

CCR S.A.
(Publicly-held company)

**Review of Interim Financial
Information as of September 30,
2020**

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

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Results for the third quarter of 2020

CCR S.A. (CCR), one of Latin America's largest infrastructure concession groups, discloses its results for the 3rd quarter of 2020.

Presentation of Results

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

Unless otherwise indicated, the financial and operating information is presented on a consolidated basis, in thousands of reais, and the comparisons refer to 3Q19 and 9M19.

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.

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

Highlights 3Q20 X 3Q19

- ② Consolidated traffic decreased by 1.6%. Excluding ViaSul, it fell by 5.9% in the period. Despite the performance in the quarter, the recently disclosed volume of equivalent vehicles showed a recovery of consolidated traffic, which grew by 6.3% between October 23 and 29. Excluding ViaSul, it grew by 0.5%.
- ② Adjusted EBITDA decreased by 12.9%, with a margin of 59.7% (-3.7 p.p.). Same-basis¹ adjusted EBITDA fell by 16.5%, with a margin of 59.8% (-4.0 p.p.).
- ② Net income totaled R\$118.3 million, 65.2% down. Same-basis¹ net income totaled R\$93.3 million, 71.9% down.
- ② On September 28, 2020, CCR informed its shareholders that it would begin paying interim dividends of around R\$0.18 per common share on October 30, 2020.
- ② In light of the COVID-19 pandemic, state and municipal governments have imposed several measures including social isolation and restrictions on the movement of people, which impacted demand and, consequently, CCR's 3Q20 results. For more details, please refer to the "COVID-19" section of this earnings release and notes 1.1 and 28 of the ITR.

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

| | IFRS | | |
|--|---------|---------|-----------|
| Financial Indicators (R\$ MM) | 3Q19 | 3Q20 | Chg % |
| Net Revenues ¹ | 2,409.6 | 2,228.9 | -7.5% |
| Adjusted Net Revenues on the same basis ² | 2,370.6 | 2,113.1 | -10.9% |
| Adjusted EBIT ³ | 920.8 | 630.8 | -31.5% |
| Adjusted EBIT Mg. ⁴ | 38.2% | 28.3% | -9.9 p.p. |
| Adjusted EBITDA ⁵ | 1,527.6 | 1,331.3 | -12.9% |
| Adjusted EBITDA Mg. ⁴ | 63.4% | 59.7% | -3.7 p.p. |
| Adjusted EBITDA on the same basis ² | 1,513.2 | 1,263.3 | -16.5% |
| Adjusted EBITDA Mg. on the same basis ² | 63.8% | 59.8% | -4.0 p.p. |
| Net Income | 340.2 | 118.3 | -65.2% |
| Net Income on the same basis ^{2 7} | 332.5 | 93.3 | -71.9% |
| Net Debt / Adjusted EBITDA LTM (x) ⁶ | 2.3 | 2.7 | |
| Adjusted EBITDA ⁵ / Interest and Monetary Variation (x) | 5.3 | 4.6 | |

| | IFRS | | |
|--|---------|---------|------------|
| Financial Indicators (R\$ MM) | 9M19 | 9M20 | Chg % |
| Net Revenues ¹ | 6,849.4 | 6,383.8 | -6.8% |
| Adjusted Net Revenues on the same basis ² | 6,749.6 | 6,025.6 | -10.7% |
| Adjusted EBIT ³ | 2,549.8 | 1,646.1 | -35.4% |
| Adjusted EBIT Mg. ⁴ | 37.2% | 25.8% | -11.4 p.p. |
| Adjusted EBITDA ⁵ | 4,289.6 | 3,651.8 | -14.9% |
| Adjusted EBITDA Mg. ⁴ | 62.6% | 57.2% | -5.4 p.p. |
| Adjusted EBITDA on the same basis ² | 4,241.3 | 3,453.1 | -18.6% |
| Adjusted EBITDA Mg. on the same basis ² | 62.8% | 57.3% | -5.5 p.p. |
| Net Income | 1,045.7 | 265.9 | -74.6% |
| Net Income on the same basis ^{2 7} | 1,010.7 | 197.0 | -80.5% |
| Net Debt / Adjusted EBITDA LTM (x) ⁶ | 2.3 | 2.7 | |
| Adjusted EBITDA ⁵ / Interest and Monetary Variation (x) | 5.3 | 4.0 | |

¹ Net revenues exclude construction revenues.

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

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

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

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

⁶ Adjusted EBITDA has been used in the calculation of the net debt-to-adjusted EBITDA ratio since 1Q20, whereas operating adjusted EBITDA was used for the other periods (as announced in previous releases).

⁷ 2Q20 same-basis net income was rectified, generating an increase of R\$ 21.6 million in the total accumulated amount.

Same-basis comparison

To ensure comparability of quarterly and year-to-date results, figures were adjusted by excluding the new businesses and changes in equity interest.

The businesses removed from the comparison were:

- (i) ViaSul, whose concession agreement was signed in January 2019, but whose toll plazas were concluded in February 2020.
- (ii) VLT, which was taken over in October 2019.
- (iii) ViaCosteira, whose concession agreement was signed in July 2020;

Gross Revenues (excluding construction revenues)

| Toll Gross Revenue (R\$ 000) | 3Q19 | 3Q20 | Chg % | 9M19 | 9M20 | Chg % |
|---|------------------|------------------|-----------------|------------------|------------------|-----------------|
| AutoBAAn | 594,818 | 546,508 | -8.1% | 1,658,834 | 1,509,307 | -9.0% |
| NovaDutra | 365,950 | 347,036 | -5.2% | 1,049,927 | 934,571 | -11.0% |
| RodoNorte | 208,760 | 218,605 | 4.7% | 591,474 | 633,330 | 7.1% |
| ViaLagos | 27,782 | 30,413 | 9.5% | 93,376 | 84,703 | -9.3% |
| ViaOeste | 268,484 | 246,902 | -8.0% | 754,954 | 681,704 | -9.7% |
| RodoAnel Oeste | 72,342 | 66,603 | -7.9% | 204,466 | 184,092 | -10.0% |
| SPVias | 176,107 | 168,365 | -4.4% | 509,775 | 473,817 | -7.1% |
| MSVia | 80,972 | 81,387 | 0.5% | 220,333 | 214,619 | -2.6% |
| ViaSul | 42,665 | 92,880 | 117.7% | 109,206 | 253,545 | 132.2% |
| Total | 1,837,880 | 1,798,699 | -2.1% | 5,192,345 | 4,969,688 | -4.3% |
| % of Total Revenues | 70.2% | 74.5% | 4.3 p.p. | 69.8% | 71.9% | 207.2% |
| % of Eletronic means of collection | 70.5% | 73.0% | 2.5 p.p. | 69.3% | 72.3% | 3.0 p.p. |

| Ancillary Gross Revenue | 3Q19 | 3Q20 | Chg % | 9M19 | 9M20 | Chg % |
|--------------------------------------|---------------|---------------|------------------|---------------|---------------|------------------|
| Total Ancillary Gross Revenue | 35,334 | 29,008 | -17.9% | 97,475 | 83,840 | -14.0% |
| % of Total Revenues | 1.4% | 1.2% | -0.2 p.p. | 1.3% | 1.2% | -0.1 p.p. |

| Other Gross Revenues | 3Q19 | 3Q20 | Chg % | 9M19 | 9M20 | Chg % |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| Barcas ¹ | 38,926 | 8,822 | -77.3% | 108,808 | 50,985 | -53.1% |
| Curaçao | 41,556 | 17,116 | -58.8% | 122,978 | 70,702 | -42.5% |
| Metrô Bahia ¹ | 134,731 | 193,163 | 43.4% | 408,377 | 536,686 | 31.4% |
| Samm | 25,320 | 27,189 | 7.4% | 77,064 | 81,975 | 6.4% |
| BH Airport | 84,746 | 27,237 | -67.9% | 234,881 | 120,778 | -48.6% |
| TAS | 101,302 | 113,896 | 12.4% | 270,055 | 309,863 | 14.7% |
| ViaQuatro ¹ | 156,466 | 58,951 | -62.3% | 441,807 | 237,767 | -46.2% |
| San José (Aeris) | 64,381 | 6,429 | -90.0% | 200,495 | 82,077 | -59.1% |
| VLT ^{1 2} | - | 31,708 | n.m. | - | 129,159 | n.m. |
| ViaMobilidade - Linhas 5 e 17 ¹ | 96,212 | 102,803 | 6.9% | 279,911 | 241,140 | -13.9% |
| Total | 743,640 | 587,314 | -21.0% | 2,144,376 | 1,861,132 | -13.2% |
| % of Total Revenues | 28.4% | 24.3% | -4.1 p.p. | 28.8% | 26.9% | -1.9 p.p. |
| Construction Gross Revenue | 2,616,854 | 2,415,021 | -7.7% | 7,434,196 | 6,914,660 | -7.0% |

| Construction Gross Revenue | 3Q19 | 3Q20 | Chg % | 9M19 | 9M20 | Chg % |
|----------------------------|----------------|----------------|---------------|----------------|----------------|---------------|
| Total | 289,186 | 152,399 | -47.3% | 762,453 | 631,900 | -17.1% |

¹ Includes ancillary revenues. A portion of Metrô Bahia's revenues does not come from tariffs and refers to the returns on financial assets (reversal of the present value adjustment) and/or revenues from demand risk mitigation. These revenues totaled R\$138.2 million in 3Q20 (R\$50.1 million in 3Q19). In VLT, the returns on financial assets totaled R\$23.9 million in 3Q20 (R\$11.2 million in 3Q19). In ViaMobilidade – Lines 5 and 17, mitigation revenues stood at R\$60.3 million in 3Q20 (R\$15.6 million in 3Q19).

² VLT's results started to be consolidated in every line as of October 2019, when CCR took over the concessionaire. VLT's results were presented in the consolidated result under the equity method until 3Q19.

Gross revenues of the jointly owned subsidiaries recorded under equity income are shown below, as additional information.

| Gross Operating Revenue of Jointly Controlled Companies ¹ | 3Q19 | 3Q20 | Chg % | 9M19 | 9M20 | Chg % |
|--|----------------|----------------|---------------|----------------|----------------|---------------|
| Renovias | 49,079 | 43,937 | -10.5% | 137,101 | 121,000 | -11.7% |
| Quito (Quiport) | 93,687 | 34,481 | -63.2% | 259,388 | 138,226 | -46.7% |
| ViaRio | 25,885 | 23,422 | -9.5% | 75,727 | 61,558 | -18.7% |
| VLT ² | 19,907 | - | n.m. | 52,585 | - | n.m. |
| Total³ | 188,558 | 101,840 | -46.0% | 524,801 | 320,784 | -38.9% |

1 - Proportional interest including ancillary revenues and excluding construction revenues.

2 - VLT's results started to be consolidated in every line as of October 2019, when CCR took over the concessionaire. VLT's results were presented in the consolidated result under the equity method until 3Q19.

3 - Does not include eliminations.

Gross Revenues from Operations (excluding construction revenues)

| Gross Revenue (R\$) | 3Q19 | 3Q20 | Chg % | 9M19 | 9M20 | Chg % |
|----------------------------------|------------------|------------------|--------------|------------------|------------------|--------------|
| Operacional Revenues | 2,478,008 | 2,252,511 | -9.1% | 7,002,929 | 6,403,632 | -8.6% |
| Highway | 1,837,880 | 1,798,699 | -2.1% | 5,192,345 | 4,969,688 | -4.3% |
| Airports | 291,985 | 164,674 | -43.6% | 828,409 | 583,416 | -29.6% |
| Mobility | 348,143 | 289,138 | -16.9% | 982,175 | 850,528 | -13.4% |
| Acessory Revenues | 206,499 | 234,733 | 13.7% | 630,056 | 728,191 | 15.6% |
| Elimination | (67,653) | (72,223) | 6.8% | (198,789) | (217,163) | 9.2% |
| Operations Gross Revenues | 2,616,854 | 2,415,021 | -7.7% | 7,434,196 | 6,914,660 | -7.0% |

Traffic

| Concessionaires Performance | 3Q19 | 3Q20 | Chg % | 9M19 | 9M20 | Chg % |
|--|--------------------|--------------------|--------------|--------------------|--------------------|--------------|
| Traffic - Equivalent Vehicles¹ | | | | | | |
| AutoBAAn | 67,904,111 | 62,671,918 | -7.7% | 194,448,420 | 173,044,089 | -11.0% |
| NovaDutra | 33,561,737 | 31,824,188 | -5.2% | 96,150,809 | 85,650,165 | -10.9% |
| RodoNorte | 22,832,819 | 23,446,840 | 2.7% | 64,510,329 | 67,716,688 | 5.0% |
| ViaLagos | 1,724,630 | 1,846,335 | 7.1% | 5,858,567 | 5,211,473 | -11.0% |
| ViaOeste | 29,697,594 | 27,213,896 | -8.4% | 85,918,250 | 75,151,614 | -12.5% |
| RodoAnel Oeste | 34,535,635 | 31,796,810 | -7.9% | 100,733,392 | 87,898,672 | -12.7% |
| SPVias | 15,860,348 | 15,211,332 | -4.1% | 47,439,710 | 42,815,986 | -9.7% |
| MSVia | 12,320,695 | 12,390,209 | 0.6% | 33,449,747 | 32,615,406 | -2.5% |
| ViaSul | 9,722,747 | 20,238,657 | 108.2% | 24,898,740 | 55,957,241 | 124.7% |
| Consolidated² | 257,857,908 | 253,854,081 | -1.6% | 739,326,211 | 701,212,948 | -5.2% |

| Average Toll Paid (in R\$ / Equivalent Vehicle) ³ | 3Q19 | 3Q20 | Chg % | 9M19 | 9M20 | Chg % |
|--|-------------|-------------|--------------|-------------|-------------|-------------|
| AutoBAAn | 8.76 | 8.72 | -0.5% | 8.53 | 8.72 | 2.2% |
| NovaDutra | 10.90 | 10.90 | 0.0% | 10.92 | 10.91 | -0.1% |
| RodoNorte | 9.14 | 9.32 | 2.0% | 9.17 | 9.35 | 2.0% |
| ViaLagos | 16.11 | 16.47 | 2.2% | 15.94 | 16.25 | 1.9% |
| ViaOeste | 9.04 | 9.07 | 0.3% | 8.79 | 9.07 | 3.2% |
| RodoAnel Oeste | 2.09 | 2.09 | 0.0% | 2.03 | 2.09 | 3.0% |
| SPVias | 11.10 | 11.07 | -0.3% | 10.75 | 11.07 | 3.0% |
| MSVia | 6.57 | 6.57 | 0.0% | 6.59 | 6.58 | -0.2% |
| ViaSul | 4.39 | 4.59 | 4.6% | 4.39 | 4.53 | 3.2% |
| Consolidated^{2 5} | 7.13 | 7.09 | -0.6% | 7.02 | 7.09 | 1.0% |

| Additional information - Renovias and ViaRio ⁴ | 3Q19 | 3Q20 | Chg % | 9M19 | 9M20 | Chg % |
|--|-----------|-----------|--------|------------|------------|--------|
| Traffic - Equivalent Vehicles¹ | | | | | | |
| Renovias | 5,738,369 | 5,141,563 | -10.4% | 16,381,672 | 14,155,127 | -13.6% |
| ViaRio ⁶ | 3,465,715 | 3,142,611 | -9.3% | 10,208,875 | 8,237,044 | -19.3% |
| Average Toll Paid (in R\$ / Equivalent Vehicle)³ | | | | | | |
| Renovias | 8.11 | 8.04 | -0.9% | 7.91 | 8.05 | 1.8% |
| ViaRio ⁶ | 7.43 | 7.42 | -0.1% | 7.39 | 7.42 | 0.4% |

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

2 - In CCR's consolidated figures, the traffic volume of ViaOeste, which only collects one-way tolls, is doubled in order to adjust it to the concessionaires that adopt bidirectional collections. This procedure is based on the fact that the one-way tariffs already include the return trip costs.

3 - The average tariff is calculated by dividing toll revenues by the total number of equivalent vehicles of each concessionaire and the consolidated figure.

4 - The number of equivalent vehicles at Renovias and ViaRio refers to the interests of 40% and 66.66%, respectively.

5 - The consolidated 3Q19 average tariff was rectified.

6 - ViaRio's 3Q19 and 9M19 traffic and average tariff were rectified.

The suspended-axle tariff exemption represented a loss in toll revenues (including the proportional revenues of Renovias and ViaRio) of approximately R\$101.3 million in 3Q20 and R\$783.6 million since the beginning of the exemption, in May 2018.

However, it is worth noting that said exemption is subject to the economic and financial balance of the agreements, and that the forms of compensation are being discussed with the Granting Authorities.

Traffic at Concessionaires – Mix Breakdown

| Equivalent Vehicles | 3Q19 | | 3Q20 | |
|--|--------------|--------------|--------------|--------------|
| | Light | Commercial | Light | Commercial |
| AutoBan | 47.4% | 52.6% | 38.5% | 61.5% |
| NovaDutra | 35.6% | 64.4% | 31.3% | 68.7% |
| RodoNorte | 20.0% | 80.0% | 16.9% | 83.1% |
| ViaLagos | 79.5% | 20.5% | 81.3% | 18.7% |
| ViaOeste | 60.1% | 39.9% | 54.4% | 45.6% |
| Renovias | 55.1% | 44.9% | 47.9% | 52.1% |
| RodoAnel Oeste | 55.2% | 44.8% | 50.4% | 49.6% |
| SPVias | 32.2% | 67.8% | 28.3% | 71.7% |
| MSVia | 19.8% | 80.2% | 17.0% | 83.0% |
| ViaRio | 91.9% | 8.1% | 92.4% | 7.6% |
| ViaSul | 53.9% | 46.1% | 38.1% | 61.9% |
| CCR proforma¹ Consolidated | 47.0% | 53.0% | 40.5% | 59.5% |

1 - Includes Renovias' and ViaRio's traffic.

Urban Mobility (full operating data)

| | ViaQuatro | | | Metrô Bahia ² | | | VLT | | | ViaMobilidade - Lines 5 and 17 ³ | | | Total | | |
|--------------------------------|-------------------|-------------------|---------------|--------------------------|-------------------|---------------|------------------|------------------|---------------|---|-------------------|---------------|--------------------|-------------------|---------------|
| | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % |
| Transported passengers | | | | | | | | | | | | | | | |
| Integrated Passengers | 52,123,592 | 19,349,896 | -62.9% | - | - | - | - | - | - | - | - | - | 52,123,592 | 19,349,896 | -62.9% |
| Exclusive Passengers | 6,971,443 | 2,700,143 | -61.3% | - | - | - | - | - | - | - | - | - | 6,971,443 | 2,700,143 | -61.3% |
| Total | 59,095,035 | 22,050,039 | -62.7% | 27,979,046 | 13,238,414 | -52.7% | 6,002,284 | 2,239,366 | -62.7% | 43,249,210 | 21,372,563 | -50.6% | 136,325,575 | 58,900,382 | -56.8% |
| Average Toll Paid ¹ | 2.39 | 2.55 | 6.7% | 2.53 | 2.64 | 4.3% | 2.73 | 2.85 | 4.4% | 1.86 | 1.96 | 5.4% | 2.28 | 2.54 | 11.4% |
| Average daily demand | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % |
| Weekday | 774,544 | 287,064 | -62.9% | 356,839 | 170,926 | -52.1% | 84,192 | 31,415 | -62.7% | 561,938 | 274,654 | -51.1% | 1,777,513 | 764,059 | -57.0% |
| Saturday | 386,454 | 169,689 | -56.1% | 226,384 | 114,644 | -49.4% | 22,857 | 9,984 | -56.3% | 306,682 | 174,426 | -43.1% | 942,377 | 468,743 | -50.3% |
| Sunday | 227,017 | 82,145 | -63.8% | 111,051 | 53,921 | -51.4% | 12,537 | 5,370 | -57.2% | 167,263 | 87,007 | -48.0% | 517,868 | 228,443 | -55.9% |

1 - The average tariff calculation only considers tariff revenues.

2 - Metrô Bahia's 3Q19 passenger and average tariffs were rectified.

3 - ViaMobilidade's 3Q19 average tariff was rectified.

The reduction in demand in the urban mobility business was mainly caused by the measures including social isolation and restrictions on the movement of people imposed by several state and municipal governments as of March 2020, due to the COVID-19 pandemic.

Barcas

| Lines | | Number of Passengers | | |
|-----------------------------------|-----------|----------------------|------------------|---------------|
| Route | Fare | 3Q19 | 3Q20 | Chg % |
| Rio - Niterói | R\$ 6.50 | 4,518,173 | 1,104,001 | -75.6% |
| Rio - Charitas | R\$ 18.20 | 442,611 | - | n.m. |
| Rio - Paqueta | R\$ 6.50 | 329,744 | 178,628 | -45.8% |
| Rio - Cocotá | R\$ 6.50 | 161,924 | 22,881 | -85.9% |
| Angra - Ilha Grande - Mangaratiba | R\$ 17.30 | 37,902 | 36,889 | -2.7% |
| Total | | 5,490,354 | 1,342,399 | -75.5% |
| Average Toll Paid | | 7.09 | 6.57 | -7.3% |

The changes in the number of passengers transported mainly reflected the measures including social isolation and restrictions on the movement of people imposed by the government, as a result of the state of public calamity in Rio de Janeiro state, due to the COVID-19 pandemic. Additionally, the Company operated with longer intervals, and the Charitas line services remained suspended due to the lower demand caused by the pandemic.

Airports (full operating data)

| | Quito International Airport | | | San José International Airport | | | Curaçao International Airport | | | BH Airport | | |
|--|-----------------------------|--------------|---------------|--------------------------------|--------------|---------------|-------------------------------|--------------|---------------|---------------|--------------|---------------|
| Total Passengers (Boarding '000) | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % |
| International | 348 | 39 | -88.8% | 607 | 19 | -96.9% | 136 | 30 | -77.9% | 59 | 2 | -96.6% |
| Domestic | 348 | 38 | -89.1% | - | - | - | 36 | 12 | -66.7% | 1,457 | 314 | -78.4% |
| Total | 696 | 77 | -88.9% | 607 | 19 | -96.9% | 173 | 42 | -75.7% | 1,516 | 316 | -79.2% |
| Total ATM ¹ (Takeoffs) ² | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % |
| Total | 7,736 | 2,210 | -71.4% | 8,998 | 1,278 | -85.8% | 4,341 | 2,115 | -51.3% | 13,391 | 3,226 | -75.9% |
| Total MTOW ('000 per ton) ³ | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % |
| Total | 708 | 297 | -58.1% | 517 | 113 | -78.1% | 175 | 82 | -53.1% | 796 | 182 | -77.1% |

1 - International and domestic ATMs generate revenues at Quito Airport. At San José and Curaçao airports, none of the ATMs generates revenues.

2 - Air Traffic Movement.

3 - Maximum Takeoff Weight.

| | Quito International Airport ¹ | | | | | | San José International Airport ² | | |
|-----------------------------------|--|------|--------|----------|------|--------|---|------|--------|
| Average rates in US\$ | International | | | Domestic | | | International | | |
| | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % |
| Boarding/PAX | 50.9 | 51.5 | 1.2% | 13.8 | 14.1 | 2.0% | 29.5 | 72.6 | 146.0% |
| Use of infrastructure/ton | 23.0 | 35.8 | 55.6% | 4.9 | 7.6 | 55.1% | 4.9 | 7.1 | 44.9% |
| Boarding bridges/ATM ³ | 314.9 | 52.2 | -83.4% | 520.0 | 87.4 | -83.2% | 28.4 | 9.5 | -66.5% |

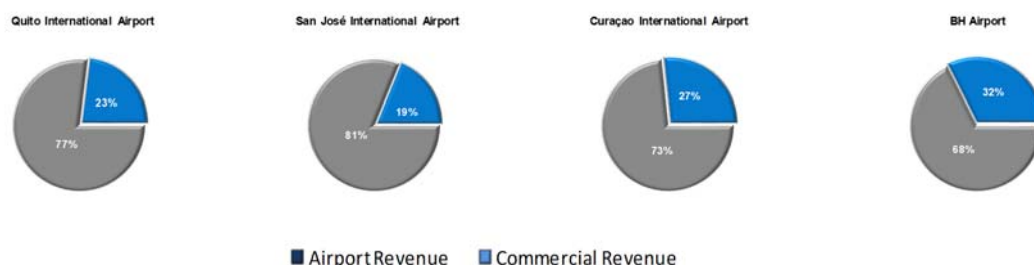
| | Curaçao International Airport | | | | | | BH Airport | | | | | |
|---|-------------------------------|-------|--------|----------|-------|--------|---------------|-------|--------|----------|------|--------|
| Average rates in US\$ | Internacional | | | Domestic | | | Internacional | | | Domestic | | |
| | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % |
| Boarding/PAX | 41.6 | 45.2 | 8.7% | 23.1 | 20.3 | -12.1% | 56.2 | 57.8 | 2.8% | 31.7 | 32.6 | 2.7% |
| Use of infrastructure/ton | 6.6 | 5.3 | -19.5% | 6.6 | 5.3 | -19.5% | - | - | - | - | - | - |
| Boarding bridges/ATM ³ | 234.4 | 103.2 | -56.0% | 489.1 | 249.3 | -49.0% | - | - | - | - | - | - |
| Revenues from landing and parking fees/MTOW | - | - | - | - | - | - | 37.7 | 190.5 | 404.6% | 11.6 | 27.2 | 132.2% |

1 - The tariff for the use of international infrastructure is the same as the tariff for cargo and others at Quito International Airport.

2 - Tariffs for San José International Airport do not exclude the 35.2% government interest. Revenues shown in the chart of revenues of jointly owned subsidiaries are net of this interest. This airport does not include revenues from domestic passenger boarding fees.

3 - Air Traffic Movement.

3Q20 Revenue Mix



The decrease in passengers and traffic was chiefly due to the effects of the global social isolation measures taken as a result of COVID-19 since the beginning of the pandemic and intensified as of March 2020, causing the suspension of several flights, restrictions on the movement of people and even the closure of borders.

Total Costs

Total costs moved down by 1.5% in 3Q20 from 3Q19, to R\$1,750.5 million. In the same comparison, same-basis cash costs fell by 0.9% (lower than the broad consumer price index – IPC-A of 3.14% in the period), to R\$850.3 million. Considering only same-basis assets in Brazil, cash costs increased by 5.8% in the period.

| Costs (R\$ MM) | | | | Same basis | | |
|--------------------------------------|------------------|------------------|---------------|------------------|------------------|---------------|
| | 3Q19 | 3Q20 | Chg % | 3Q19 | 3Q20 | Chg % |
| Total Costs¹ | (1,777.9) | (1,750.5) | -1.5% | (1,683.8) | (1,639.9) | -2.6% |
| Depreciation and Amortization | (497.9) | (606.8) | 21.9% | (497.6) | (599.7) | 20.5% |
| Anticipated Expenses | (69.7) | (69.7) | 0.0% | (69.7) | (69.7) | 0.0% |
| Construction Costs | (288.9) | (151.9) | -47.4% | (219.6) | (96.3) | -56.1% |
| Maintenance Provision | (39.3) | (24.0) | -38.9% | (39.3) | (24.0) | -38.9% |
| Third-Party Services | (325.0) | (345.9) | 6.4% | (315.2) | (332.1) | 5.4% |
| Concession Fee Costs | (27.8) | (20.5) | -26.3% | (27.8) | (20.5) | -26.3% |
| Personnel Costs | (374.3) | (399.6) | 6.8% | (366.1) | (380.6) | 4.0% |
| Other Costs | (155.0) | (132.1) | -14.8% | (148.5) | (117.1) | -21.1% |
| Cash costs | (882.1) | (898.1) | 1.8% | (857.6) | (850.3) | -0.9% |
| Cash costs (National Assets) | (732.9) | (797.5) | 8.8% | (708.3) | (749.7) | 5.8% |

| Costs (R\$ MM) | | | | Same basis | | |
|--------------------------------------|------------------|------------------|---------------|------------------|------------------|---------------|
| | 9M19 | 9M20 | Chg % | 9M19 | 9M20 | Chg % |
| Total Costs¹ | (5,062.0) | (5,369.5) | 6.1% | (4,905.8) | (4,981.6) | 1.5% |
| Depreciation and Amortization | (1,419.6) | (1,727.2) | 21.7% | (1,419.3) | (1,713.7) | 20.7% |
| Anticipated Expenses | (209.0) | (209.0) | 0.0% | (209.0) | (209.0) | 0.0% |
| Construction Costs | (756.5) | (629.0) | -16.9% | (652.0) | (414.1) | -36.5% |
| Maintenance Provision | (111.2) | (69.3) | -37.7% | (111.2) | (69.4) | -37.6% |
| Third-Party Services | (903.0) | (999.8) | 10.7% | (885.4) | (955.2) | 7.9% |
| Concession Fee Costs | (79.4) | (61.8) | -22.2% | (79.4) | (61.8) | -22.2% |
| Personnel Costs | (1,055.0) | (1,144.0) | 8.4% | (1,036.6) | (1,082.7) | 4.4% |
| Other Costs | (528.3) | (529.4) | 0.2% | (512.9) | (475.9) | -7.2% |
| Cash costs | (2,565.7) | (2,735.0) | 6.6% | (2,514.3) | (2,575.5) | 2.4% |
| Cash costs (National Assets) | (2,146.8) | (2,322.1) | 8.2% | (2,095.4) | (2,162.6) | 3.2% |

1 - Total Costs: Cost of services + administrative expenses + other operating expenses and revenues.

The main reasons for the year-on-year variations in 3Q20 are detailed below:

Depreciation and Amortization Increase of 21.9% (R\$108.9 million). ViaSul and VLT accounted for an expense of R\$7.2 million in 3Q20. On the same basis, the 20.5% increase was mainly due to higher investment amortization, as the concession contracts of RodoNorte and NovaDutra are nearing the end of their term. In addition, we had the impact of the exchange rate variation in the period, which primarily affected the San José and Curaçao international airports.

Prepaid Expenses remained stable in the quarter-on-quarter comparison, reflecting the booking of fixed concession fees paid in advance at ViaLagos, AutoBAn, RodoAnel Oeste and ViaOeste, which were appropriated to profit or loss during the remaining term of the concessions.

Construction Costs Fell by 47.4% (R\$137.0 million). ViaSul, ViaCosteira and VLT recorded an expense of R\$55.7 million in 3Q20, and ViaSul recorded an expense of R\$69.3 million in 3Q19. On the same basis, the 56.1% decline was mainly driven by adjustments to RodoNorte's construction schedule and prioritization of investments in ViaQuatro and BH Airport, as a reflection of the measures taken by the Company due to the COVID-19 pandemic. (Please refer to the CAPEX section for information on 3Q20 investments)

Provision for Maintenance was recorded based on the frequency of maintenance works, cost estimates and the corresponding calculation of present value. In 3Q20, the 38.9% decrease (R\$15.3 million) was mainly due to the detailed review of NovaDutra's investment program, as the concession contract is nearing the end of its term, and the lower provision for maintenance expenses at SPVias, especially after the conclusion of works in the second half of 2019.

