbonization target

To continue its climate change actions, in July, CCR publicly committed to reducing its GHG (greenhouse gas) emissions and submitted its decarbonization target proposal to the SBTi (Science-Based Targets initiative), which is in the phase of approval. The status can be consulted on the initiative's website: [www.sciencebasedtargets.org/companies-taking-action](http://www.sciencebasedtargets.org/companies-taking-action).

Setting the **SBTi target** shows that Grupo CCR's objectives are in line with the Paris Agreement. The SBTi provides a solid base for corporate long-term climate change strategies, increasing competitive advantage in the transition to a low-carbon economy. As a result, setting science-based targets fosters innovation and ensures that the business is aligned with the **goals of limiting global warming to well below 2 degrees Celsius**.

## \ Diversity

The Diversity and Inclusion agenda is part of the **strategic pillar of CCR's ESG** and has structured priority actions to build a more diverse and inclusive culture across the Company. This quarter, we highlight the celebration of **Julho das Pretas** (The Black Women's July), by holding themed lectures for Grupo CCR's female employees, addressing historical context, concepts and the relevance of racial self-representation. The **CCR Connection** event held in August was attended by 300 leaders and aimed at engaging leaderships in strategic themes, aligning practices and maximizing results across our operations, talking about innovation, organizational culture, ESG, diversity and inclusion. Still in September, we launched phase 2 of the **Diversity and Inclusion E-Training**, with the goal of educating employees so they can contribute to a more inclusive culture. So far, this training has been attended by over 12 thousand employees during phases 1 and 2.

## \ Social Responsibility

The CCR Institute is responsible for managing Grupo CCR's social investment, coordinating projects and programs with its own resources and via tax incentive laws, on the Health, Education, Income Generation, Culture, and Sports fronts - always with a focus on promoting social inclusion. The CCR Institute has two proprietary programs - **Caminhos para a Saúde** (Paths to Health), which promotes quality of life and health for various audiences. This program was launched this quarter at ViaMobilidade Lines 8 and 9 and at CCR ViaCosteira; and **Caminhos para a Cidadania** (Paths to Citizenship), which educates and encourages the thought of public elementary school teachers. In 2022, this program impacted over 3 thousand teachers from more than 1,600 municipal elementary schools.

In partnership with the NGO Gerando Falcões, the CCR Institute held the **Gerando Novos Caminhos** (Making New Paths) **Campaign**, by collecting more than 27 tons of clothing items that were forwarded to the NGO so it could sell them in its stores, with profit to be allocated for its own social projects.

Lastly, under the **Income Generation** pillar, in 2022, 4 projects supporting entrepreneurs, young people and workers in entering the job market were attended by 2,678 participants coming from 52 municipalities, in 26 Brazilian states. Keep up with the latest news of the CCR Institute at [www.institutoccr.com.br](http://www.institutoccr.com.br).



## \ Gross Revenue (excluding Construction Revenue)

Toll Gross Revenue (R\$ 000)	3Q21	3Q22	Chg %	9M21	9M22	Chg %
AutoBAn	641,408	787,229	22.7%	1,741,453	2,090,693	20.1%
NovaDutra	152,104	-	n.m.	569,094	97,178	-82.9%
RodoNorte	241,618	-	n.m.	685,659	-	n.m.
ViaLagos	36,626	41,855	14.3%	103,571	125,450	21.1%
ViaOeste	295,011	348,342	18.1%	803,093	940,865	17.2%
RodoAnel Oeste	79,190	96,392	21.7%	217,006	259,260	19.5%
SPVias	189,318	231,152	22.1%	528,975	621,921	17.6%
MSVia <sup>1</sup>	97,257	43,465	-55.3%	247,337	122,709	-50.4%
ViaSul	103,241	116,533	12.9%	306,393	347,200	13.3%
ViaCosteira	40,734	48,089	18.1%	66,149	133,010	101.1%
RioSP	-	296,991	n.m.	-	676,225	n.m.
<b>Total</b>	<b>1,876,507</b>	<b>2,010,048</b>	<b>7.1%</b>	<b>5,268,730</b>	<b>5,414,511</b>	<b>2.8%</b>
<b>% of Total Revenues</b>	<b>66.4%</b>	<b>58,5 %</b>	<b>-7.9 p.p.</b>	<b>58.7%</b>	<b>36,2 %</b>	<b>-22.5 p.p.</b>
<b>% of Eletronic means of collection</b>	<b>76.2%</b>	<b>86.1%</b>	<b>9.9 p.p.</b>	<b>75.0%</b>	<b>85.3%</b>	<b>10.2 p.p.</b>

Ancillary Gross Revenue	3Q21	3Q22	Chg %	9M21	9M22	Chg %
<b>Total Ancillary Gross Revenue</b>	<b>32,404</b>	<b>(5,879)</b>	<b>n.m.</b>	<b>91,734</b>	<b>5,329,020</b>	<b>5,709.2%</b>
<b>% of Total Revenues</b>	<b>1.1%</b>	<b>-0,2 %</b>	<b>-1.3 p.p.</b>	<b>1.0%</b>	<b>35,6 %</b>	<b>34.6 p.p.</b>

Other Gross Revenues	3Q21	3Q22	Chg %	9M21	9M22	Chg %
ViaQuatro	157,722	229,430	45.5%	1,553,849	713,880	-54.1%
ViaMobilidade - L5/17	96,556	134,006	38.8%	267,586	376,998	40.9%
Metrô Bahia	222,579	179,348	-19.4%	659,100	666,385	1.1%
VLT Carioca	57,021	69,886	22.6%	175,979	260,139	47.8%
Barcas	12,548	27,447	118.7%	30,765	70,807	130.2%
Curaçao	50,720	80,591	58.9%	91,508	212,143	131.8%
BH Airport	69,042	103,972	50.6%	167,536	264,690	58.0%
TAS	162,344	55,239	-66.0%	444,401	339,149	-23.7%
San José (Aeris)	65,155	83,314	27.9%	146,701	243,408	65.9%
Samm	23,981	31,051	29.5%	70,850	76,668	8.2%
ViaMobilidade - L8/9	-	237,755	n.m.	-	611,906	n.m.
South Block	-	120,285	n.m.	-	228,523	n.m.
Central Block	-	70,152	n.m.	-	129,161	n.m.
Pampulha	-	7,154	n.m.	-	11,517	n.m.
<b>Total</b>	<b>917,668</b>	<b>1,429,630</b>	<b>55.8%</b>	<b>3,608,275</b>	<b>4,205,374</b>	<b>16.5%</b>
<b>% of Total Revenues</b>	<b>32.5%</b>	<b>41,6 %</b>	<b>9.1 p.p.</b>	<b>40.2%</b>	<b>28,1 %</b>	<b>-12.1 p.p.</b>

<b>Construction Gross Revenue</b>	<b>2,826,579</b>	<b>3,433,799</b>	<b>21.5%</b>	<b>8,968,739</b>	<b>14,948,905</b>	<b>66.7%</b>
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Construction Gross Revenue	3Q21	3Q22	Chg %	9M21	9M22	Chg %
<b>Total</b>	<b>270,203</b>	<b>476,992</b>	<b>76.5%</b>	<b>790,142</b>	<b>1,049,866</b>	<b>32.9%</b>

1. As of June 2021, due to the amendment to restart the bidding process of MSVia, the concessionaire became entitled to receive 47.3% of the amount collected at the toll plazas, recording it in this net amount (ex tariff surplus). In 2Q21 and 3Q21, the amounts were disclosed as deductions from revenue. But in 4Q21, we began to consider this effect in net revenue. As a result, according to the new criteria, the amount to be considered as toll gross revenue in 3Q21 is R\$46,699 thousand.

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

Gross Operating Revenue of Jointly Controlled Companies <sup>1</sup>	3Q21	3Q22	Chg %	9M21	9M22	Chg %
Renovias	52,857	185,697	251.3%	140,860	312,378	121.8%
Quiport	77,351	102,679	32.7%	194,460	268,981	38.3%
ViaRio	27,339	29,598	8.3%	75,757	84,485	11.5%
<b>Total<sup>2</sup></b>	<b>157,547</b>	<b>317,974</b>	<b>101.8%</b>	<b>411,077</b>	<b>665,844</b>	<b>62.0%</b>

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

2. Does not include eliminations.

## \ Breakdown of Other Gross Revenue from the Mobility business (without Construction Revenue)

Gross Revenue (R\$ 000)	ViaQuatro						Metrô Bahia					
	3Q21	3Q22	Chg %	9M21	9M22	Chg %	3Q21	3Q22	Chg %	9M21	9M22	Chg %
Metroviary Revenue	87,802	207,803	136.7%	223,977	494,008	120.6%	115,422	120,794	4.7%	343,595	353,558	2.9%
Mitigation revenue	-	54,409	n.m.	-	86,623	n.m.	60,619	42,220	-30.4%	204,301	141,743	-30.6%
Tariff Revenue	87,802	153,394	74.7%	223,977	407,385	81.9%	54,803	78,574	43.4%	139,294	211,815	52.1%
Accessory Revenue	9,555	16,612	73.9%	31,003	44,622	43.9%	2,250	2,958	31.5%	7,488	9,559	27.7%
Financial Asset	60,291	4,199	-93.0%	1,298,669	174,282	-86.6%	104,844	55,594	-47.0%	307,833	303,177	-1.5%
Others	74	816	1002.7%	200	968	384.0%	63	2	-96.8%	184	91	-50.5%
<b>Total Gross Revenue</b>	<b>157,722</b>	<b>229,430</b>	<b>45.5%</b>	<b>1,553,849</b>	<b>713,880</b>	<b>-54.1%</b>	<b>222,579</b>	<b>179,348</b>	<b>-19.4%</b>	<b>659,100</b>	<b>666,385</b>	<b>1.1%</b>

Gross Revenue (R\$ 000)	VLT						ViaMobilidade - L5/17					
	3Q21	3Q22	Chg %	9M21	9M22	Chg %	3Q21	3Q22	Chg %	9M21	9M22	Chg %
Metroviary Revenue	10,255	17,963	75.2%	26,655	44,807	68.1%	93,268	121,110	29.9%	255,050	341,910	34.1%
Mitigation revenue	-	-	n.m.	-	-	n.m.	32,527	35,520	9.2%	95,593	104,339	9.1%
Tariff Revenue	10,255	17,963	75.2%	26,655	44,807	68.1%	60,741	85,590	40.9%	159,457	237,571	49.0%
Accessory Revenue	2,437	2,532	3.9%	5,956	7,325	23.0%	3,288	12,896	292.2%	12,536	35,088	179.9%
Financial Asset	44,329	49,391	11.4%	143,368	208,007	45.1%	-	-	n.m.	-	-	n.m.
Others	-	-	n.m.	-	-	n.m.	-	-	n.m.	-	-	n.m.
<b>Total Gross Revenue</b>	<b>57,021</b>	<b>69,886</b>	<b>22.6%</b>	<b>175,979</b>	<b>260,139</b>	<b>47.8%</b>	<b>96,556</b>	<b>134,006</b>	<b>38.8%</b>	<b>267,586</b>	<b>376,998</b>	<b>40.9%</b>