Third-Party Services Increased by 6.4% (R\$20.9 million). ViaSul, ViaCosteira and VLT recorded an expense of R\$13.8 million in 3Q20, and ViaSul recorded an expense of R\$9.9 million in 3Q19. On the same basis, third-party services grew by 5.4%, mainly due to (i) the increase in the contract for the provision of operation, maintenance and conservation services at NovaDutra, resulting from the end of the concession term, and (ii) the non-recurring effect at ViaMobilidade related to accumulated costs of the clearing house, which were partially offset by the reductions at CCR and BH Airport. Considering only same-basis assets in Brazil, third-party services increased by 7.2%.

Concession Fees Fell by 26.3% (R\$7.3 million). The decrease reflects the decline in variable concession fees, as a result of the reduction in the number of passengers at Curaçao and BH Airport.

Personnel Costs Increased by 6.8% (R\$25.3 million). ViaSul, ViaCosteira and VLT recorded an expense of R\$18.9 million in 3Q20, and ViaSul recorded an expense of R\$8.2 million in 3Q19. On the same basis, personnel costs grew by 4.0%, mainly due to increases at CCR and CPC, as a result of (i) the change in the way the Company provisions variable compensation and (ii) the non-recurring effect of indemnity payments. In addition, we had the impact of the exchange rate variation in the period, which mainly affected TAS. Considering only same-basis assets in Brazil, personnel costs edged up by 0.6%.

Other costs: (materials, insurance, rent, marketing, trips, electronic means of payment, fuel and other general expenses): Fell by 14.8% (R\$22.9 million). ViaSul, ViaCosteira and VLT recorded an expense of R\$15.0 million in 3Q20, and ViaSul recorded an expense of R\$6.5 million in 3Q19. On the same comparison basis, this figure fell 21.1%. In 3Q19, there were non-recurring effects related to (i) interest increase in VLT, generating negative goodwill of +R\$13.3 million, and (ii) the sale of interest in the amount of +R\$34.4 million in Quito International Airport, as announced in the 3Q19 earnings release. In 3Q20, we also recorded a non-recurring effect at TAS, which received the “Cares Act” benefit from the American government, in the amount of R\$54.4 million. Considering only same-basis assets in Brazil and excluding the above-mentioned non-recurring effects, other costs dropped by 15.4%.

EBITDA

| EBITDA Reconciliation (R\$ MM) | 3Q19 | 3Q20 | Chg % | 9M19 | 9M20 | Chg % |
|---|----------------|----------------|------------------|----------------|----------------|------------------|
| Net Income | 340.2 | 118.3 | -65.2% | 1,045.7 | 265.9 | -74.6% |
| (+) Income Tax and Social Contribution | 280.7 | 194.5 | -30.7% | 663.0 | 497.4 | -25.0% |
| (+) Net Financial Results | 283.6 | 322.2 | 13.6% | 911.2 | 935.2 | 2.6% |
| (+) Depreciation and Amortization | 497.9 | 606.8 | 21.9% | 1,419.6 | 1,727.3 | 21.7% |
| EBITDA (a) | 1,402.5 | 1,241.8 | -11.5% | 4,039.4 | 3,425.7 | -15.2% |
| EBITDA Mg. (a) | 52.0% | 52.1% | 0.1 p.p. | 53.1% | 48.8% | -4.3 p.p. |
| (+) Anticipated expenses (b) | 69.7 | 69.7 | 0.0% | 209.0 | 209.0 | 0.0% |
| (+) Maintenance provision (c) | 39.3 | 24.0 | -38.9% | 111.2 | 69.4 | -37.6% |
| (-) Equity Income | 10.0 | 22.7 | 127.0% | (64.8) | 39.0 | n.m. |
| (+) Part. of Non-controlling Shareholders | 6.2 | (26.8) | n.m. | (5.2) | (91.3) | -1,655.8% |
| Adjusted EBITDA | 1,527.6 | 1,331.3 | -12.9% | 4,289.6 | 3,651.8 | -14.9% |
| Adjusted EBITDA Mg. (d) | 63.4% | 59.7% | -3.7 p.p. | 62.6% | 57.2% | -5.4 p.p. |

(a) Calculation in accordance with CVM Instruction 527/2012, which consists of net income adjusted for the net financial result, income tax and social contribution expenses, and depreciation and amortization costs and expenses.

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

(c) The provision for maintenance is adjusted, as it refers to estimated future expenditures from periodic maintenance in CCR's investees and constitutes a non-cash item in the interim financial information.

(d) The adjusted EBITDA margin was calculated excluding construction revenues, in accordance with IFRS requirements, with a counter-entry impacting total costs.

Net Financial Result

| Net Financial Result (R\$ MM) | 3Q19 | 3Q20 | Chg % | 9M19 | 9M20 | Chg % |
|---|----------------|----------------|--------------|----------------|----------------|-------------|
| Net Financial Result | (283.6) | (322.2) | 13.6% | (911.2) | (935.2) | 2.6% |
| - Income from Hedge Operation | 11.8 | (17.1) | n.m. | 56.4 | 53.7 | -4.8% |
| - Fair Value of Hedge Operation | 3.3 | 26.7 | 709.1% | 20.3 | (26.7) | n.m. |
| - Monetary Variation on Loans, Financing and Debentures | (11.7) | (26.3) | 124.8% | (121.4) | (43.7) | -64.0% |
| - Exchange Rate Variation on Loans, Financing, Debentures, Derivatives and Suppliers | (8.9) | (1.5) | -83.1% | (36.1) | (14.8) | -59.0% |
| - Monetary Variation on Liabilities related to the Granting Power | (8.8) | (18.9) | 114.8% | (63.6) | (42.9) | -32.5% |
| - Present Value Adjustment of Maintenance Provision and Liabilities related to the Granting Power | (18.1) | (15.6) | -13.8% | (57.2) | (46.7) | -18.4% |
| - Interest on Loans, Financing and Debentures | (317.1) | (291.7) | -8.0% | (940.6) | (903.3) | -4.0% |
| - Capitalization on Loans | 42.2 | 25.5 | -39.6% | 136.1 | 69.9 | -48.6% |
| - Investment Income and Other Income | 62.4 | 49.9 | -20.0% | 195.4 | 163.8 | -16.2% |
| - Others ¹ | (38.7) | (53.1) | 37.2% | (100.5) | (144.5) | 43.8% |

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

| Key indicators | 3Q19 | 3Q20 | 9M19 | 9M20 |
|-------------------------------|--------|-------|-------|--------|
| Average annual CDI | 6.01% | 2.00% | 6.27% | 3.07% |
| IGP-M | -0.28% | 9.59% | 4.09% | 14.40% |
| IPCA | 0.26% | 1.24% | 2.49% | 1.34% |
| Average annual TJLP | 5.95% | 4.55% | 6.41% | 4.87% |
| Average Exchange (R\$ - US\$) | 3.96 | 5.38 | 3.89 | 5.07 |

ViaMobilidade - Lines 5 and 17 has swap transactions fully changing the fixed rate debt flow from 9.76% p.a. to the CDI rate +1.44% p.a.

SPVias has swap agreements, fully changing the debt flow from 115% of the CDI rate to the CDI rate +0.405%.

The main reasons for the variations reported in 3Q20 are detailed below.

The changes in the “Income from hedge operations” and “Fair value of hedge operations” lines reflect the fair value of financing obtained by ViaMobilidade in April 2020, as well as the calculated fair value of the related swap.

The “Monetary variation on loans, financing and debentures” line grew by 124.8%, mainly due to the increase in the IPC-A (0.98 p.p.) in the period.

The reduction in expenses related to the exchange rate variation on gross debt, derivatives and suppliers was chiefly due to the settlement of ViaQuatro’s Libor options in 2019.

The “Monetary variation on obligations with the granting authority” line includes the monetary variation (IPC-A) on BH Airport concession fees. The 114.8% increase was due to the higher IPC-A, of 0.86% between June 2020 and August 2020, compared to the 0.39% recorded between June 2019 and August 2019, which are the periods considered to restate the concession balance in 3Q20 and 3Q19, respectively.

Adjustments to present value of the provision for maintenance and obligations with the Granting Authorities moved down by 13.8%, chiefly due to reductions in the balance sheet and the fact that NovaDutra’s concession agreement is nearing the end.

The “Interest on loans, financing and debentures” line fell by 8.0%, mainly due to the decrease in the CDI rate (-4.01 p.p.) in the period.

The “Loan costs capitalization” line decreased by 39.6%, chiefly due to lower construction volume at MSVia.

The “Interest on financial investments and other revenues” line fell by 20.0% year on year in 3Q20, mainly due to the impact of the lower Selic rate (-4.01 p.p.) in the period, despite the higher cash and financial investments balance.

The 37.2% increase in the “Other financial revenues and expenses” line was primarily due to the write-off of transaction costs related to proceeds from ViaMobilidade’s debentures (R\$20.9 million), as a result of the measurement of debt at fair value, and the consolidation of VLT Carioca (R\$10.1 million).

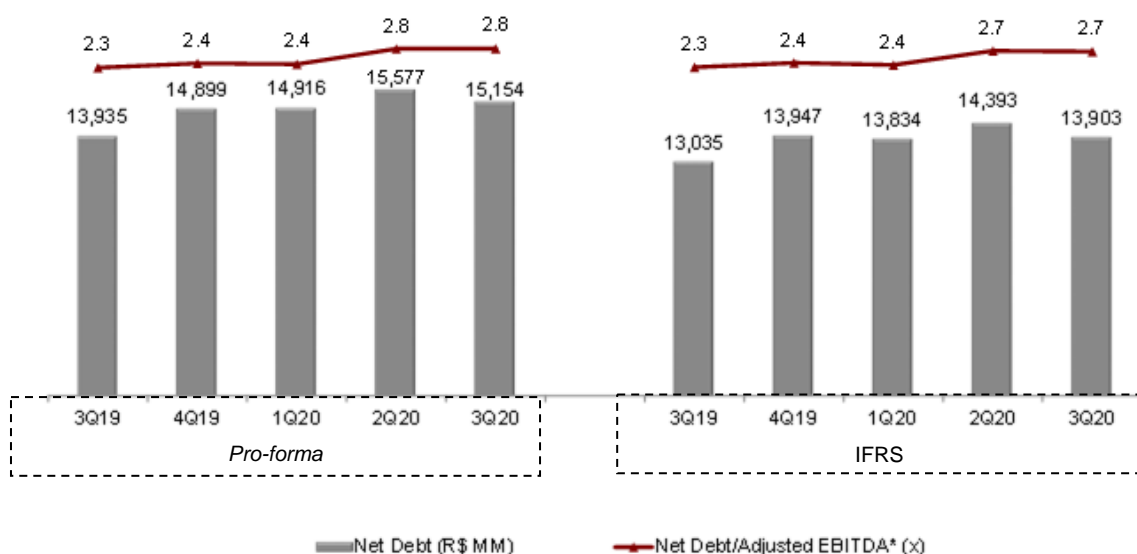
Net Income

Consolidated net income totaled R\$118.3 million in 3Q20. On the same comparison basis¹, it reached R\$93.3 million, down 71.9% when compared to the same period of the previous year.

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

Indebtedness

Consolidated net debt (IFRS) came to R\$13.9 billion in September 2020, while the net debt/LTM adjusted EBITDA¹ ratio came to 2.7x, as shown below.



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

² Adjusted EBITDA has been used in the calculation of the net debt-to-adjusted EBITDA ratio since 1Q20, whereas operating adjusted EBITDA was used for the other periods (as announced in previous releases).

In 3Q20, funding and rollover were as follows:

| Company | Issuance | Amount (R\$ MM) | Debt | Cost | Maturity |
|--------------|----------|-----------------|------------|-------------|----------|
| AutoBAn | jul/20 | 390.0 | Debentures | CDI + 2.62% | jul/23 |
| ViaLagos | jul/20 | 214.0 | Debentures | CDI + 2.80% | jul/23 |
| Total | | 604.0 | | | |

Evolution of Indebtedness

| (R\$ MM) | Sep/19 | Jun/20 | Sep/20 |
|--|-----------------|-----------------|-----------------|
| Gross Debt¹ | 16,955.1 | 20,781.8 | 20,905.0 |
| % Real-Denominated | 92% | 94% | 95% |
| % Foreign Currency-Denominated | 8% | 6% | 5% |
| Short Term | 3,056.8 | 4,826.1 | 4,902.0 |
| % Real-Denominated | 93% | 92% | 96% |
| % Foreign Currency-Denominated | 7% | 8% | 4% |
| Long Term | 13,898.3 | 15,955.7 | 16,003.0 |
| % Real-Denominated | 92% | 94% | 94% |
| % Foreign Currency-Denominated | 8% | 6% | 6% |
| Cash, Equivalents and Financial Investments² | 3,702.1 | 6,298.0 | 6,946.5 |
| % Real-Denominated | 93% | 89% | 93% |
| % Foreign Currency-Denominated | 7% | 11% | 7% |
| Receivable/Payable Swap Settlements³ | 217.8 | 90.5 | 55.1 |
| Net Debt | 13,035.2 | 14,393.3 | 13,903.4 |

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

2 - Only current asset values are considered (cash and cash equivalents and short-term investments)

3 - On September 30, 2020, the adjustment of swaps receivable was mainly due to the period's exchange variation, as well as the variation in the CDI rate.

Debt Breakdown¹

| Debt Breakdown (R\$ MM) - Not Hedged | Index | Average Cost p.a. | Sep/20 | % |
|---|-----------|---|-----------------|---------------|
| BNDES | TJLP | TJLP + 0.0% - 4.0% p.a. | 5,726.1 | 27.2% |
| Local Bond, Credit Deposit and others | CDI | 106.2% - 120.0% of CDI, CDI + 0.6% - 4.5% p.a. | 11,228.0 | 53.4% |
| Local Bond | IPCA | IPCA + 4.5% - 7.07% p.a. | 2,171.4 | 10.3% |
| Dolar | USD | LIBOR 6M + 2.3% - 3.2% p.a. / 4.2% p.a. - 7.3% p.a. | 1,123.4 | 5.3% |
| Other | Pre fixed | 9.76% p.a. | 769.7 | 3.7% |
| Total | | | 21,018.6 | 100.0% |

| Debt Breakdown (R\$ MM) - Hedged | Index | Average Cost p.a. | Sep/20 | % |
|---------------------------------------|-----------|---|-----------------|---------------|
| BNDES | TJLP | TJLP - 0.0% 4.0% p.a. | 5,726.1 | 27.2% |
| Local Bond, Credit Deposit and others | CDI | 106.2% - 120.0% of CDI, CDI + 0.405% - 4.5% p.a. | 11,960.6 | 56.9% |
| Local Bond | IPCA | IPCA + 4.5% - 7.3% p.a. | 2,171.4 | 10.3% |
| Dolar | USD | LIBOR 6M + 2.3% - 3.2% p.a. / 4.2% p.a. - 7.3% p.a. | 1,123.4 | 5.3% |
| Other | Pre fixed | - | 37.2 | 0.2% |
| Total | | | 21,018.6 | 100.0% |

1 - Amounts do not exclude transaction costs and are not measured at fair value.

Debt Amortization Schedule¹ (IFRS)

| Debt Amortization Schedule | | |
|----------------------------|-----------------|-------------|
| Years | R\$ MM | % Total |
| 2020 | 2,412.9 | 11% |
| 2021 | 3,556.2 | 17% |
| 2022 | 3,064.7 | 15% |
| 2023 | 2,842.5 | 14% |
| From 2024 | 9,142.2 | 43% |
| Total | 21,018.6 | 100% |

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

As additional information, on September 30, 2020, the net exposure in U.S. dollar of companies with revenue in BRL was U\$30.9 million, referring to ViaQuatro and Metrô Bahia. In the same period, pro-forma gross debt came to R\$22.4 billion.

CAPEX and Maintenance

| R\$ MM (%100) | Intangible and Fixed Assets | | | | | | Performed Maintenance | | Financial Asset ¹ | | Total | |
|--------------------------------|-----------------------------|--------------|-----------------------|--------------|--------------|--------------|-----------------------|-------------|------------------------------|-------------|--------------|--------------|
| | Improvements | | Equipments and Others | | Total | | Maintenance Cost | | 3Q20 | 9M20 | 3Q20 | 9M20 |
| | 3Q20 | 9M20 | 3Q20 | 9M20 | 3Q20 | 9M20 | 3Q20 | 9M20 | | | | |
| NovaDutra | 0.0 | 3.1 | 7.2 | 12.0 | 7.2 | 15.1 | 18.8 | 53.6 | 0.0 | 0.0 | 26.0 | 68.7 |
| ViaLagos | 0.3 | 1.1 | 0.1 | 0.5 | 0.4 | 1.6 | 0.0 | 0.7 | 0.0 | 0.0 | 0.4 | 2.3 |
| RodoNorte | 25.1 | 157.0 | 1.4 | 2.4 | 26.5 | 159.4 | 2.1 | 18.7 | 0.0 | 0.0 | 28.6 | 178.1 |
| AutoBAn | 2.2 | 6.8 | 0.6 | 4.5 | 2.8 | 11.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 11.3 |
| ViaOeste | 4.5 | 10.3 | 0.1 | 1.9 | 4.6 | 12.2 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | 12.2 |
| ViaQuatro | 7.4 | 43.1 | 1.5 | 6.5 | 8.9 | 49.6 | 0.0 | 0.0 | 0.0 | 0.0 | 8.9 | 49.6 |
| RodoAnel Oeste | 1.4 | 5.9 | 0.6 | 2.7 | 2.0 | 8.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 8.6 |
| Samm | 0.3 | 14.6 | 3.1 | 11.3 | 3.4 | 25.9 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 25.9 |
| SPVias | 0.9 | 30.4 | 0.4 | 3.9 | 1.3 | 34.3 | 0.0 | 6.5 | 0.0 | 0.0 | 1.3 | 40.8 |
| San José - Aeris | 10.0 | 40.8 | 0.5 | 5.4 | 10.5 | 46.2 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 46.2 |
| CAP | 1.8 | 7.6 | 0.0 | 0.0 | 1.8 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 7.6 |
| Barcas | 0.1 | 0.1 | 0.1 | 0.3 | 0.2 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.4 |
| VLT | (0.4) | 59.7 | 0.0 | 0.3 | (0.4) | 60.0 | 0.0 | 0.0 | 0.0 | 0.0 | (0.4) | 60.0 |
| Metrô Bahia | 18.3 | 46.7 | 0.2 | 0.5 | 18.5 | 47.2 | 0.0 | 0.0 | 8.5 | 70.4 | 27.0 | 117.6 |
| BH Airport | 3.0 | 15.9 | 0.2 | 0.9 | 3.2 | 16.8 | 0.0 | 0.0 | 0.2 | 5.4 | 3.4 | 22.2 |
| MSVia | 9.6 | 24.8 | 0.2 | 1.3 | 9.8 | 26.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9.8 | 26.1 |
| TAS | 2.0 | 3.0 | 0.1 | 2.6 | 2.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 5.6 |
| Viamobilidade - Lines 5 and 17 | 12.0 | 34.4 | 0.2 | 2.0 | 12.2 | 36.4 | 0.0 | 0.0 | 0.0 | 0.0 | 12.2 | 36.4 |
| Quicko | 2.3 | 3.5 | 0.0 | 0.2 | 2.3 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 3.7 |
| ViaSul | 45.3 | 187.9 | 5.3 | 28.1 | 50.6 | 216.0 | 0.0 | 0.0 | 0.0 | 0.0 | 50.6 | 216.0 |
| CCR ViaCosteira | 12.8 | 17.0 | 1.2 | 2.0 | 14.0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.0 | 19.0 |
| Others ² | 2.0 | 20.3 | 5.5 | 18.7 | 7.5 | 39.0 | (0.1) | (0.1) | 0.0 | 0.0 | 7.4 | 38.9 |
| Consolidated | 160.9 | 734.0 | 28.5 | 108.0 | 189.4 | 842.0 | 20.8 | 79.4 | 8.7 | 75.8 | 218.9 | 997.2 |

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, SPCP, Line 15 and eliminations.

In 3Q20, investments (including financial assets) and maintenance expenditures totaled R\$218.9 million.

The concessionaires which most invested in the quarter were ViaSul, RodoNorte, Metrô Bahia and NovaDutra.

In ViaSul, most disbursements went to pavement recovery, equipment acquisition and signage services. RodoNorte's investments were mainly allocated to duplications in several stretches of BR-376 in the cities of (i) Apucarana, (ii) Marilândia do Sul and (iii) Mauá da Serra. In Metrô Bahia, most disbursements went to the acquisition of systems, control equipment and road and air signage services. NovaDutra mainly invested in (i) equipment revitalization and (ii) restoration and maintenance works related to pavement, drainage and special works of art.

In 3Q20, Metrô Bahia received R\$57.9 million related to considerations from the Granting Authority.

In the same period, VLT received R\$12.5 million related to investments and considerations (R\$3.5 million and R\$9 million, respectively) from the Granting Authority.

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

| R\$ MM | Jointly owned Intangible and Fixed Assets | | | | | | Jointly owned performed maintenance | | Proforma Financial Asset ¹ | | Total | |
|-------------------------|---|-------------|-----------------------|------------|------------|-------------|-------------------------------------|------------|---------------------------------------|------------|------------|-------------|
| | Improvements | | Equipments and Others | | Total | | Maintenance Cost | | 3Q20 | 9M20 | 3Q20 | 9M20 |
| | 3Q20 | 9M20 | 3Q20 | 9M20 | 3Q20 | 9M20 | 3Q20 | 9M20 | | | | |
| Renovias (40%) | 0.2 | 0.6 | 0.1 | 0.8 | 0.3 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 1.4 |
| ViaRio (66,66%) | 0.7 | 1.9 | 0.7 | 1.0 | 1.4 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 2.9 |
| Quito - Quiport (46,5%) | 6.7 | 39.2 | 1.0 | 4.8 | 7.7 | 44.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 44.0 |
| Consolidated | 7.6 | 41.7 | 1.8 | 6.6 | 9.4 | 48.3 | 0.0 | 0.0 | 0.0 | 0.0 | 9.4 | 48.3 |

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 jointly owned subsidiaries totaled R\$9.4 million in 3Q20.

COVID-19

Since March 2020, when COVID-19 contamination became more intense, CCR has mobilized its resources to quickly understand the new context and take measures to maintain service continuity, protect society and its employees, and ensure the Company's financial solidity. In view of the current scenario, we would like to mention that:

- i) **Although traffic volume in terms of equivalent vehicles recovered in 3Q20 and, in the week of October 23-29**, excluding ViaSul, presented the first positive variation since the beginning of the pandemic, its effects could still impact revenues in the coming months;
- ii) **Despite measures that imposed social isolation and restrictions on the movement of people, the mobility businesses have also recovered** since the beginning of the pandemic; however, new recovery levels depend on an increase in the circulation of people;
- iii) **At airports**, the reduction in the number of boarded passengers has been more significant and is expected to take longer to resume normal levels of operation, due to the social isolation measures still in place and uncertainty regarding their relaxation. On the other hand, our operations have resumed international flights, which accelerates recovery;
- iv) **We continued to prioritize investments** designed to maintain the Group's cash position, while preserving the safety of operations and complying with the strategic schedules previously established;
- v) **The Company's cash position grew by almost R\$ 648.5 million (+10.3%) in 3Q20** when compared to 2Q20, to **R\$ 6.9 billion**, as a result of the strategy adopted to provide and preserve resources that will help the Group face this period of uncertainties caused by COVID-19.

Since the beginning of the pandemic, **Grupo CCR has allocated more than R\$9 million** to actions and programs that benefit communities at risk, contribute to the health of the population and provide support to truck drivers.

In 3Q20, Grupo CCR continued with its initiatives and worked tirelessly to provide:

- i) **17,000 face-to-face medical services** (Road to Health Program stations);
- ii) **The distribution of more than 90,000** food and hygiene kits;
- iii) **The disinfection of 12,000** truck cabins;

Some of these initiatives allowed CCR to promote the generation of income between groups affected by the pandemic.

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

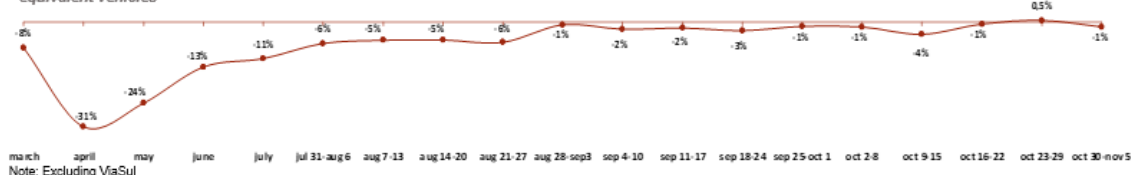
This initiative aims to provide investors and the market in general with information on the short-term impacts related to coronavirus on the Company's operations, as shown in the graphs below, which present the weekly variations in 2020 compared to the same period in 2019.

Weekly data

(March to October 30-November 5)

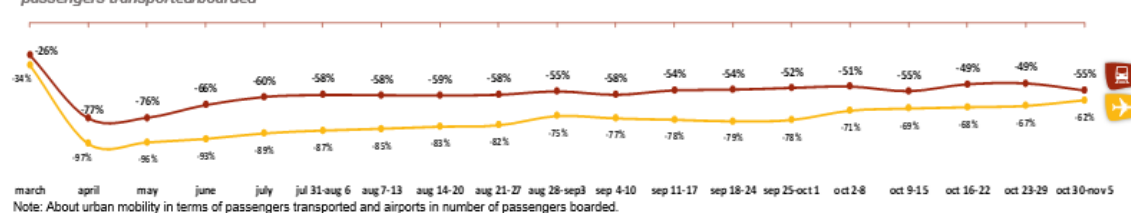
HIGHWAYS - (2020 vs 2019)

equivalent vehicles



MOBILITY AND AIRPORTS - (2020 vs 2019)

passengers transported/boarded





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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, 2020, which comprises the balance sheet 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 interim financial information in accordance with the Technical Pronouncement CPC 21 (R1) and 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.

**Basis for qualified conclusion on individual and consolidated interim financial information**

According to note 27, to the individual and consolidated interim financial information, the Company and certain companies of the CCR Group signed a Self-Composition Agreement with the Public Ministry of the State of São Paulo and the Leniency Agreement with the Federal Public Ministry - Federal Prosecutor's Office in the State Paraná ("Instruments"). The material effects of these instruments were reflected in these individual and consolidated financial statement and interim financial information issued. Investigations by public authorities have not been completed and thus new information may be revealed in the future. By covering facts and information protected by the secrecy of justice, the Company was unable to provide us with the full supporting documentation, as indicated in referred notes. At this time, it is not practicable to determine whether there is a probable loss arising from a present obligation in view of a past event or to make a reasonable measurement as to any new liability provisions in this Quarterly Information Form - ITR.

Accordingly, it was not possible to determine whether there would have been any adjustments and / or disclosures to the individual and consolidated interim financial information at September 30, 2020 and related information disclosed for comparison purposes.

Conclusion for qualified conclusion on the individual and consolidated interim financial information

Based on our review, except for the possible effects of the subject described in the section Basis for qualified conclusion on individual and consolidated interim financial information, 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, issued by IASB, 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, 2020, 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 subject described in the paragraph 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, 2020

KPMG Auditores Independentes
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, 2020 and 2019

(In thousands of reais)

| | | Parent company | | Consolidated | |
|---|------|----------------|------------|--------------|------------|
| | Note | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 |
| Assets | | | | | |
| Current assets | | | | | |
| Cash and cash equivalents | 6 | 428,323 | 106,836 | 2,817,899 | 1,263,212 |
| Financial investments | 6 | 1,558,616 | 1,213,070 | 4,102,590 | 3,710,393 |
| Interest earnings – reserve account | 6 | 2,144 | 2,115 | 26,010 | 18,372 |
| Accounts receivable | 7 | - | - | 1,111,268 | 1,341,233 |
| Accounts receivable - related parties | 10 | 17,531 | 31,689 | 1,918 | 22,675 |
| Recoverable taxes | | 73,632 | 85,035 | 143,710 | 188,385 |
| Concession-related prepayments | 9 | - | - | 278,680 | 278,628 |
| Trades receivable - operations with derivatives | 23 | - | - | 39,136 | 91,898 |
| Advances to suppliers | | 2,772 | 295 | 21,996 | 27,219 |
| Interest on capital | | 54,618 | 62,507 | 0 | - |
| Prepaid expenses and others | | 4,848 | 2,757 | 211,029 | 189,911 |
| Total current assets | | 2,142,484 | 1,504,304 | 8,754,236 | 7,131,926 |
| Non-current assets | | | | | |
| Long-term assets | | | | | |
| Trades receivable | 9 | - | - | 3,522,658 | 2,831,364 |
| Interest earnings – reserve account | 6 | - | - | 79,004 | 44,670 |
| Accounts receivable - related parties | | - | - | 502 | - |
| Loans - related parties | 10 | 394,576 | 424,461 | 155,965 | 190,642 |
| Advance for capital increase - related parties | 10 | 78,731 | 5,976 | 1,047 | 1,057 |
| Recoverable taxes | | 49,142 | 70,088 | 151,180 | 169,991 |
| Deferred taxes | 8b | - | - | 879,152 | 835,204 |
| Concession-related prepayments | 9 | - | - | 2,182,284 | 2,391,344 |
| Trades receivable - operations with derivatives | 23 | - | - | 16,187 | 0 |
| Prepaid expenses and other | | 67 | 79 | 304,376 | 248,454 |
| | | 522,516 | 500,604 | 7,292,355 | 6,712,726 |
| Investments | 11 | 10,802,309 | 9,442,013 | 881,698 | 740,649 |
| Fixed Assets | 12 | 43,877 | 35,772 | 1,039,556 | 1,030,861 |
| Intangible assets | 13 | 56,209 | 40,742 | 15,970,274 | 16,309,013 |
| Intangible assets under construction | 13 | - | - | 1,213,927 | 1,198,626 |
| Leases | 14 | - | - | 170,311 | 138,286 |
| Total non-current assets | | 11,424,911 | 10,019,131 | 26,568,121 | 26,130,161 |
| Total assets | | 13,567,395 | 11,523,435 | 35,322,357 | 33,262,087 |

See the accompanying notes to the quartely information.

CCR S.A.

(Publicly-held company)

Balance sheets

September 30, 2020 and 2019

(In thousands of reais)

| | | Parent company | | Consolidated | |
|--|--------------|----------------|------------|--------------|------------|
| | | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 |
| | Note | | | | |
| Liabilities | | | | | |
| Current liabilities | | | | | |
| Loans, financing and leases | 15 | 523,631 | - | 902,421 | 342,767 |
| Debentures and promissory notes | 16 | 918,597 | 779,907 | 3,999,601 | 3,707,276 |
| Suppliers | | 13,679 | 7,370 | 495,584 | 457,304 |
| Income and social contribution taxes | | 8 | 8 | 222,671 | 286,479 |
| Taxes and contributions payable | | 2,258 | 14,677 | 166,438 | 141,459 |
| Taxes and contributions in installments | 19 | - | - | 1,816 | 2,277 |
| Social and labor obligations | | 55,592 | 42,384 | 349,003 | 303,791 |
| Suppliers and accounts payable – Related parties | 10 | 3,690 | 63 | 100,027 | 123,996 |
| Loans - related parties | 10 | - | - | 310,587 | 291,944 |
| Interest on capital | | 373,649 | 395 | 374,954 | 804 |
| Provision for maintenance | 18 | - | - | 114,487 | 125,824 |
| Obligations with the Concession Grantor | 24 (c) e (d) | - | - | 196,892 | 103,208 |
| Self-Composition agreement and lenience agreement | 27 | - | 34,368 | 370,872 | 394,734 |
| Leases | 14 | - | - | 41,495 | 27,956 |
| Deferred Revenue | | 44 | 44 | 72,826 | 32,177 |
| Other liabilities | | 19,144 | 21,764 | 204,333 | 177,312 |
| Total current liabilities | | 1,910,292 | 900,980 | 7,924,231 | 6,519,308 |
| Non-current liabilities | | | | | |
| Loans, financing and leases | 15 | 457,970 | - | 6,875,443 | 6,384,668 |
| Debentures and promissory notes | 16 | 2,738,301 | 2,036,038 | 9,127,524 | 8,596,127 |
| Taxes and contributions payable | | - | - | 16,509 | 14,323 |
| Taxes and contributions in installments | 19 | - | - | 3,947 | 3,269 |
| Deferred taxes | 8b | 121,290 | 121,968 | 554,425 | 547,164 |
| Deferred PIS and COFINS | | - | - | 14,454 | 13,996 |
| Social and labor obligations | | 5,895 | 5,809 | 35,839 | 30,916 |
| Advance for capital increase - related parties | 10 | 1,916 | 1,916 | 61,572 | 56,357 |
| Loans - related parties | 10 | - | - | 94,291 | 92,121 |
| Provisions for civil, labor, social security and tax risks | 17 | 120 | 96 | 188,760 | 145,245 |
| Provision for maintenance | 18 | - | - | 240,617 | 224,159 |
| Provision for unsecured liability | 11 | 296,050 | 276,765 | 284 | 135 |
| Obligations with the Concession Grantor | 24 (c) e (d) | - | - | 1,588,971 | 1,638,297 |
| Loans granted to third parties | | - | - | 104,431 | 102,135 |
| Self-Composition agreement and lenience agreement | 27 | - | - | - | 216,049 |
| Leases | 14 | - | - | 142,549 | 118,037 |
| Deferred Revenue | | - | - | 15,709 | 14,433 |
| Other liabilities | | 35,861 | 41,075 | 128,720 | 105,654 |
| Total non-current liabilities | | 3,657,403 | 2,483,667 | 19,194,045 | 18,303,085 |
| Equity | | | | | |
| Capital | | 6,022,942 | 6,022,942 | 6,022,942 | 6,022,942 |
| Share of profit of investees | | 1,097,640 | 524,207 | 1,097,640 | 524,207 |
| Profit reserves | | 877,258 | 984,651 | 877,258 | 984,651 |
| Additional dividends proposed | | - | 600,000 | - | 600,000 |
| Goodwill in capital transaction | | 1,860 | 6,988 | 1,860 | 6,988 |
| Equity of parent company's shareholders | | 7,999,700 | 8,138,788 | 7,999,700 | 8,138,788 |
| Interest of non-controlling shareholders | | - | - | 204,381 | 300,906 |
| | | 7,999,700 | 8,138,788 | 8,204,081 | 8,439,694 |
| Total liabilities and equity | | 13,567,395 | 11,523,435 | 35,322,357 | 33,262,085 |

See the accompanying notes to the quarterly information.

Statements of income

for the period ended September 30, 2020 and 2019

(In thousands of reais - R\$, unless otherwise stated)

| | Note | Parent company | | | | Consolidated | | | |
|--|------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | 07/01/2020 a | 01/01/2020 a | 07/01/2019 a | 01/01/2019 a | 07/01/2020 a | 01/01/2020 a | 07/01/2019 a | 01/01/2019 a |
| | | 09/30/2020 | 09/30/2020 | 09/30/2019 | 09/30/2019 | 09/30/2020 | 09/30/2020 | 09/30/2019 | 09/30/2019 |
| Net revenue | 21 | 0 | 73,772 | 0 | 71,356 | - | 7,015,715 | - | 7,611,850 |
| Cost of services rendered | | | | | | | | | |
| Construction cost | | - | - | - | - | (151,921) | (628,970) | (288,930) | (756,479) |
| Services | | (235) | (709) | (199) | (547) | (293,054) | (830,279) | (249,878) | (712,033) |
| Cost of grant | | - | - | - | - | (90,204) | (270,775) | (97,495) | (288,404) |
| Depreciation and amortization | | (251) | (754) | (471) | (1,426) | (587,899) | (1,671,841) | (480,631) | (1,369,331) |
| Personnel cost | 18 | (6,729) | (18,851) | (7,430) | (19,164) | (281,581) | (825,390) | (270,955) | (764,524) |
| Provision for maintenance | | - | - | - | - | (23,952) | (69,361) | (39,294) | (111,209) |
| Material, equipment and vehicles | | - | (7) | (55) | (82) | (44,203) | (129,775) | (55,125) | (151,975) |
| Others | | (76) | (352) | (244) | (587) | (100,923) | (306,445) | (97,653) | (266,376) |
| | | (7,291) | (20,673) | (8,399) | (21,806) | (1,573,737) | (4,732,836) | (1,579,961) | (4,420,331) |
| Gross profit | | (7,291) | 53,099 | (8,399) | 49,550 | (1,573,737) | 2,282,879 | (1,579,961) | 3,191,519 |
| Operating expenses | | | | | | | | | |
| General and administrative expenses | | | | | | | | | |
| Personnel expenses | | (47,582) | (96,979) | (17,265) | (60,048) | (117,987) | (318,568) | (103,360) | (290,519) |
| Services | | (11,011) | (47,402) | (28,093) | (67,600) | (52,822) | (169,575) | (75,117) | (190,950) |
| Material, equipment and vehicles | | 2,462 | (660) | (212) | (619) | (813) | (14,758) | (4,022) | (14,207) |
| Depreciation and amortization | | (3,406) | (10,291) | (3,400) | (9,648) | (18,933) | (55,438) | (17,291) | (50,244) |
| Advertisement campaigns and events, trade fairs and bulletins | | (1,024) | (2,490) | (677) | (1,432) | (6,756) | (24,375) | (11,094) | (26,989) |
| Provisions for civil, labor and social security risks | | 930 | (24) | 69 | 66 | (3,807) | (43,515) | 1,971 | (6,148) |
| Rouanet Law, audiovisual, sports and other incentives | | - | - | (150) | (150) | (370) | (2,942) | (808) | (3,592) |
| Provision for expected loss - Accounts receivable | | - | - | - | - | (1,700) | (4,781) | (2,423) | (5,183) |
| Water, electricity, telephone, Internet and gas | | (258) | (802) | (302) | (954) | (2,921) | (9,632) | (3,571) | (10,530) |
| Contributions to unions and trade associations | | (181) | (378) | (248) | (520) | (1,910) | (7,316) | (2,955) | (10,117) |
| Rentals of properties and condominiums | | (813) | (2,993) | (887) | (3,182) | (1,385) | (5,079) | (1,560) | (5,174) |
| Taxes, rates and notary office expenses | | (38) | (866) | (354) | (599) | (2,760) | (28,834) | 343 | (12,538) |
| Reimbursement to the user | | (150) | (150) | - | - | (4,651) | (12,377) | (4,665) | (14,987) |
| Expenses with travels and accommodation | | (4) | (764) | (1,111) | (2,398) | (118) | (3,772) | (3,921) | (10,247) |
| Legal and judicial expenses | | (1,074) | (1,419) | (119) | (431) | (2,164) | (5,131) | (2,149) | (6,764) |
| Public notices and publications | | - | (856) | (1) | (1,168) | (162) | (3,391) | (1,083) | (4,669) |
| Non-deductible expenses, provisions and fines | | (300) | 93 | (223) | (474) | (3,875) | 41,350 | (3,184) | (4,576) |
| Others | | (356) | (2,300) | (900) | (2,766) | (2,960) | (23,082) | (4,553) | (17,495) |
| | | (62,805) | (168,281) | (53,873) | (151,923) | (226,094) | (691,216) | (239,442) | (684,929) |
| (Loss) Profit of equity-accounted investees | 11 | 203,276 | 487,286 | 373,830 | 1,151,778 | (22,658) | (38,993) | (10,015) | 64,785 |
| Self-Composition Agreement, Collaboration Incentive Program and Leniency Agreement | 27 | (2) | (12,371) | (35) | (19,405) | (3,640) | (18,092) | (9,492) | (40,662) |
| Other operating income | | 298 | 977 | 316 | 992 | 52,998 | 72,552 | 50,904 | 83,915 |
| (Loss) Profit before finance income (expense) | | 133,476 | 360,710 | 311,839 | 1,030,992 | (1,773,131) | 1,607,130 | (1,788,006) | 2,614,628 |
| Finance income (expense) | 22 | - | (95,538) | - | (36,298) | - | (935,247) | - | (911,192) |
| Operating (loss) income and before income and social contribution taxes | | 133,476 | 265,172 | 311,839 | 994,694 | (1,773,131) | 671,883 | (1,788,006) | 1,703,436 |
| Income and social contribution taxes - current and deferred | 8a | - | 678 | - | 50,988 | - | (497,355) | - | (662,984) |
| Net (loss) income for the period | | 133,476 | 265,850 | 311,839 | 1,045,682 | (1,773,131) | 174,528 | (1,788,006) | 1,040,452 |
| Attributable to: | | | | | | | | | |
| Owners of the Company | | 118,295 | 265,850 | 340,246 | 1,045,682 | 118,295 | 265,850 | 340,246 | 1,045,682 |
| Non-controlling interest | | - | - | - | - | (26,752) | (91,322) | 6,168 | (5,230) |
| Earnings per share – basic and diluted (in reais - R\$) | 20a | 0.05856 | 0.13161 | 0.16844 | 0.51766 | 0.05856 | 0.13161 | 0.16844 | 0.51766 |

See the accompanying notes to the quarterly information.

CCR S.A.

Statements of comprehensive income

for the period ended September 30, 2020 and 2019

(In thousands of Brazilian reais - R\$)

| Notes | Parent company | | | | Consolidated | | | |
|---|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| | 07/01/2020 a 09/30/2020 | 01/01/2020 a 09/30/2020 | 07/01/2019 a 09/30/2019 | 01/01/2019 a 09/30/2019 | 07/01/2020 a 09/30/2020 | 01/01/2020 a 09/30/2020 | 07/01/2019 a 09/30/2019 | 01/01/2019 a 09/30/2019 |
| (Loss) Profit for the period | 118,295 | 265,850 | 340,246 | 1,045,682 | 91,543 | 174,528 | 346,414 | 1,040,452 |
| Other comprehensive income | | | | | | | | |
| Items that will be subsequently reclassified in the statement of income | | | | | | | | |
| Equity adjustment - pension plan | 333 | 333 | - | 5,229 | 333 | 333 | - | 5,229 |
| | <u>333</u> | <u>333</u> | <u>-</u> | <u>5,229</u> | <u>333</u> | <u>333</u> | <u>-</u> | <u>5,229</u> |
| Items that will be subsequently reclassified in the statement of income | | | | | | | | |
| Adjustments on translation of financial statements of foreign subsidiaries | 53,075 | 573,673 | 91,660 | 62,529 | 53,075 | 573,673 | 91,660 | 62,529 |
| Income (loss) on cash flow hedge | - | 882 | 934 | 703 | - | 882 | 934 | 703 |
| Cash flow hedge | (25) | (1,750) | (225) | (3,820) | (25) | (1,750) | (225) | (3,820) |
| Income and social contribution | 9 | 295 | (241) | 1,061 | 9 | 295 | (240) | 1,061 |
| Translation adjustments of financial statements on foreign subsidiaries - non-controlling shareholder | - | - | - | - | (29) | (1,459) | 211 | (335) |
| | <u>53,059</u> | <u>573,100</u> | <u>92,128</u> | <u>60,473</u> | <u>53,030</u> | <u>571,641</u> | <u>92,340</u> | <u>60,138</u> |
| Total comprehensive income for the period | <u>171,687</u> | <u>839,283</u> | <u>432,374</u> | <u>1,111,384</u> | <u>144,906</u> | <u>746,502</u> | <u>438,754</u> | <u>1,105,819</u> |
| Attributable to: | | | | | | | | |
| Owners of the Company | 171,687 | 839,283 | 432,374 | 1,111,384 | 171,687 | 839,283 | 432,374 | 1,111,384 |
| Non-controlling interests | - | - | - | - | (26,781) | (92,781) | 6,380 | (5,565) |

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

CCR S.A.

(Publicly-held Company)

Statement of changes in equity - Individual

for the period ended September 30, 2020 and 2019

(In thousands of Brazilian reais - R\$)

| | Capital | | Capital reserves | | Profit reserves | | Additional dividend proposed | Other comprehensive income | Retained earnings | Total |
|--|------------------|------------------|--------------------------------|---------------------------------|-----------------|-------------------|------------------------------|----------------------------|-------------------|------------------|
| | Capital | Borrowing costs | Transactions with shareholders | Goodwill in capital transaction | Legal | Retained earnings | | | | |
| Balance at January 1, 2019 | 6,126,100 | (103,158) | 49,820 | (35,828) | 539,495 | 1,146,901 | - | 508,164 | - | 8,231,494 |
| Profit for the period | - | - | - | - | - | - | - | - | 1,045,682 | 1,045,682 |
| Payment of dividends | - | - | - | - | - | (600,000) | - | - | - | (600,000) |
| Other comprehensive income | - | - | - | - | - | - | - | 65,702 | - | 65,702 |
| Balance at September 30, 2019 | 6,126,100 | (103,158) | 49,820 | (35,828) | 539,495 | 546,901 | - | 573,866 | 1,045,682 | 8,742,878 |
| 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 |
| Profit for the period | - | - | - | - | - | - | - | - | 265,850 | 265,850 |
| Payment of dividends | - | - | - | - | - | (373,243) | (600,000) | - | - | (973,243) |
| Other comprehensive income | - | - | - | - | - | - | - | 573,433 | - | 573,433 |
| Transaction with partners - RodoNorte | - | - | (38,454) | - | - | - | - | - | - | (38,454) |
| Advantageous purchase and dilution of participation net of taxes - VLT | - | - | 33,326 | - | - | - | - | - | - | 33,326 |
| Balance at September, 2020 | 6,126,100 | (103,158) | 44,692 | (42,832) | 611,408 | - | - | 1,097,640 | 265,850 | 7,999,700 |

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

As notas explicativas são parte integrante das demonstrações financeiras.

Statement of changes in equity - Consolidated

for the period ended September 30, 2020 and 2019

(In thousands of Brazilian reais - R\$)

| | Capital | Borrowing costs | Transactions with shareholders | Goodwill in capital transaction | Profit reserves | | Additional dividend proposed | Other comprehensive income | Retained earnings | Equity attributable to owners of the Company | Noncontrolling interests | Consolidated equity |
|--|------------------|------------------|--------------------------------|---------------------------------|-----------------|-------------------|------------------------------|----------------------------|-------------------|--|--------------------------|---------------------|
| | | | | | Legal | Retained earnings | | | | | | |
| Balance at January 1, 2019 | 6,126,100 | (103,158) | 49,820 | (35,828) | 539,495 | 1,146,901 | - | 508,164 | - | 8,231,494 | 201,240 | 8,432,734 |
| Profit for the period | - | - | - | - | - | - | - | - | 1,045,682 | 1,045,682 | (5,230) | 1,040,452 |
| Capital increase | - | - | - | - | - | - | - | - | - | - | 7,577 | 7,577 |
| Payment of dividends | - | - | - | - | - | (600,000) | - | - | - | (600,000) | 14,613 | (585,387) |
| Interest on capital | - | - | - | - | - | - | - | - | - | - | 908 | 908 |
| Other comprehensive income | - | - | - | - | - | - | - | 65,702 | - | 65,702 | (335) | 65,367 |
| Balance at September 30, 2019 | 6,126,100 | (103,158) | 49,820 | (35,828) | 539,495 | 546,901 | - | 573,866 | 1,045,682 | 8,742,878 | 218,773 | 8,961,651 |
| 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) |
| Transaction with partners - RodoNorte | - | - | (38,454) | - | - | - | - | - | - | (38,454) | 38,454 | - |
| Advantageous purchase and dilution of participation net of taxes - VLT | - | - | 33,326 | - | - | - | - | - | - | 33,326 | (56,224) | (22,898) |
| Other comprehensive income | - | - | - | - | - | - | - | 573,433 | - | 573,433 | (1,459) | 571,974 |
| Balance at 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 accompanying notes are an integral part of these quarterly information.

Statements of cash flows - Indirect method

for the period ended September 30, 2020 and 2019

(In thousands of Brazilian reais - R\$)

| | Parent Company | | Consolidated | |
|---|------------------|--------------------|------------------|------------------|
| | 09/30/2020 | 09/30/2019 | 09/30/2020 | 09/30/2019 |
| Cash flows from operating activities | | | | |
| Profit for the period | 265,850 | 1,045,682 | 174,528 | 1,040,452 |
| Adjustments for: | | | | |
| Deferred income and social contribution taxes | (678) | (50,988) | (64,065) | (33,112) |
| Appropriation of prepaid expenses | - | - | 209,008 | 208,971 |
| Depreciation and amortization | 11,045 | 11,074 | 1,576,123 | 1,284,391 |
| Write-off of fixed and intangible assets | 169 | 55 | 9,912 | 22,723 |
| Amortization of concession right generated in acquisitions | - | - | 118,631 | 108,712 |
| Exchange rate change on borrowings and derivatives | - | - | - | - |
| Inflation adjustment of liabilities with Concession Grantor | - | - | 42,850 | 63,594 |
| Interest and inflation adjustments on debentures, promissory notes, borrowings, and lease | 147,822 | 112,351 | 947,027 | 1,075,669 |
| Income (loss) with derivatives and fair value of loans, financing and debentures (fair value option and hedge accounting) | - | - | (53,702) | (56,418) |
| Exchange variation on derivatives | - | - | - | - |
| Loan cost capitalization | - | - | (69,856) | (136,058) |
| Fair value of loans, financing and debentures (fair value option and hedge accounting) | - | - | 26,743 | - |
| Formation of provision for maintenance | - | - | 69,361 | 111,209 |
| Adjustment to present value of provision for maintenance | - | - | 15,170 | 25,670 |
| Formation of provision for civil, labor, tax and social security risks | 133 | 5 | 57,566 | 21,321 |
| Allowance for doubtful accounts | - | - | 4,394 | 3,565 |
| Interest and inflation adjustment on borrowings with related parties | (17,706) | (35,346) | 15,965 | (32,664) |
| Interest on taxes paid in installments | - | - | (42) | 5,225 |
| Adjustment to present value of payables to the Concession Grantor | - | - | 31,523 | 31,556 |
| Adjustment to present value of financial asset | - | - | (272,970) | (189,105) |
| Deferred Pis and Cofins | - | - | 1,327 | - |
| Exchange rate of foreign suppliers | (11) | 3 | 14,813 | 2,125 |
| Monetary restatement on civil, labor risks | 6 | 3 | 12,351 | 14,062 |
| Remeasurement of previous VLT Carioca stake | - | - | (14,393) | - |
| Depreciation - Leases | - | - | 32,525 | 26,472 |
| Interest and inflation on adjustment self-composition agreement and collaboration incentive program | 1,720 | 4,590 | 11,274 | 23,728 |
| Interest on loans with third parties | - | - | 2,702 | - |
| Adjustment to present value of lease | - | - | 8,068 | 7,420 |
| Share of profit (loss) of investees | (487,286) | (1,151,778) | 38,993 | (64,785) |
| | (344,786) | (1,110,031) | 2,771,298 | 2,495,217 |
| Changes in assets and liabilities | | | | |
| (Increase) decrease in assets | | | | |
| Trades receivable | - | - | (319,734) | (62,427) |
| Trades receivable - related parties | 16,782 | (2,961) | 25,703 | (14,193) |
| Recoverable taxes | 32,283 | 14,264 | 65,970 | 3,170 |
| Dividends and interest on capital received | 426,287 | 262,271 | 33,109 | 41,108 |
| Receipt of financial asset | - | - | 233,294 | 277,150 |
| Advances to suppliers | (2,477) | 519 | 5,223 | (547) |
| Prepaid expenses and others | (2,079) | (504) | (77,040) | (59,661) |
| Increase (decrease) in liabilities | | | | |
| Suppliers | (3,921) | 2,781 | 34,287 | (58,618) |
| Suppliers - related parties | 3,623 | 32,881 | (21,151) | 23,517 |
| Onerous assignment - Receipts | - | 10,498 | - | - |
| Onerous assignment - payment | - | (17,200) | - | - |
| Social and labor obligations | 13,294 | 8,321 | 50,135 | 85,783 |
| Taxes and contributions payable and in installments and provision for income tax and social contribution | (12,419) | (5,732) | 576,598 | 656,014 |
| Deferred taxes | - | - | (1,572) | - |
| Payments with income and social contribution taxes | - | - | (618,081) | (604,654) |
| Realization of provision for maintenance | - | - | (79,410) | (241,511) |
| Obligations with the Concession Grantor | - | - | (30,015) | (82,262) |
| Loans granted to third parties | - | - | (406) | (779) |
| Payment of provision for civil, labor, tax and social security risks | (115) | (74) | (26,402) | (29,235) |
| Self-composition agreement | (34,599) | (50,096) | (249,696) | (187,233) |
| Reimbursement of works carried out | - | - | - | 120,031 |
| Other payables | (9,323) | (5,800) | 381,716 | (27,956) |
| Net cash generated by operating activities | 348,400 | 184,819 | 2,928,354 | 3,373,366 |

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

Statements of cash flows - Indirect method

for the period ended September 30, 2020 and 2019

(In thousands of Brazilian reais - R\$)

| | Parent Company | | Consolidated | |
|---|--------------------|------------------|--------------------|--------------------|
| | 09/30/2020 | 09/30/2019 | 09/30/2020 | 09/30/2019 |
| Cash flow from investing activities | | | | |
| Loans with related parties: | | | | |
| Release | - | (3,500) | - | - |
| Receipts | 45,037 | - | 45,037 | 110,456 |
| Acquisitions of fixed assets | (10,902) | (7,436) | (108,019) | (103,834) |
| Additions to intangible assets | (13,643) | (1,312) | (745,379) | (822,587) |
| Other intangible assets | - | - | (2,776) | 15,287 |
| Capital increase in investees and other changes in investments | 0 | (265,781) | - | (196) |
| Acquisition of 42,023% of VLT | - | - | - | (67,232) |
| Advance for capital increase - related parties | (776,573) | (16,355) | 10 | (12,032) |
| Financial applications | (345,546) | 342,104 | (392,197) | (609,211) |
| Net cash (used in) generated by used in investing activities | (1,101,627) | 47,720 | (1,203,324) | (1,489,349) |
| Cash flow from financing activities | | | | |
| Redemptions/investments (reserve account) | (29) | 36 | (41,972) | (38,169) |
| Settlement of operations with derivatives | - | - | 91,678 | 68,920 |
| Borrowings, debentures, promissory notes and leases | | | | - |
| Funds raised | 2,044,870 | - | 4,584,920 | 824,765 |
| Payments of principal | (300,000) | - | (3,201,071) | (1,253,189) |
| Payments of interest | (70,138) | (69,277) | (983,876) | (781,581) |
| Leases (paymentes of principal and interest) | - | - | (41,777) | (29,459) |
| Dividends paid to parent company's shareholders | (599,989) | (599,982) | (599,989) | (601,170) |
| Advance for capital increase - related parties | - | - | 5,215 | (92) |
| Non-controlling interest | - | - | 7,155 | 7,242 |
| Net cash generated by (used in) financing activities | 1,074,714 | (669,223) | (192,075) | (1,809,375) |
| Effects of exchange rate changes on cash and cash equivalents | - | - | 21,732 | 583 |
| Decrease in cash and cash equivalents | 321,487 | (436,684) | 1,554,687 | 75,225 |
| Statement of decrease in cash and cash equivalents | | | | |
| At the beginning of period | 106,836 | 436,799 | 1,263,212 | 1,267,097 |
| At the end of period | 428,323 | 115 | 2,817,899 | 1,342,322 |
| | 321,487 | (436,684) | 1,554,687 | 75,225 |

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

Statements of value added

for the period ended September 30, 2020 and 2019

(In thousands of Brazilian reais - R\$)

| | | Parent Company | | Consolidated | |
|--|-------|-----------------|------------------|--------------------|--------------------|
| | Notes | 09/30/2020 | 09/30/2019 | 09/30/2020 | 09/30/2019 |
| Revenues | | | | | |
| Airport revenues | 21 | - | - | 583,416 | 828,409 |
| Revenues from subway | 21 | - | - | 805,076 | 881,740 |
| Revenue from optical fiber services | 21 | - | - | 76,105 | 73,002 |
| Revenue from toll fees | 21 | - | - | 4,969,688 | 5,192,345 |
| Revenues from services between related parties | 21 | 84,058 | 80,833 | 12,740 | 13,495 |
| Construction revenue | 21 | - | - | 631,900 | 762,453 |
| Income from waterways | 21 | - | - | 45,452 | 100,435 |
| Ancillary revenues | 21 | - | - | 130,677 | 138,334 |
| Income from financial assets' remuneration | 21 | - | - | 265,575 | 180,838 |
| Revenue from variable monetary consideration | 21 | - | - | 24,963 | 23,958 |
| Capitalized interest | | - | - | 69,856 | 136,058 |
| Other revenues | | - | - | 962 | 1,640 |
| Revenue management and loyalty programs | | - | - | 6 | - |
| Provision for expected loss - Accounts receivable | | - | - | (4,781) | (5,183) |
| Inputs acquired from third parties | | | | | |
| Construction costs | | - | - | (628,970) | (756,479) |
| Provision for maintenance | 18 | - | - | (69,361) | (111,209) |
| Cost of services rendered | | 221 | (48) | (1,147,523) | (1,034,004) |
| Materials, energy, third-party services and others | | (70,163) | (98,193) | (357,953) | (405,036) |
| Gross value added | | 14,116 | (17,408) | 5,407,828 | 6,020,796 |
| Depreciation and amortization | | (11,045) | (11,074) | (1,727,279) | (1,419,575) |
| Net added value generated by the Company | | 3,071 | (28,482) | 3,680,549 | 4,601,221 |
| Added value received as transfer | | | | | |
| Profit of equity-accounted investees | 11 | 487,286 | 1,151,778 | (38,993) | 64,785 |
| Finance income | 22 | 58,422 | 81,782 | 356,767 | 471,846 |
| Total added value | | 548,779 | 1,205,078 | 3,998,323 | 5,137,852 |
| Distribution of added value | | | | | |
| Employees | | | | | |
| Direct remuneration | | 96,076 | 60,661 | 853,188 | 773,206 |
| Benefits | | 6,713 | 6,299 | 170,025 | 164,915 |
| FGTS (Severance Pay Fund) | | 2,555 | 2,440 | 29,357 | 28,777 |
| Others | | 399 | 404 | 7,708 | 8,777 |
| Taxes and fees | | | | | |
| Federal | | 17,209 | (34,245) | 825,918 | 1,008,861 |
| State | | 27 | 37 | 15,123 | 17,625 |
| Municipal | | 2,961 | 2,956 | 261,867 | 272,493 |
| Third-party capital remuneration | | | | | |
| Interest | | 153,470 | 117,338 | 1,314,295 | 1,475,186 |
| Rentals | | 3,519 | 3,506 | 44,016 | 27,600 |
| Grants | | - | - | 302,298 | 319,960 |
| Remuneration of own capital | | | | | |
| Retained earnings for the period | | 265,850 | 1,045,682 | 265,850 | 1,045,682 |
| Non-controlling interest | | - | - | (91,322) | (5,230) |
| | | 548,779 | 1,205,078 | 3,998,323 | 5,137,852 |

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

Notes on the Quarterly Financial Statements (ITR) ended September 30, 2020

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

1. Operating report

CCR is a publicly-held corporation headquartered in São Paulo, state of São Paulo, and incorporated pursuant 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 three- and nine-month periods ended September 30, 2020 there were no significant changes in the operating report, in relation to the financial statements of December 31, 2019, except for the one described below:

1.1. Effects of the COVID-19 pandemic

On January 31, 2020, the World Health Organization (WHO) announced that the coronavirus (COVID-19) was a global health emergency, becoming a pandemic in an announcement made by WHO on March 11, 2020. The pandemic triggered significant decisions by governments and private sector entities, which increased the degree of uncertainty for economic agents and are generating significant impacts on the companies of the CCR Group.

The Company has been monitoring the daily changes and, until September 30, 2020, verified the following consolidated result of the survey referring to highway traffic, in the form of equivalent vehicles, urban mobility, in terms of passengers transported, and airports, in number of passengers on board:

| Unity | Equivalent Vehicles | | | | | |
|--|--|------------|--------|--|------------|--------|
| | 03/12/2020 to 09/30/2020 03/12/2019 to 09/30/2019 | | | 01/01/2020 to 09/30/2020 01/01/2019 to 09/30/2019 | | |
| | Tour | Commercial | Total | Tour | Commercial | Total |
| CCR | -27.8% | 6.0% | -9.5% | -18.2% | 7.1% | -4.7% |
| CCR without ViaSul ⁽¹⁾ | -31.1% | 0.2% | -14.1% | -22.8% | 1.4% | -9.8% |
| CCR INFRA SP ⁽²⁾ | -32.6% | 0.4% | -16.4% | -23.9% | 1.0% | -11.8% |
| AutoBAAn | -36.9% | 3.6% | -15.8% | -26.9% | 3.7% | -11.1% |
| ViaOeste | -30.5% | 1.1% | -18.0% | -22.1% | 2.2% | -12.6% |
| CCR LAM VIAS ⁽²⁾ | -14.1% | 14.5% | 4.3% | -2.3% | 16.6% | 9.6% |
| CCR LAM VIAS without ViaSul ⁽²⁾ | -26.1% | -0.2% | -8.9% | -19.1% | 2.0% | -5.4% |
| NovaDutra | -30.2% | -8.9% | -16.3% | -23.3% | -3.7% | -10.8% |
| RodoNorte | -22.0% | 9.8% | 3.2% | -13.5% | 10.4% | 5.0% |
| MSVia | -19.2% | 2.7% | -1.9% | -13.4% | 0.4% | -2.6% |

(1) ViaSul: Start of collection on February 15, 2019 (P2 and P3) and February 9, 2020 in other markets (P1, P4, P5, P6 and P7)

(2) CCR INFRA SP e CCR LAM VIAS consolidate data from other concessions, in addition to the listed companies mentioned above.

| Unity | Passengers | |
|----------------|--|--|
| | 03/12/2020 to 09/30/2020 03/12/2019 to 09/30/2019 | 01/01/2020 to 09/30/2020 01/01/2019 to 09/30/2019 |
| | | |
| CCR Mobilidade | -64.0% | -46.0% |

| Unity | Passengers | |
|----------------|--|--|
| | 03/12/2020 to 09/30/2020 03/12/2019 to 09/30/2019 | 01/01/2020 to 09/30/2020 01/01/2019 to 09/30/2019 |
| | | |
| CCR Aeroportos | -86.0% | -62.0% |

The Company's management installed a crisis committee, as disclosed in a Material Fact of March 18, 2020, to assess the impact of the pandemic on its business and on people and has been taking the necessary measures in the face of the events that are taking place. Below we show the main analyzes and their respective conclusions for the main possible impacts on these quarterly financial statements:

Assessment of operational continuity

- We currently review and prepare monthly (on a weekly basis at the beginning of quarantine period and later in a weekly basis) cash flow management scenarios on to facilitate decision making and anticipate actions to avoid/mitigate adverse impacts. In such scenarios, no problems have been identified so far that would impact liquidity or generate a breach of the Group's covenants as a whole.