Gross Revenue (R\$ 000)	ViaMobilidade - L8/9					
	3Q21	3Q22	Chg %	9M21	9M22	Chg %
Metroviary Revenue	-	236,211	n.m.	-	608,411	n.m.
Mitigation revenue	-	43,826	n.m.	-	124,527	n.m.
Tariff Revenue	-	192,385	n.m.	-	483,884	n.m.
Accessory Revenue	-	1,544	n.m.	-	3,495	n.m.
Financial Asset	-	-	n.m.	-	-	n.m.
Others	-	-	n.m.	-	-	n.m.
<b>Total Gross Revenue</b>	<b>-</b>	<b>237,755</b>	<b>n.m.</b>	<b>-</b>	<b>611,906</b>	<b>n.m.</b>





## Operational Data

	Traffic/Passengers			Average Toll Paid <sup>1</sup>			Traffic/Passengers			Average Toll Paid <sup>1</sup>		
	3Q21	3Q22	Chg %	3Q21	3Q22	Chg %	9M21	9M22	Chg %	9M21	9M22	Chg %
<b>Traffic</b>	<b>Equivalent Vehicles<sup>2</sup></b>			<b>Average Toll Paid<sup>1</sup></b>			<b>Equivalent Vehicles<sup>2</sup></b>			<b>Average Toll Paid<sup>1</sup></b>		
AutoBA	66,419,669	72,798,171	9.6%	9.7	10.8	11.9%	189,634,277	207,082,073	9.2%	9.2	10.1	9.8%
NovaDutra	34,550,261	-	n.m.	4.4	-	n.m.	97,916,462	21,715,859	-77.8%	5.8	4.5	-22.4%
RodoNorte	23,887,380	-	n.m.	10.1	-	n.m.	69,981,680	-	n.m.	9.8	-	n.m.
ViaLagos	1,972,822	1,937,926	-1.8%	18.6	21.6	16.3%	5,989,555	6,258,742	4.5%	17.3	20.0	15.6%
ViaOeste	29,463,976	31,281,329	6.2%	10.0	11.1	11.3%	84,480,978	90,162,527	6.7%	9.5	10.4	9.5%
RodoAnel Oeste	33,054,827	34,323,725	3.8%	2.4	2.8	17.1%	95,792,426	99,263,935	3.6%	2.3	2.6	13.0%
SPVias	15,570,179	16,985,504	9.1%	12.2	13.6	11.9%	45,763,505	49,153,202	7.4%	11.6	12.7	9.5%
MSVia <sup>3</sup>	14,725,590	13,595,970	-7.7%	3.2	3.2	0.9%	37,434,612	38,414,817	2.6%	5.1	3.2	-37.3%
ViaSul	22,016,591	22,338,059	1.5%	4.7	5.2	11.3%	65,793,546	68,819,427	4.6%	4.7	5.0	6.4%
ViaCosteira	19,455,221	19,933,976	2.5%	2.1	2.4	15.3%	31,606,239	59,873,642	89.4%	2.1	2.2	4.8%
RioSP	-	44,317,367	n.m.	-	6.7	n.m.	-	101,040,576	n.m.	-	6.7	n.m.
Renovias (40%)	5,582,665	5,983,635	7.2%	8.9	9.9	10.9%	15,596,760	16,872,661	8.2%	8.5	9.3	9.4%
ViaRio (66,66%)	3,524,576	3,779,938	7.2%	7.7	7.8	1.3%	9,794,810	10,787,974	10.1%	7.7	7.8	1.3%
<b>Consolidated IFRS<sup>4</sup></b>	<b>290,580,490</b>	<b>288,793,356</b>	<b>-0.6%</b>	<b>6.3</b>	<b>7.0</b>	<b>10.8%</b>	<b>808,874,256</b>	<b>831,947,327</b>	<b>2.9%</b>	<b>6.4</b>	<b>6.5</b>	<b>1.1%</b>
<b>Consolidated Pró-forma<sup>4</sup></b>	<b>299,687,730</b>	<b>298,556,928</b>	<b>-0.4%</b>	<b>6.6</b>	<b>7.0</b>	<b>6.1%</b>	<b>834,265,826</b>	<b>859,607,962</b>	<b>3.0%</b>	<b>6.5</b>	<b>6.5</b>	<b>0.0%</b>
<b>Mobility</b>	<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>			<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
ViaQuatro	29,597,589	45,476,529	53.6%	3.0	3.4	13.5%	76,629,943	121,934,930	59.1%	2.9	3.3	14.4%
<i>Integrated</i>	25,959,291	39,906,824	53.7%	-	-	n.m.	67,199,415	106,978,076	59.2%	-	-	n.m.
<i>Exclusive</i>	3,638,298	5,569,705	53.1%	-	-	n.m.	9,430,528	14,956,854	58.6%	-	-	n.m.
ViaMobilidade - L5/17	29,247,435	37,959,022	29.8%	2.1	2.3	8.2%	77,248,079	106,095,435	37.3%	2.1	2.2	8.7%
Metró Bahia	19,777,647	24,650,536	24.6%	2.8	3.2	15.2%	51,013,561	69,227,861	35.7%	2.7	3.1	12.1%
VLT Carioca	3,360,004	4,665,663	38.9%	3.4	3.9	12.9%	9,038,984	12,436,962	37.6%	3.1	3.6	15.0%
ViaMobilidade - L8/9	-	55,940,804	n.m.	-	3.4	n.m.	-	143,286,674	n.m.	-	3.4	n.m.
Barcas	1,551,557	2,950,731	90.2%	6.2	7.5	21.5%	4,144,030	7,533,828	81.8%	6.2	7.4	19.3%
<b>Consolidated</b>	<b>83,534,232</b>	<b>171,643,285</b>	<b>105.5%</b>				<b>218,074,597</b>	<b>460,515,690</b>	<b>#####</b>			
<b>Airport</b>	<b>Boarding Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>			<b>Boarding Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
<b>Domestic</b>	<b>Boarding Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>			<b>Boarding Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
BH Airport (R\$)	900,117	1,255,303	39.5%	26.9	31.4	16.7%	2,232,674	3,331,169	49.2%	25.0	29.3	17.1%
Curacao (USD)	21,425	31,021	44.8%	24.8	29.8	20.0%	40,869	77,925	90.7%	24.8	29.4	18.4%
Quiport (USD)	172,866	360,425	108.5%	12.6	13.5	7.4%	358,850	898,812	#####	12.7	13.3	5.1%
Central Block (R\$)	-	926,887	n.m.	-	39.0	n.m.	-	1,674,159	n.m.	-	39.4	n.m.
South Block (R\$)	-	1,286,575	n.m.	-	39.6	n.m.	-	2,446,250	n.m.	-	38.1	n.m.
<b>International</b>	<b>Boarding Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>			<b>Boarding Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
BH Airport (R\$)	12,761	31,597	147.6%	62.0	69.8	12.6%	25,685	84,785	#####	60.2	65.5	8.9%
San José (USD) <sup>8</sup>	404,434	586,253	45.0%	32.2	31.7	-1.6%	968,643	1,755,273	81.2%	32.0	31.2	-2.7%
Curacao (USD)	112,688	155,344	37.9%	48.9	63.2	29.3%	185,740	418,695	#####	48.7	63.2	29.5%
Quiport (USD)	208,188	268,469	29.0%	50.3	53.0	5.4%	448,162	677,328	51.1%	50.2	52.8	5.3%
Central Block (R\$)	-	247	n.m.	-	69.7	n.m.	-	456	n.m.	-	69.7	n.m.
South Block (R\$)	-	5,775	n.m.	-	69.5	n.m.	-	11,884	n.m.	-	69.3	n.m.
<b>Consolidated IFRS<sup>4</sup></b>	<b>1,451,425</b>	<b>4,279,002</b>	<b>194.8%</b>				<b>3,453,611</b>	<b>9,800,596</b>	<b>#####</b>			
<b>Consolidated Pró-forma<sup>4</sup></b>	<b>1,832,479</b>	<b>4,907,896</b>	<b>167.8%</b>				<b>4,260,623</b>	<b>11,376,736</b>	<b>#####</b>			

1. The average tariff (i) for the Highway business is calculated by dividing toll revenue by the number of equivalent vehicles of each concessionaire, and (ii) for mobility and airports only tariff revenues and the number of passengers transported and boarded, respectively, are considered. The average tariffs for BH airport, the Central and South Blocks 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 signature of the amendment to restart the bidding process of MSVia in June 2021. As of this date, revenue was 47.3% of the collected amount, impacting both the revenue and the calculation of the average tariff.

4. 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.



## \ Highways

The comparison between 3Q22 and 3Q21 shows the continuous growth of the vehicle traffic, keeping up with Brazil's economic growth perspective for 2022, fueled in recent months. As for light vehicle traffic, the increase is also linked to the resumption of commuting flows, owing to the end of social isolation measures and the return of face-to-face activities. Additionally, July, which commonly corresponds to school vacations, saw a better performance of the coastal highway concessions, such as ViaLagos, ViaSul, ViaCosteira and RioSP, that provide access to seaside resort towns.

In relation to **commercial vehicle traffic**, the growth trend was maintained in comparison with 2021, save for MSVia that saw an atypical growth in the same period of the previous year, due to the commercial vehicle flow resulting from a underperforming corn crop in South Brazil.

### Equivalent Vehicle Mix Breakdown

Equivalent Vehicles	3Q21		3Q22	
	Light	Commercial	Light	Commercial
AutoBAn	43.1%	56.9%	44.4%	55.6%
NovaDutra	34.0%	66.0%	-	-
RodoNorte	19.0%	81.0%	-	-
ViaLagos	80.6%	19.4%	79.0%	21.0%
ViaOeste	57.2%	42.8%	57.3%	42.7%
Renovias	51.6%	48.4%	52.6%	47.4%
RodoAnel Oeste	52.1%	47.9%	52.1%	47.9%
SPVias	31.0%	69.0%	30.4%	69.6%
MSVia	16.3%	83.7%	18.1%	81.9%
ViaRio	93.0%	7.0%	92.3%	7.7%
ViaSul	38.6%	61.4%	39.0%	61.0%
ViaCosteira	35.9%	64.1%	36.1%	63.9%
RioSP	-	-	36.8%	63.2%
<b>CCR proforma<sup>1</sup> Consolidated</b>	<b>42.7%</b>	<b>57.3%</b>	<b>45.4%</b>	<b>54.6%</b>

1. Includes Renovias' and ViaRio's traffic.



## \ Urban Mobility

Mobility assets saw a progressive growth of passengers year on year in 3Q22. Such as in the first half of 2022, the increase was due to the resumption of face-to-face activities and the end of the social isolation measures.

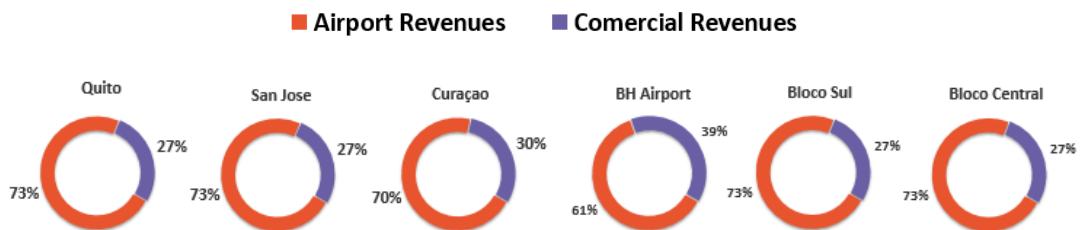


## \ Airports

The increase in flights and the number of passengers seen year on year in 3Q22 was due to the loosening of sanitary measures, the resumption of economic activities and the return of face-to-face events. All these factors have restored passenger confidence in traveling. Nevertheless, the remaining effects of the COVID-19 pandemic continue to be noticeable in the sector, especially at Quiport and BH Airport.

Aeris (Costa Rica) and Curaçao continue to see positive results. At Aeris, the continuous process for recovering demand was mainly because of the opening of new routes (due to higher aircraft occupancy rate) and the recovery of the passenger flow originated in North America and Europe (due to the exchange rate favoring the tourism industry). At Curaçao, the aircraft occupancy rate was pushed by the summer season (high season in Europe), and the increased frequency of flights was higher than in 2019.

### Airport Revenue Mix in the Quarter





## \ Total Costs

**Total costs rose by 6.5% year on year in 3Q22**, to R\$2,094.8 million. In the same comparison, **same-basis cash costs increased by 33.6%** (consumer price index – IPCA of 7.2% in the period), to **R\$913.1 million**.

Costs (R\$ MM)				Same basis		
	3Q21	3Q22	Chg %	3Q21	3Q22	Chg %
<b>Total Costs<sup>1</sup></b>	<b>(1,967.1)</b>	<b>(2,094.8)</b>	<b>6.5%</b>	<b>(1,410.6)</b>	<b>(2,021.4)</b>	<b>43.3%</b>
Depreciation, Amortization and Impairment	(643.4)	(693.2)	7.7%	(385.8)	(657.6)	70.5%
Anticipated Expenses	(69.7)	(35.8)	-48.6%	(69.7)	(35.8)	-48.6%
Construction Costs	(270.2)	(477.0)	76.5%	(227.8)	(362.9)	59.3%
Maintenance Provision	(22.6)	(52.0)	130.1%	(43.8)	(52.0)	18.7%
Third-Party Services	(329.9)	(408.9)	23.9%	(225.9)	(257.9)	14.2%
Concession Fee Costs	(29.5)	(41.6)	41.0%	(29.5)	(41.6)	41.0%
Personnel Costs	(455.6)	(544.1)	19.4%	(318.4)	(373.0)	17.1%
Other Costs	(146.2)	157.7	n.m.	(109.7)	(240.6)	119.3%
<b>Cash costs</b>	<b>(961.2)</b>	<b>(836.9)</b>	<b>-12.9%</b>	<b>(683.5)</b>	<b>(913.1)</b>	<b>33.6%</b>

Costs (R\$ MM)				Same basis		
	9M21	9M22	Chg %	9M21	9M22	Chg %
<b>Total Costs<sup>1</sup></b>	<b>(6,173.3)</b>	<b>(6,097.3)</b>	<b>-1.2%</b>	<b>(4,199.3)</b>	<b>(4,975.9)</b>	<b>18.5%</b>
Depreciation, Amortization and Impairment	(2,408.1)	(1,502.5)	-37.6%	(1,555.0)	(1,399.2)	-10.0%
Anticipated Expenses	(209.0)	(141.2)	-32.4%	(209.0)	(141.2)	-32.4%
Construction Costs	(790.1)	(1,049.9)	32.9%	(474.2)	(753.4)	58.9%
Maintenance Provision	46.5	(147.6)	n.m.	30.5	(146.4)	n.m.
Third-Party Services	(969.1)	(1,057.9)	9.2%	(599.9)	(698.9)	16.5%
Concession Fee Costs	(72.5)	(110.4)	52.3%	(72.5)	(110.4)	52.3%
Personnel Costs	(1,222.7)	(1,635.1)	33.7%	(840.5)	(1,064.7)	26.7%
Other Costs	(548.1)	(452.8)	-17.4%	(478.5)	(661.7)	38.3%
<b>Cash costs</b>	<b>(2,812.5)</b>	<b>(3,256.2)</b>	<b>15.8%</b>	<b>(1,991.5)</b>	<b>(2,535.7)</b>	<b>27.3%</b>

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

**The main reasons for the same-basis variations in 3Q22 vs. 3Q21 were as follows:**

**Depreciation, Amortization and Impairment:** the increase was mainly at ViaOeste, due to the recognition of the partial impairment of an intangible asset, in the approximate amount of R\$320 million.

**Prepaid Expenses:** the reduction reflects the dilution of the accrual of results, due to the extensions of the concession terms of AutoBAn and ViaOeste after the signing of the Definitive Collective Agreement with the São Paulo State Government.

**Construction Costs:** the increase reflects additional investments at ViaSul, ViaCosteira and ViaOeste, in line with the investment schedule agreed with the Granting Authorities and the renovation of the Passenger Terminal 1 at BH Airport. (Please refer to the Capex section for the quarterly information on investments).

**Provision for Maintenance:** the amounts were provisioned in accordance with the frequency of maintenance works, cost estimates and the corresponding calculation of present value. The change in this line was mainly due to the provisions made at ViaSul, in the amount of R\$3.4 million, as a result of the 2nd

pavement works, and at AutoBAn and SPVias, in the amounts of R\$2.9 million and R\$1.9 million, respectively, due to the signing of the Definitive Collective Agreement.

**Third-Party Services:** the increase was due to special conservation works, and sporadic works at SPVias, in the amount of R\$13 million.

**Concession Fees:** the variation reflects the increase of variable concessions, mainly due to higher airport revenues from Curaçao and BH Airport, in addition to higher highway revenues from AutoBAn and RodoAnel Oeste.

**Personnel Costs:** the increase was due to (i) the provision for indemnification at Barcas (R\$10 million), because the concession agreement is nearing maturity, and (ii) the collective salary agreement, increasing average wages by around 9% in 2022.

**Other Costs** (materials, insurance, rent, marketing, travel, fuel, and other general expenses): the increase was mainly due to provisions for legal contingencies at AutoBAn, in the amount of R\$12.5 million, and the increase in the mobility business operating costs, as a result of the increased number of transported passengers. In 3Q21, there were reversals of provisions for contingencies at AutoBAn, in the amount of R\$18 million. At MSVIA, the calculation of net amounts to be indemnified was updated, in the amount of +R\$44.5 million (more details can be found in the 3Q21 Earnings Release).

## \ Results by Segment

Net Revenue <sup>1</sup> (R\$ MM)	3Q21	3Q22	Chg %	9M21	9M22	Chg %
Highway	1,849.1	2,057.8	11.3%	6,386.9	10,975.0	71.8%
Airports <sup>2</sup>	330.8	463.1	40.0%	808.7	1,307.9	61.7%
Mobility	385.1	638.8	65.9%	1,118.3	1,960.6	75.3%
Other <sup>3</sup>	(74.2)	(45.3)	-38.9%	(216.3)	(135.2)	-37.5%
Elimination	82.4	60.8	-26.2%	242.5	173.9	-28.3%
<b>Net Revenue</b>	<b>2,573.1</b>	<b>3,175.2</b>	<b>23.4%</b>	<b>8,340.6</b>	<b>14,282.3</b>	<b>71.2%</b>

Adjusted EBITDA (R\$ MM)	3Q21	3Q22	Chg %	9M21	9M22	Chg %
Highway	1,285.6	1,331.0	3.5%	3,440.0	8,807.0	156.0%
Airports <sup>2</sup>	84.2	661.6	685.7%	213.3	891.7	318.0%
Mobility	316.9	415.6	31.1%	2,014.2	1,531.7	-24.0%
Other <sup>3</sup>	(69.2)	(35.0)	-49.4%	(123.4)	(145.8)	18.2%
Elimination	(5.7)	(34.9)	512.3%	(16.0)	(58.6)	266.3%
<b>Adjusted EBITDA</b>	<b>1,611.8</b>	<b>2,338.4</b>	<b>45.1%</b>	<b>5,528.1</b>	<b>11,026.1</b>	<b>99.5%</b>

1. Excluding construction revenue.

2. Considers TAS (Total Airport Services).

3. Unallocated (Holdings and SAMM).

## \ EBITDA Reconciliation

EBITDA Reconciliation (R\$ MM)	3Q21	3Q22	Chg %	9M21	9M22	Chg %
<b>Net Income</b>	183.9	606.5	229.8%	828.8	4,350.2	424.9%
(+) Income Tax and Social Contribution	289.1	312.0	7.9%	910.5	2,762.6	203.4%
(+) Net Financial Results	453.9	742.6	63.6%	1,136.9	2,326.1	104.6%
(+) Depreciation and Amortization	643.4	693.2	7.7%	2,408.1	1,502.5	-37.6%
<b>EBITDA (a)</b>	<b>1,570.3</b>	<b>2,354.3</b>	<b>49.9%</b>	<b>5,284.4</b>	<b>10,941.4</b>	<b>107.1%</b>
<b>EBITDA Mg. (a)</b>	<b>55.2%</b>	<b>64,5 %</b>	<b>9.3 p.p.</b>	<b>57.9%</b>	<b>71,4 %</b>	<b>13.5 p.p.</b>
(+) Anticipated expenses (b)	69.7	35.7	-48.8%	209.0	141.2	-32.4%
(+) Maintenance provision (c)	22.6	52.0	130.1%	(46.5)	147.6	n.m.
(-) Equity Income	(31.4)	(138.7)	341.7%	(53.3)	(222.0)	316.5%
(+) Part. of Non-controlling Shareholders	(19.3)	34.8	n.m.	134.5	17.6	-86.9%
<b>Adjusted EBITDA</b>	<b>1,611.8</b>	<b>2,338.1</b>	<b>45.1%</b>	<b>5,528.1</b>	<b>11,025.8</b>	<b>99.5%</b>
<b>Adjusted EBITDA Mg. (d)</b>	<b>62.6%</b>	<b>73,6 %</b>	<b>11.0 p.p.</b>	<b>66.3%</b>	<b>77,2 %</b>	<b>10.9 p.p.</b>

a. Calculation according to CVM Resolution 156/2022, which consists of net income adjusted for the net financial result, income tax and social contribution expenses, and depreciation and amortization costs and expenses.

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

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

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

## \ Net Financial Result

Net Financial Result (R\$ MM)	3Q21	3Q22	Chg %	9M21	9M22	Chg %
<b>Net Financial Result</b>	<b>(453.9)</b>	<b>(742.6)</b>	<b>63.6%</b>	<b>(1,136.9)</b>	<b>(2,326.1)</b>	<b>104.6%</b>
- Income from Hedge Operation	167.0	(3.9)	n.m.	8.7	(181.2)	n.m.
- Fair Value of Hedge Operation	(133.6)	(74.4)	-44.3%	52.0	27.7	-46.7%
- Monetary Variation on Loans, Financing and Debentures	(80.3)	29.0	n.m.	(200.1)	(144.7)	-27.7%
- Exchange Rate Variation on Loans, Financing, Debentures, Derivatives and	(27.8)	(17.6)	-36.7%	(26.2)	45.7	n.m.
- Monetary Variation on Liabilities related to the Granting Power	(57.4)	6.5	n.m.	(163.8)	(126.5)	-22.8%
- Present Value Adjustment of Maintenance Provision and Liabilities related to the C	(12.5)	(15.1)	20.8%	(39.9)	(42.5)	6.5%
- Interest on Loans, Financing and Debentures	(380.4)	(883.4)	132.2%	(948.0)	(2,322.2)	145.0%
- Capitalization on Loans	36.8	27.8	-24.5%	91.3	72.1	-21.0%
- Investment Income and Other Income	107.3	244.2	127.6%	236.5	594.0	151.2%
- Others <sup>1</sup>	(73.0)	(55.7)	-23.7%	(147.5)	(248.5)	68.5%

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

Key indicators	3Q21	3Q22	9M21	9M22
Average annual CDI	4.87%	13.59%	3.40%	12.03%
IGP-M accrued	0.80%	-1.44%	16.00%	6.61%
IPCA accrued	3.02%	-1.32%	6.90%	4.09%
Average annual TJLP	4.88%	7.01%	4.63%	6.64%
Average Exchange (R\$ - US\$)	5.23	5.25	5.33	5.14

**The main reasons for the variations reported in 3Q22 are:**

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

The reduction in the **monetary variation on loans, financing, and debentures** was mainly due the 4.34 p.p. decrease in the index between the compared periods.