The Company and its investees have financial agreements, such as debentures, among others, with cross default and/or cross acceleration clauses, 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 clauses.

- The pandemic event has caused high volatility in the financial markets, including the exchange rate, where it was possible to see a significant depreciation of the Real against the US Dollar. Group companies located in Brazil do not have significant currency exposure. The Group companies located abroad have indebtedness in the same currency as their functional currency and also do not suffer any significant exchange impact, however, in the conversion of their balance sheets for consolidation into Brazilian Reais in the Brazilian parent company, a gain of R\$573,433 was observed in the line item Other Comprehensive Income, in Shareholders' Equity.

In the review of cash flows, the measures listed below were considered, which were adopted with the objective of preserving cash and increasing liquidity, in the face of a crisis situation. Namely:

- Containing expenses, prioritizing investments and contracting 5 new debts at the parent company between March and May 2020, in the total nominal value of R\$2,060,000, being:
 - (i) R\$ 200,000, remunerated at CDI rate + 4.5% per year and maturing on March 26, 2021;
 - (ii) R\$ 400,000, remunerated at CDI rate + 3.98% per year and maturing on April 13, 2021;
 - (iii) R\$300,000, remunerated at CDI rate + 3.5% per year and maturing on March 29, 2021;
 - (iv) R\$460,000, remunerated at CDI rate + 3.47% per year and maturing on May 28, 2023;
 - and (v) R\$700,000, remunerated at CDI rate + 3.20% per year and maturing on May 28, 2022.
- Adoption of Provisional Measure 936/2020, in order to preserve jobs, reducing the salary and workload of all leadership personnel by 25%, for a period of 3 months, starting in May 2020, and suspending the employment contract for determined period of part of employees of the managed group.
- From the point of view of financing, the National Bank for Economic and Social Development (BNDES) launched an emergency program, promoting the suspension of the payment of installments of financing by companies, between April and September 2020, and the amounts of the suspended installments were incorporated into the debit balance and redistributed in the remaining installments of the debt, maintaining the final term of the contract. The suspension is valid for direct or indirect financing contracts with BNDES. Approvals were obtained for BH Airport, VLT Carioca, Metrô Bahia and MSVia. For the latter, due to the authorization in May 2020, the suspension of installments started that month. The Company renewed the benefit for another six months for the subsidiaries Metrô Bahia, BH Airport and VLT Carioca.

Assessment of non-financial assets and realization of deferred income tax and social contribution

From the national and international regulatory point of view, the Company understands that the concession agreements of its investees are protected by clauses for protection against force majeure events and/or unforeseen cases, in addition to some of the contracts, mainly in the mobility urban area, have demand frustration mitigation clauses.

The Company obtained the opinion of an independent legal advisor, corroborating its understanding in relation to the protection of the concession agreements mentioned above and about the event of the COVID-19 pandemic being classified as a force majeure event.

Still under the regulatory environment, the Office of the General Counsel for the Federal Government (AGU) issued the following opinions:

- Opinion No. 74/2020, to the National Civil Aviation Agency (ANAC), ratifying the applicability of Provisional Measure 925/2020, for the postponement of the payment date for the fixed concession fee of 2020 for BH Airport, from May to December 2020.
- Opinion No. 261/2020, to the Ministry of Infrastructure Promotion, Planning and Partnerships, where it concludes that concessionaires have the right to have their concession agreements rebalanced due to the impacts of the aforementioned pandemic.

Therefore, the Company estimates that the contracts will be rebalanced due to the effects of the pandemic and such rebalances would be sufficient for the recovery of non-monetary assets and the realization of deferred income tax and social contribution. For further details on asset recovery criteria, see note 13 of December 31, 2019.

Assessment of financial assets

From the point of view of financial assets receivable from the Concession Grantors, mainly related to Metrô Bahia and VLT Carioca, no increase in the credit risk of the counterparties has been identified so far, and the commitments have been substantially honored so far, except for the Mitigation Revenue in Metrô Bahia, as explained in note 7, and delays in receiving contributions and considerations in the VLT Carioca in the amount of R\$ 250,633.

Accordingly, no conditions were identified that would justify the constitution of a provision for impairment of assets, mainly related to the realization of accounts receivable, the recoverability of intangible assets and the realization of deferred income tax and social contribution.

In view of possible scenarios for the extension of social isolation and the consequent extension of market liquidity restrictions, the Company believes, so far, that it has the capacity to manage its cash in order to meet all its commitments.

In addition, in view of the potential significant drop in its income result, the Company, as mentioned above, has been carrying out different initiatives, aiming to readjust its cost and capital structure for the new economic moment that Brazil and the world are going through.

1.2. Auction BR101/SC

On February 21, 2020, CCR was the winner of the auction for the concession of BR101/SC, a highway that has more than 220 kilometers and crosses 14 cities, offering the amount of R\$ 1.97012 for the basic toll tariff. The concession period will be 30 years from the award date.

On April 8, 2020, the result of the Auction realized on July 6, 2020, was approved and the concession agreement no. 01/2020 was signed.

1.3. RodoNorte Acquisition

On August 31, 2020, CCR became the holder of the total capital in view of the conclusion of the shares acquisition of the other Company's shareholders, initiated on July 17, 2020, when CCR entered into a Purchase and Sale Agreement for the shares acquisition held by the other Company's shareholders.

2. Significant accounting policies

In this three- and nine-month periods, there were no changes in the significant accounting policies and practices and, therefore, the application of the procedures disclosed in the explanatory notes to the financial statements for the year ended on December 31, 2019 remains consistent.

3. Presentation of Quarterly Financial Statements

These individual and consolidated interim financial statements have been prepared and are being presented in accordance with technical pronouncement CPC 21 (R1) - Interim Statements and with the international accounting standard IAS 34 - Interim Financial Reporting, issued by the International Accounting Standards Board - (IASB). They also include the provisions of Law 6404/1976 and standards issued by the Brazilian Securities and Exchange Commission (CVM).

These quarterly financial statements must be read jointly with the financial statements for the year ended on December 31, 2019.

Management states that all significant information specific to interim financial statements is disclosed and only this information is recorded and corresponds to the information used in its management.

On November 09 and 10, 2020, the Audit Committee and the Audit and Supervisory Board, respectively, analyzed and expressed themselves in favor of these quarterly financial statements. The Company's Board of Directors approved them on November 11, 2020.

4. Determination of fair values

In this three- and nine-month period, there have been no changes in the criteria for determining fair values.

5. Financial risk management

In this nine-month period, there were no changes in financial risk management, except for the measures reported in note 1.1 - Effects of the COVID-19 pandemic.

6. Cash and cash equivalents and financial investments

| | Parent Company | | Consolidated | |
|--------------------------------------|-----------------------|-------------------|---------------------|-------------------|
| | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 |
| Cash and banks | 75 | 103 | 422,836 | 805,482 |
| Interest earning bank deposits | | | | |
| Investment Funds and CDB | 428,248 | 106,733 | 2,395,063 | 457,730 |
| | <u>428,323</u> | <u>106,836</u> | <u>2,817,899</u> | <u>1,263,212</u> |
| | | | | |
| | Parent Company | | Consolidated | |
| | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 |
| Current | | | | |
| Interest earning bank deposits | | | | |
| Reserve account | 2,144 | 2,115 | 26,010 | 18,372 |
| Investment Funds and CDB | 1,558,616 | 1,213,070 | 4,102,590 | 3,710,393 |
| Total current | <u>1,560,760</u> | <u>1,215,185</u> | <u>4,128,600</u> | <u>3,728,765</u> |
| Non-Current | | | | |
| Interest earning bank deposits | | | | |
| Reserve account | - | - | 79,004 | 44,670 |
| Total non-current | <u>-</u> | <u>-</u> | <u>79,004</u> | <u>44,670</u> |
| Total - financial investments | <u>1,560,760</u> | <u>1,215,185</u> | <u>4,207,604</u> | <u>3,773,435</u> |

Financial investments have an average remuneration corresponding to 96.21% of the CDI rate, which is equivalent to 2.94% per year (99.52% of CDI rate, equivalent to 5.89% per year on average, on December 31, 2019).

7. Accounts receivables - Consolidated

| | 09/30/2020 | 12/31/2019 |
|--|-------------------|-------------------|
| Current | | |
| Receivables from airports (a) | 126,104 | 145,935 |
| Accessory revenues (b) | 42,709 | 35,447 |
| Electronic toll (c) | 431,027 | 407,576 |
| Income from waterways (d) | 4,833 | 5,638 |
| Multimedia revenues (e) | 18,682 | 17,397 |
| Tariff revenues (f) | 102,004 | 46,234 |
| Demand mitigation revenue (g) | 62,911 | 118,403 |
| Concession Grantor - Metrô Bahia / VLT Carioca (j) | 347,044 | 584,265 |
| Others | 10 | - |
| | <u>1,135,324</u> | <u>1,360,895</u> |
| Allowance for excepted losses – accounts receivables (i) | <u>(24,056)</u> | <u>(19,662)</u> |
| | <u>1,111,268</u> | <u>1,341,233</u> |
| Non-current | | |
| Accessory revenues (b) | 192 | 288 |
| Multimedia revenues (e) | 23,043 | 20,608 |
| Concession Grantor - Barcas (h) | 105,657 | 71,924 |
| Demand mitigation revenue (g) | 305,673 | 39,467 |
| Concession Grantor - Metrô Bahia / VLT Carioca (j) | <u>3,088,093</u> | <u>2,699,077</u> |
| | <u>3,522,658</u> | <u>2,831,364</u> |

Maturity periods of receivables

| | <u>09/30/2020</u> | <u>12/31/2019</u> |
|-------------------------------|-------------------|-------------------|
| Credits to falling due | 4,340,179 | 3,981,866 |
| Credits overdue up to 60 days | 39,155 | 26,981 |
| 61–90 days past-due | 21,644 | 13,252 |
| 91–180 days past-due | 25,219 | 32,231 |
| Credits overdue >180 days | <u>231,785</u> | <u>137,929</u> |
| | <u>4,657,982</u> | <u>4,192,259</u> |

- (a) Receivable credits from airport tariffs, such as boarding, connection, landing, permanence, storage and wharfage fees, as well as credits from accessory revenues such as space rental and parking fees;
- (b) Credits from accessory revenues (mainly concession area occupation and rental of advertising displays) set forth in the concession agreements;
- (c) Receivable credits from services provided to users, relating to toll rates that will be passed on to concessionaires and receivable credits from toll fee vouchers;
- (d) Receivable credits from services provided to users related to waterway (Barcas) and subway (VLT Carioca) tariffs, held through the RioCard;
- (e) Receivable credits from multimedia services provided to third parties by Samm;
- (f) Receivable credits 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) It refers to credits from Metrô Bahia to be received from the Concession Grantor, because of the demand recorded lower than the demand projected in exhibit 8 to the concession agreement, arising from the demand risk mitigation clause.

The balance of accounts receivable on September 30, 2020, for risk mitigation of demand corresponds to R\$194,273 for the 1st year of Full Operation (period from 03/01/2019 to 02/29/2020) and R\$174,311 concerning the second year of Full Operation (period from 03/01/2020 to 09/30/2020). In relation to the 1st operating period, the Concession Grantor manifested itself in a manner different from that provided for in the concession agreement and understands that the amount due would be R\$83,881 (net of costs of R\$5,992), different from the understanding of the concessionaire and its legal advisors. The solution to this dispute is in progress and the Monitoring Committee will be set up, provided for in a contract, or even the dispute may be referred to the arbitration mechanisms provided for in the contract. In relation to the 2nd Plena Operation period, there has not been formally declared by the Concession Grantor yet as to the amount ascertained, however, the Independent Verifier methodology was adopted. On October 15, 2020, the Addendum No. 8 was signed, which establishes the form and deadline for receiving the undisputed portion related to the 1st and 2nd years of Plena Operation, as detailed in Note 28 of Subsequent Events.

Based on the stage of the ongoing negotiations and business arrangements between the Company and the Concession Grantor, no losses are expected with respect to receivable credits from the Concession Grantor;

- (h) It refers to the contractual right to receive cash from the Concession Grantor in exchange for infrastructure improvements, upon the return of assets upon termination of Barcas' concession agreement;
- (i) The provision for expected loss – accounts receivables, reflects the expected loss for each business of the Company; and
- (j) It refers to the contractual right to receive public contribution and pecuniary compensation from the Concession Grantor as part of the remuneration to implement infrastructure by the subsidiary, and the amounts are recognized at their present value, calculated at the internal return rate of the agreement in accordance with the physical progress of the improvements made.

The right to receive cash from the Concession Grantor of Metrô Bahia and VLT Carioca is presented in the table below:

| | 12/31/2019 | 09/30/2020 | | | | |
|-------------------------|------------------|----------------|------------------|----------------|------------------|------------------|
| | Opening balance | Additions | Receipt | Remuneration | Transfer | Closing balance |
| Current | | | | | | |
| Public contribution | 72,276 | 2,673 | (12,188) | (5,835) | (26,545) | 17,171 |
| Pecuniary consideration | 511,989 | 127,337 | (223,209) | 3,986 | (91,094) | 329,873 |
| | <u>584,265</u> | <u>130,010</u> | <u>(235,397)</u> | <u>(1,849)</u> | <u>(117,639)</u> | <u>347,044</u> |
| Non-current | | | | | | |
| Public contribution | - | - | - | - | 26,545 | 26,545 |
| Pecuniary consideration | 2,699,077 | 3,990 | - | 267,387 | 91,094 | 3,061,548 |
| | <u>2,699,077</u> | <u>3,990</u> | <u>-</u> | <u>267,387</u> | <u>117,639</u> | <u>3,088,093</u> |
| Total | <u>3,283,342</u> | <u>134,000</u> | <u>(235,397)</u> | <u>265,538</u> | <u>-</u> | <u>3,435,137</u> |

- (a) It refers to the reprogramming of cash flow at present value in accordance with Modifying Amendment Term No. 7 for Metrô Bahia.

Payment schedule - non-current

| | |
|--------------|------------------|
| 2021 | 79,403 |
| 2022 | 268,324 |
| 2023 | 246,100 |
| 2024 | 225,776 |
| 2025 onwards | <u>2,268,490</u> |
| | <u>3,088,093</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 | | | |
|---|----------------------------|----------------------------|----------------------------|----------------------------|
| | 07/01/2020 a 09/30/2020 | 01/01/2020 a 09/30/2020 | 07/01/2019 a 09/30/2019 | 01/01/2019 a 09/30/2019 |
| Income before income and social contribution taxes | 113,668 | 265,172 | 320,132 | 994,694 |
| Nominal rate | 34% | 34% | 34% | 34% |
| Income tax and social contribution at nominal rate | (38,647) | (90,158) | (108,845) | (338,196) |
| Tax effect of permanent additions and exclusions | | | | |
| Equity in net income of subsidiaries and associated companies (a) | 71,053 | 171,215 | 129,042 | 397,144 |
| Non-deductible expenses | (248) | (408) | (236) | (408) |
| Provisions / updates to the Self-Composition Term, Leniency Agreement and PIC | (175) | (1,258) | (233) | (8,158) |
| Variable remuneration of statutory officers | (1,813) | (6,544) | 386 | (1,387) |
| IR and CS not constituted on tax losses and temporary differences | (25,543) | (68,636) | - | - |
| Other tax adjustments | - | (3,533) | - | 1,993 |
| Income and social contribution tax (expense) | 4,627 | 678 | 20,114 | 50,988 |
| Deferred taxes | 4,627 | 678 | 20,114 | 50,988 |
| Effective tax rate | 6.13% | -0.26% | -6.28% | -5.13% |

| | Consolidated | | | |
|---|----------------------------|----------------------------|----------------------------|----------------------------|
| | 07/01/2020 a 09/30/2020 | 01/01/2020 a 09/30/2020 | 07/01/2019 a 09/30/2019 | 01/01/2019 a 09/30/2019 |
| Income before income and social contribution taxes | 286,008 | 671,883 | 627,151 | 1,703,436 |
| Nominal rate | 34% | 34% | 34% | 34% |
| Income tax and social contribution at nominal rate | (97,242) | (228,440) | (213,231) | (579,168) |
| Tax effect of permanent additions and exclusions | | | | |
| Equity in net income of subsidiaries and associated companies (a) | (7,704) | (13,258) | (3,405) | 22,027 |
| Non-deductible expenses | (3,283) | (9,267) | (1,904) | (6,269) |
| Provisions / updates to the Self-Composition Term, Leniency Agreement and PIC | (2,147) | (6,451) | (6,632) | (21,893) |
| Variable remuneration of statutory officers | (6,925) | (23,031) | 40 | (3,440) |
| Income tax incentive | 1,527 | 6,389 | 1,808 | 6,337 |
| Accumulated conversion adjustment reclassification | - | - | 11,704 | 11,704 |
| IR and CS not constituted on tax losses and temporary differences | (46,265) | (147,182) | (23,066) | (48,369) |
| Other tax adjustments | (32,426) | (76,115) | (15,239) | (13,101) |
| Income and social contribution tax (expense) | (194,465) | (497,355) | (280,737) | (662,984) |
| Current taxes | (209,865) | (561,420) | (274,677) | (696,096) |
| Deferred taxes | 15,400 | 64,065 | (6,060) | 33,112 |
| | (194,465) | (497,355) | (280,737) | (662,984) |
| Effective tax rate | 67.99% | 74.02% | 44.76% | 38.92% |

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

b. Deferred taxes

Deferred income tax and social contribution have the following sources:

| Parent company | | | | | |
|---|--|-----------|---------------------|--------------------------|-----------|
| Balance in 09/30/2020 | | | | | |
| 12/31/2019 | Recognized in the Statement of income (loss) | Net value | Deferred tax assets | Deferred tax liabilities | |
| Income and social contribution on tax losses and carryforward (a) | 39,004 | - | 39,004 | | - |
| Provision for profit sharing (PLR) | 6,975 | (3,990) | 2,985 | | - |
| Provision for labor and tax risks | 151 | 8 | 159 | | - |
| Temporary differences - Law No. 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 | - |
| Taxes (liabilities) before use offset | (121,968) | 678 | (121,290) | 47,435 | (168,725) |
| Tax use offset | - | - | - | (47,435) | 47,435 |
| Deferred tax asset (liabilities), net | (121,968) | 678 | (121,290) | - | (121,290) |

| Parent company | | | | | |
|---|--|-----------|---------------------|--------------------------|-----------|
| Balance in 09/30/2019 | | | | | |
| 12/31/2018 | Recognized in the Statement of income (loss) | Net value | Deferred tax assets | Deferred tax liabilities | |
| Income and social contribution taxes on tax losses and negative bases (a) | 21,638 | 43,659 | 65,297 | 65,297 | - |
| Provision for profit sharing (PLR) | 4,934 | 1,022 | 5,956 | 5,956 | - |
| Provision for labor and tax risks | 141 | (23) | 118 | 118 | - |
| Credit assignment | 1,689 | (1,519) | 170 | 170 | - |
| Temporary differences - Law No. 12.973/14 (b) | (2,436) | 631 | (1,805) | - | (1,805) |
| Gain from bargain purchase in acquisition of ViaRio interest | (12,393) | - | (12,393) | - | (12,393) |
| Concession right generated in remeasuring ViaQuatro interest | (160,754) | 5,540 | (155,214) | - | (155,214) |
| Other | 622 | 1,678 | 2,300 | 2,300 | - |
| Taxes (liabilities) before use offset | (146,559) | 50,988 | (95,571) | 73,841 | (169,412) |
| Tax use offset | - | - | - | (73,841) | 73,841 |
| Deferred tax asset (liabilities), net | (146,559) | 50,988 | (95,571) | - | (95,571) |

| Consolidated | | | | | |
|---|--|------------------------------------|--------------|---------------------|--------------------------|
| Balance in 09/30/2020 | | | | | |
| 12/31/2019 | Recognized in the Statement of income (loss) | Recognized in shareholders' equity | Net value | Deferred tax assets | Deferred tax liabilities |
| Income and social contribution on tax losses and carryforward (a) | 1,530,487 | 173,474 | - | 1,703,961 | |
| Exchange-rate change | 1,724 | 4,220 | - | 5,944 | 5,586 |
| Provision for profit sharing (PLR) | 29,032 | (15,042) | - | 13,990 | 13,990 |
| Allowance for excepted losses – accounts receivables | 5,024 | (932) | - | 4,092 | 4,092 |
| Provision for labor and tax risks | 25,253 | 21,747 | - | 47,000 | 47,000 |
| Maintenance provision | 84,562 | (16,388) | - | 68,174 | 68,174 |
| Income (loss) from operations with derivatives | 2,675 | 21,048 | 393 | 24,116 | 14,359 |
| Temporary differences - Law No. 12.973/14 (b) | (723,307) | 17,771 | - | (705,536) | 282,634 |
| Gain from bargain purchase in acquisition of ViaRio interest | (12,393) | - | - | (12,393) | - |
| Concession right generated in remeasuring ViaQuatro | (153,277) | 5,539 | - | (147,738) | - |
| Revenues from financial assets' remuneration | (481,905) | (85,985) | - | (567,890) | - |
| Amortization of transaction cost | (1,074) | (4,035) | - | (5,109) | - |
| Assisted operation | 1,749 | 215 | - | 1,964 | 1,964 |
| Difference of fiscal versus accounting amortization criteria - Costa Rica | (77,895) | (27,294) | - | (105,189) | - |
| Operating Lease - CPC 06 | (55) | (390) | - | (445) | 338 |
| Gain from bargain purchase in acquisition of VLT interest | (17,834) | 5,962 | (17,168) | (29,040) | - |
| Gain / Remeasurement of the prior participation VLT, at fair value | - | (4,702) | - | (4,702) | - |
| Diversification of provision | 24,744 | (14,740) | - | 10,004 | 11,082 |
| Other | 50,530 | (16,403) | (10,603) (*) | 23,524 | 23,746 |
| Deferred tax assets (liabilities) before offset | 288,040 | 64,065 | (27,378) | 324,727 | 2,176,926 |
| Offset of tax | - | - | - | - | (1,297,774) |
| Deferred net tax assets (liabilities) | 288,040 | 64,065 | (27,378) | 324,727 | 879,152 |

(*) Cumulative translation adjustments.

| | Consolidated | | | | | |
|---|-----------------------|--|------------------------------------|-----------|---------------------|--------------------------|
| | Balance in 09/30/2019 | | | | | |
| | 12/31/2018 | Recognized in the Statement of income (loss) | Recognized in shareholders' equity | Net value | Deferred tax assets | Deferred tax liabilities |
| Income tax and social contribution on tax losses carryforward (a) | 1,201,436 | 154,566 | - | 1,356,002 | 1,356,002 | - |
| Exchange-rate change | (7,215) | 9,241 | - | 2,026 | 2,026 | - |
| Provision for profit sharing (PLR) | 20,027 | 997 | - | 21,024 | 21,024 | - |
| Allowance for expected loss - accounts receivable | 5,350 | 351 | - | 5,701 | 5,701 | - |
| Provision for labor, tax and fiscal risks | 26,507 | (1,341) | - | 25,166 | 25,166 | - |
| Formation of provision for maintenance | 176,987 | (65,825) | - | 111,162 | 111,162 | - |
| Income (loss) with operations with derivatives | (46,187) | 7,310 | (1,209) | (40,086) | 29,731 | (69,817) |
| Credit assignment | 1,689 | (1,519) | - | 170 | 170 | - |
| Temporary differences - Law No. 12.973/14 (b) | (674,363) | (24,958) | - | (699,321) | 250,341 | (949,662) |
| Gain from bargain purchase in acquisition of ViaRio interest | (12,393) | - | - | (12,393) | - | (12,393) |
| Concession right generated in remeasuring of ViaQuatro's interest | (160,754) | 5,540 | - | (155,214) | - | (155,214) |
| Revenues from financial assets' remuneration | (265,772) | (51,527) | - | (317,299) | - | (317,299) |
| Amortization of transaction cost | (1,830) | (149) | - | (1,979) | - | (1,979) |
| Assisted operation | 1,795 | 209 | - | 2,004 | 2,004 | - |
| Difference in tax versus accounting amortization criteria - Aeris | (80,080) | (2,179) | - | (82,259) | - | (82,259) |
| Operating Lease - CPC 06 | - | (65) | - | (65) | 3 | (68) |
| Gain from bargain purchase in acquisition of VLT interest | - | (9,878) | - | (9,878) | - | (9,878) |
| Diversification of provision | 9,373 | (606) | - | 8,767 | 9,282 | (515) |
| Other | 39,478 | 12,945 | - | 52,423 | 52,586 | (163) |
| Deferred tax assets (liabilities) before offset | 234,048 | 33,112 | (1,209) | 265,951 | 1,865,198 | (1,599,247) |
| Offset of tax | - | - | - | - | (1,031,852) | 1,031,852 |
| Deferred net tax assets (liabilities) | 234,048 | 33,112 | (1,209) | 265,951 | 833,346 | (567,395) |

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

| | <u>Parent company</u> | <u>Consolidated</u> |
|--------------|-----------------------|---------------------|
| 2020 | 2,243 | 22,435 |
| 2021 | 2,243 | 29,063 |
| 2022 | 2,243 | 47,492 |
| 2023 | 2,243 | 113,600 |
| 2024 | 2,243 | 77,654 |
| 2025 onwards | 27,789 | 1,413,717 |
| | <u>39,004</u> | <u>1,703,961</u> |

- (b) Amounts of temporary differences arising from the application of article 69 of Law 12973/2014 (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 term than the above estimate, due to corporate and capital structure reorganizations.

CCR and some investees, mainly CPC and Barcas (partially), did not record deferred tax assets on the balance of tax losses and negative bases of social contribution, in the amounts of R\$1,178,654 and R\$1,215,700, respectively, as there is no expectation of taxable profit generation in the long run. Had they been recorded, the balance of deferred tax assets (IRPJ/CSLL) would be R\$404,077 on September 30, 2020 (R\$252,652 on December 31, 2019).

9. Concession-related prepayments - Consolidated

| | Beginning of concession (1) | | Extension of the concession period (2) | | Total | |
|--------------------|-----------------------------|------------------|--|------------------|------------------|------------------|
| | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 |
| Current | | | | | | |
| ViaLagos | 286 | 234 | - | - | 286 | 234 |
| AutoBAAn | 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>81,694</u> | <u>196,934</u> | <u>196,934</u> | <u>278,680</u> | <u>278,628</u> |
| | | | | | | |
| | Beginning of concession (1) | | Extension of the concession period (2) | | Total | |
| | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 |
| Non-current | | | | | | |
| ViaLagos | 7,242 | 7,508 | - | - | 7,242 | 7,508 |
| AutoBAAn | 25,598 | 29,036 | 866,950 | 983,406 | 892,548 | 1,012,442 |
| ViaOeste | 4,121 | 6,594 | 52,073 | 83,317 | 56,194 | 89,911 |
| RodoAnel Oeste | 1,226,300 | 1,281,483 | - | - | 1,226,300 | 1,281,483 |
| | <u>1,263,261</u> | <u>1,324,621</u> | <u>919,023</u> | <u>1,066,723</u> | <u>2,182,284</u> | <u>2,391,344</u> |

During the nine-month period ended September 30, 2020, the amount of R\$209,008 (R\$208,971 in the same period of 2019) was appropriated to the result.

- Prepayments made at the start of concession to the Concession Grantor, related to the fixed concession fee and indemnified subrogated agreements in subsidiaries, were recorded in assets and are recognized in the result for the concession period.
- In order to adjust the costs incurred with the fixed concession fee in 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 results in the extended period.