The reduction of **expenses with FX variation on gross debt, derivatives, and suppliers** was mainly due to the contracting of a foreign currency loan through Law 4,131/1962, in August 2021 at CCR Holding, with a debt balance of R\$668 million.

The **Monetary variation on obligations with the Granting Authority** line includes the monetary variation (IPCA) on BH Airport concession fees. The decrease was due to the effects of the calculation of monetary variation on the balance, as a result of lower IPCA recorded between July and August 2022 (a total of -0.37% vs. 2.36% recorded between June and August 2021), which are the periods considered to restate the concession balance in 3Q22 and 3Q21, respectively.

**Adjustments to present value of the provision for maintenance and obligations with the Granting Authorities** increased mainly due to the signing of the Definitive Agreement at AutoBAN, in the approximate amount of R\$1.8 million.

The **interest on loans, financing, and debentures** line increased mainly due to the 8.72 p.p. annual rise in the average CDI rate, and the increase in the Company's debt balance, which was 19.7% higher than in 3Q21.

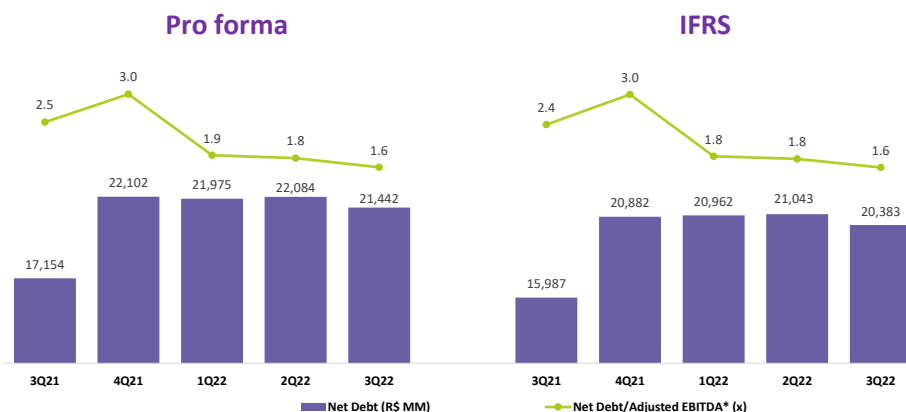
The **loan costs capitalization** line declined mainly due to lower capitalization of interest in 2022, partially offset by the higher capitalization at ViaMobilidade Lines 8 and 9 in the same period.

The **interest on financial investments and other revenues** line increased chiefly due to the impact caused by the spike in the average annual CDI rate (8.72 p.p.) in the period.

The **other financial income and expenses** line decreased mainly due to the non-recurring effect in 3Q21 of the write-off of costs related to the capital-raising of CCR's 15th debenture issue, in the approximate amount of R\$18.6 million.

## \ Indebtedness

Consolidated net debt (IFRS) reached R\$20 billion in September 2022, and the net debt/LTM adjusted EBITDA<sup>1</sup> ratio reached 1.6x, as shown below:



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

## Capital-raising in the Quarter

In 3Q22, capital-raising and rollover were as follows:

Company	Issuance	Amount (R\$ MM)	Debt	Cost	Maturity
ViaMobilidade L8 / 9	jul/22	850.0	2 <sup>a</sup> Issuance of Debenture	CDI + 1.56% a.a.	jun/23
AutoBAn	sep/22	330.0	13 <sup>a</sup> Issuance of Debenture	CDI + 1.20% a.a.	sep/22
ViaSul	sep/22	75.4	BNDES tranche A	IPCA + 4.598216%	dec/43
ViaSul	sep/22	96.7	BNDES tranche B	IPCA + 4.598216%	dec/43
<b>Total</b>		<b>1,352.0</b>			



## Indebtedness Performance

(R\$ MM)	Sep/21	Jun/22	Sep/22
<b>Gross Debt<sup>1</sup></b>	<b>24,315.0</b>	<b>27,546.0</b>	<b>29,102.7</b>
% Real-Denominated	94%	94%	95%
% Foreign Currency-Denominated	6%	6%	5%
<b>Short Term</b>	<b>4,089.1</b>	<b>3,898.0</b>	<b>5,802.1</b>
% Real-Denominated	97%	99%	88%
% Foreign Currency-Denominated	3%	1%	12%
<b>Long Term</b>	<b>20,225.8</b>	<b>23,648.0</b>	<b>23,300.6</b>
% Real-Denominated	93%	93%	96%
% Foreign Currency-Denominated	7%	7%	4%
<b>Cash, Equivalents and Financial Investments<sup>2</sup></b>	<b>8,257.7</b>	<b>6,506.0</b>	<b>8,724.1</b>
% Real-Denominated	95%	93%	86%
% Foreign Currency-Denominated	5%	7%	14%
<b>Receivable/Payable Swap Settlements<sup>3</sup></b>	<b>70.4</b>	<b>(2.6)</b>	<b>(4.4)</b>
<b>Net Debt</b>	<b>15,986.8</b>	<b>21,043.0</b>	<b>20,383.0</b>

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

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

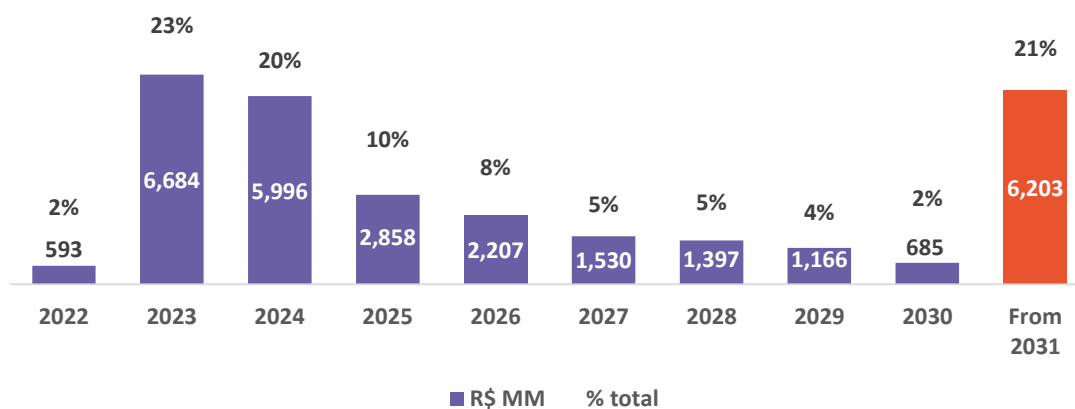
3. Swap adjustment in the period.

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

Debt Breakdown (R\$ MM)	Index	Average Cost p.a.	Not Hedged		Hedged	
			Values	%	Values	%
BNDES	TJLP, TLP (IPCA)	TJLP + 0.0% - 4.0% p.a., IPCA + 4,598216%	6,120.4	20.9%	5,948.4	20.3%
Local Bond, Credit Deposit and other:	CDI	105.78% - 120.0% of CDI, CDI + 0.4050% - 2.90% p.a.	17,137.0	58.5%	20,705.2	70.6%
Local Bond	IPCA	IPCA + 4.25% - 7.07% p.a.	3,717.5	12.7%	1,691.2	5.8%
Dolar	USD	4.2% a.a. - 12% p.a. - SOFR + 4.60% p.a.	1,604.7	5.5%	935.8	3.2%
Other	Pre fixed	6.14% p.a. - 9.76% p.a.	738.8	2.5%	37.7	0.1%
<b>Total</b>			<b>29,318.3</b>	<b>100.0%</b>	<b>29,318.3</b>	<b>100.0%</b>

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

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



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

The consolidated amortization schedule shows the **long-term profile with no debt concentrations**. About 45% of amortization will mature as of 2026, and only 2% will mature in 2022. **In 3Q22, total gross debt was R\$29.1 billion.**

As additional information, on September 30, 2022, the net exposure in U.S. dollars of companies with revenues in Brazilian reais was US\$10.8 million, and refer to the concessionaires ViaQuatro, Metrô Bahia, and ViaMobilidade - Lines 8 and 9.

In the same period, the pro-forma gross debt was R\$30.7 billion, including non-controlled companies (without transaction costs and MTM).

## \ CAPEX and Maintenance

**In 3Q22, investments** (including financial assets) and maintenance expenditures reached **R\$1.022 million.**

R\$ MM (%100)	Intangible and Fixed Assets						Performed Maintenance		Financial Asset <sup>1</sup>		Total	
	Improvements		Equipment and Others		Total		Maintenance Cost		3Q22	9M22	3Q22	9M22
	3Q22	9M22	3Q22	9M22	3Q22	9M22	3Q22	9M22				
ViaLagos	1.0	4.0	0.1	0.6	1.1	4.6	-	-	-	-	1.1	4.6
RodoNorte	-	0.1	-	-	0.1	0.1	-	-	-	-	0.1	0.1
AutoBAn	9.3	23.1	5.9	9.1	15.2	32.2	-	-	-	-	15.2	32.2
ViaOeste	66.7	204.6	4.8	7.0	71.4	211.6	-	-	-	-	71.4	211.6
ViaQuatro	20.5	56.0	0.6	1.7	21.1	57.7	-	-	-	-	21.1	57.7
RodoAnel Oeste	9.6	18.6	2.6	5.1	12.1	23.7	10.0	19.4	-	-	22.1	43.1
Samm	0.0	4.6	8.6	14.5	8.7	19.2	-	-	-	-	8.7	19.2
SPVias	7.9	13.0	3.3	6.9	11.3	19.9	-	-	-	-	11.3	19.9
San José - Aeris	6.1	21.2	1.3	2.3	7.4	23.5	-	-	-	-	7.4	23.5
CAP	2.7	4.7	-	-	2.6	4.7	-	-	-	-	2.6	4.7
Barcas	0.0	0.4	-	0.1	0.3	0.5	-	-	-	-	0.3	0.5
VLT Carioca	32.9	62.2	0.4	0.7	33.3	62.9	-	-	(25.3)	(25.3)	8.0	37.6
Metrô Bahia	7.8	17.6	0.9	3.5	5.8	21.1	-	-	-	-	5.8	21.1
BH Airport	37.8	61.7	0.5	1.2	38.2	62.9	-	-	(26.8)	(47.0)	11.4	15.9
MSVia	18.0	32.6	0.2	1.1	18.2	33.7	-	-	-	-	18.2	33.7
TAS	-	0.2	0.3	2.2	-	2.4	-	-	-	-	-	2.4
ViaMobilidade - L 5/17	5.5	15.9	0.4	2.1	5.9	18.0	-	-	-	-	5.9	18.0
ViaSul	110.3	312.5	7.7	17.0	118.0	329.5	-	-	-	-	118.0	329.5
ViaCosteira	50.9	91.8	4.2	8.3	55.2	100.1	-	-	-	-	55.2	100.1
South Block	14.8	34.0	3.4	9.4	18.1	43.4	-	-	-	-	18.1	43.4
Central Block	10.7	24.9	3.2	6.7	13.9	31.7	-	-	-	-	13.9	31.7
ViaMobilidade - L8/9	506.5	586.7	1.3	4.3	507.8	591.0	-	-	-	-	507.8	591.0
RioSP	65.9	91.5	21.5	35.5	86.4	127.0	-	-	-	-	86.4	127.0
Pampulha	2.4	12.7	-	0.2	2.4	12.9	-	-	-	-	2.4	12.9
Others <sup>2</sup>	6.3	13.8	3.3	8.2	9.6	21.8	-	-	-	(0.1)	9.6	21.7
<b>Consolidated</b>	<b>993.6</b>	<b>1,708.4</b>	<b>74.5</b>	<b>147.7</b>	<b>1,064.1</b>	<b>1,856.1</b>	<b>10.0</b>	<b>19.4</b>	<b>(52.1)</b>	<b>(72.4)</b>	<b>1,022.0</b>	<b>1,803.1</b>

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

2. Includes CCR and CPC.

The concessionaires that invested the most in the quarter were **ViaMobilidade L8/9, ViaSul and ViaOeste.**

In ViaMobilidade - Lines 8 and 9, there were disbursements mainly for the acquisition of rolling stock (new trains). In ViaSul, investments were mainly for the duplications in stretches of BR-386, pavement recovery, and installation of safety devices. The investments at ViaOeste were focused on duplicating several stretches of the Raposo Tavares Highway and on installing new access in Osasco.

In 3Q22, the Company **received R\$77.5 million and R\$26 million** related to considerations from the Granting Authority at Metrô Bahia and VLT Carioca, respectively, and **R\$11.5 million** related to investments from the Granting Authority in VLT Carioca.

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

**Investments** and maintenance expenditures **at the jointly owned subsidiaries** totaled **R\$5.3 million in 3Q22**.

R\$ MM	Jointly owned Intangible and Fixed Assets						Jointly owned performed maintenance		Proforma Financial Asset <sup>1</sup>		Total	
	Improvements		Equipment and Others		Total		Maintenance Cost		3Q22	9M22	3Q22	9M22
	3Q22	9M22	3Q22	9M22	3Q22	9M22	3Q22	9M22				
Renovias (40%)	0.4	0.8	0.5	1.0	1.0	1.8	-	-	-	-	1.0	1.8
ViaRio (66.66%)	0.1	0.5	0.2	0.4	0.3	1.0	-	-	-	-	0.3	1.0
Quito - Quiport (46.5%)	4.2	10.0	(0.2)	0.4	4.0	10.4	-	-	-	-	4.0	10.4
<b>Consolidated</b>	<b>4.7</b>	<b>11.3</b>	<b>0.6</b>	<b>1.8</b>	<b>5.3</b>	<b>13.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.3</b>	<b>13.2</b>

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

## \ Brief Background

**About Grupo CCR:** Founded in 1999, Grupo CCR is a leading player in infrastructure services for human mobility headquartered in Brazil and with businesses in the airport sector in Latin America. It started operating in the highway concessions segment and later diversified its portfolio. With more than 17 thousand employees, Grupo CCR operates through three core businesses: CCR Rodovias, CCR Aeroportos and CCR Mobilidade, which are responsible for managing the Company's operations, developing and analyzing new opportunities in the primary and secondary markets, both in Brazil and abroad.

Grupo CCR is responsible for the management and maintenance of 3,615 kilometers of highways and transportation services in subways, VLT, and barges, transporting approximately 3 million passengers per day. In the airport segment, CCR operates 20 units in four countries and nine Brazilian states, transporting more than 40 million passengers/year.

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

**About CCR:** CCR is the holding company of Grupo CCR listed on the B3 index, the Brazilian Stock Exchange. It has more than 20 years of history and is recognized in the domestic and international markets, mainly for its strict governance and compliance criteria. It was the first group in the infrastructure services industry to join the Novo Mercado listing segment of B3 (former BM&FBovespa). 49.43% of its shares, all of which common voting shares, are traded on the Novo Mercado listing segment. In addition to B3, the Company's shares are also listed in ISE (Corporate Sustainability Index), ICO2 (Carbon Efficient Index), IGC (Special Corporate Governance Stock Index), IBrX-100 (Brazil Index 100), and MSCI Latin America.

## Exhibit - IFRS Tables

CONSOLIDATED INCOME STATEMENT Brazilian Corporate Law (R\$ '000)	3Q21	3Q22	Chg %	9M21	9M22	Chg %
<b>Gross Revenues</b>	<b>2,776,021</b>	<b>3,433,799</b>	<b>23.7%</b>	<b>8,968,739</b>	<b>14,948,905</b>	<b>66.7%</b>
- Toll Revenues	1,825,949	2,010,048	10.1%	5,268,730	5,414,511	2.8%
- Other Revenues	950,072	1,423,751	49.9%	3,700,009	9,534,394	157.7%
Gross Revenues Deductions	(202,913)	(258,561)	27.4%	(628,610)	(666,646)	6.1%
<b>Net Revenues</b>	<b>2,573,108</b>	<b>3,175,238</b>	<b>23.4%</b>	<b>8,340,129</b>	<b>14,282,259</b>	<b>71.2%</b>
(+) Construction Revenues	270,203	476,992	76.5%	790,142	1,049,866	32.9%
<b>Cost of Services</b>	<b>(1,785,339)</b>	<b>(2,172,066)</b>	<b>21.7%</b>	<b>(5,598,423)</b>	<b>(5,523,124)</b>	<b>-1.3%</b>
- Depreciation and Amortization	(627,774)	(676,130)	7.7%	(2,360,980)	(1,452,972)	-38.5%
- Third-party Services	(252,420)	(289,830)	14.8%	(754,118)	(780,331)	3.5%
- Concession Costs	(29,480)	(41,589)	41.1%	(72,543)	(110,384)	52.2%
- Personnel Costs	(345,824)	(351,456)	1.6%	(954,911)	(1,149,774)	20.4%
- Construction Costs	(270,203)	(476,992)	76.5%	(790,142)	(1,049,866)	32.9%
- Maintenance Provision	(22,597)	(51,994)	130.1%	46,525	(147,619)	n.m.
- Other	(167,370)	(248,315)	48.4%	(503,246)	(690,987)	37.3%
- Appropriation of Anticipated Expenses from the Concession	(69,671)	(35,760)	-48.7%	(209,008)	(141,191)	-32.4%
<b>Gross Profit</b>	<b>1,057,972</b>	<b>1,480,164</b>	<b>39.9%</b>	<b>3,531,848</b>	<b>9,809,001</b>	<b>177.7%</b>
<i>Gross Margin</i>	41,1%	46,6%	5.5 p.p.	42.3%	68,7%	26.4 p.p.
<b>Administrative Expenses</b>	<b>(181,783)</b>	<b>76,999</b>	<b>n.m.</b>	<b>(574,359)</b>	<b>(574,449)</b>	<b>0.0%</b>
- Depreciation and Amortization	(15,599)	(17,063)	9.4%	(47,126)	(49,504)	5.0%
- Third-party Services	(77,510)	(119,114)	53.7%	(214,994)	(277,582)	29.1%
- Personnel	(109,776)	(192,617)	75.5%	(267,809)	(485,288)	81.2%
- Other	21,102	405,793	1823.0%	(44,430)	237,925	n.m.
<b>Adjusted EBIT</b>	<b>876,189</b>	<b>1,557,163</b>	<b>77.7%</b>	<b>2,957,489</b>	<b>9,234,552</b>	<b>212.2%</b>
<i>Adjusted EBIT Margin (a)</i>	34,1%	49,0%	14.9 p.p.	35.5%	64,7%	29.2 p.p.
+ Equity Income Result	31,384	138,723	342.0%	53,275	221,992	316.7%
+ Part. of Non-controlling Shareholders	19,323	(34,759)	n.m.	(134,499)	(17,616)	-86.9%
<b>EBIT (b)</b>	<b>926,896</b>	<b>1,661,127</b>	<b>79.2%</b>	<b>2,876,265</b>	<b>9,438,928</b>	<b>228.2%</b>
<i>EBIT Margin</i>	32,6%	45,5%	12.9 p.p.	31.5%	61,6%	30.1 p.p.
+ Depreciation and Amortization	643,373	693,193	7.7%	2,408,106	1,502,476	-37.6%
<b>EBITDA (b)</b>	<b>1,570,269</b>	<b>2,354,320</b>	<b>49.9%</b>	<b>5,284,371</b>	<b>10,941,404</b>	<b>107.1%</b>
<i>EBITDA Margin</i>	55,2%	64,5%	9.3 p.p.	57.9%	71,4%	13.5 p.p.
+ Maintenance Provision (c)	22,597	51,994	130.1%	(46,525)	147,619	n.m.
+ Appropriation of Anticipated Expenses (d)	69,671	35,760	-48.7%	209,008	141,191	-32.4%
- Equity Income Result	(31,384)	(138,723)	342.0%	(53,275)	(221,992)	316.7%
- Part. of Non-controlling Shareholders	(19,323)	34,759	n.m.	134,499	17,616	-86.9%
<b>Adjusted EBITDA</b>	<b>1,611,830</b>	<b>2,338,110</b>	<b>45.1%</b>	<b>5,528,078</b>	<b>11,025,838</b>	<b>99.5%</b>
<i>Adjusted EBITDA Margin (e)</i>	62,6%	73,6%	11.0 p.p.	66.3%	77,2%	10.9 p.p.
<b>Net Financial Result</b>	<b>(453,903)</b>	<b>(742,596)</b>	<b>63.6%</b>	<b>(1,136,944)</b>	<b>(2,326,091)</b>	<b>104.6%</b>
<b>Financial Expenses:</b>	<b>(1,143,316)</b>	<b>(1,196,761)</b>	<b>4.7%</b>	<b>(2,283,217)</b>	<b>(4,076,269)</b>	<b>78.5%</b>
- Interest on Loans, Financing and Debentures and Loans Cost Capitalization	(343,602)	(855,760)	149.1%	(856,686)	(2,250,329)	162.7%
- Monetary variation on loans, financing and debentures	(80,314)	28,746	n.m.	(207,962)	(145,005)	-30.3%
- Monetary variation on Liabilities related to the Granting Power	(57,390)	6,460	n.m.	(163,786)	(126,450)	-22.8%
- Exchange Rate Variation	(25,264)	(50,590)	100.2%	(25,264)	(143,098)	466.4%
- Losses from Hedge Operations	(186,716)	(145,899)	-21.9%	(454,612)	(961,542)	111.5%
- Present Value Adjustment of Maintenance Provision	(12,537)	(15,141)	20.8%	(39,907)	(42,474)	6.4%
- Fair Value of Hedge Operations	(358,900)	(108,709)	-69.7%	(377,459)	(148,239)	-60.7%
- Other Financial Expenses	(69,047)	(53,881)	-22.0%	(135,114)	(240,342)	77.9%
- Exchange Rate Variation on foreign suppliers	(5,594)	(448)	-92.0%	(10,050)	(10,863)	8.1%
- Loan and monetary variation on self-composing term, leniency	(1,662)	92	n.m.	(5,003)	(1,308)	-73.9%
- Present Value Adjustment and Exchange Rate Variation - Lease	(2,290)	(1,631)	-28.8%	(7,374)	(6,619)	-10.2%
<b>Financial Income:</b>	<b>689,413</b>	<b>454,165</b>	<b>-34.1%</b>	<b>1,146,273</b>	<b>1,750,178</b>	<b>52.7%</b>
- Gains from Hedge Operations	353,692	141,990	-59.9%	463,332	780,301	68.4%
- Exchange Rate Variation	-	32,962	n.m.	-	180,781	n.m.
- Monetary Variation	-	299	n.m.	7,889	299	-96.2%
- Fair Value of Hedge Operations	225,309	34,276	-84.8%	429,502	175,907	-59.0%
- Interest and Other Financial Income	107,344	244,201	127.5%	236,462	593,976	151.2%
- Exchange Rate Variation on foreign suppliers	3,068	437	-85.8%	9,088	18,914	108.1%
<b>Equity Income Result</b>	<b>31,384</b>	<b>138,723</b>	<b>342.0%</b>	<b>53,275</b>	<b>221,992</b>	<b>316.7%</b>
<b>Profit (Loss) Before Income and Social Contribution Taxes</b>	<b>453,670</b>	<b>953,290</b>	<b>110.1%</b>	<b>1,873,820</b>	<b>7,130,453</b>	<b>280.5%</b>
Income and Social Contribution Taxes - Current	(203,161)	(550,069)	170.8%	(500,042)	(1,190,859)	138.2%
Income and Social Contribution Taxes - Deferred	(85,919)	237,990	n.m.	(410,465)	(1,571,783)	282.9%
<b>Profit before Minority Interest</b>	<b>164,590</b>	<b>641,211</b>	<b>289.6%</b>	<b>963,313</b>	<b>4,367,811</b>	<b>353.4%</b>
<b>Part. of Non-controlling Shareholders</b>	<b>19,323</b>	<b>(34,759)</b>	<b>n.m.</b>	<b>(134,499)</b>	<b>(17,616)</b>	<b>-86.9%</b>
<b>Net Profit for the Period</b>	<b>183,913</b>	<b>606,452</b>	<b>229.7%</b>	<b>828,814</b>	<b>4,350,195</b>	<b>424.9%</b>
<b>Basic profit Per Share (In Reais - R\$)</b>	<b>0.09105</b>	<b>0.30022</b>		<b>0.41030</b>	<b>2.15356</b>	
Number of shares at the end of fiscal year (in units)	2,020,000,000	2,020,000,000		2,020,000,000	2,020,000,000	