10. Related parties

The balances of assets and liabilities on September 30, 2020 and December 31, 2019, as well as transactions that have influenced the results for three and nine-month period ended on September 30, 2020 and 2019, related to operations with related parties, result from transactions between the Company, its parent companies, subsidiaries, jointly controlled companies, key management personnel and other related parties.

a. Parent company

| | Transactions | | | | Balances | | | | | |
|--|--|------------------|-------------------|------------------|------------------------|---|----------------|------------------------|---|--------------------------------------|
| | 01/01/2020 a 09/30/2020 | | | | 09/30/2020 | | | | | |
| | Expenses / costs with services rendered | Gross revenue | Finance income | Finance costs | Assets | | | Liabilities | | |
| | | | | | Accounts receivable | Advances for future capital increase | Loans | Interest on capital | Advances for future capital increase | Suppliers and accounts payable |
| Parent companies | | | | | | | | | | |
| Camargo Corrêa Investimentos em Infraestrutura | - | - | - | - | - | - | - | - | 720 (d) | - |
| Camargo Corrêa Infra Construções | - | - | - | - | - | - | - | - | - | 12 |
| Construtora Andrade Gutierrez | - | - | - | - | - | - | - | - | 720 (d) | - |
| Soares Penido Concessões | - | - | - | - | - | - | - | - | 189 (d) | - |
| Soares Penido Obras, Construções e Investimentos | - | - | - | - | - | - | - | - | 287 (d) | - |
| Subsidiaries | | | | | | | | | | |
| CIIS | - | - | - | - | - | 13,731 (d) | - | 2,534 | - | - |
| Lam Vias | - | - | - | - | - | - | - | - | - | 224 (h) |
| Mobilidade | - | - | - | - | - | - | - | - | - | 3,358 (h) |
| NovaDutra | - | 16,543 (a) | - | - | 1,725 (a) | - | - | - | - | - |
| ViaLagos | - | 2,059 (a) | - | - | 215 (a) | - | - | - | - | - |
| RodoNorte | - | 4,703 (a) | 5,937 (b) | - | 491 (a) | 65,000 (d) | 238,701 (b) | - | - | - |
| AutoBAn | - | 17,303 (a) | - | - | 1,804 (a) | - | - | - | - | - |
| ViaOeste | - | 10,132 (a) | - | - | 1,057 (a) | - | - | - | - | - |
| ViaQuatro | - | 2,967 (a) | - | - | 314 (a) | - | - | - | - | - |
| RodoAnel Oeste | - | 199 (a) | - | - | 21 (a) | - | - | - | - | - |
| CPC | 204 (f) | 824 (a) | - | - | 85 (a) | - | - | 52,084 | - | 21 (f) |
| Samm | 388 (i) | 657 (a) | - | - | 69 (a) | - | - | - | - | 75 (h) (i) |
| SPVias | - | 2,047 (a) | - | - | 213 (a) | - | - | - | - | - |
| Barcas | - | 3,009 (a) | 1,785 (g) | - | 314 (a) (g) | - | - | - | - | - |
| VLT Carioca | - | 1,310 (a) | 713 (g) | - | 7,735 (a) (g) | - | - | - | - | - |
| Metrô Bahia | - | 2,371 (a) | - | - | 247 (a) | - | - | - | - | - |
| BH Airport | - | 5,470 (a) | - | - | 465 (a) | - | - | - | - | - |
| MSVia | - | 2,879 (a) | - | - | 300 (a) | - | - | - | - | - |
| ViaMobilidade | - | 2,136 (a) | - | - | 223 (a) | - | - | - | - | - |
| Quicko | - | 68 (a) | - | - | 7 (a) | - | - | - | - | - |
| ViaSul | - | 2,065 (a) | - | - | - | - | - | - | - | - |
| Aeris | - | 837 (a) | 126 (j) | 4 (j) | 88 (a) | - | - | - | - | - |
| ViaCosteira | - | - | - | - | 1,611 (l) | - | - | - | - | - |
| Joint ventures | | | | | | | | | | |
| ViaRio | - | 1,261 (a) | 9,149 (c) | - | - | - | 155,875 (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 (k) | - | - | - | - | - | - | - | - | - |
| Total | 1,338 | 84,058 | 17,710 | 4 | 17,531 | 78,731 | 394,576 | 54,618 | 1,916 | 3,690 |

| | Transactions | | | | Transactions | | | |
|--|--|------------------|-------------------|------------------|--|------------------|-------------------|--|
| | 07/01/2020 a 09/30/2020 | | | | 07/01/2019 a 09/30/2019 | | | |
| | Expenses / costs with services rendered | Gross revenue | Finance income | Finance costs | Expenses / costs with services rendered | Gross revenue | Finance income | |
| Subsidiaries | | | | | | | | |
| CIIS | - | - | - | - | - | - | 30 (m) | |
| NovaDutra | - | 5,514 (a) | - | - | - | 5,340 (a) | 241 (e) | |
| ViaLagos | - | 686 (a) | - | - | - | 673 (a) | - | |
| RodoNorte | - | 1,570 (a) | 1,357 (b) | - | - | 1,548 (a) | - | |
| AutoBAn | - | 5,768 (a) | - | - | - | 5,548 (a) | 4,438 (e) | |
| ViaOeste | - | 3,378 (a) | - | - | - | 3,244 (a) | 653 (e) | |
| ViaQuatro | - | 1,005 (a) | - | - | - | 973 (a) | - | |
| RodoAnel Oeste | - | 66 (a) | - | - | - | 64 (a) | 1,570 (e) | |
| CPC | 68 (f) | 275 (a) | - | - | 65 (f) | 264 (a) | - | |
| Samm | 112 (i) | 219 (a) | - | - | 152 (i) | 211 (a) | - | |
| SPVias | - | 682 (a) | - | - | - | 656 (a) | - | |
| Barcas | - | 1,005 (a) | 1 (g) | - | - | 964 (a) | 514 (g) | |
| VLT Carioca | - | 700 (a) | 256 (g) | - | - | 701 (a) | 159 (g) | |
| Metrô Bahia | - | 790 (a) | - | - | - | 774 (a) | - | |
| BH Airport | - | 1,630 (a) | - | - | - | 1,900 (a) | - | |
| MSVia | - | 960 (a) | - | - | - | 908 (a) | - | |
| ViaMobilidade | - | 712 (a) | - | - | - | 659 (a) | - | |
| Quicko | - | 22 (a) | - | - | - | 23 (a) | - | |
| ViaSul | - | 512 (a) | - | - | - | 870 (a) | - | |
| Aeris | - | - | 6 (j) | 4 (j) | - | - | - | |
| Joint ventures | | | | | | | | |
| ViaRio | - | 314 (a) | 2,602 (c) | - | - | 454 (a) | 4,278 (c) | |
| Renovias | - | 546 (a) | - | - | - | 541 (a) | - | |
| Other related parties | | | | | | | | |
| Companhia Operadora de Rodovias | - | 243 (a) | - | - | - | 235 (a) | - | |
| Consórcio Operador da Rodovia Presidente Dutra | - | 958 (a) | - | - | - | 927 (a) | - | |
| Mundinvest | 746 (k) | - | - | - | - | - | - | |
| Total | <u>926</u> | <u>27,555</u> | <u>4,222</u> | <u>4</u> | <u>217</u> | <u>27,477</u> | <u>11,883</u> | |

| | Transactions | | | Balances | | | | | |
|--|--|------------------|-------------------|------------------------|--|----------------|------------------------|--|--------------------------------------|
| | 01/01/2019 a 09/30/2019 | | | 12/31/2019 | | | | | |
| | Expenses / costs with services rendered | Gross revenue | Finance income | Assets | | | Liabilities | | |
| | | | | Accounts receivable | Advances for future capital increase | Loans | Interest on capital | Advances for future capital increase | Suppliers and accounts payable |
| Parent companies | | | | | | | | | |
| Camargo Corrêa Investimentos em Infraestrutura | - | - | - | - | - | - | - | 720 (d) | - |
| Camargo Corrêa Infra Construções | - | - | - | - | - | - | - | - | 12 |
| Construtora Andrade Gutierrez | - | - | - | - | - | - | - | 720 (d) | - |
| Soares Penido Concessões | - | - | - | - | - | - | - | 189 (d) | - |
| Soares Penido Obras, Construções e Investimentos | - | - | - | - | - | - | - | 287 (d) | - |
| Subsidiaries | | | | | | | | | |
| CIIS | - | - | 30 (m) | - | 5,976 (d) | - | 10,423 | - | - |
| Infra SP | - | - | - | 8 (h) | - | - | - | - | - |
| Lam Vias | - | - | - | 6 (h) | - | - | - | - | 14 (h) |
| NovaDutra | - | 16,019 (a) | 714 (e) | 1,670 (a) | - | - | - | - | - |
| ViaLagos | - | 2,020 (a) | - | 211 (a) | - | - | - | - | - |
| RodoNorte | - | 4,643 (a) | - | 484 (a) | - | 233,893 (b) | - | - | - |
| AutoBAn | - | 16,644 (a) | 13,177 (e) | 1,740 (a) | - | - | - | - | 3 (h) |
| ViaOeste | - | 9,732 (a) | 1,939 (e) | 1,015 (a) | - | - | - | - | - |
| ViaQuatro | - | 2,861 (a) | - | 307 (a) | - | - | - | - | 1 (h) |
| RodoAnel Oeste | - | 192 (a) | 4,685 (e) | 20 (a) | - | - | - | - | - |
| CPC | 196 (f) | 1,057 (a) | - | 112 (a) | - | - | 52,084 | - | 29 (f) |
| Samm | 451 (i) | 632 (a) | - | 66 (a) | - | - | - | - | 2 (h) (i) |
| SPVias | - | 1,967 (a) | - | 205 (a) | - | - | - | - | 2 (h) |
| Barcas | - | 2,891 (a) | 1,612 (g) | 17,762 (a) (g) | - | - | - | - | - |
| VLT Carioca | - | 1,799 (a) | 934 (g) | 5,794 (a) (g) | - | - | - | - | - |
| Metrô Bahia | - | 2,323 (a) | - | 242 (a) | - | - | - | - | - |
| BH Airport | - | 5,380 (a) | - | 602 (a) | - | - | - | - | - |
| MSVia | - | 2,725 (a) | - | 284 (a) | - | - | - | - | - |
| ViaMobilidade | - | 1,979 (a) | - | 208 (a) | - | - | - | - | - |
| Quicko | - | 385 (a) | - | 7 (a) | - | - | - | - | - |
| ViaSul | - | 1,160 (a) | - | 272 (a) | - | - | - | - | - |
| Joint ventures | | | | | | | | | |
| ViaRio | - | 1,362 (a) | 12,255 (c) | 142 (a) | - | 190,568 (c) | - | - | - |
| Renovias | - | 1,574 (a) | - | 169 (a) | - | - | - | - | - |
| Other related parties | | | | | | | | | |
| Companhia Operadora de Rodovias | - | 705 (a) | - | 73 (a) | - | - | - | - | - |
| Consórcio Operador da Rodovia Presidente Dutra | - | 2,783 (a) | - | 290 (a) | - | - | - | - | - |
| Total | 647 | 80,833 | 35,346 | 31,689 | 5,976 | 424,461 | 62,507 | 1,916 | 63 |

- (a) Agreement for the provision of administrative management services in the accounting, legal advisory, supply, treasury and human resources areas by CCR - Actua Division, the amounts of which mature in the month after the month for billing;
- (b) Remunerated mutual loan agreement at a variation of 110.7% of the CDI rate, maturing on November 27, 2021;
- (c) Mutual loan agreements, two of which are remunerated at 130% of changes in CDI rate, and six subject to interest corresponding to TR + 9.89% p.a., all with maturity on January 16, 2034, plus one agreement with interest at the CDI rate + 2.90% p.a. with maturity on June 1, 2028;
- (d) Advance for future capital increase;
- (e) It refers to the onerous assignment of IRPJ and CSLL on tax losses and negative bases of social contribution credits of RodoAnel Oeste, as authorized by article 33 of Provisional Measure 651/14, converted into Law 13043/2014. Interest of 105% of the CDI rate was paid semiannually, in April and October of each year, until the final maturity of the transaction which occurred on October 28, 2019, when the principal was paid for this operation. On May 3, 2017, RodoAnel Oeste sold receivables to CCR, with a discount of future credits at a market rate of 127.73% of the CDI rate;
- (f) Agreement for the provision of IT 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) It refers to interest charged on invoices not received when due;
- (h) It refers to payroll charges related to the transfer of employees;
- (i) Provision of data transmission services, the values of which are settled every 20th of the month following the billing;
- (j) It refers to the exchange-rate variation resulting from related-party transactions regarding different functional currencies;
- (k) Reimbursement expense from the B3 fee payment for participation in the auction of ViaCosteira by Winning Bidder;
- (l) Refers to debit note reimbursement on Engineering, Architecture and Urbanism services paid by the Company; and
- (m) Mutual loan agreement remunerated at a variation of 110.7% of the CDI rate, maturing on December 31, 2019, the date on which the settlement occurred.

b. Consolidated

| | Transactions | | | | | Balances | | | | | |
|--|---|---|---------------|----------------|---------------|---------------------|--------------------------------------|----------------|--------------------------------------|----------------|--------------------------------|
| | 01/01/2020 a 09/30/2020 | | | | | 09/30/2020 | | | | | |
| | Expenses / costs with services rendered | Property, plant and equipment/ Intangible asset | Gross revenue | Finance income | Finance costs | Assets | | | Liabilities | | |
| | | | | | | Accounts receivable | Advances for future capital increase | Loans | Advances for future capital increase | Loans | Suppliers and accounts payable |
| Parent companies | | | | | | | | | | | |
| Construtora Andrade Gutierrez | - | - | - | - | - | - | - | - | 720 (c) | - | - |
| Camargo Corrêa Infra Construções | - | - | 164 (o) | - | - | 23 (o) | - | - | - | - | 12 |
| Camargo Corrêa Investimentos em Infraestrutura | - | - | - | - | - | - | - | - | 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) | - | - | 88 | - | - | - |
| CAP | - | - | - | 80 (q) | 18 | - | - | - | - | - | - |
| CAI | - | - | - | - | - | 12 | - | - | - | - | - |
| TAS | - | - | - | 154 (q) | 47 (q) | - | - | - | - | - | - |
| Joint ventures | | | | | | | | | | | |
| Corporación Quiport | - | - | 666 (b) | 114 (q) | 26 | 819 (b) | - | - | - | - | - |
| ViaRio | - | - | 2,879 (b) | 9,149 (d) | - | 169 (b) | - | 155,877 (d) | - | - | - |
| Controlar | - | - | - | - | - | - | 1,047 (c) | - | - | - | - |
| Renovias | 549 | - | 1,907 (b)(r) | - | - | 195 (b) | - | - | - | - | 59 (i) |
| Other related parties | | | | | | | | | | | |
| Consórcio Operador da Rodovia Presidente Dutra | 358,518 (h) | - | 5,791 (b) | - | - | 614 (b) | - | - | - | - | 38,930 (h) |
| Companhia Operadora de Rodovias | - | - | 777 (b) | - | - | 81 (b) | - | - | - | - | - |
| Consórcio Mobilidade Bahia | - | 3,536 (a) | - | - | - | - | - | - | - | - | 2,660 (a) |
| Fetranspor - Federação das empresas de transportes | 415 (g) | - | - | - | - | - | - | - | - | - | - |
| Concessionária do Aeroporto Internacional de Guarulhos | - | - | 44 (r) | - | - | 5 (r) | - | - | - | - | - |
| Mundinvest | 746 (aa) | - | - | - | - | - | - | - | - | - | - |
| Zurich Airport | 1,751 (ab) | - | - | - | - | - | - | - | 134 (c) | - | - |
| Intercement Brasil | - | 45 (ae) | 4 (ac) | - | - | - | - | - | - | - | - |
| JCA Holding Participações | - | - | - | - | - | - | - | - | 21,400 (c) | 2,229 (n) | - |
| Rodomar Administ e Partic. | - | - | - | - | 66 (n) | - | - | - | - | - | 2,666 (m) |
| Auto Viação 1001 | - | - | - | - | 51 (m) | - | - | - | - | - | 43,194 (m) |
| Zurich Airport | 6,304 (p) | - | - | - | 822 (m) | - | - | - | - | - | 6,346 (p) |
| Infraero | 893 (s) | - | - | 165 (k) | - | 502 (k) | - | - | - | - | - |
| RioCard Tecnologia da Informação | 48 (g) | - | - | - | - | - | - | - | - | - | 676 (g) |
| Consórcio Rodo Avaré | - | 21,240 (z) | - | - | - | - | - | - | - | - | - |
| Consórcio Nova Rodovia do Café | - | - | - | - | - | - | - | - | - | - | 204 (t) |
| CV Serviços Meio Ambiente | - | - | - | - | - | - | - | - | - | - | 81 (v) |
| Odebrecht Mobilidade | - | - | - | - | 8,002 (e) | - | - | - | 2,940 (c) | 133,650 (e) | - |
| Invepar | - | - | - | - | 8,002 (e) | - | - | - | 6,891 (c) | 133,655 (e) | - |
| Edica | - | - | - | - | - | - | - | - | - | - | 13 (u) |
| RioPar Participações | 829 (g) | - | 6 (af) | - | 8,054 (n)(e) | - | - | - | 28,291 (c) | 135,344 (n)(e) | 1,589 (y) |
| De Amorim Construtora Obras | - | 677 (ad) | - | - | - | - | - | - | - | - | 656 (ad) |
| Concessionária Rota das Bandeiras S.A | 10 (i) | - | - | - | - | - | - | - | - | - | - |
| Serveng - Cívilsan - Empresas Associadas de Engenharia | - | 48,709 (j) | - | - | - | - | - | - | - | - | 2,692 (j) |
| Total | 370,096 | 74,945 | 12,740 | 14,597 | 30,562 | 2,420 | 1,047 | 155,965 | 61,572 | 404,878 | 99,778 |

| | Transactions | | | | | Transactions | | | | |
|---|---|---|---------------|----------------|---------------|---|---|---------------|----------------|---------------|
| | 07/01/2020 a 09/30/2020 | | | | | 07/01/2019 a 09/30/2019 | | | | |
| | Expenses / costs with services rendered | Property, plant and equipment/ Intangible asset | Gross revenue | Finance income | Finance costs | Expenses / costs with services rendered | Property, plant and equipment/ Intangible asset | Gross revenue | Finance income | Finance costs |
| Parent companies | | | | | | | | | | |
| Camargo Corrêa Infra Construções | - | - | 56 (o) | - | - | - | - | - | - | - |
| Subsidiaries | | | | | | | | | | |
| CPC | 13 (q) | - | - | - | - | - | - | - | - | - |
| MTH | 3 (q) | - | - | - | 51 (q) | - | - | - | 418 (q) | 892 (q) |
| Aeris Holding | - | - | 2 (w) | 966 (q) | 600 (q) | - | - | - | - | 32 (q) |
| CAP | - | - | - | 40 (q) | 18 (q) | - | - | - | 8 (q) | 3 (q) |
| VLT Carioca | - | - | - | - | - | - | - | 701 (b) | 3,720 (e) | - |
| TAS | - | - | - | 87 (q) | 39 (q) | - | - | - | 14 (q) | 14 (q) |
| Joint ventures | | | | | | | | | | |
| Corporación Quiport | - | - | 257 (b) | 59 (q) | 26 (q) | - | - | 196 (b) | 3 (f) | 3 (q) |
| ViaRio | - | - | 853 (b) | 2,602 (d) | - | - | - | 972 (b) | 4,278 (d) | - |
| Renovias | 549 (i) | - | 646 (b)(r) | - | - | 573 (r) | - | 642 (b)(r) | - | - |
| Other related parties | | | | | | | | | | |
| Consórcio Operador da Rodovia Presidente Dutra | 120,364 (h) | - | 1,931 (b) | - | - | 95,816 (h) | - | 2,115 (b) | - | - |
| Companhia Operadora de Rodovias | - | - | 259 (b) | - | - | - | - | - | - | - |
| Consórcio Mobilidade Bahia | - | 478 (a) | - | - | - | - | 1,245 (a) | - | - | - |
| Coalizí Marketing - Eireli | - | - | - | - | - | 197 (l) | - | - | - | - |
| Fetranspor - Federação das empresas de transportes | 415 (g) | - | - | - | - | - | - | - | - | - |
| Concessionária do Aeroporto Internacional de Guarulhos | - | - | 15 (r) | - | - | - | - | - | - | - |
| Mundinvest | 746 (aa) | - | - | - | - | - | - | - | - | - |
| Zurich Airport Latin America | 1,751 (ab) | - | - | - | - | - | - | - | - | - |
| Intercement Brasil S/A | - | 45 (ae) | 4 (ac) | - | - | - | 225 (ae) | - | - | - |
| JCA Holding Participações | - | - | - | - | 15 (n) | - | - | - | - | 43 (n) |
| Rodomar Administ e Partic. | - | - | - | - | 12 (m) | - | - | - | - | 33 (m) |
| Auto Viação 1001 | - | - | - | - | 188 (m) | - | - | - | - | 534 (m) |
| Zurich Airport | 602 (p) | - | - | - | - | 1,659 (p) | - | - | - | - |
| Infraero | 299 (s) | - | - | 6 (k) | - | 283 (s) | - | - | 296 (k) | - |
| RioCard Tecnologia da Informação | - | - | - | - | - | 87 (g) | - | - | - | - |
| Consórcio Rodo Avaré | - | 1,412 (z) | - | - | - | - | - | - | - | - |
| De Amorim Construtora Obras | - | 677 (ad) | - | - | - | - | - | - | - | - |
| Odebrecht Mobilidade S/A | - | - | - | - | 2,451 (e) | - | - | - | - | - |
| Invepar | - | - | - | - | 2,448 (e) | - | - | - | - | - |
| Consórcio Nova Rodovia do Café | - | - | - | - | - | - | 12,060 (t) | - | - | - |
| RIOPAR Participações | 829 (g) | - | 6 (af) | - | 2,464 (n)(e) | - | - | - | - | 33 (n) |
| Concessionária Rota das Bandeiras S.A | 10 (i) | - | - | - | - | - | - | - | - | - |
| Serveng - Civilsan S.A. - Empresas Associadas de Engenharia | - | 8,703 (j) | - | - | - | - | 35,120 (j) | - | - | - |
| Total | 125,581 | 11,315 | 4,029 | 3,760 | 8,312 | 98,615 | 48,650 | 4,626 | 8,737 | 1,587 |

| | Transactions | | | | | Balances | | | | | |
|--|---|---|---------------|----------------|---------------|---------------------|--------------------------------------|----------------|--------------------------------------|----------------|--------------------------------|
| | 01/01/2019 a 09/30/2019 | | | | | 12/30/2019 | | | | | |
| | Expenses / costs with services rendered | Property, plant and equipment/ Intangible asset | Gross revenue | Finance income | Finance costs | Assets | | | Liabilities | | |
| | | | | | | Accounts receivable | Advances for future capital increase | Loans | Advances for future capital increase | Loans | Suppliers and accounts payable |
| Parent companies | | | | | | | | | | | |
| Construtora Andrade Gutierrez | - | - | - | - | - | - | - | - | 720 (c) | - | - |
| Camargo Corrêa Infra Construções | - | - | - | - | - | 16 (o) | - | - | - | - | 12 |
| Camargo Corrêa Investimentos em Infraestrutura | - | - | - | - | - | - | - | - | 720 (c) | - | - |
| Soares Penido Concessões | - | - | - | - | - | - | - | - | 287 (c) | - | - |
| Soares Penido Obras, Construções e Investimentos | - | - | - | - | - | - | - | - | 189 (c) | - | - |
| Subsidiaries | | | | | | | | | | | |
| MTH | - | - | - | 1,058 (q) | 1,383 (q) | - | - | - | - | - | - |
| Barcas | - | - | 9 (b) | - | - | - | - | - | - | - | - |
| Aeris Holding | - | - | - | - | 147 (q) | - | - | 73 | - | - | - |
| IBSA Finance | - | - | - | - | - | - | - | - | - | - | 5 |
| IBSA | - | - | - | 12 (q) | - | - | - | - | - | - | - |
| Green Airport | - | - | - | - | - | - | - | - | - | 4 | - |
| SJO Holding | - | - | - | - | 1 (q) | - | - | - | - | - | - |
| CAP | - | - | - | 12 (q) | 3 (q) | - | - | - | - | - | - |
| CAI | - | - | - | 1 (q) | 7 (q) | 9 | - | - | - | - | - |
| RS Holding | - | - | - | - | - | - | 10 (c) | - | - | - | - |
| TAS | - | - | - | 60 (q) | 36 (q) | - | - | - | - | - | - |
| Joint ventures | | | | | | | | | | | |
| Corporación Quiport | - | - | 568 (b) | 1,423 (f) | 24 (q) | 195 (b) | - | - | - | - | - |
| ViaRio | - | - | 2,914 (b) | 12,255 (d) | - | 324 (b) | - | 190,569 (d) | - | - | - |
| VLT Carioca | - | - | 1,799 (b) | 11,072 (e) | - | - | - | - | - | - | - |
| Controlar S.A. | - | - | - | - | - | - | 1,047 (c) | - | - | - | - |
| Renovias | 902 (r) | - | 1,866 (b)(r) | - | - | 192 (b) | - | - | - | - | - |
| Other related parties | | | | | | | | | | | |
| Consórcio Operador da Rodovia Presidente Dutra | 282,432 (h) | - | 5,586 (b) | - | - | 592 (b) | - | - | - | - | 35,702 (h) |
| Companhia Operadora de Rodovias | - | - | 753 (b) | - | - | 83 (b) | - | - | - | - | 24 |
| Consórcio Mobilidade Bahia | 138 (a) | 2,358 (a) | - | - | - | - | - | - | - | - | 2,891 (a) |
| Coalizí Marketing - Eireli | 661 (l) | - | - | - | - | - | - | - | - | - | 65 (l) |
| Concessionária do Aeroporto Internacional de Guarulhos | - | - | - | - | - | 10 (r) | - | - | - | - | - |
| RioCard Tecnologia da Informação | 257 (g) | - | - | - | - | - | - | - | - | - | 1,528 (z) |
| Consórcio Nova Rodovia do Café | - | 12,060 (t) | - | - | - | - | - | - | - | - | 218 (t) |
| CV Serviços Meio Ambiente | - | - | - | - | - | - | - | - | - | - | 81 (v) |
| JCA Holding Participações | - | - | - | - | 126 (n) | - | - | - | 21,400 (c) | 2,174 (n) | - |
| Zurich Airport | 3,812 (p) | - | - | - | - | - | - | - | - | - | 5,951 (p) |
| Intercement Brasil | - | 225 (ae) | - | - | - | - | - | - | - | - | - |
| Odebrecht Mobilidade S/A | - | - | - | - | - | - | - | - | 2,375 (c) | 126,746 (e) | - |
| Infraero | 846 (s) | - | - | 10,287 (k) | - | - | - | - | 6,891 (c) | 126,745 (e) | - |
| RIOPAR Participações | - | - | - | - | 97 (n) | - | - | - | 23,775 (c) | 128,396 (n)(e) | 1,043 (y) |
| Edica | - | - | - | - | - | - | - | - | - | - | 6,879 (u) |
| Rodomar Participações | - | - | - | - | 98 (m) | - | - | - | - | - | 2,614 (m) |
| Cesbe | - | - | - | - | - | 12,197 (x) | - | - | - | - | 13 |
| Serveng - Cívicas S.A. - Empresas Associadas de Engenharia | - | 69,201 (j) | - | - | - | - | - | - | - | - | 13,753 (j) |
| Auto Viação 1001 | - | - | - | - | 1,594 (m) | - | - | - | - | - | 42,369 (m) |
| Total | 289,048 | 83,844 | 13,495 | 36,180 | 3,516 | 13,618 | 1,057 | 190,642 | 56,357 | 384,065 | 113,148 |

(*) The 2019 information was restated for a better fit. Previously, information from the companies Porto de Cima Concessões and Companhia Paranaense de Construção was presented, but such information should not have been framed as such.

| | |
|--------------------|----------------|
| Personnel expenses | Balance to pay |
|--------------------|----------------|

| | | |
|------------------------------|-----|----|
| Remuneration - collaborators | 530 | 64 |
|------------------------------|-----|----|

c. Expenses with key management personnel

[illegible]

| Consoliders | | | | | | | | |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|
| Parent company | | | | Consolidated | | | | |
| 07/01/2020 a | 01/01/2020 a | 07/01/2019 a | 01/01/2019 a | 07/01/2020 a | 01/01/2020 a | 07/01/2019 a | 01/01/2019 a | |
| 09/30/2020 | 09/30/2020 | 09/30/2019 | 09/30/2019 | 09/30/2020 | 09/30/2020 | 09/30/2019 | 09/30/2019 | |
| 1. Remuneration (aa): | | | | | | | | |
| Short-term benefits - fixed remuneration | 1,972 | 5,748 | 1,988 | 5,755 | 2,015 | 5,922 | 2,204 | 5,971 |
| Life insurance | 19 | 57 | 19 | 59 | 19 | 57 | 19 | 59 |
| | 1,991 | 5,805 | 2,007 | 5,814 | 2,034 | 5,979 | 2,223 | 6,030 |

d. Balances payable to key management personnel

| | Parent company | | Consolidated | |
|------------------------------|----------------|------------|--------------|------------|
| | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 |
| Management remuneration (aa) | 8,469 | 8,583 | 21,737 | 25,435 |

At the Annual General Meeting (AGM) held on April 09, 2020, the annual and global compensation for the Company's Managers and Board of Directors was approved for the year 2020, in the amount of up to R\$ 84,681 if all goals set (100%) are met, which can reach up to R\$ 95,158 if those goals are exceeded by 200%. Furthermore, the individual remuneration of the members of the Supervisory Board was also approved, corresponding to 10% of the average remuneration given to the Company's statutory directors (benefits, representation fees and profit sharing are not included), as provided for in paragraph 3 of article 162 of the Brazilian Corporation Law.

The notes are related to tables b, c and d below:

- (a) Metrô Bahia and Consórcio Mobilidade Bahia signed, on June 13, 2014, a management agreement under an alliance system to achieve the best cost/benefit ratio for the expansion of the Salvador and Lauro de Freitas Subway System.

In view of the conclusion of the scope of the Agreement, the Parties, on November 14, 2018, formalized 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 closing.

Some of the responsibilities assumed by Metrô Bahia are:

- Pay the alliance employees on leave and the respective severance pay after the end of the leave period, in accordance with the clauses of the termination term;
 - Manage the agreements assumed and the contractual relations with suppliers that are part of the agreements assumed;
 - Pay the consortium the amounts corresponding to the materialized disbursements related to the assumed agreements.
- (b) Income and accounts receivables from the provision of administrative services by CCR - Actua Division, and IT and maintenance services provided by CPC - EngelogTec Division;
- (c) Advance for future capital increase;
- (d) Mutual loan agreements executed between CCR and ViaRio, two of which are remunerated at 130% of changes in CDI rate, and six subject to interest corresponding to TR + 9.89% p.a., all with maturity on January 16, 2034, plus one agreement with interest at the CDI rate + 2.90% p.a. with maturity on June 1, 2028;
- (e) Mutual loan agreements between VLT Carioca and its shareholders, of which 11 are agreements remunerated at the accumulated variation in the CDI rate + 5% p.a., of which: four agreements were to mature on December 31, 2018, whose term was extended to December 31, 2020; two agreements mature on December 31, 2020; three agreements mature on December 15, 2024; one agreement matures on December 30, 2024; and one agreement matures on December 30, 2027;
- (f) Mutual loan agreements between Quiport and its shareholders and other related parties, remunerated at up to 9.36% p.a., with maturity between 2037 and 2040. On March 14, 2019, the agreements were fully settled in advance;
- (g) RioCard, Riopar and Fetranspor administrative rate for payment management and electronic card issuance services;

- (h) Services to recover, improve, conserve, maintain, monitor and operate Presidente Dutra highway, effective until February 2021;
- (i) Right-of-way agreement for occupation of the concession area for the implementation of optical cables, with Samm, whose values are settled every 10th of the month following to the billing;
- (j) Provision of contracted services at a global price for pavement restoration construction works on sections, interchanges and accesses distributed across several sections of Presidente Dutra highway, the term of effectiveness of which is from January 23, 2014, to July 21, 2017. On June 06, 2017, a new service agreement was entered into with the same purpose, but for new sections of the highway, effective until December 02, 2020. Contracted services were executed for RodoNorte at a global price for the construction work of duplication of the BR-376 highway (Rodovia do Café), North and South lanes, including the construction of the new runway on section 21 and section 22;
- (k) Refers to reimbursement and receivable from Infraero, in accordance with exhibit 3 of the concession agreement, related to construction works that were its responsibility, but were performed by BH Airport;
- (l) Agreement for the provision of administrative management services to Quicko;
- (m) It refers to the installment, withheld under the purchase and sale agreement between CPC and the former shareholders of Barcas;
- (n) Mutual loan agreement signed on October 4, 2016, between Barcas and its shareholders, eight contracts remunerated at 127.9% of the CDI rate, 12 contracts remunerated at 110.7% of the CDI rate, with initial maturity on January 31, 2020, and extended to December 31, 2020;
- (o) Onerous assignment contract for venue signed on August 7, 2019, between Metrô Bahia and Camargo Corrêa Infra Construções, due on March 30, 2022;
- (p) Agreement for operation and management consultancy for the Confins International Airport entered into December 2, 2014, between Zurich and BH Airport, due on March 31, 2021;
- (q) It refers to the exchange-rate variation resulting from related-party transactions regarding different functional currencies;
- (r) Data transmission services provided by Samm;
- (s) The amounts substantially refer to labor costs of Infraero that are allocated to the 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 provided;
- (t) Services by piecework agreement at an estimated price for the construction works to the recovery of the existing lane BR-376 (RodoNorte), effective up to November 20, 2019. The balance remaining is related to collateral. The Consortium is made up of companies Andrade Gutierrez Engenharia and AG Construções e Serviços;
- (u) Construction works carried out at Aeris by its minority shareholder Edica;
- (v) It refers to the collateral retained as guarantee for labor lawsuits, resulting from the provision of services by CV Serviços Meio Ambiente to Ponte for road maintenance;

- (w) Agreement executed between the companies CPC and Aeris Holding regarding the Management Fee established in the agreement for operation, management, expansion and modernization of the airport;
- (x) Credit with a related party signed between RodoNorte and its former shareholder Cesbe. The amount was received on August 26, 2020.
- (y) Receivable credits arising from services provided to VLT Carioca users related to subway tariffs;
- (z) Provision of services for the execution of road construction works, interchanges, special engineering structures and footbridges for the duplication of the section between km 254+280 and km 262+420 of Rodovia João Mellão (João Mellão Highway) (SP255) in the urban section of Avaré. The Instrument of Settlement and Release between the Parties was signed on June 9, 2020, finalizing the legal discussions that were in progress. In the agreement, the concessionaire undertook to pay the Consortium Avaré the amount of R\$21,240 gross of tax (adjusted by IPCA), referring to the contractual rebalancing;
- (aa) Expense from the B3 fee payment for participation in the auction of ViaCosteira by Winning Bidder;
- (ab) Variable consultancy service according to the OMSCA contract, provided by Zurich Airport Latin America;
- (ac) Import storage service with BH Airport;
- (ad) Services provided in relation to pavement reinforcement and lane recomposition on the sections of highway BR-277 km 124 to km 140 and BR-373 km 171 to km 183 for RodoNorte;
- (ae) Acquisition of bulk cement for pavement restoration construction work, lot 01 - km 0 to 350 of MSVia;
- (af) Revenue from space rental within the embarkation and disembarkation stations administered by ATP; and
- (ag) It comprises the total fixed and variable remuneration amount attributable to supervisory board and management (board of directors, statutory management and non-statutory management), totaling 28 members.