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

(b) Calculated in accordance with CVM resolution number 156/2022.

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

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

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

CONSOLIDATED BALANCE SHEET		
Brazilian Corporate Law (R\$ '000)	2Q22	3Q22
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & cash equivalents	3,861,432	6,302,675
Accounts receivable	3,611,083	3,323,887
Related parties receivable	1,371	37,629
Financial investments and reserve account	2,644,363	2,421,391
Recoverable taxes	179,052	205,689
Anticipated expenses concession right	143,052	143,052
Accounts receivable swap	8,964	3,722
Advances to Supplier	40,812	54,300
Anticipated expenses and others	315,590	341,081
<b>Total Current Assets</b>	<b>10,805,719</b>	<b>12,833,426</b>
<b>LONG TERM ASSETS</b>		
Accounts Receivable and Short-term Investments at Fair Value through Profit ar	4,964,747	4,949,856
Related parties	207,732	229,647
Recoverable taxes and contributions	131,937	140,645
Deferred taxes	984,756	1,083,382
Anticipated expenses concession right	1,864,131	1,828,371
Accounts receivable swap	232,907	252,433
Anticipated expenses and others	215,641	234,684
<b>Total Long Term assets</b>	<b>8,601,851</b>	<b>8,719,018</b>
<b>Investments</b>	<b>874,429</b>	<b>951,492</b>
<b>Fixed assets</b>	<b>986,606</b>	<b>1,005,816</b>
<b>Intangible assets</b>	<b>26,454,333</b>	<b>26,655,585</b>
<b>Ongoing Intangible assets</b>	<b>33,884</b>	<b>38,577</b>
<b>Lease</b>	<b>130,013</b>	<b>35,217</b>
<b>Total Non-Current Assets</b>	<b>37,081,116</b>	<b>37,405,705</b>
<b>TOTAL ASSETS</b>	<b>47,886,835</b>	<b>50,239,131</b>
<b>LIABILITIES AND NET EQUITY</b>		
<b>CURRENT LIABILITIES</b>		
Loans and financing	219,074	864,676
Debentures	3,679,447	4,937,403
Accounts payable swap	204,537	235,180
Suppliers	449,213	501,711
Income and contributions payable	523,415	821,902
Taxes and contributions installment payments	2,104	3,289
Income and social contribution taxes	356,340	454,859
Liabilities with related parties	24,161	20,847
Mutual loan - Related parties	361,948	377,020
Dividends and Interest on equity	62,936	64,189
Maintenance Provision	38,423	39,409
Liabilities related to the granting power	185,866	190,611
Other accounts payable	244,856	239,285
<b>Total Current Liabilities</b>	<b>6,352,320</b>	<b>8,750,381</b>
<b>NON-CURRENT LIABILITIES</b>		
Loans and financing	7,293,897	6,815,223
Debentures	16,353,646	16,485,383
Taxes and contributions payable	20,562	22,312
Taxes and contributions installment payments	3,075	11,326
Accounts payable swap	39,952	25,336
Deferred taxes	2,792,878	2,651,260
Provision for civil contingencies, labor, tributary and social welfare	200,098	221,054
Maintenance Provision	192,420	237,600
Liabilities related to the granting power	1,896,361	1,900,898
Liabilities with related parties	122,402	118,477
Other accounts payable	613,975	328,147
<b>Total Long-term Liabilities</b>	<b>29,529,266</b>	<b>28,817,016</b>
<b>NET EQUITY</b>		
Capital stock	6,022,942	6,022,942
Equity valuation adjustments and other comprehensive income	974,679	1,010,686
Profit reserve	986,166	986,166
Accumulated earnings and losses	3,743,743	4,350,195
Goodwill on capital transactions	-35,274	-35,711
<b>Controlling Shareholders Equity</b>	<b>11,692,256</b>	<b>12,334,278</b>
Part. of Non-controlling Shareholders	312,993	337,456
<b>Total Net Equity</b>	<b>12,005,249</b>	<b>12,671,734</b>
<b>TOTAL</b>	<b>47,886,835</b>	<b>50,239,131</b>

Consolidated Cash Flow Statement Brazilian Corporate Law (R\$ '000) - Indirect Method	3Q21	3Q22	9M21	9M22
<b>Operational activities cash flow</b>				
<b>Net cash originating from (used on) operational activities</b>	<b>1,288,097</b>	<b>2,052,210</b>	<b>3,039,034</b>	<b>4,354,523</b>
Net profit (loss) in the period	164,590	641,211	963,313	4,367,811
<b>Settlements by:</b>				
Deferred income and social contribution taxes	85,919	(237,990)	410,465	1,571,783
Appropriation of anticipated expenses	69,671	35,760	209,008	141,191
Depreciation and Amortization	590,245	645,525	2,251,813	1,349,677
Fixed, intangible and deferred assets write off	75,396	85,980	79,797	122,908
Deferred taxes	434	699	1,356	1,655
Amortization of concessionaire rights-goowill	42,043	40,946	123,023	122,189
Exchange rate variation on loans and financing	25,264	17,628	25,264	(37,683)
Monetary variation of the liabilities related to the granting power	57,390	(6,460)	163,786	126,450
Interest on debentures, promissory notes, loans, financing and leasing	460,677	854,474	1,148,107	2,467,096
Financing costs capitalization	(36,761)	(27,759)	(91,348)	(72,061)
Result from derivative operations	(166,976)	3,909	(8,720)	181,241
Recognition of maintenance provision	22,597	51,994	(46,525)	147,619
Present value adjustment of maintenance provision	1,313	4,159	6,951	10,227
Recognition and reversion of provision for civil, labor, tax and social security risks	(3,034)	31,197	49,126	113,587
Provision of doubtful accounts	(3,701)	1,606	2,015	2,529
Interest and mutual loan monetary variation with related parties	5,941	16,483	8,429	49,665
Interest on taxes in installments	1,444	331	1,452	732
Present value adjustment of liabilities related to the granting power	11,224	10,982	32,956	32,247
Present value adjustment of financial assets	(201,744)	(595,132)	(680,746)	(1,466,076)
Equity	(31,384)	(138,723)	(53,275)	(221,992)
Exchange rate on foreign suppliers	2,526	11	962	(8,051)
Monetary adjustment of the provision for civil, labor, tax and social security risks	8,084	2,807	26,004	13,342
Interest on loans with third-party	1,507	4,454	3,051	11,335
Fair value of loans, financing and debentures	133,591	74,433	(52,043)	(27,668)
Interest and monetary variation on self-composition term, leniency agreement and PIC	1,662	(92)	5,003	1,308
Depreciation - Lease	11,085	6,722	33,270	30,610
Loss estimate Law nº 13.448 / 17	-	7,537	-	11,576
Write-off of the retained portion of the former shareholders of Barcas	-	-	-	(49,516)
Financial investment income	-	(93,635)	-	(214,535)
Reversal of the adjustment to present value of the leasing	2,290	1,633	7,374	6,621
Gain from the sale of equity interest in TAS	-	(615,986)	-	(615,986)
Rebalancing revenue - AutoBAn	-	-	-	(5,254,058)
<b>Assets and liabilities variations</b>	<b>(43,196)</b>	<b>1,227,506</b>	<b>(1,580,834)</b>	<b>1,438,750</b>
<b>Assets (increase) decrease</b>				
Accounts receivable	(219,941)	202,053	(1,402,444)	(89,784)
Accounts receivable - Related parties	(261)	(70,740)	21,083	(34,501)
Recoverable taxes	1,837	(34,086)	(25,334)	(30,819)
Dividends and interests on received equity	305	85,077	19,202	107,117
Anticipated expenses - fixed concession fee	-	-	-	-
Dividends and interests on receivable equity	235,665	(62,046)	(95,710)	(170,431)
Receipt of Financial Asset	150,883	445,519	391,015	1,053,639
Advances to Supplier	3,439	(13,488)	(2,581)	(36,823)
Reimbursement of civil works performed	-	-	-	-
<b>Liabilities increase (decrease)</b>				
Taxes and contributions payable and in installments, and accrual for income and social contribution taxes	221,144	544,684	524,460	1,169,297
Payments of income tax and social contribution	(117,500)	(238,838)	(608,495)	(737,309)
Realization of the maintenance provision	(14,775)	(9,987)	(67,607)	(19,429)
Liabilities related to the granting power	6,788	4,534	4,190	3,737
Payment of provision for civil, labor, tax and social security risks	(37,885)	(13,031)	(52,081)	(29,878)
Settlement Agreement and Leniency Agreement	(86,684)	-	(240,681)	-
Deferred Revenues	(9,780)	62,762	607	65,231
Loans with third-party	(226)	(668)	(458)	(1,700)
Deferred taxes	(759)	(533)	(1,639)	(1,542)
Others accounts with granting power	(9,585)	1,566	(17,271)	74
Other accounts payable	(226,908)	129,259	36,489	79,733
<b>Investment activities cash flow</b>				
Fixed assets acquisition	(49,178)	(74,490)	(94,450)	(147,744)
Advances for the intangible assets	(2,358,489)	(1,037,276)	(3,922,270)	(1,781,636)
Loans with related parties	-	-	-	-
Fundraising	-	-	-	-
Receivables	-	-	-	-
Acquisition of leasing	-	-	-	-
Net redemption financial investments	1,189,466	256,792	1,236,248	(1,055,636)
<b>Net cash used on investment activities</b>	<b>(1,387,018)</b>	<b>(157,582)</b>	<b>(3,058,081)</b>	<b>(2,316,094)</b>
<b>Financing activities cash flow</b>				
Settlement of hedge operations	(433)	(19,483)	10,849	(99,885)
Loans with related parties	-	-	-	-
Fundraising	1,632	(438)	3,432	(884)
Receivables	1	-	(1,826)	-
Loans, financing, debentures, promissory notes and leasing	-	-	-	-
Fundraising	3,983,501	1,362,438	6,634,453	5,821,890
Principal Payment	(755,618)	(280,266)	(2,744,566)	(4,440,717)
Interest Payment	(249,421)	(499,206)	(646,047)	(1,407,230)
Dividends	-	-	-	-
Paid to controlling shareholders	3,236	1,229	(175,586)	(180,745)
Payable / (paid) to non-controlling shareholders	(3,634)	(1,436)	(6,744)	(3,136)
Part. of Non-controlling Shareholders	49,484	8,008	44,476	38,806
Advance of funds for future capital increase - related parties	(20,182)	(7,461)	-	-
Capital integralization	(33,632)	-	(33,632)	-
Lease (Fundraising)	-	-	-	-
Lease (payment)	(15,729)	(7,030)	(40,707)	(36,296)
<b>Net cash used on financing activities</b>	<b>2,959,205</b>	<b>556,355</b>	<b>3,044,102</b>	<b>(308,197)</b>
Effect of exchange rate changes on cash and cash equivalents	(6,613)	(9,739)	(1,214)	(21,156)
<b>Increase / Decrease of cash and cash equivalents</b>	<b>2,853,671</b>	<b>2,441,243</b>	<b>3,023,841</b>	<b>1,709,075</b>
<b>Cash Balances Demonstration</b>				
In the beginning of the period	3,719,157	3,861,432	3,548,987	4,593,600
At the end of the period	6,572,828	6,302,675	6,572,828	6,302,675