11. Investments in subsidiaries and joint ventures

In 2020, impairment tests of non-financial assets and deferred tax assets were carried out in some companies of the CCR Group. In general, the tests were performed based on the value in use method, considering, in the applicable cases, rights arising from rebalancing the concession agreements.

In the specific case of MSVia, in light of the lawsuit mentioned in item c) Other relevant information, subitem f.ii, of this note, the analysis of recoverability at fair value was applied, using the cost approach (usually referred to as replacement cost), which includes the assessment of indemnities to be received from the Concession Grantor in case of return, new auction or expiration of the concession agreement. This scenario is understood as the most appropriate for the analysis for recovery of its assets, in view of the judicial discussion regarding the reimbursement of the net book balance of amortization of investments made in the concession.

No cases of impairment loss were identified.

a) Investments in subsidiaries - Parent Company

| Subsidiaries | Core business | Place of establishment and operation | Equity interest percentage | |
|-----------------|-------------------------------------|--------------------------------------|----------------------------|------------|
| | | | 09/30/2020 | 12/31/2019 |
| 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 | Services | Brazil (PR) | 85.92% | 85.92% |
| Ponte | Highway concession | Brazil (RJ) | 100.00% | 100.00% |
| RodoNorte (b) | Highway concession | Brazil (PR) | 100.00% | 87.20% |
| Samm | Services | Brazil (SP / RJ) | 99.90% | 99.90% |
| Infra SP | Holding | Brazil (SP) | 99.99% | 99.99% |
| SPCP | Holding | Brazil (RJ) | 65.5171% | 65.5171% |
| 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 (a) | Highway concession | Brazil (SC) | 100.00% | - |

(a) Company incorporated on March 11, 2020, to operate the BR 101/SC concession.

(b) The acquisition of all shares was completed on August 31, 2020.

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

| | Equity (unsecured liability) | | Investments (provision for unsecured) | | Net income (loss) for the year from investees | | Equity income (loss) | |
|--|---------------------------------|------------|--|------------|--|------------|----------------------|------------|
| | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 | 09/30/2020 | 09/30/2019 | 09/30/2020 | 09/30/2019 |
| CIIS | 434,341 | 361,232 | 433,824 | 360,682 | (39,563) | 13,993 | (39,528) | 13,835 |
| CIP | 928 | 950 | 928 | 950 | (172) | (818) | (172) | (818) |
| CPC | 5,339,921 | 4,939,807 | 5,284,142 | 4,888,395 | (362,072) | (112,731) | (358,819) | (111,561) |
| NovaDutra (a) | 471,174 | 489,224 | 471,174 | 489,224 | 18,378 | 155,804 | 18,378 | 155,804 |
| Parques | (2) | 19 | (1) | 17 | (21) | (31) | (18) | (27) |
| Ponte (a) | 3,594 | 1,991 | 3,594 | 1,991 | 1,603 | (4,570) | 1,603 | (4,570) |
| RodoNorte | (295,280) | (315,963) | (296,049) | (276,765) | 20,683 | 59,641 | 19,170 | 51,674 |
| RodoNorte (Concession right generated upon the acquisition) | - | - | 1,529 | 2,477 | - | - | (948) | (912) |
| Samm | 66,797 | 62,391 | 66,732 | 62,330 | 4,406 | 3,861 | 4,402 | 3,857 |
| Infra SP | 2,951,628 | 2,450,236 | 2,951,540 | 2,450,158 | 843,256 | 900,162 | 843,246 | 897,089 |
| Linha 15 | 2,754 | 4,968 | 2,204 | 3,975 | (2,214) | (701) | (1,771) | (560) |
| SPCP | 404,835 | 405,375 | 265,235 | 265,589 | (540) | (36) | (354) | (24) |
| ViaLagos (a) | 37,305 | 26,168 | 37,305 | 26,166 | 20,990 | 24,753 | 20,990 | 24,753 |
| ViaMobilidade | 94,379 | 95,065 | 78,656 | 79,228 | 2,758 | 49,660 | 2,298 | 41,387 |
| ViaQuatro | 173,507 | 217,285 | 130,135 | 162,968 | 4,019 | 139,916 | 3,014 | 104,937 |
| ViaQuatro (Concession right generated upon the acquisition) | - | - | 544,647 | 565,060 | - | - | (20,413) | (20,413) |
| ViaRio | 118,743 | 125,325 | 78,535 | 82,803 | (6,582) | (4,050) | (4,268) | (2,673) |
| ViaCosteira | 452,420 | - | 452,129 | - | 763 | - | 476 | - |
| Total investment, net of the provision for unsecured liability | 10,257,044 | 8,864,073 | 10,506,259 | 9,165,248 | 505,692 | 1,224,853 | 487,286 | 1,151,778 |

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

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

| | Opening balance | Equity income (loss) | Capital increase/ (decrease) | Capital increase/ (decrease) | Equity valuation adjustment | Equity valuation adjustment | Closing balance |
|---|--------------------|-------------------------|------------------------------------|------------------------------------|-----------------------------------|-----------------------------------|--------------------|
| | 12/31/2019 | | | | | | 09/30/2020 |
| CIIS | 360,682 | (39,528) | 33,327 | 65,714 | 7,889 | 5,740 | 433,824 |
| CIP | 950 | (172) | - | 150 | - | - | 928 |
| CPC | 4,888,395 | (358,819) | (1) | 186,301 | - | 568,266 | 5,284,142 |
| NovaDutra | 489,224 | 18,378 | - | - | (36,428) | - | 471,174 |
| Parques | 17 | (18) | - | - | - | - | (1) |
| Ponte | 1,991 | 1,603 | - | - | - | - | 3,594 |
| RodoNorte | (276,765) | 19,170 | (38,454) | - | - | - | (296,049) |
| RodoNorte (Concession right generated upon the acquisition) | 2,477 | (948) | - | - | - | - | 1,529 |
| Samm | 62,330 | 4,402 | - | - | - | - | 66,732 |
| Infra SP | 2,450,158 | 843,246 | - | - | (341,864) | - | 2,951,540 |
| Linha 15 | 3,975 | (1,771) | - | - | - | - | 2,204 |
| SPCP | 265,589 | (354) | - | - | - | - | 265,235 |
| ViaLagos | 26,166 | 20,990 | - | - | (9,851) | - | 37,305 |
| ViaMobilidade | 79,228 | 2,298 | - | - | (2,870) | - | 78,656 |
| ViaQuatro | 162,968 | 3,014 | - | - | (35,274) | (573) | 130,135 |
| ViaQuatro (Concession right generated upon the acquisition) | 565,060 | (20,413) | - | - | - | - | 544,647 |
| ViaRio | 82,803 | (4,268) | - | - | - | - | 78,535 |
| ViaCosteira | - | 476 | - | 451,653 | - | - | 452,129 |
| Total | 9,165,248 | 487,286 | (5,128) | 703,818 | (418,398) | 573,433 | 10,506,259 |

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

| | 09/30/2020 | | | | 12/31/2019 | | 09/30/2019 |
|----------------------------|--------------|---|-----------------------------------|----------------------------------|--------------|---|----------------------------------|
| | 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 | Net income (loss) for the period |
| Aeris Holding | 1,277,591 | 1,388,876 | 115,621 | (168,501) | 1,037,266 | 990,277 | 19,116 |
| Aeropuertos | 1 | 66,474 | - | (71,613) | 6,267 | - | 8,124 |
| Alba Concessions | 8,196 | - | - | (17) | 126,733 | - | 1,386 |
| Alba Participations | 1,758 | 1 | - | (63) | 1,304 | 1 | 572 |
| ATP | 2,438 | 16,949 | 3,975 | (4,826) | 3,593 | 27,278 | (4,137) |
| AutoBAn | 4,222,923 | 3,414,770 | 1,541,926 | 512,053 | 3,562,571 | 3,063,086 | 544,981 |
| Barcas | 234,020 | 577,935 | 47,086 | (101,375) | 258,251 | 500,791 | (56,024) |
| BH Airport | 2,436,933 | 2,231,880 | 134,578 | (96,106) | 2,461,517 | 2,160,358 | (66,264) |
| CAI | 90,564 | 18,202 | - | (51,903) | 103,420 | 13,008 | (5,005) |
| CAP | 405,055 | 320,137 | 77,626 | (51,903) | 330,433 | 231,049 | (5,005) |
| CARE | 6 | 6,886 | - | - | 4 | 4,920 | - |
| CCR Costa Rica | 22,563 | 76,249 | - | (82,144) | 23,312 | - | 9,319 |
| CCR Costa Rica Conc y Part | 36,270 | 76,249 | - | (83,801) | 34,436 | - | 8,167 |
| CCR España | 598,446 | 76,508 | - | (228,169) | 554,694 | 159,499 | (10,654) |
| CCR España Emprendimientos | 1,059,031 | 487 | - | (83,924) | 1,231,591 | 410,799 | 657 |
| CCR Infra SP | 2,962,164 | 10,536 | - | 843,256 | 2,462,515 | 12,279 | 900,162 |
| CCR Lam Vias | 16,290 | 13,492 | - | (22,690) | 5,947 | 11,059 | (26,733) |
| CCR Mobilidade | 10,832 | 3,655 | - | 246 | 8,461 | 1,530 | (29,834) |
| CCR USA | 226,130 | 53,566 | - | 6,687 | 148,968 | 54,430 | (14,547) |
| CCR ViaSul | 1,371,397 | 78,988 | 431,550 | 100,883 | 1,285,370 | 75,573 | 39,973 |
| CIIS | 491,383 | 57,042 | - | (39,563) | 403,669 | 42,437 | 13,993 |
| CIP | 1,217 | 289 | - | (172) | 1,085 | 135 | (818) |
| CPA | 62,473 | 2,823 | - | (28,614) | 73,132 | 2,133 | (4,274) |
| CPC | 5,758,727 | 418,806 | 130,740 | (362,072) | 5,968,655 | 1,028,848 | (112,731) |
| Desarrollos | - | 81,958 | - | (88,295) | 7,727 | - | 10,017 |
| Five Trilhos | 31,072 | 4,345 | 10,150 | 8,494 | 23,273 | 5,039 | 9,470 |
| Green Airports | 237,468 | 1,366 | - | 10,469 | 161,375 | 975 | 7,918 |
| IBSA | 467,752 | 470,483 | - | (3) | 317,542 | 319,492 | 8 |
| IBSA Finance | 466,746 | 467,353 | - | - | 316,821 | 317,255 | - |
| Inovap 5 | 818 | 173 | - | (35) | 861 | 181 | 21 |
| Linha 15 | 2,995 | 241 | - | (2,214) | 209,823 | 204,855 | (701) |
| Metró Bahia | 5,374,215 | 3,735,446 | 579,324 | 66,936 | 5,124,329 | 3,552,496 | (41,475) |
| MSVia | 2,051,204 | 1,172,285 | 244,926 | (68,846) | 2,003,958 | 1,101,193 | (37,694) |
| MTH | 53,003 | 369 | 3,243 | 1,733 | 34,904 | 221 | 200 |
| NovaDutra | 631,169 | 159,995 | 957,779 | 18,378 | 875,294 | 386,070 | 155,804 |
| Parques | - | 2 | - | (21) | 20 | 1 | (31) |
| Ponte | 6,046 | 2,452 | - | 1,603 | 6,856 | 4,865 | (4,570) |
| RodoAnel Oeste | 2,247,489 | 934,330 | 191,273 | 8,922 | 2,263,535 | 953,040 | 7,624 |
| RodoNorte | 1,184,482 | 1,479,762 | 810,293 | 20,683 | 1,338,446 | 1,654,409 | 59,641 |
| Samm | 241,867 | 175,070 | 81,975 | 4,406 | 221,505 | 159,114 | 3,861 |
| SJO Holding | 352,313 | 63,908 | - | (84,446) | 270,582 | 975 | 7,651 |
| SPAC | 104,871 | - | - | (49,059) | 153,932 | 2 | (33,926) |
| SPCP | 404,839 | 4 | - | (540) | 417,472 | 12,097 | (36) |
| SPVias | 1,764,739 | 1,419,280 | 505,412 | 126,557 | 1,812,874 | 1,545,709 | 97,338 |
| TAS | 422,895 | 492,403 | 309,863 | 32,703 | 249,834 | 322,591 | (6,133) |
| Terminal | 45,125 | 4,067 | - | (4,381) | 32,628 | - | 497 |
| Quicko | 11,394 | 3,533 | 6 | (12,784) | 6,450 | 1,405 | (6,842) |
| ViaLagos | 281,036 | 243,731 | 86,349 | 20,990 | 286,890 | 260,722 | 24,753 |
| ViaMobilidade | 917,830 | 823,451 | 262,564 | 2,758 | 771,654 | 676,589 | 49,660 |
| ViaOeste | 1,116,965 | 758,722 | 703,874 | 187,850 | 1,014,395 | 767,533 | 230,348 |
| ViaQuatro | 1,659,403 | 1,485,896 | 283,439 | 4,019 | 1,780,992 | 1,563,707 | 139,916 |
| VLT Carioca | 1,934,890 | 1,586,534 | 152,818 | (22,778) | 1,782,431 | 1,455,816 | - |
| Quiport Holdings | 575,345 | 23 | - | (72,972) | 947,650 | 73 | - |
| RS Holding | 1,332,165 | 702,909 | - | 43,357 | - | - | - |
| ViaCosteira | 458,206 | 5,786 | 13,275 | 763 | - | - | - |
| Subtotal | 45,674,750 | 25,186,677 | 7,679,665 | 139,916 | 42,527,247 | 24,055,915 | 1,883,743 |
| Parent company | 13,567,395 | 5,567,695 | 84,058 | 265,850 | 11,523,435 | 3,384,647 | 1,045,682 |
| Eliminations | (23,919,788) | (3,636,096) | (217,163) | (231,238) | (20,788,595) | (2,618,169) | (1,888,973) |
| Consolidated | 35,322,357 | 27,118,276 | 7,546,560 | 174,528 | 33,262,087 | 24,822,393 | 1,040,452 |

b) Investments in joint ventures - Consolidated

| Joint ventures (a) | Place of formation and operation | Percentage of Interest | | Main activity |
|---------------------|----------------------------------|------------------------|------------|--------------------|
| | | 09/30/2020 | 12/31/2019 | |
| Corporación Quiport | Ecuador | 46.5% | 46.5% | Highway concession |
| Quiama | British Virgin Islands | 50.0% | 50.0% | Holding |
| IAF Madrid | Espanha | 46.5% | 46.5% | Holding |
| ViaRio | Brazil (RJ) | 66.66% | 66.66% | Highway concession |
| Renovias | Brazil (SP) | 40.0% | 40.0% | Highway concession |
| Controlar | Brazil (SP) | 49.5747% | 49.5747% | Services |

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

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 year from joint ventures | | Equity income (loss) | |
|---|--|------------|---|------------|---|------------|----------------------|------------|
| | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 | 09/30/2020 | 09/30/2019 | 09/30/2020 | 09/30/2019 |
| Corporación Quiport | 1,203,727 | 967,525 | 558,408 | 448,402 | (150,185) | - | (69,664) | - |
| Quiport Holdings (b) | - | - | - | - | - | 49,022 | - | 24,650 |
| Quiama | 14,734 | 16,686 | 7,368 | 8,344 | 6,588 | 18,808 | 3,294 | 9,404 |
| IAF | 23,946 | 8,985 | 11,134 | 4,177 | 10,224 | 5,811 | 4,754 | 2,702 |
| ViaRio | 118,743 | 125,325 | 78,167 | 82,435 | (6,582) | (4,050) | (4,268) | (2,673) |
| VLT Carioca (a) | - | - | - | - | - | (12,983) | - | (5,009) |
| Renovias | 147,905 | 94,178 | 59,156 | 37,666 | 115,345 | 133,800 | 46,138 | 53,520 |
| Controlar | (616) | (314) | (284) | (135) | (302) | (1,597) | (149) | (788) |
| Total | 1,508,439 | 1,212,385 | 713,949 | 580,889 | (24,912) | 188,811 | (19,895) | 81,806 |
| Concession right generated upon the business acquisition | - | - | 167,465 | 159,625 | - | - | (19,098) | (17,021) |
| Total investment, net of the provision for unsecured liability | 1,508,439 | 1,212,385 | 881,414 | 740,514 | (24,912) | 188,811 | (38,993) | 64,785 |

(a) As of October 7, 2019, CCR indirectly holds the control of VLT Carioca.

(b) As of October 18, 2019, CCR indirectly controls Quiport Holdings.

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

| | Opening balance | Equity income (loss) | Equity valuation adjustment | Equity valuation adjustment | Closing balance |
|---|-----------------|-------------------------|--------------------------------|--------------------------------|--------------------|
| | 12/31/2019 | | 09/30/2020 | | |
| Corporación Quiport | 448,402 | (69,664) | - | 179,670 | 558,408 |
| Quiama | 8,344 | 3,294 | (8,461) | 4,191 | 7,368 |
| IAF | 4,177 | 4,754 | - | 2,203 | 11,134 |
| ViaRio | 82,435 | (4,268) | - | - | 78,167 |
| Renovias | 37,666 | 46,138 | (24,648) | - | 59,156 |
| Controlar | (135) | (149) | - | - | (284) |
| Total | 580,889 | (19,895) | (33,109) | 186,064 | 713,949 |
| Concession right generated upon the business acquisition | 159,625 | (19,098) | - | 26,938 | 167,465 |
| Total investment, net of the provision for unsecured liability | 740,514 | (38,993) | (33,109) | 213,002 | 881,414 |

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

Summarized balance sheet

| | 09/30/2020 | | | | | | |
|---|------------------------|---------------|-------------------|------------------|----------------|----------------|--------------|
| | Corporación Quiport | Quiama | Quiama Ecuador | IAF | ViaRio | Renovias | Controlar |
| Assets | | | | | | | |
| Current assets | | | | | | | |
| Cash and cash equivalents | 246,671 | 4,008 | 3,586 | 325 | 730 | 35,568 | 1,299 |
| Other assets | 124,505 | 10,616 | 16,776 | 49,191 | 31,212 | 93,300 | 362 |
| Total current assets | 371,176 | 14,624 | 20,362 | 49,516 | 31,942 | 128,868 | 1,661 |
| Non-current assets | 4,248,676 | 748 | - | 2,236,845 | 934,460 | 73,563 | 20 |
| Total assets | 4,619,852 | 15,372 | 20,362 | 2,286,361 | 966,402 | 202,431 | 1,681 |
| Liabilities | | | | | | | |
| Current liabilities | | | | | | | |
| Financial liabilities (1) | - | - | - | 30,095 | 35,022 | - | - |
| Other liabilities | 132,931 | 638 | 12,176 | 20,681 | 9,551 | 49,248 | 22 |
| Total current liabilities | 132,931 | 638 | 12,176 | 50,776 | 44,573 | 49,248 | 22 |
| Non-current liabilities | | | | | | | |
| Financial liabilities (1) | - | - | - | 2,211,639 | 554,440 | - | - |
| Other liabilities | 3,283,194 | - | 7,440 | - | 248,646 | 5,278 | 2,275 |
| Total non-current liabilities | 3,283,194 | - | 7,440 | 2,211,639 | 803,086 | 5,278 | 2,275 |
| Equity (unsecured liability) | 1,203,727 | 14,734 | 746 | 23,946 | 118,743 | 147,905 | (616) |
| Total liabilities and equity (unsecured liability) | 4,619,852 | 15,372 | 20,362 | 2,286,361 | 966,402 | 202,431 | 1,681 |

| | 12/31/2019 | | | | | | |
|---|------------------------|---------------|-------------------|------------------|------------------|----------------|--------------|
| | Corporación Quiport | Quiama | Quiama Ecuador | IAF | ViaRio | Renovias | Controlar |
| Assets | | | | | | | |
| Current assets | | | | | | | |
| Cash and cash equivalents | 272,705 | 2,132 | 2,460 | 3,576 | 3,424 | 3,208 | 1,589 |
| Other assets | 186,329 | 14,392 | 11,472 | 81,047 | 102,482 | 72,445 | 361 |
| Total current assets | 459,034 | 16,524 | 13,932 | 84,623 | 105,906 | 75,653 | 1,950 |
| Non-current assets | 3,042,206 | 382 | - | 1,648,826 | 950,611 | 110,123 | 206 |
| Total assets | 3,501,240 | 16,906 | 13,932 | 1,733,449 | 1,056,517 | 185,776 | 2,156 |
| Liabilities | | | | | | | |
| Current liabilities | | | | | | | |
| Financial liabilities (1) | - | - | - | 56,428 | 36,711 | 24,937 | - |
| Other liabilities | 138,319 | 220 | 8,030 | 71,701 | 8,661 | 60,033 | 16 |
| Total current liabilities | 138,319 | 220 | 8,030 | 128,129 | 45,372 | 84,970 | 16 |
| Non-current liabilities | | | | | | | |
| Financial liabilities (1) | - | - | - | 1,596,335 | 585,629 | - | - |
| Other liabilities | 2,395,396 | - | 5,528 | - | 300,191 | 6,628 | 2,454 |
| Total non-current liabilities | 2,395,396 | - | 5,528 | 1,596,335 | 885,820 | 6,628 | 2,454 |
| Equity (unsecured liability) | 967,525 | 16,686 | 374 | 8,985 | 125,325 | 94,178 | (314) |
| Total liabilities and equity (unsecured liability) | 3,501,240 | 16,906 | 13,932 | 1,733,449 | 1,056,517 | 185,776 | 2,156 |

(1) It refers to balance of loans, financing, debentures, and leases.

Summarized income statements

| 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 year | 236,202 | 30,876 | 366 | 14,961 | (6,582) | 115,345 | (302) |

| 09/30/2019 | | | | | | | | | | |
|---|------------------------|-----------------------|------------------------------------|---------------|-------------------|--------------|----------------|-------------------------------|----------------|----------------|
| | Corporación Quiport | Icaros ⁽¹⁾ | Quiport Holdings ⁽²⁾ | Quiama | Quiama Ecuador | IAF | ViaRio | VLT Carioca ⁽³⁾ | Renovias | Controlar |
| Revenue | 617,280 | - | - | 21,376 | 48,050 | - | 114,782 | 155,063 | 343,233 | - |
| Depreciation and amortization | (105,688) | - | - | - | - | - | (22,679) | (14,040) | (17,923) | - |
| Finance income | 17,809 | 1,008 | - | - | - | 112,316 | 2,771 | 12,322 | 1,550 | 51 |
| Finance costs | (129,221) | (8) | (12) | (14) | (58) | (103,781) | (62,557) | (106,287) | (4,730) | (2) |
| Income (loss) from operations before taxes | 168,011 | 29,725 | 49,088 | 18,808 | 118 | 7,877 | (6,290) | (18,369) | 202,260 | (1,597) |
| Income tax and social contribution | - | (20) | (66) | - | - | (2,066) | 2,240 | 5,386 | (68,460) | - |
| Income (loss) with operations | 168,011 | 29,705 | 49,022 | 18,808 | 118 | 5,811 | (4,050) | (12,983) | 133,800 | (1,597) |
| Other comprehensive income | 142,950 | 43,711 | 140,402 | 232 | 18 | 501 | - | - | - | - |
| Comprehensive income for the year | 310,961 | 73,416 | 189,424 | 19,040 | 136 | 6,312 | (4,050) | (12,983) | 133,800 | (1,597) |

- (1) As of August 18, 2019, the participation in Ícaros was sold.
- (2) As of October 18, 2019, control of Quiport Holdings was acquired.
- (3) As of October 07, 2019, control of VLT Carioca was acquired.

c) Other relevant information

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

a) RodoNorte

i. Takeover lawsuit

On July 4, 2003, Law No. 14.065/2003 was published, authorizing the takeover by State of Paraná of the subsidiary, as set forth in the legislation and the concession agreement.

The subsidiary filed lawsuit No. 2003.34.00.028316-4 on August 22, 2003, against the Federal Government, the National Department of Transportation Infrastructure (DNIT), the State of Paraná and the DER/PR in order to prevent the takeover process of the concession. The work performed by the Takeover Commission is suspended based on preliminary injunctions granted in similar lawsuits filed by other concessionaires of the State of Paraná. On March 23, 2020, the State of Paraná and DER filed a statement explaining that the object of the action proposed in 2003 was to avoid the takeover of the services granted, which did not occur, which is why they understood the loss of the object of the demand. On March 25, 2020, RodoNorte filed a petition stating that it does not oppose the recognition of the supervening loss of the object of the action. On the same date, the Federal Public Prosecutor Office joined the opinion, in short: failure to accept applications inferred by the defendant RodoNorte; continuing the demand only in relation to the defendant RodoNorte, with the choice of a new company to realize the expert work; by the termination of the lawsuit without the judgment of the merits in respect of the defendant Caminhos do Paraná, pursuant to Article 57 of the CPC, on the ground of the existence of public civil action No. 5002534-62.2019.4.04.7000, with a broader purpose (by virtue of the continece).

On March 15, 2020, court decision was rendered judging the proceeding dismissed, without determination of merit, for lack of interest in suing, and condemning the co-defendants State of Paraná and the DER for the payment of costs and attorneys' fees.

On July 9, 2020, the State of Paraná and the DER filed an appeal only against the part of the decision that sentenced them to the payment of attorney's fees.

ii. Toll tariff reduction - higher revenue (Public Civil Action no. 2007.70.00.005416-9)

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

On July 14, 2020, the DER's motions for clarification were partially provided, but the terms of the decision that recognized the DER's lack of interest in the lawsuit were maintained.

On September 28, 2020, the State of Paraná filed a special appeal and extraordinary appeal against appellate decision. Special and extraordinary appeals examination and judgement are awaited.

iii. Ordinary Procedure Lawsuit No. 5045805-58.2018.4.04.7000 (case assigned to the same judge of Preliminary Injunctive Relief No. 5044495-17.2018.4.04.7000)

On October 4, 2018, RodoNorte filed an Ordinary Procedure Lawsuit against the State of Paraná, DER/PR, the Federal Government, ANTT and DNIT, claiming the granting of an interlocutory relief so as to suspend the efficacy of the decree of intervention in Concession Agreement 75/1997 (Decree 11243/2018), and, in the end, to issue a judgment on the merits stating, pursuant to article 19, I, of the CPC (Code of Civil Procedure), the nullity of the intervention decree due to the absence of the necessary requirements for its issuance.

On October 11, 2018, the judge of the 1st Federal Court of Paraná rendered a decision upholding a preliminary injunction for the purpose of determining, in relation to the intervention decree that where it says "intervention" it should say "inspection", and where it says "intervener" it should say "inspector". Pursuant to the aforementioned preliminary injunction, therefore, there is no intervention in the concession managed by RodoNorte. There is only an "inspection", which grants the Concession Grantor alone the power to supervise the concession (a power that was always guaranteed to the Concession Grantor by clause XXIII, item "a" of the Concession Agreement). The management of the concession remains under the responsibility of RodoNorte.

After the pre-trial phase was closed, on February 11, 2020, a judgment was handed down, considering the supervening loss of the object (given that the decree was not extended), and the magistrate deemed the case to be extinct, without prejudice, condemning the state of Paraná and the DER/PR for the payment of court costs, as well as the payment of fees of 10% on the value of the case.

On May 28, 2020, the State of Paraná and the DER/PR waived the period for filing an appeal against the judgment and the final and unappealable nature of the lawsuit was verified.

iv. Administrative proceeding of accountability and provisional suspension of the right to bid

By means of Resolution No. 35, dated October 2, 2019, the Office of the Controller General of the State of Paraná ("CGE/PR") filed an administrative proceeding for accountability, provided for in Article 8 of Law No. 12846/2013, to determine any administrative responsibilities to the disadvantage of the concessionaire. The concessionaire expressed its opinion on the lawsuit on December 9, 2019.

At the same time, through Resolution No. 67, dated December 20, 2019, also edited by the CGE/PR, subject to Material Fact dated January 6, 2020, a temporary suspension of the concessionaire's right to participate in new bids and enter into new contracts with the Government of the State of Paraná was granted.

On February 20, 2020, the concessionaire filed a writ of mandamus No. 0008852-94.2020.8.16.0000 with the Paraná Court of Justice in order to remove the provisional measure. On March 5, 2020, a decision was rendered rejecting the preliminary injunction requested in the writ of mandamus. Against that decision, motions for clarification were filed by RodoNorte.

On March 6, 2020, a decision was rendered giving partial relief to the motions for clarification, in order to complement the embargoed decision to determine that the present writ of mandamus is filed with the Federal Public Prosecutor Office (Federal Prosecutor Office in the State of Paraná) and to the Federal Government (Federal Prosecutor Office in the state of Paraná), with the provision that this determination is not equivalent to the summon regarding its effects.

On June 17, 2020, the Federal Public Prosecutor Office presented a statement by means of a letter with a favorable opinion to the request and defending the effectiveness of the agreement entered into. The opinion of the State Public Prosecution Office is awaited and, subsequently, the entry of the judgment.

In turn, in view of the PAR continuation, the Minutes of Deliberation were issued No. 03 and 04, from June 15, 2020 and August 11, 2020, which determined the closure of the pre-trial phase and carried out the institution of a criminal investigation of RodoNorte. In view of these Prosecuting Commission's determinations, RodoNorte filed the Writ of Mandamus No. 0003893-68.2020.8.16.0004 with the 4th Lower Public Treasury Court of Curitiba on August 28, 2020. The decision that the injunction granted on September 17, 2020, to determine the PAR suspension, while the leniency agreement was in force, was revoked on October 27, 2020.

v. Law 13103/2015 (suspension of tariff collection on suspended axle)

On April 16, 2015, RodoNorte disclosed a Market Notice informing that as of midnight on April 17, 2015, as provided for in Law 13103/2015, published in the Union Official Report (DOU) on March 3, 2015, regulated by Resolution No. 002, dated April 15, 2015, of the Paraná Regulatory Agency - AGEPAR, it had ceased to collect toll rates related to suspended axis of trucks on the highways under its management. It also informed that the loss of revenue resulting from this legal measure would be subject to contractual rebalancing, under the terms of the standards that govern the concession.

On September 4, 2015, RodoNorte disclosed a new Market Notice informing that, as provided for in Resolution No. 004, dated September 1, 2015, of AGEPAR, which revoked Resolution No. 002, dated April 15, 2015, resuming the collection of toll rates related to suspended axis of trucks on the highways under its management. It also informed that the loss of revenue in the period when Resolution No. 002/15, revoked by Resolution No. 004/15, was effective, will be rebalanced, under the terms of the agreement and standards that govern the concession.

On May 28, 2018, the Federal Executive Branch issued Provisional Measure (MP) No. 833/2018, providing for the exemption of the collection of suspended axles of empty trucks. On the same date, the DER/PR and AGEPAR edited a "Joint Statement" to communicate the immediate compliance with the provisions of Provisional Measure No. 833/2018; that is, the toll charge exemption of suspended axis of empty freight transportation trucks on the highways granted to RodoNorte.

RodoNorte, in compliance with the provisions of letters sent by the DER/PR, presented the required elements for the restoration of the economic and financial balance of the Concession Agreement due to the exemption of toll charge on suspended axis.

Notwithstanding the elements presented, the DER/PR did not adopt measures to restore the economic and financial balance of concession agreement (agreement No. 075/97). Due to this situation, RodoNorte was forced to file an ordinary lawsuit (Proceeding No. 5058381-83.2018.4.04.7000/PR - 6th Lower Federal Court of Curitiba) to force the DER/PR to restore the balance of the Concession Agreement due to the toll charge losses caused by the exemption granted by the Concession Grantor as of May 28, 2018.

The judge rendered a decision ordering the DER/PR, the State of Paraná, the ANTT, the DNIT, and the Federal Government to express their opinion within 15 days (deadline expired on February 12, 2019). After this deadline, the judge should decide on the motion for injunctive relief filed by RodoNorte; that is, to demand the DER/PR to calculate the value that it considers undisputed and proceed with the immediate rebalancing.

On January 15, 2019, a petition was filed by the ANTT expressing its request for injunctive relief, claiming the dismissal of the lawsuit without judgment on the merits in relation to it or, subsidiarity, the judgment of the plaintiff's lack of standing to sue.

On January 25, 2019, a petition was filed by DNIT stating that it has no interest in the lawsuit and has no standing to be sued and discuss any financial clause of the agreement.

On February 5, 2019, a petition was filed by the State of Paraná and by the DER/PR requesting the dismissal of the request for injunctive relief made.

On February 11, 2019, a petition was filed by the Federal Government claiming that the preliminary issues raised be known and decided, namely: the defect of the proceeding; the lack of procedural interest regarding this defendant, and its lack of standing to be sued *ad causam*.

On April 3, 2019, a decision was issued summoning RodoNorte to comment on the allegation of a lack of standing to be sued alleged by the Federal Government and ANTT, and RodoNorte submitted its statement on April 16, 2019. On October 17, 2019, a decision was rendered denying the injunctive relief request. On December 12, 2019, Federal Government filed an answer. On December 15, 2019, the State of Paraná and the DER filed an answer.

On January 28, 2020, an order was issued determining that RodoNorte should present a motion.

On February 29, 2020, RodoNorte was summoned by the decision partially accepting the motions for clarification by ANTT and DNIT, against the previous decision rejecting the interlocutory relief request.

On March 6, 2020, RodoNorte also filed motions for clarification to eliminate the contradictions in the embargoed decision as regards the impossibility of "separating" the concession agreement No. 75/97, the object of which is indivisible, and which were denied. In addition, the presentation of evidence admitted by law has been requested.

On August 31, 2020, RodoNorte filed an interlocutory appeal, having been granted the request for supersedeas, to determine the revocation of the contested decision, recognizing the jurisdiction of the Federal Justice to judge the case.

On September 14, 2020, DNIT file for motions for clarification, which is still pending.

On September 8, 2020, in the original case file, a request for preliminary injunction was submitted by RodoNorte so that DER and the State of Paraná are condemned to rebalance losses effectively suffered by the concessionaire with the exemption from charging suspended axles, without prejudice to the continuation of the action so that expert evidence is carried out and the amount of the imbalance that should be determined, under the terms of the concession agreement, the due rebalanced amount shall be restated in a unique, complete and final way for the entire period of the concession. This examination is awaited.

b) RodoAnel Oeste

i. Popular Action - State Law No. 2481/53 which limits toll booths within a radius of 35 km from ground zero 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), requesting the 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 toll charge, 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, due to the suspension of a preliminary injunction filed by the State of São Paulo, the Court of Justice suspended the decision, reestablishing the toll charge until final and unappealable decision is handed down.

The claim was granted. The São Paulo State Government and ARTESP filed an appeal with the São Paulo Court of Justice, including against the immediate application of the decision, due to the prior decision handed down by the Court of Justice, which suspended the effects until a final and unappealable decision thereon is handed down, which was granted. The appeal of the State of São Paulo was granted to annul the lawsuit from service of process, so that the plaintiff amends the complaint. CCR and Encalso filed motions for clarification, which were rejected. On February 16, 2012, exceptional appeals were filed with the STJ and STF, which were denied. Appeals were filed against these decisions in January 2015, and in a decision handed down on August 13, 2019, the appeal filed by Encalso and CCR for the processing and judgment of the special appeal was dismissed. Against this decision, on September 3, 2019, an interlocutory appeal was filed by Encalso and CCR, which is awaiting judgment. The appeal is pending trial for processing and judgment of the extraordinary appeal.

On November 28, 2019, a decision was rendered, in the context of an interlocutory appeal, which partially granted the special appeal and dismissed the conviction of CCR and Encalso to pay the fine imposed by TJSP. Against this decision, on December 9, 2019, the plaintiff filed motions for clarification, which were rejected in a decision rendered on February 7, 2020.

On March 3, 2020, the popular plaintiff filed an internal appeal against the decision handed down in the case record of interlocutory appeal in a special appeal. On May 26, 2020, a decision was rendered, which did not unanimously grant, about the interlocutory appeal filed by the popular plaintiff, that on June 2, 2020, filed motions for clarification against such appellate decision

On September 21, 2020, the appellate decision became final and unappealable which denied the motions for clarification, and on September 22, 2020 the records were received at STF and maintained in a record as an interlocutory appeal in an extraordinary appeal No. 1,290,800. The distribution of the extraordinary appeal is awaited.

ii. 2014 Toll Tariff Adjustment

ARTESP determined the application of an adjustment index other than the contractual index, by virtue of a unilateral calculation that considered effects from the application of an adjustment index in 2013; however, it prevented the users from being charged due to the offset (tariff on suspended axis and reduction of the variable concession fee).

On July 1, 2014, RodoAnel Oeste filed Ordinary Procedure Lawsuit No. 1026963-78.2014.8.26.0053, aiming at applying the index provided for in the respective concession agreement to toll rates. In the case of RodoAnel Oeste, the non-contractual index was higher than the contractual one. However, due to the irregularity, RodoAnel Oeste required the correct index. On March 3, 2015, a decision was rendered granting the claim. On March 9, 2015, motions for clarification were filed by RodoAnel Oeste, ARTESP and the State of São Paulo.

After judgment of motions for clarification, ARTESP and the State of São Paulo filed appeals, which were dismissed by the TJSP in January 2016. In July 2016, appeals filed by the State of São Paulo and ARTESP to the higher courts were dismissed. On August 1, 2016, the State of São Paulo and ARTESP filed interlocutory appeals to the special appeal and extraordinary appeal.

On August 6, 2019, a decision was rendered, which did not grant interlocutory appeal in special appeal filed by the State of São Paulo and ARTESP. On October 16, 2019, a decision was rendered dismissing the appeal in extraordinary appeal. After rendering of final and unappealable decision, the record was sent to the origin and, on December 19, 2019, a decision was handed down, determining the compliance with the appellate decision.

On June 19, 2020, RodoAnel Oeste requested that the judgment be complied with. On June 24, 2020, an order was issued determining the summoning of the State of São Paulo and ARTESP to challenge compliance with the judgment within 30 days. On October 2, 2020, after the appellate decision became final and unappealable of the decision that decided on the interlocutory appeal mooted, the case files were sent to the lower court for conduction of second expert evidence.

c) AutoBAN

i. Action for Administrative Misconduct - lawsuit No. 0022800-92.2002.8.26.0053 (former 053.02.022800-0)

A Public Civil Action for Administrative Misconduct No. 0022800-92.2002.8.26.0053 (former 053.02.022800-0), filed on August 28, 2002, by the Public Prosecution Office of the State of São Paulo aiming at declaration of nullity of Bid 007/CIC/97 and the corresponding concession agreement. After presentation of previous defense, in April 2011, the judge rendered an order rejecting AutoBAN's previous defense, in which it was argued, among other arguments, that AutoBAN was subsequently included as defendant, after the prescription of right of action pursuant to item I of article No. 23 of Misconduct Law (up to five years after the end of the term of office, commissioned position or function of trust). After answers presentation, on August 25, 2017, a judgment was rendered dismissing the claim, recognizing intervening limitation of action.

On March 20, 2018, the MP/SP filed an appeal that was granted on June 12, 2019 to dismiss the intervening limitation of action and determining the emittance of case record to the lower court so that the need for the eventual production of evidence is considered and for the consideration of the merits of the case.

On July 26, 2019, the Treasury Public Department of the State of São Paulo and DER filed motions for clarification, which were dismissed in a final and unappealable appellate decision on February 4, 2020. The case records have been sent to the court of origin and have been held by the Public Prosecution Office since September 25, 2020.

ii. Modifying Amendment Term No. 16/06

In February 2012, AutoBAN received a request from ARTESP to file a prior defense in an administrative proceeding referring to Modifying Amendment Term No. 16/06 of December 21, 2006. After presentation of the opinion on December 14, 2012, AutoBAN was again served with notice. Such term remained suspended until, on December 16, 2013, AutoBAN presented its new opinion on the matter of said administrative proceeding. On July 17, 2014, ARTESP closed the administrative proceeding, understanding that the dispute should be settled by the Judiciary Branch. The parties filed lawsuits against the dispute.

The State of São Paulo and ARTESP filed an Ordinary Procedure Lawsuit No. 1040370-54.2014.8.26.0053 against AutoBAN claiming the declaration of nullity of TAM No. 16/06.

AutoBAN filed an Ordinary Procedure Lawsuit No. 1030436-72.2014.8.26.0053 against the State of São Paulo and ARTESP seeking the declaration of validity of TAM No. 16/06.

Once the connection between the two lawsuits was recognized, both started to have the same progress in the 3rd Lower Public Treasury Court of São Paulo.

After the presentation of expert evidence in lawsuits was denied, a decision was handed down considering the request made in the lawsuit from the State and ARTESP, and dismissing the request made in lawsuit from AutoBAn. Against this judgment, AutoBAn filed motions for clarification, which were rejected. AutoBAn filed an appeal on October 5, 2015. On March 15, 2016, an order was issued (i) receiving an appeal in the suspensive and review effects, (ii) allowing the State and ARTESP to see the record and present counterarguments and (iii) determining the remittance of the record to TJSP after compliance with the two previous measures.

The appeal would be judged on February 6, 2017, however, on January 31, 2017, AutoBAn presented a request for injunctive relief to the STJ to suspend the judgment of such appeal until the matter on evidence was decided by the higher courts. On February 3, 2017, the STJ partially granted the claim for preliminary injunction, suspending the judgment of AutoBAn's appeal. On February 6, 2017, the 5th Public Law Chamber of the TJSP accepted the decision rendered by the STJ and did not judge the merits. On the other hand, on the same occasion, the 5th Chamber declined its jurisdiction on AutoBAn's appeal, determining the remittance of the appeal to the 3rd Public Law Chamber of TJSP. Against such decision, AutoBAn and the State of São Paulo filed motions for clarification requiring recognition of jurisdiction of the 5th Chamber to process and judge the appeal.

The motions for clarification filed by the parties were rejected on May 30, 2017. On June 6, 2017, AutoBAn presented an opinion on doubt of jurisdiction before the Special Panel of Public Law of the TJSP, which was judged on September 15, 2017, having recognized the jurisdiction of the 5th Public Law Chamber to judge the merits AutoBAn's appeal.

On September 17, 2019, the STJ concluded the hearing initiated on February 27, 2018, regarding a request for injunctive relief and an interlocutory appeal, filed against the decision that did not allow expert evidence, and the special appeal filed by AutoBAn was partially granted to recognize the absence of loss of interlocutory appeal's object, as well as to determine the annulment of the appellate decision of TJSP, which judged the opposed motions for clarification filed by AutoBAn to remedy contradictions and others in the decision of interlocutory appeal and, furthermore, to consider prejudiced the provisional measure previously granted. In view of the STJ's decision, the lawsuit will be judged by TJSP. On November 4, 2019, AutoBAn filed motions for clarification, which are pending judgment.

With respect to the merits of the case, the lawsuit is suspended since February 3, 2017, in order to await the further judgment of the appeal that refused to carry out the expert evidence. On February 6, 2020, an order was issued summoning the parties to report on the progress of the appeal. The State of São Paulo presented the statement on February 20, 2020 and AutoBAn on February 21, 2020. On March 10, 2020, the rapporteur granted a new suspension of the lawsuit for a period of one hundred and eighty (180) working days. The suspension period will end on February 24, 2021.

AutoBAN also proposed Ordinary Procedure Lawsuit No. 0019925-66.2013.8.26.0053 seeking the declaration of nullity of the administrative proceeding for invalidation of Addendum, due to (i) the impossibility of unilateral annulment of the Addendum and bilateral Amendments; (ii) the occurrence of a lapse in management's right to annul the Addendum and (iii) the existence of administrative *res judicata*. On October 8, 2014, a judgment was rendered extinguishing the claim without judgment on the merits. On February 20, 2015, AutoBAN filed an appeal, which was dismissed in an appellate decision published on May 31, 2016. Both parties filed appeals to higher courts. The special and extraordinary appeals filed by AutoBAN were dismissed and, on April 6, 2017, AutoBAN filed appeals against the inadmissibility of the special appeal and the extraordinary appeal. On December 16, 2019, AutoBAN filed a petition to request (i) the suspension of the appeal until further judgment of ADI No. 6019, and (ii) the appeal against the special appeal should be dismissed.

iii. 2014 Toll Tariff Adjustment

ARTESP determined the application of an adjustment index other than the contractual index, by virtue of a unilateral calculation that considered effects from the application of an adjustment index in 2013; however, it prevented the users from being charged due to the offset (tariff on suspended axis and reduction of the variable concession fee).

On July 2, 2014, AutoBAN filed an Ordinary Procedure Lawsuit No. 1026956-86.2014.8.26.0053, with a view to applying the index provided for in the respective Concession Agreement to toll rates. On March 3, 2015, a decision was rendered granting the claim. On March 9, 2015, motions for clarification were filed by AutoBAN, ARTESP and the State of São Paulo. The motions for clarification filed by AutoBAN were granted to recognize that such claim is not subject to suspension of preliminary injunction granted by the Special Body of the TJSP to the State of São Paulo. In June 2015, the State of São Paulo and ARTESP filed appeals, which, on October 4, 2016, were granted the postponement of judgment to produce more evidence, so that expert evidence is carried out to determine whether the monetary variation index applied by the State to the tariffs charged by AutoBAN is correct, considering the adjustment of 2014. Against this decision, AutoBAN filed motions for clarification, which were rejected on April 4, 2017. On July 10, 2017, the lawsuit was sent to the lower court for realization of expert evidence determined by the TJSP.

On March 6, 2019, the expert report was attached to the record. After presentation of the parties' statement on the expert report, the State of São Paulo filed final arguments on May 30, 2019, and AutoBAN on June 13, 2019.

Having completed the postponement of judgment to produce more evidence determined by the TJSP, on June 19, 2019, it was determined the remittance of the case record to the 3rd Public Law Chamber to resume the judgment of the appeal filed by the State of São Paulo and by ARTESP.

On December 13, 2019, the State of São Paulo and ARTESP petitioned to request the overlook of the expert report or the withdrawal of the lawsuit from the docket, with the conversion of the lawsuit into the production of more evidence, so that a new official investigation can be carried out. On December 17, 2019, the appeal was withdrawn from the docket. On February 3, 2020, AutoBAN filed a motion to counter the requests made by the State of São Paulo and ARTESP.

On April 1, 2020, the rapporteur rendered a decision postponing judgment to produce a second expert evidence. On 3 April 2020, the case record was remanded to the trial court to comply with the order.

On April 6, 2020, AutoBAN presented a motion requesting that the case record be returned to the appeals court. On 6 May 2020, the rapporteur ordered that the elapsing of the term to file an appeal should be waited. On the same date, AutoBAN filed motions for clarification.

On June 8, 2020, the rapporteur dismissed the motions for clarification. Against that decision, on July 2, 2020, AutoBAN filed an interlocutory appeal that is pending trial.

iv. Change of the toll rates adjustment index

On January 5, 2013, CCR disclosed a material fact to the market, informing that, on December 15, 2011, the Modifying Amendment Terms (TAMs) to the concession agreements were executed between ARTESP and the subsidiaries, as follows: (i) AutoBAN - concession agreement No. 005/CR/1998 and TAM No. 25/2011; (ii) ViaOeste - concession agreement No. 003/CR/1998 and TAM No. 22/2011; (iii) SPVias - concession agreement No. 010/CR/2000 and TAM No. 18/2011; and (iv) Renovias - concession agreement 004/CR/1998 and TAM No. 19/2011.

The subject matter of such TAMs was (i) the change in toll rates adjustment index of the concession agreements, from IGP-M to IPCA; and (ii) the establishment of the procedure and form of contractual review to verify the existence of any economic and financial imbalance in relation to the original contract index (IGP-M) and its new composition, resulting from the use of the new toll tariff adjustment index (IPCA).

On June 29, 2015, Amendment and Restatement Instruments of the TAMs were entered into in order to: (i) adopting as the toll rates adjustment index of the concession agreement the one that, between the IGP-M and the IPCA, presents the lowest percentage variation in the period between the date of the last adjustment made and the date of the adjustment that will be made; and (ii) establish the procedure and form of contractual review to verify the existence of any economic and financial imbalance and its recomposition, resulting from the application of this amendment.

In view of the foregoing, the occurrence of economic and financial imbalance of the concession agreement in favor of the concessionaires will be characterized, if there is a difference between the annual amount of revenue from toll fees through the tariffs adjusted and actually charged by the concessionaires and the amount that would have been received if the tariffs had been adjusted by the accumulated variation of the IGP-M, as provided for in exhibit 4 of the invitation to bid.

The contractual review procedure for economic and financial rebalancing of the concession agreement due to change of toll fee adjustment index shall be performed, considering the amounts of imbalance determined annually, through a specific administrative proceeding filed by ARTESP in July, every two-year period during which this document is effective, period that may be changed by mutual agreement between the parties, as from the 5th year.

In view of the delay of ARTESP in the filing and implementation of the first administrative proceeding considering the two-year period between July 1, 2013 and June 30, 2015, AutoBAn, on April 6, 2017, filed the Ordinary Procedure Lawsuit No. 1014628-22.2017. 8.26.0053, against ARTESP and the State of São Paulo, claiming the rebalancing due to the aforementioned period.

On 25 March 2020, the parties requested the stay of the proceedings for 180 days. On April 8, 2020, the request for suspension was granted and the proceeding of the process remained suspended until October 8, 2020.

This lawsuit is in its pre-trial phase.

v. 2013 Toll tariff Adjustment

The São Paulo State Government decided not to pass on to state highway users the toll rate increases set for July 1, 2013, as provided for in the concession agreements in force. ARTESP's Management Board decided, on June 26, 2013, to authorize the toll rate adjustment by IGP-M variation and to define several measures to offset its non-collection from users, by: (i) use of 50% of the amount of 3% of gross revenues, as variable charge paid to the State for purposes of inspecting the agreements; (ii) implementation of toll charges on suspended axis of trucks in state highways; and (iii) partial use of the fixed charge due to the State, if necessary to complement. To carry out such resolutions, the following measures were adopted: (i) amendment of Resolution SLT No. 4, dated July 22, 2013, regulating the charge of suspended axis; (ii) the Management Board of ARTESP authorized, on July 27, 2013, the non-payment by the concessionaires of 1.5% on gross revenue (equivalent to 50%), as variable charge for the months of July, August and September 2013, and (iii) the Management board of ARTESP decided, on December 14, 2013, to extend the authorization for the non-payment, by concessionaires, of 1.5% on gross revenue for an indefinite period.

It turns out that the measures established by ARTESP were not sufficient to fully offset the economic and financial imbalance that the concessionaires faced due to not transferring, to users, the toll tariff adjustment set in 2013.

For this reason, AutoBAn, on May 8, 2017, filed an ordinary procedure lawsuit No. 1018479-69.2017.8.26.0053 against ARTESP and the State of São Paulo, claiming the economic and financial rebalancing of the Concession Agreement, due the absence of toll tariff adjustment in 2013 and partial in 2014.

On September 7, 2020, a decision was rendered granting the claim, published on September 24, 2020.

d) SPVias

i. Modifying Amendment Term No. 14/06

In February 2012, SPVias received a request from ARTESP to present the respective prior defense in an administrative proceeding, referring to the Modifying Amendment Term (TAM) No. 14/06, of December 21, 2006. An opinion was presented on December 14, 2012, and SPVias was once again summoned. Such term remained suspended until, on December 2, 2013, SPVias presented its new opinion on the matter of said administrative proceeding. On January 13, 2014, SPVias presented its final arguments. On March 25, 2014, ARTESP closed the administrative proceeding, understanding that the dispute should be settled by the Judiciary Branch. The parties filed lawsuits against the dispute.

The State of São Paulo and ARTESP filed an Ordinary Procedure Lawsuit No. 1013617-60.2014.8.26.0053 against SPVias claiming the declaration of nullity of TAM No. 14/06. The complaint for the lawsuit was dismissed from the plan, and was therefore deemed extinct by the judge of the 11th Lower Public Treasury Court of São Paulo. Against this sentence, the State and ARTESP filed an appeal, which was granted by TJSP on April 28, 2016, to determine the continuation of the lawsuit with SPVias being summoned.

SPVias filed an Ordinary Procedure Lawsuit No. 1014593-67.2014.8.26.0053 against the State of São Paulo and ARTESP seeking the declaration of validity of TAM No. 14/06.

Once the connection between the two lawsuits was recognized, both started to have the same progress in the 11th Lower Public Treasury Court of São Paulo.

On July 13, 2017, a decision was rendered, granting the claim by the State of São Paulo and ARTESP as valid and the claim filed by SPVias as dismissed.

On August 3, 2017, SPVias filed motions for clarification, which were rejected on September 6, 2017. On September 29, 2017, SPVias filed an appeal.

On June 25, 2019, the appeal was judged, maintaining the decision that granted the claim filed by the State of São Paulo and dismissing the claim filed by SPVias. On July 8, 2019, SPVias filed motions for clarification, which were rejected on July 26, 2019.

On September 24, 2019, SPVias filed a special appeal and an extraordinary appeal. On January 31, 2020, interlocutory appeals were filed against the orders that dismissed the special and extraordinary appeals and the internal appeal. On May 4, 2020, the decision of the special chamber of Presidents of the TJ/SP dismissing the interlocutory appeal of SPVias was published. On June 10, 2020, the case record was forwarded to the STJ. The counterclaims submitted by the ARTESP and the State of São Paulo, were by defended at STJ (AREsp No. 1758131), on September 11, 2020 and, on September 25, 2020, were distributed to the Presiding Minister.

SPVias also proposed Ordinary Procedure Lawsuit No. 0019926-51.2013.8.26.0053 seeking the declaration of nullity of the administrative proceeding for invalidation of Addendum, due to (i) the impossibility of unilateral annulment of the Addendum and bilateral Amendments; (ii) the loss of the management's right to annul the Addendum; and (iii) the existence of administrative *res judicata*. On April 30, 2014, a decision was rendered, dismissing the claim. On September 15, 2014, the concessionaire filed an appeal, and on September 24, 2014, the State of São Paulo and ARTESP also filed an appeal. The appeals were brought to trial on June 7, 2016, and the claim was dismissed, with no resolution of the merits, due to lack of interest in suing, with prejudice to analysis of the appeals. On October 6, 2016, an appellate decision was published that denied motions for clarification filed by SPVias. The parties filed special and extraordinary appeals. On December 19, 2016, TJSP dismissed the appeals filed by the concessionaire. On February 22, 2017, SPVias filed the appeals denying special and extraordinary appeals.

On June 5, 2018, a monocratic decision was published denying the appeal in progress before the STJ. On June 26, 2018, SPVias filed an interlocutory appeal. On November 5, 2019, the 1st Panel of the STJ did not recognize the interlocutory appeal. On December 13, 2019, the final and unappealable decision was recognized and the record was sent to the STF for judgment of the interlocutory appeal in extraordinary appeal. On February 1, 2020, the interlocutory appeal in extraordinary appeal was denied. On February 28, 2020, SPVias filed an interlocutory appeal.

On June 29, 2020, the appellate decision rendered by the STF denying the interlocutory appeal was published. On August 3, 2020, SPVias filed motions for clarification. The conclusion of the judgment of the motions for clarification is awaited.

2013 Toll tariff Adjustment

The São Paulo State Government decided not to pass on to state highway users the toll rate increases set for July 1, 2013, as provided for in the concession agreements in force. ARTESP's Management Board decided, on June 26, 2013, to authorize the toll rate adjustment by IGP-M variation and to define several measures to offset its non-collection from users, by: (i) use of 50% of the amount of 3% of gross revenues, as variable charge paid to the State for purposes of inspecting the agreements; (ii) implementation of toll charges on suspended axis of trucks in state highways; and (iii) partial use of the fixed charge due to the State, if necessary to complement. To carry out such resolutions, the following measures were adopted: (i) amendment of Resolution SLT No. 4, dated July 22, 2013, regulating the charge of suspended axis; (ii) the Management Board of ARTESP authorized, on July 27, 2013, the non-payment by the concessionaires of 1.5% on gross revenue (equivalent to 50%), as variable charge for the months of July, August and September 2013, and (iii) the Management board of ARTESP decided, on December 14, 2013, to extend the authorization for the non-payment, by concessionaires, of 1.5% on gross revenue for an indefinite period.

It turns out that the measures established by ARTESP were not sufficient to fully offset the economic and financial imbalance that the concessionaires faced due to not transferring, to users, the toll tariff adjustment set in 2013.

For this reason, on May 11, 2017, SPVias filed the Ordinary Procedure Lawsuit No. 1019361-31.2017.8.26.0053 against ARTESP and the State of São Paulo, claiming the economic and financial rebalancing of the concession agreement, due the absence of toll fee adjustment in 2013 and partial in 2014.

Upon completion of the pre-trial phase, on June 6, 2020, a judgment granting the claim was rendered. On June 11, 2020, the State of São Paulo and ARTESP also filed motions for clarification. On June 24, 2020, a decision rejecting the motions for clarification was rendered. On July 2, 2020, SPVias filed an appeal only to discuss attorneys' fees an appeal and on July 27, 2020 ARTESP and State of São Paulo filed an appeal. Awaiting decision on the appeal.

ii. Change of the toll rates adjustment index

On January 5, 2013, CCR disclosed a material fact to the market, informing that, on December 15, 2011, the Modifying Amendment Terms (TAMs) to the concession agreements were executed between ARTESP and the subsidiaries, as follows: (i) AutoBAn - concession agreement No. 005/CR/1998 and TAM No. 25/2011; (ii) ViaOeste - concession agreement No. 003/CR/1998 and TAM No. 22/2011; (iii) SPVias - concession agreement No. 010/CR/2000 and TAM No. 18/2011; and (iv) Renovias - concession agreement 004/CR/1998 and TAM No. 19/2011.

The subject matter of such TAMs was (i) the change in toll rates adjustment index of the concession agreements, from IGP-M to IPCA; and (ii) the establishment of the procedure and form of contractual review to verify the existence of any economic and financial imbalance in relation to the original contract index (IGP-M) and its new composition, resulting from the use of the new toll tariff adjustment index (IPCA).

On June 29, 2015, Amendment and Restatement Instruments of the TAMs were entered into in order to: (i) adopting as the toll rates adjustment index of the concession agreement the one that, between the IGP-M and the IPCA, presents the lowest percentage variation in the period between the date of the last adjustment made and the date of the adjustment that will be made; and (ii) establish the procedure and form of contractual review to verify the existence of any economic and financial imbalance and its recomposition, resulting from the application of this amendment.

In view of the foregoing, the occurrence of economic and financial imbalance of the concession agreement in favor of the concessionaires will be characterized, if there is a difference between the annual amount of revenue from toll fees through the tariffs adjusted and actually charged by the concessionaires and the amount that would have been received if the tariffs had been adjusted by the accumulated variation of the IGP-M, as provided for in exhibit 4 of the invitation to bid.

The contractual review procedure for economic and financial rebalancing of the concession agreement due to change of toll fee adjustment index shall be performed, considering the amounts of imbalance determined annually, through a specific administrative proceeding filed by ARTESP in July, every two-year period during which this document is effective, period that may be changed by mutual agreement between the parties, as from the 5th year.

In view of the delay of ARTESP in the filing and implementation of the first administrative proceeding considering the two-year period between July 1, 2013 and June 30, 2015, SPVias, on April 11, 2017, filed the Ordinary Procedure Lawsuit No. 1016435-77.2017.8.26.0053, against ARTESP and the State of São Paulo, claiming the rebalancing due to the aforementioned period.

This lawsuit is in its pre-trial phase.

On March 25, 2020, the parties requested the stay of the proceedings for one hundred and eighty (180) days. On April 7, 2020, the request for suspension was granted and the proceeding of the process remained suspended until October 7, 2020.

e) Barcas

- i. Action for Termination of Concession Agreement (with request for injunctive relief), lawsuit No. 0431063-14.2016.8.19.0001, filed by Barcas for declaration of termination of the Concession Arrangement 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. Barcas' claim is based on article 39 of Law 8987/1995 and clause 34 of the Concession Agreement and is the result of a contractual breach reiterated by the state of Rio de Janeiro, in particular its article 21, item VII, a contractual provision that establishes very clearly the obligation of the State of Rio de Janeiro to maintain the contractual economic and financial balance. On January 10, 2017, the requests for preliminary injunction, as well as the pretrial conference request filed by Barcas were rejected, based on art. 334 of the CPC. From the decision which dismissed injunctive reliefs and requests for evidence claimed, an interlocutory appeal was filed and partially reformed the decision for which review was requested to allow the assignment of a pretrial conference. There was no agreement between the parties at the conference held on June 7, 2017.