## \ Exhibit - Pro-Forma Tables

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

CONSOLIDATED INCOME STATEMENT						
Brazilian Corporate Law (R\$ '000)	3Q21	3Q22	Chg %	9M21	9M22	Chg %
<b>Gross Revenues</b>	<b>2,983,893</b>	<b>3,752,299</b>	<b>25.8%</b>	<b>9,378,848</b>	<b>15,616,086</b>	<b>66.5%</b>
- Toll Revenues	1,953,539	2,098,784	7.4%	5,476,703	5,655,698	3.3%
- Other Revenues	1,030,354	1,653,515	60.5%	3,902,145	9,960,388	155.3%
Gross Revenues Deductions	(261,254)	(267,900)	2.5%	(649,144)	(691,344)	6.5%
<b>Net Revenues</b>	<b>2,722,639</b>	<b>3,484,399</b>	<b>28.0%</b>	<b>8,729,704</b>	<b>14,924,742</b>	<b>71.0%</b>
(+) Construction Revenues	283,510	479,116	69.0%	819,531	1,057,150	29.0%
<b>Cost of Services</b>	<b>(1,852,487)</b>	<b>(2,219,266)</b>	<b>19.8%</b>	<b>(5,774,403)</b>	<b>(5,705,510)</b>	<b>-1.2%</b>
- Depreciation and Amortization	(654,746)	(716,312)	9.4%	(2,432,108)	(1,547,442)	-36.4%
- Third-party Services	(260,306)	(298,426)	14.6%	(774,904)	(805,495)	3.9%
- Concession Costs	(31,066)	(43,434)	39.8%	(76,770)	(115,344)	50.2%
- Personnel Costs	(353,662)	(337,954)	-4.4%	(978,673)	(1,173,657)	19.9%
- Construction Costs	(283,510)	(479,116)	69.0%	(819,531)	(1,057,150)	29.0%
- Maintenance Provision	(23,069)	(52,642)	128.2%	45,145	(149,266)	n.m.
- Other	(174,326)	(255,621)	46.6%	(522,159)	(712,411)	36.4%
- Appropriation of Anticipated Expenses from the Concession	(71,802)	(35,761)	-50.2%	(215,403)	(144,745)	-32.8%
<b>Gross Profit</b>	<b>1,153,662</b>	<b>1,744,249</b>	<b>51.2%</b>	<b>3,774,832</b>	<b>10,276,382</b>	<b>172.2%</b>
<i>Gross Margin</i>	42.4%	50.1%	7.7 p.p.	43.2%	68.9%	25.7 p.p.
<b>Administrative Expenses</b>	<b>(196,341)</b>	<b>38,394</b>	<b>n.m.</b>	<b>(620,071)</b>	<b>(620,942)</b>	<b>0.1%</b>
- Depreciation and Amortization	(17,119)	(18,356)	7.2%	(51,173)	(54,428)	6.4%
- Third-party Services	(82,631)	(123,189)	49.1%	(234,891)	(288,630)	22.9%
- Personnel	(114,588)	(222,669)	94.3%	(280,656)	(506,487)	80.5%
- Other	17,997	402,608	2137.1%	(53,351)	228,603	n.m.
<b>Adjusted EBIT</b>	<b>957,321</b>	<b>1,782,643</b>	<b>86.2%</b>	<b>3,154,761</b>	<b>9,655,440</b>	<b>206.1%</b>
<i>Adjusted EBIT Margin (a)</i>	35.2%	51.2%	16.0 p.p.	36.1%	64.7%	28.6 p.p.
- Part. of Non-controlling Shareholders	19,323	(34,759)	n.m.	(134,499)	(17,616)	-86.9%
<b>EBIT (b)</b>	<b>976,645</b>	<b>1,747,884</b>	<b>79.0%</b>	<b>3,020,263</b>	<b>9,637,824</b>	<b>219.1%</b>
<i>EBIT Margin</i>	32.5%	44.1%	11.6 p.p.	31.6%	60.3%	28.7 p.p.
+ Depreciation and Amortization	671,865	734,668	9.3%	2,483,281	1,601,870	-35.5%
<b>EBITDA (b)</b>	<b>1,648,510</b>	<b>2,482,552</b>	<b>50.6%</b>	<b>5,503,544</b>	<b>11,239,694</b>	<b>104.2%</b>
<i>EBITDA Margin</i>	54.8%	62.6%	7.8 p.p.	57.6%	70.3%	12.7 p.p.
+ Maintenance Provision (c)	23,069	52,642	128.2%	(45,145)	149,266	n.m.
+ Appropriation of Anticipated Expenses (d)	71,802	35,761	-50.2%	215,403	144,745	-32.8%
- Part. of Non-controlling Shareholders	(19,323)	34,759	n.m.	134,499	17,616	-86.9%
<b>Adjusted EBITDA</b>	<b>1,724,057</b>	<b>2,605,714</b>	<b>51.1%</b>	<b>5,808,300</b>	<b>11,551,321</b>	<b>98.9%</b>
<i>Adjusted EBITDA Margin (e)</i>	63.3%	74.8%	11.5 p.p.	66.5%	77.4%	10.9 p.p.
<b>Net Financial Result</b>	<b>(493,148)</b>	<b>(778,879)</b>	<b>57.9%</b>	<b>(1,251,179)</b>	<b>(2,450,170)</b>	<b>95.8%</b>
<b>Financial Expenses:</b>	<b>(1,184,064)</b>	<b>(1,234,744)</b>	<b>4.3%</b>	<b>(2,399,626)</b>	<b>(4,202,505)</b>	<b>75.1%</b>
- Interest on Loans, Financing and Debentures and Loans Cost Capitalization	(381,059)	(899,850)	136.1%	(964,878)	(2,375,565)	146.2%
- Monetary variation on loans, financing and debentures	(80,314)	28,746	n.m.	(207,962)	(145,005)	-30.3%
- Monetary variation on Liabilities related to the Granting Power	(57,390)	6,460	n.m.	(163,786)	(126,450)	-22.8%
- Exchange Rate Variation	(25,264)	(50,590)	100.2%	(25,264)	(143,098)	466.4%
- Losses from Hedge Operations	(186,716)	(145,899)	-21.9%	(454,612)	(961,542)	111.5%
- Present Value Adjustment of Maintenance Provision	(12,655)	(15,270)	20.7%	(40,234)	(42,885)	6.6%
- Fair Value of Hedge Operations	(358,900)	(108,709)	-69.7%	(377,459)	(148,239)	-60.7%
- Other Financial Expenses	(72,189)	(47,565)	-34.1%	(142,917)	(240,767)	68.5%
- Exchange Rate Variation on foreign suppliers	(5,595)	(448)	-92.0%	(10,051)	(10,863)	8.1%
- Interest and monetary var. on settlement agreement and leniency agreement	(1,662)	92	n.m.	(5,003)	(1,308)	-73.9%
- Present value adjustment and currency exchange variation - lease	(2,320)	(1,711)	-26.3%	(7,460)	(6,783)	-9.1%
<b>Financial Income:</b>	<b>690,916</b>	<b>455,865</b>	<b>-34.0%</b>	<b>1,148,447</b>	<b>1,752,335</b>	<b>52.6%</b>
- Gains from Hedge Operations	353,692	141,990	-59.9%	463,332	780,301	68.4%
- Exchange Rate Variation	-	32,962	n.m.	-	180,781	n.m.
- Monetary Variation	-	299	n.m.	7,889	299	-96.2%
- Fair Value of Hedge Operations	225,309	34,276	-84.8%	429,502	175,907	-59.0%
- Interest and Other Financial Income	108,847	245,901	125.9%	238,636	596,133	149.8%
- Exchange Rate Variation on foreign suppliers	3,068	437	-85.8%	9,088	18,914	108.1%
<b>Profit (Loss) Before Income and Social Contribution Taxes</b>	<b>464,174</b>	<b>1,003,764</b>	<b>116.2%</b>	<b>1,903,583</b>	<b>7,205,270</b>	<b>278.5%</b>
Income and Social Contribution Taxes - Current	(213,342)	(566,029)	165.3%	(527,908)	(1,227,260)	132.5%
Income and Social Contribution Taxes - Deferred	(86,242)	203,476	n.m.	(412,362)	(1,610,199)	290.5%
<b>Profit before Minority Interest</b>	<b>164,590</b>	<b>641,211</b>	<b>289.6%</b>	<b>963,313</b>	<b>4,367,811</b>	<b>353.4%</b>
- Part. of Non-controlling Shareholders	19,323	(34,759)	n.m.	(134,499)	(17,616)	-86.9%
<b>Net Profit for the Period</b>	<b>183,913</b>	<b>606,452</b>	<b>229.7%</b>	<b>828,814</b>	<b>4,350,195</b>	<b>424.9%</b>
<b>Basic profit Per Share (In Reals - R\$)</b>	<b>0.09105</b>	<b>0.30022</b>		<b>0.41030</b>	<b>2.15356</b>	
Number of shares at the end of fiscal year (in units)	2,020,000,000	2,020,000,000		2,020,000,000	2,020,000,000	

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

(b) Calculated in accordance with CVM resolution number 156/2022.

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

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

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



CONSOLIDATED BALANCE SHEET - PROFORMA		
Brazilian Corporate Law (R\$ '000)	2Q22	3Q22
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & cash equivalents	4,100,748	6,521,258
Accounts receivable	3,656,539	3,412,675
Related parties receivable	1,408	1,241
Financial investments and reserve account	2,727,017	2,466,450
Recoverable taxes	189,599	210,887
Anticipated expenses concession right	143,052	143,052
Accounts receivable swap	8,964	3,722
Advances to Supplier	42,362	57,618
Anticipated expenses and others	349,799	354,622
<b>Total Current Assets</b>	<b>11,219,488</b>	<b>13,171,525</b>
<b>LONG TERM ASSETS</b>		
Accounts Receivable and Short-term Investments at Fair Value through Profit and Loss	5,013,325	4,998,280
Related parties	61,019	126,162
Recoverable taxes	131,937	140,644
Income and deferred taxes	1,042,259	1,142,950
Anticipated expenses concession right	1,864,131	1,828,371
Accounts receivable swap	232,907	252,433
Anticipated expenses and others	243,297	310,319
Advance for capital increase - related parties	536	523
<b>Total Long Term assets</b>	<b>8,589,411</b>	<b>8,799,682</b>
<b>Fixed assets</b>	<b>1,020,124</b>	<b>1,038,610</b>
<b>Intangible assets</b>	<b>28,837,516</b>	<b>29,185,820</b>
<b>Ongoing Intangible assets</b>	<b>33,908</b>	<b>38,653</b>
<b>Lease</b>	<b>132,669</b>	<b>38,352</b>
<b>Total Non-Current Assets</b>	<b>38,613,628</b>	<b>39,101,117</b>
<b>TOTAL ASSETS</b>	<b>49,833,116</b>	<b>52,272,642</b>
<b>LIABILITIES AND NET EQUITY</b>		
<b>CURRENT LIABILITIES</b>		
Loans and financing	267,959	885,310
Debentures	3,741,698	4,992,542
Accounts payable swap	204,537	235,180
Suppliers	460,724	511,431
Taxes and contributions payable	538,656	847,098
Taxes and contributions installment payments	2,104	3,289
Income and social contribution taxes	368,444	473,505
Accounts payable - related parties	23,426	20,154
Mutual loan - related parties	363,266	378,393
Dividends and interest on equity	62,935	64,188
Maintenance provision	44,008	46,178
Liabilities related to the granting power	186,030	191,082
Other accounts payable	275,129	270,811
<b>Total Current Liabilities</b>	<b>6,538,916</b>	<b>8,919,161</b>
<b>NON-CURRENT LIABILITIES</b>		
Loans and financing	8,233,122	7,775,032
Debentures	16,666,824	16,772,525
Accounts payable swap	39,952	25,336
Taxes and contributions payable	44,045	46,959
Taxes and contributions installment payments	3,075	11,326
Income and Deferred taxes	2,785,045	2,679,952
Accounts payable - related parties	9,898	1,820
Provision for civil contingencies, labor, tributary and social welfare	201,728	222,623
Maintenance provision	196,717	241,493
Liabilities related to the granting power	1,896,361	1,900,898
Mutual loan - relates parties	172,944	242,356
Other accounts payable	1,039,315	761,427
<b>Total Long-term Liabilities</b>	<b>31,289,026</b>	<b>30,681,747</b>
<b>NET EQUITY</b>		
Capital stock	6,022,942	6,022,942
Equity valuation adjustments	974,604	1,010,686
Profit reserve	986,166	986,166
Accumulated earnings and losses	3,743,743	4,350,195
Capital reserves	(35,274)	(35,711)
<b>Controlling Shareholders Equity</b>	<b>11,692,181</b>	<b>12,334,278</b>
Part. of Non-controlling Shareholders	312,993	337,456
<b>Total Net Equity</b>	<b>12,005,174</b>	<b>12,671,734</b>
<b>TOTAL</b>	<b>49,833,116</b>	<b>52,272,642</b>

Consolidated Cash Flow Statement Brazilian Corporate Law (RS'000) - Indirect Method	3Q21	3Q22	9M21	9M22
<b>Operational activities cash flow</b>				
Net cash originating from (used on) operational activities	1,342,937	1,964,939	3,164,689	4,703,857
Net profit (loss) in the period	164,590	641,226	963,313	4,367,826
<b>Settlements by:</b>				
Deferred income and social contribution taxes	86,242	(203,476)	412,362	1,610,199
Appropriation of anticipated expenses	71,802	35,760	215,403	144,745
Depreciation and Amortization	611,558	685,183	2,306,475	1,435,237
Fixed, intangible and deferred assets write off	4,874	(23,510)	7,609	11,156
Deferred taxes	434	699	1,356	1,655
Amortization of concessionarie rights-goowill	49,024	42,502	142,983	135,309
Exchange rate variation on loans and financing	25,264	17,628	25,264	(37,683)
Monetary variation of the liabilities related to the granting power	57,390	(6,460)	163,786	126,450
Interest on debentures, promissory notes, loans, financing and leasing	498,285	898,722	1,256,642	2,592,796
Financing costs capitalization	(36,912)	(27,917)	(91,691)	(72,525)
Result from derivative operations	(166,976)	3,909	(8,720)	181,241
Recognition of maintenance provision	23,069	52,642	(45,145)	149,266
Present value adjustment of maintenance provision	1,431	4,288	7,278	10,638
Recognition and reversion of provision for civil, labor, tax and soc	(2,459)	31,608	50,007	114,082
Provision of doubtful accounts	(3,426)	1,693	2,199	2,430
Interest and mutual loan monetary variation with related parties	8,461	(44,593)	15,917	-
Interest on taxes in installments	1,445	331	1,456	733
Present value adjustment of liabilities related to the granting pow	11,224	10,982	32,956	32,247
Present value adjustment of financial assets	(201,744)	(525,993)	(680,746)	(1,396,937)
Exchange rate on derivatives	-	-	-	-
Monetary adjustment of the provision for civil, labor, tax and soci	8,138	2,861	26,140	13,501
Interest on loans with third-party	1,507	4,454	3,051	11,335
Interest and monetary variation on self-composition term, lenier	1,662	(92)	5,003	1,308
Fair value of loans, financing and debentures	133,591	74,433	(52,043)	(27,668)
Depreciation - Lease	11,283	6,983	33,823	31,324
Write-off - Lease	2	-	2	-
Remeasurement of previous stake in VLT Carioca	-	-	-	-
Loss estimate Law nº 13.448 / 17	(35,219)	11,482	(35,219)	11,576
Financial investment income	-	(335,435)	-	(214,535)
Write-off of the retained portion of the former shareholders of B	-	-	-	(49,516)
Gain from the sale of equity interest in TAS	-	(505,246)	-	(505,246)
Exchange rate on foreign suppliers	2,527	11	963	(8,051)
Selling of 6,95624% stake from Quiport Holdings	-	-	-	-
Reversal of the adjustment to present value of the leasing	2,320	1,711	7,460	6,783
Rebalancing revenue - AutoBAn	-	22,629	-	(5,254,057)
<b>Assets and liabilities variations</b>	<b>13,550</b>	<b>1,085,924</b>	<b>(1,603,195)</b>	<b>1,278,238</b>
<b>Assets (increase) decrease</b>				
Accounts receivable	(225,244)	82,787	(1,411,212)	(204,115)
Accounts receivable - Related parties	404	(34,100)	22,015	1,978
Recoverable taxes	3,462	(29,431)	(23,873)	(27,745)
Dividends and interests on received equity	-	(60)	-	3,165
Anticipated expenses and other	270,149	(73,520)	(96,494)	(143,607)
Receipt of Financial Asset	150,883	448,282	391,015	1,056,402
Advances to Supplier	5,181	(15,256)	3,580	(7,795)
Reimbursement of civil works performed	-	-	-	-
<b>Liabilities increase (decrease)</b>				
Suppliers	(9,320)	52,754	(90,985)	(2,294)
Suppliers - Related parties	(15,973)	(2,515)	(62,676)	(19,251)
Social and labor obligations	86,675	111,202	95,171	103,693
Taxes and contributions payable and in installments, accrual for income and social contribution taxes	232,875	561,927	554,111	1,207,863
Payments of income tax and social contribution	(124,601)	(245,425)	(637,631)	(770,529)
Realization of the maintenance provision	(14,775)	(9,987)	(67,607)	(19,429)
Liabilities related to the granting power	6,788	4,841	4,190	4,208
Payment of provision for civil, labor, tax and social security risks	(38,231)	(13,557)	(52,947)	(30,404)
Deferred Revenues	23,052	70,627	3,358	30,349
Settlement Agreement and Leniency Agreement	(86,684)	-	(240,681)	-
Loans with third-party	(226)	(668)	(458)	(1,700)
Deferred taxes	(758)	(534)	(1,640)	(1,543)
Others accounts with granting power	(9,587)	1,731	(17,266)	236
Other accounts payable	(240,520)	176,826	26,835	98,756
<b>Investment activities cash flow</b>				
Fixed assets acquisition	(49,611)	(75,059)	(98,140)	(149,584)
Advances for the intangible assets	(2,369,204)	(996,200)	(3,953,488)	(1,752,560)
Intangible asstes - other	65,375	(123,890)	97,165	(80,378)
Loans with related parties	-	-	-	-
Fundraising	-	-	-	-
Receivables	-	2,652	-	2,652
Advance of funds for future capital increase - related parties	7	13	(13)	21
Acquisition of leasing	-	-	-	-
Net redemption financial investments	1,198,786	467,917	1,227,393	(1,070,965)
Redemptions / Applications (reserve account)	(115,955)	125,284	(232,944)	14,252
Net cash acquired on sale of TAS stake	-	587,239	-	587,239
Equity Titles	-	-	-	(15,430)
Net cash used on investment activities	(1,270,602)	(12,044)	(2,960,027)	(2,464,753)
<b>Financing activities cash flow</b>				
Redemptions / Investments on reserve account	-	-	-	-
Settlement of hedge operations	(433)	(19,481)	10,849	(99,883)
Settlement of hedge operations	-	-	-	-
Loans w/ Fundraising	-	-	-	-
Receivables	1,632	(438)	3,432	(884)
	1	63,057	(1,826)	63,057
Loans, fi Fundraising	-	-	-	-
Principal Payment	3,983,500	1,362,439	6,634,452	5,821,889
Interest Payment	(839,352)	(373,698)	(2,838,051)	(4,605,877)
	(265,171)	(525,402)	(727,534)	(1,452,522)
Dividend Paid to controlling shareholders	-	-	-	-
Payable / (paid) to non-controlling shareholders	3,221	1,178	(175,602)	(175,813)
	(3,634)	(1,436)	(6,744)	(3,136)
Part. of Non-controlling Shareholders	5,964	8,007	956	38,806
Advance of funds for future capital increase - related parties	(11,014)	(8,078)	9,168	(616)
Capital integralization	-	-	-	-
Lease (Fundraising)	-	(50)	-	(50)
Lease (payment)	(14,940)	(7,255)	(41,359)	(36,887)
Capital reduction	-	-	-	-
<b>Net cash used on financing activities</b>	<b>2,859,774</b>	<b>498,843</b>	<b>2,867,741</b>	<b>(451,916)</b>
Effect of exchange rate changes on cash and cash equivalents	(9,183)	(31,228)	(1,212)	(34,874)
Increase / Decrease of cash and cash equivalents	2,922,926	2,420,510	3,071,191	1,752,314
<b>Cash Balances Demonstration</b>				
In the beginning of the period	3,833,955	4,100,748	3,685,690	4,768,944
At the end of the period	6,756,881	6,521,258	6,756,881	6,521,258



## Conference Calls/Webcast

Access to the conference calls/webcasts:

**Portuguese conference call with simultaneous translation into English:**

**FRIDAY, NOVEMBER 11, 2022**

**2:00 p.m. (São Paulo) / 12:00 p.m. (New York)**

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

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

**Access Code:** CCR

**Replay:** (11) 3193-1012

**Code:** 8366456# or 5097751#

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