On October 8, 2018, a decision was handed down granting Barcas' request to determine that AGETRANSP and the State of Rio de Janeiro, within twenty days, would assist the concessionaire in adjusting and reorganizing deficient travel schedules and lines in order to reduce possible monthly loss. On September 3, 2018, motions for clarification were filed by the State of Rio de Janeiro and by AGETRANSP. On December 5, 2018, a decision was rendered dismissing the motions for clarification. On January 18, 2019, the State of Rio de Janeiro and AGETRANSP filed an interlocutory appeal. On February 15, 2019, Barcas filed counterarguments to the interlocutory appeal. On September 10, 2019, an interlocutory appeal was filed and then denied, with TJRJ determining the State of Rio de Janeiro to promote the adjustment and reorganization of deficient travel schedules and lines operated by the Plaintiff, whose decision became final and unappealable.

In the lower court, a motion was submitted and, subsequently, certain mitigation measures for the recurring losses assumed by the concessionaire were defined, and, subsequently, it was agreed in court to suspend the processing of the lawsuit to initiate a negotiation process seeking a global solution for the concession agreement. On February 4, 2020, the Public Defender of the State of Rio de Janeiro filed an interlocutory appeal in view of the lower court decision that allowed mitigating measures through the implementation of a new schedule for vessels' working hours. On February 21, 2020, the concessionaire and the State of Rio de Janeiro submitted a joint motion attaching the Memorandum of Understanding and the Commitment signed and requesting the stay of the lawsuit for a period of 30 days. On March 12, 2020, the State of Rio de Janeiro and the Regulatory Agency for Public Services Granted for Waterway, Railroad, Subway, and Highway Transportation in the State of Rio de Janeiro responded to the concessionaire's motions for clarification, as well as claimed for immediate stay of the lawsuit for a period of 30 days. On April 21, 2020, a decision was handed down preparing the lawsuit trial, not having ratified the joint request for stay of the lawsuit and the agreement between the parties and determining the manifestation of the parties in relation to the production of evidence.

On April 28, 2020, Barcas submitted a request to reconsider the decision that did not approve the commitment and, at the same time, reiterated the request to stay the lawsuit.

On May 8, 2020, the concessionaire filed motions for clarification against the pretrial order, which indicated that the discussion would be limited to the existence of losses suffered by Barcas during the performance of the concession agreement, which was rejected. In view of the corrective decision, interlocutory appeals were filed.

On July 7, 2020, Barcas filed a petition reiterating its request for economic and financial expert evidence, in addition to additional documentary evidence. On September 15, 2020, a decision was issued determining the awaiting judge the interlocutory appeals filed against the corrective decision for the continuation of the termination lawsuit. Interlocutory appeals filed yet to be tried.

f) MSVia

i. Extraordinary contractual revision

On April 6, 2017, MSVia submitted to ANTT a request for an extraordinary contractual revision since there was a substantial modification of the contracting bases due to factors not attributable to MSVia and beyond its legal or contractual liability, which prevented the continuity of the services in the terms originally contracted.

On January 3, 2018, ANTT forwarded a letter to MSVia announcing the rejection of the request for review of conditions of Concession Agreement, on the grounds that the events mentioned by MSVia would be risks that would have been transferred to MSVia in the Concession Arrangement.

Accordingly, MSVia had no other option but filing a lawsuit, on May 20, 2018, against ANTT and the Federal Government (Lawsuit No. 1009737-97.2018.4.01.3400, before the 22nd Federal Civil Court of Judiciary Section of Federal District), to preliminarily request the authorization for suspension of its investments contractual obligations and determination that ANTT refrains from applying any other penalties against MSVia and, in the end, the request for ANTT to review the Concession Agreement, or, subsidiarily, on the assumption that the necessary review goes beyond the limits of amendments in administrative agreements, its judicial termination, as provided for by law and under the terms of the Concession Arrangement.

On May 25, 2018, the judge rendered a decision ordering ANTT to refrain, until further deliberation, from applying any type of penalty against MSVia. After summoning of ANTT and the Federal Government, they challenged the lawsuit and later MSVia presented its statement on July 4, 2018.

On October 17, 2018, a pretrial conference was held, in which the parties agreed to suspend the lawsuit for 90 days, so that administrative negotiations could be carried out in order to reach a possible agreement.

On February 5, 2019, ANTT filed a petition requesting the suspension of the lawsuit for an additional period of 60 days, which was granted. On April 11, 2019, ANTT presented a new request for extension, requiring the suspension to be extended for another 45 days.

In view of the passing of the additional period of 45 days without any manifestation by ANTT, as well as considering that the Agency informed that Factor D would be applied based on this new fact, MSVia, on June 13, 2019, presented a petition reiterating the preliminary injunctions initially formulated, especially the suspension of the application of Factor D.

On July 29, 2019, MSVia filed a new petition stating that ANTT had notified the concessionaire to comment, within 15 days, on Technical Note No. 2330, which recorded the preliminary results of the ongoing tariff review and pointed out any tariff reduction in September 2019, of 54.27% or of 40.58% (if recalculation is diluted over the next 36 months). Based on this new fact, the preliminary injunction made in the complaint was repeated to suspend the application of Factor D.

On September 17, 2019, a decision was rendered that rejected the request for injunctive relief made by MSVia. On September 26, 2019, the concessionaire filed an interlocutory appeal requesting the reform of the contested decision, which was dismissed on October 16, 2019. On November 6, 2019, MSVia filed an interlocutory appeal. On December 4, 2019, MSVia communicated in the record of the interlocutory appeal that it decided to submit the issue of contractual rebalancing to the arbitration jurisdiction, which is why it withdrew the appeal.

On December 20, 2019, the Federal Government filed a petition stating that it ceased to present any appellee's brief to the interlocutory appeal, in view of the appellant's withdrawal from appeal.

In the lower court, MSVia filed a motion on October 15, 2019, and the lawsuit is still in the pre-trial phase.

On March 5, 2020, the Federal Public Prosecutor Office filed a petition requesting to see the case record for analysis of possible interest in intervening in the case. On March 11, 2020, a petition was filed by MSVia requesting the suspension of the lawsuit until the end of the arbitration in which the imbalance of the concession agreement will be discussed or, in the remote event of not understanding it, reiterating the evidence it intends to produce. On May 20, 2020, the end of the period for ANTT to present its statement on evidence was certified.

In the administrative sphere, the procedure for the ordinary review, the extraordinary review, and the tariff adjustment, by means of ANTT Resolution No. 1025/2019, on November 26, 2019, determined the reduction, by 53.94%, of the basic toll tariff of all toll stations included in BR-163/MS, reason that gave rise to the action for provisional remedy in preparation for arbitration with motion for injunctive relief (lawsuit No. 1039786-87.2019.4.01.3400).

On July 27, 2020, a decision was rendered which granted the suspension of the fact for 6 months or up to the end of the arbitration process. On August 12, 2020, the Public Prosecution Office took note of this decision.

ii. Tariff Reduction and Arbitration

On November 26, 2019, ANTT, through Resolution No. 1025/2019 (published in the Official Gazette on November 27, 2019) issued in the scope of Administrative Proceeding No. 50501.313777/2018-04, determined the reduction, by 53.94%, of the basic toll tariff of all the toll stations in BR-163/MS.

On November 27, 2019, MSVia filed an action for provisional remedy in preparation for arbitration with a motion for injunctive relief, seeking the suspension of Resolution 1025/2019, which was assigned to the 22nd Lower Federal Court of Brasília (lawsuit No. 1039786-87.2019.4.01.3400). On November 29, 2019, the 1st lower court rendered a decision rejecting the preliminary injunction.

On November 30, 2019, MSVia filed an interlocutory appeal before the TRF of the 1st Region seeking the reversal of the decision and the granting of the motion for injunctive relief to suspend the effects of Resolution 1025/2019, to which a decision was rendered granting the appellate injunction, suspending the effects of Resolution 1025/2019 and, thus, the consequent suspension of the tariff reduction, until the conflicts arising from the contractual imbalance by the arbitration court are considered. As a result, MSVia resumed the collection of the previous basic toll tariff at 12:00 a.m., on December 1, 2019. On January 20, 2020, ANTT filed an answer. On January 23, 2020, the Federal Government filed an answer.

On May 12, 2020, a petition was filed stating that the Arbitral Tribunal was formed, so the interlocutory provisional remedy became moot, as well as requesting the dismissal of the case, without prejudice, pursuant to Article 485, VII of the CPC. On June 2, 2020, ANTT did not challenge the requests for (i) dismissal of the provisional remedy, and (ii) mootness of the interlocutory appeal filed by MSVia.

On July 16, 2020, court decision was rendered judging the proceeding dismissed, without the judgment of the merits. On August 3, 2020, MSVia's motions for clarification of objections was filed with respect to the payment of honor fees.

Within the scope of the arbitration, after the composition of the Arbitral Tribunal and celebration of the Minutes of Missions, were presented, by MSVia its initial claims on August 17, 2020. On October 19, 2020, the Federal Government's and ANTT's answers to the allegations were presented. MSVia shall submit its motion until November 19, 2020, and after the arbitral tribunal shall analyze the relative claims to the interlocutory relief by the parties.

iii. New Auction

On December 20, 2019, MSVia sent an application to ANTT, expressing its intention to adhere to the "New Auction Process", object of Law 13448/2017, emphasizing that such request was prepared based on the requirements established under the terms of Federal Decree No. 9957/2019, which disciplined it.

With this requirement, the concessionaire initiates the procedures that can culminate in the friendly return of the concession, and the road system is submitted to a new bidding (New Auction) by the Concession Grantor. The conclusion of the lawsuit will depend on analysis by the regulatory agency and qualification procedure under the Investment Partnership Program (PPI) and subsequent approval by the President of the Republic.

Through Resolution No. 337 of July 21, 2020, the ANTT Board certified the technical and legal feasibility of the application for the BR-163/MS new auction concession agreement concluded by MSVia, which was the subject of the Material Fact of December 19, 2019. The request made by MSVia will be forwarded to the Ministry of Infrastructure for further deliberation, in accordance with the procedure laid down in Decree No. 9.957 of 2019, which will have to express an opinion on the compatibility or otherwise of the application for a new auction with the scope of public policy made by the Ministry, and will then be submitted to the Council for deliberation of the Board of Investment Partnerships Program of the Presidency of the Republic prior to the resolution of the President of the Republic.

If the project is classified by the PPI and approved by the Presidency of the Republic, the amounts to be compensated to the concessionaire for the investments made will be assessed.

It should be noted that the conclusion of this process depends on the acceptance by MSVia of the terms proposed by ANTT related to the contract addendum.

g) NovaDutra

i. Tariff Reduction

On December 19, 2019, the 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 on December 20, 2019, and would enter into force on December 23, 2019, at 12:00 a.m.

On December 20, 2019, NovaDutra filed a writ of mandamus (lawsuit No. 1000559-56.2020.4.01.3400) subsequently assigned to the 4th Federal Court of Brasília, against an act attributed to the director general of ANTT, seeking the granting of a preliminary injunction to suspend the effects of the Resolution. On December 22, 2019, a preliminary injunction was issued, which determined the suspension of the effects of the resolution and the removal of the tariff reduction. On February 5, 2020, ANTT provided information requesting the dismissal of the writ of mandamus due to the supervening mootness since the contested act was revoked after the filing of the lawsuit.

ii. Rebalancing - Weight Tolerance

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

On November 21, 2019, challenges were filed by the Federal Government and ANTT. On January 29, 2020, a decision was rendered within the scope of the aforementioned lawsuit denying injunctive relief. On February 21, 2020, a motion was filed by NovaDutra and a petition requesting the production of evidence. On March 6, 2020, the Interlocutory Appeal No. 5005479-63.2020.4.03.0000 was filed against the decision that denied the request for injunctive relief, which is pending trial. On June 10, 2020, NovaDutra filed a statement in the face of the ANTT reply in rebuttal.

iii. Rebalancing - Remuneration of Executive Projects

On December 13, 2019, NovaDutra filed a declaratory action (lawsuit 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 remove alleged unlawfulness faced since ANTT's enactment of Administrative Proceeding No. 161/17, which authorized anticipation of 50% of the remuneration due on the costs of preparing executive projects pending approval by ANTT.

On February 7, 2020, a decision was rendered within the scope of the aforementioned lawsuit, granting a request for preliminary injunction (filed on February 6, 2020), suspending the effectiveness of Resolution No. 1.093, the terms of which were ratified by Resolution No. 74, of February 4, 2020, from ANTT, which had determined a 5.26% reduction in the basic toll tariff for all toll stations of BR-116/RJ/SP, subject matter of concession agreement No. PG – 137/95-00 entered into between Federal Government and NovaDutra, as of 12:00 a.m. on February 8, 2020.

The parties filed an interlocutory appeal against the decision that granted the request for preliminary injunction, which was assigned to the 3rd Panel of TRF 3rd Region under No. 5013536-70.2020.4.03.0000, and it is being reported on by the Federal Appellate Judge Nelton dos Santos, pending trial.

In the lower court, the case record remains in the pre-trial phase. On July 1, 2020, NovaDutra presented a counterargument to the interlocutory appeal. On July 5, 2020, in the original case file, a motion was filed. On August 5, 2020, a petition for the specification of evidence was filed by NovaDutra.

h) ViaOeste

i. Modifying Amendment Term No. 12/06

In February 2012, ViaOeste received a request from the São Paulo State Regulatory Agency for Delegated Public Transport Services (ARTESP) to present a preliminary defense in an administrative proceeding relating to Modifying Amendment Term (TAM) No. 12/06 dated December 21, 2006. After the manifestation, on December 14, 2012, ViaOeste was summoned again to express its opinion. This deadline remained suspended until September 20, 2013. On September 26, 2013, ViaOeste filed its new statement on the matter addressed in said administrative proceeding. As of January 13, 2014, ViaOeste presented its closing arguments. On May 5, 2014, ARTESP closed the administrative proceedings, with the understand that the dispute should be settled by the Judiciary Branch. The parties filed lawsuits against the dispute.

The State of São Paulo and ARTESP filed Ordinary Procedure Lawsuit No. 1019684-41.2014.8.26.0053 against ViaOeste, claiming declaration of invalidity of TAM No. 12/06. ViaOeste filed Ordinary Procedure Lawsuit No. 1027970-08.2014.8.26.0053 against the State of São Paulo and ARTESP, claiming declaration of validity of TAM No. 12/06. After the connection between the two lawsuits was acknowledged, both of them started to have the same progress in the 12th Lower Public Treasury Court of São Paulo.

On April 13, 2016, an accounting expert report was presented on behalf of the concessionaire. On June 5, 2017, the judge dismissed the additional claims filed by the State of São Paulo and summoned the expert to express his/her opinion on the similarity between the related lawsuits. On July 12, 2017, the expert submitted a statement confirming the similarity of the subjects of the lawsuits and stated that the expert opinion already delivered could be used for both lawsuits. On September 12, 2017, ViaOeste issued a statement agreeing with the expert report and, on November 7, 2017, the judge stated that the pre-trial phase of the lawsuit was completed. Then, the parties presented their final arguments. On May 3, 2018, a decision was rendered converting the judgment into a postponement of judgment to produce more evidence to request a statement from the court expert on seven new questions asked by the judge. On July 2, 2018, a supplementary report of the court expert was attached to the case record, reaffirming the previous conclusions thereof, in response to the questions asked by the judge. On June 28, 2019, a decision was rendered dismissing the lawsuit filed by ViaOeste and granting the lawsuit filed by the State and ARTESP. On October 2, 2019, ViaOeste filed an appeal, which is pending judgment.

ViaOeste also filed Ordinary Procedure Lawsuit No. 0019924-81.2013.8.26.0053 aimed at a declaration of nullity of the administrative proceeding relating to the Addendum due to: (i) the impossibility of unilateral annulment of a bilateral Addendum; (ii) the loss of the management's right to annul the Addendum; (iii) the existence of administrative *res judicata*. On February 1, 2015, a decision was rendering dismissing the lawsuit without judgment on the merits. On March 19, 2015, ViaOeste filed an appeal dismissed by the São Paulo Court of Justice (TJSP) on March 19, 2018. On May 18, 2018, ViaOeste filed motions for clarification against the appellate decision that judged the appeal.

On July 30, 2018, the motions for clarification were unanimously rejected. On September 12, 2018, ViaOeste filed a special appeal and an extraordinary appeal.

On February 14, 2019, a decision was rendered that dismissed the special appeal, and a decision was rendered that both dismissed and denied the continuation of the extraordinary appeal filed by ViaOeste.

On March 27, 2019, ViaOeste filed a special appeal, a special extraordinary appeal, and an interlocutory appeal. On June 12, 2019, it was certified that the State of São Paulo and ARTESP did not present objections to the appeals filed by ViaOeste.

On September 26, 2019, the special chamber of presidents of the TJSP dismissed the interlocutory appeal.

The case record was sent to the STJ and, on March 26, 2020, the Reporting Justice heard the interlocutory appeal in special appeal to partially hear the appeal and dismiss it.

On May 22, 2020, ViaOeste filed an interlocutory appeal, which is awaiting judgment, and the expiration of the term, for challenge by ARTESP and the State, was certified on August 21, 2020.

ii. 2013 Toll tariff Adjustment

The São Paulo State Government decided not to pass on to state highway users the toll rate increases set for July 1, 2013, as provided for in the concession agreements in force. On June 26, 2013, the management board of ARTESP decided to authorize the toll rate adjustment according to the changes in the General Market Price Index (IGP-M) and define several measures to offset its non-collection from users through: (i) use of 50% of the amount of 3% of gross revenues, as variable charge paid to the State for purposes of inspecting the agreements; (ii) implementation of toll charges on suspended axis of trucks in state highways; and (iii) partial use of the fixed charge due to the State, if necessary to complement. To carry out such resolutions, the following measures were adopted: (i) amendment of Resolution SLT No. 4, dated July 22, 2013, regulating the charge of suspended axis; (ii) the Management Board of ARTESP authorized, on July 27, 2013, the non-payment by the concessionaires of 1.5% on gross revenue (equivalent to 50%), as variable charge for the months of July, August and September 2013, and (iii) the Management board of ARTESP decided, on December 14, 2013, to extend the authorization for the non-payment, by concessionaires, of 1.5% on gross revenue for an indefinite period.

It turns out that the measures established by ARTESP were not sufficient to fully offset the economic and financial imbalance that the concessionaires faced due to not transferring, to users, the toll tariff adjustment set in 2013.

As a result, on May 11, 2017, ViaOeste filed Ordinary Procedure Lawsuit No. 1019351-84.2017.8.26.0053 against ARTESP and the State of São Paulo, requesting the economic and financial rebalancing of the concession agreement, due to the absence of the toll tariff adjustment in 2013 and partially in 2014.

At the end of the pre-trial phase, on April 14, 2020, a judgment was rendered dismissing the lawsuit. On the same date, the State of São Paulo and ARTESP filed motions for clarification. On May 8, 2020, the ViaOeste also filed motions for clarification and contested the defendants' motions.

On July 6, 2020, a decision was rendered which rejected both petitions. The State of São Paulo and ARTESP, as well as ViaOeste, filed an appeal, respectively, on July 8 and July 30, 2020. On August 27, 2020, ViaOeste filed its to file appellee's brief.

iii. Change of the toll rates adjustment index

On January 5, 2013, CCR disclosed a material fact to the market, informing that, on December 15, 2011, the Modifying Amendment Terms (TAMs) to the Concession Agreements were executed between ARTESP and the subsidiaries, as follows: (i) AutoBAn - concession agreement No. 005/CR/1998 and TAM No. 25/2011; (ii) ViaOeste - concession agreement No. 003/CR/1998 and TAM No. 22/2011; (iii) SPVias - concession agreement No. 010/CR/2000 and TAM No. 18/2011; and (iv) Renovias - concession agreement 004/CR/1998 and TAM No. 19/2011.

The purpose of those TAMs was (i) to change the toll rates adjustment index of the Concession Agreements, from the IGP-M to IPCA (Extended Consumer Price Index) and (ii) to establish the procedure and form of contractual revision to verify the existence of any economic and financial imbalance in relation to the original contract index (IGP-M) and its restoration due to the use of a new toll tariff adjustment index (IPCA).

On June 29, 2015, Amendment and Restatement Instruments of the TAMs were entered into in order to: (i) adopting as the toll rates adjustment index of the concession agreement the one that, between the IGP-M and the IPCA, presents the lowest percentage variation in the period between the date of the last adjustment made and the date of the adjustment that will be made; and (ii) establish the procedure and form of contractual review to verify the existence of any economic and financial imbalance and its recomposition, resulting from the application of this amendment.

In view of the foregoing, the occurrence of economic and financial imbalance of the concession agreement in favor of the concessionaires will be characterized, if there is a difference between the annual amount of revenue from toll fees through the tariffs adjusted and actually charged by the concessionaires and the amount that would have been received if the tariffs had been adjusted by the accumulated variation of the IGP-M, as provided for in exhibit 4 of the invitation to bid.

The contractual review procedure for economic and financial rebalancing of the concession agreement due to change of toll fee adjustment index shall be performed, considering the amounts of imbalance determined annually, through a specific administrative proceeding filed by ARTESP in July, every two-year period during which this document is effective, period that may be changed by mutual agreement between the parties, as from the 5th year.

In view of the delay of ARTESP in the filing and implementation of the first administrative proceeding considering the two-year period between July 1, 2013 and June 30, 2015, ViaOeste, on April 5, 2017, filed the Ordinary Procedure Lawsuit No. 1016978-80.2017.8.26.0053, against ARTESP and the State of São Paulo, claiming the rebalancing due to the aforementioned period.

On October 18, 2019, a decision was rendered granting the claim. The parties filed motions for clarification in relation to the decision, which were rejected.

In spite of the fact that the claim was granted, on February 12, 2020, ViaOeste filed an appeal against the part of the decision that determined establishment of settlement phase, considering that the expert report adopted in the decision itself, expressly indicated that the contractual rebalancing should be promoted by extending the contractual term.

On March 25, 2020, the parties requested the stay of the proceedings for one hundred and eighty (180) days. On April 8, 2020, the request for stay was granted. The lawsuit is stayed since then. On May 18, 2020, ViaOeste filed its appellee's brief on the appeals.

i) ViaQuatro

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

On March 17, 2006, a Popular Action was filed against the São Paulo State Treasury Department, Companhia do Metropolitano de São Paulo - Metrô et al., aiming at the annulment of acts and procedures of International Bidding No. 42325212, relating to the Sponsored Concession for the Operation of Passenger Transportation Services on Line 4 - Yellow of the São Paulo's Subway. On March 12, 2013, TJSP maintained the granting of the Public Prosecution Office of the State of São Paulo request for inclusion of individuals who were signatories to the Concession Agreement as defendants. Appeals were filed to higher courts against such decision. On August 29, 2016, the decision that denied the admissibility of the appeals was rendered.

On September 19, 2016, ViaQuatro filed an interlocutory appeal to the STJ, which was not known, according to decision issued on June 2, 2020. On June 22, 2020, SPVias filed an interlocutory appeal. The examination and judgment of the interlocutory appeal is awaited.

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

This is a Popular Action, filed on June 30, 2006 and proposed by several plaintiffs (individuals) against the São Paulo State Treasury Department, Companhia do Metropolitano de São Paulo - Metrô et al., aiming at the annulment of all acts and procedures related to International Bidding No. 42325212, relating to the Sponsored Concession for the Operation of Passenger Transportation on Line 4 - Yellow of the São Paulo Metro.

On October 29, 2009, a decision was rendered, determining the connection of Popular Action No. 053.06.107038-4, in progress at the 11th Lower Public Treasury Court of São Paulo.

Due to such connection, the progress of this action follows that of Popular Action (item "i" above).

j) Controlar

- i. Public Civil Action for Administrative Misconduct No. 0044586-80.2011.8.26.0053 filed by the São Paulo Public Prosecution Office on November 25, 2011, before the 11th Lower Public Treasury Court of São Paulo against Controlar and other parties with a motion for injunctive relief to suspend the execution of the concession agreement of Controlar, seize the defendants' assets as collateral for future compensation for damage allegedly caused and removal of the Mayor from office. The trial court partially granted the preliminary injunction, determining (i) the realization of a new bidding, within 90 days, for the services covered by Controlar's contract, and (ii) the unavailability of vehicles and real estate for all defendants.

Such preliminary injunction was partially suspended by the STJ, on January 11, 2012, in a decision confirmed by the special court of the same court, on April 18, 2012. The trial court, due to the STJ's decision, removed the unavailability of assets from all defendants.

On June 26, 2012, previous appeals from CCR, Controlar and others, against the same preliminary injunction, were judged by the TJSP, which were accepted to revoke the remaining part of the preliminary injunction, regarding the realization of a new bidding. On June 27, 2012, the trial court rendered a decision confirming the release of the assets for all defendants.

The new judge appointed to prosecute and decide on the matter, on July 29, 2014, rendered a decision reinforcing the determination to block defendants' assets. On August 15, 2014, the TJSP suspended such decision, maintaining the release of defendants' assets.

On September 1, 2017, a decision was rendered granting the registration of the existence of such matter on real estate registrations of the defendants. Appeals were filed against such decision, in which new preliminary injunctions were granted to suspend such registration. However, TJSP dismissed the defendants' appeals. A special appeal was filed against the decision, which was dismissed in a decision rendered on August 24, 2018. Therefore, on September 18, 2018, an interlocutory appeal in special appeal was filed, pending judgment.

On May 7, 2020, Justice Benedito Gonçalves rendered a monocratic decision to convert the interlocutory appeal into a special appeal for a better analysis of the matter. On June 25, 2020, a decision by a single judge was rendered upholding the decision authorizing the annotation of this claim in the records of the real estate properties that belong to the defendants. An interlocutory appeal was filed against that decision on July 10, 2020, which is pending trial.

On June 4, 2018, a decision was rendered in lower court, after the summons of all defendants, and determined the beginning of prior defense period. After the presentation of prior defense by the parties, a decision was rendered on January 21, 2019, receiving the action and determining the summons of defendants for presentation of answer and the beginning of pre-trial phase. On November 28, 2019, an order was issued certifying the remittance of the record to the 7th Lower Public Treasury Court of São Paulo, under the allegation of possible connection with the Popular Action No. 0008456-91.2011.8.26.0053, in relation to which Controlar is not a party. A definition of the jurisdiction to render a decision on the matter is awaited.

- ii. Ordinary Lawsuit No. 1011663-13.2013.8.26.0053, filed on November 14, 2013, pending before the 11th Lower Public Treasury Court of the Capital City of São Paulo. The lawsuit was filed by Controlar against the Municipality of São Paulo, aiming at recognizing the extinction of Contract No. 34/SVMA/95, by the defendant's exclusive fault, the Municipality being condemned to indemnify Controlar for losses caused by the early breach, including reimbursement for non-amortized assets (reversible or not), demobilization costs, severance fines (civil and labor contracts), and loss of profits for the performance of services until 2018, considering the full value of tariff. The technical accounting expert investigation was granted, in a decision later reversed by the TJSP. As determined on such investigation, before assigning the expert evidence, the trial court must examine the effective term of the Concession Agreement (internal priority). The lower court, however, determined the expert examination to be carried out. On March 2, 2017, the City Hall filed motions for clarification so that the term of Concession Agreement is considered immediately. On March 15, 2017, the MP/SP rendered an opinion reiterating the City Hall's embargoes, so that the matter on contractual term is immediately considered. On September 14, 2017, a decision was rendered accepting the City Hall's embargoes to acknowledge the early termination of Contract No. 34/SVMA/95, to make Municipality of São Paulo accountable for pecuniary damages caused to Controlar, with the exception of a possible adverse matter from Public Civil Action for Administrative Misconduct No. 0044586-80.2011.8.26.0053, described in item i above.

On September 28, 2020, clarifications from the judicial expert was entered in the docket related to the determination of the damage caused to Controlar.

k) Renovias

i. Change of the toll rates adjustment index

On January 5, 2013, CCR disclosed a material fact to the market, informing that, on December 15, 2011, the Modifying Amendment Terms (TAMs) to the concession agreements were executed between ARTESP and the subsidiaries, as follows: (i) AutoBAn - Concession Agreement No. 005/CR/1998 and TAM No. 25/2011; (ii) ViaOeste - Concession Agreement No. 003/CR/1998 and TAM No. 22/2011; (iii) SPVias - Concession Agreement No. 010/CR/2000 and TAM No. 18/2011; and (iv) Renovias - Concession Agreement No. 004/CR/1998 and TAM No. 19/2011.

The purpose of such TAMs was (i) to change the toll rates adjustment index of the Concession Agreements, from General Market Price Index (IGP-M) to the Extended Consumer Price Index (IPCA); and (ii) the establishment of the procedure and form of contractual review to verify the existence of any economic and financial imbalance in relation to the original contract index (IGP-M) and its new composition, resulting from the use of the new toll tariff adjustment index (IPCA).

On June 29, 2015, Amendment and Restatement Instruments of the TAMs were entered into in order to: (i) adopting as the toll rates adjustment index of the concession agreement the one that, between the IGP-M and the IPCA, presents the lowest percentage variation in the period between the date of the last adjustment made and the date of the adjustment that will be made; and (ii) establish the procedure and form of contractual review to verify the existence of any economic and financial imbalance and its recomposition, resulting from the application of this amendment.

In view of the foregoing, the occurrence of economic and financial imbalance of the concession agreement in favor of the concessionaires will be characterized, if there is a difference between the annual amount of revenue from toll fees through the tariffs adjusted and actually charged by the concessionaires and the amount that would have been received if the tariffs had been adjusted by the accumulated variation of the IGP-M, as provided for in exhibit 4 of the invitation to bid.

The contractual review procedure for economic and financial rebalancing of the concession agreement due to change of toll fee adjustment index shall be performed, considering the amounts of imbalance determined annually, through a specific administrative proceeding filed by ARTESP in July, every two-year period during which this document is effective, period that may be changed by mutual agreement between the parties, as from the 5th year.

Due to ARTESP's delay to file and implement the first administrative proceeding for the two-year period from July 1, 2013 to June 30, 2015, on May 12, 2017, Renovias filed an 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 rendered extinguishing the lawsuit without judgment of the merits. Against such decision, Renovias filed an appeal on September 26, 2018, which is pending judgment.

On February 19, 2019, an appellate decision was rendered granting Renovias' appeal to cancel the judgment and remittance of case record to the lower court. On April 5, 2019, the appellate decision became final and unappealable and the case record was returned to lower court.

On August 26, 2019, after receipt of the case record in lower court, the order was rendered, which granted the production of expert evidence and determined the presentation of certain documents by the State of São Paulo and ARTESP. The lawsuit continues in pre-trial phase.

On 25 March 2020, the parties requested the stay of the proceedings for one hundred and eighty (180) days. On 29 April 2020, the request for stay was granted. The lawsuit is stayed since then.

ii. 2013 Toll tariff Adjustment

The São Paulo State Government decided not to pass on to state highway users the toll rate increases set for July 1, 2013, as provided for in the concession agreements in force. ARTESP's Management Board decided, on June 26, 2013, to authorize the toll rate adjustment by IGP-M variation and to define several measures to offset its non-collection from users, by: (i) use of 50% of the amount of 3% of gross revenues, as variable charge paid to the State for purposes of inspecting the agreements; (ii) implementation of toll charges on suspended axis of trucks in state highways; (iii) partial use of fixed charge due to the State, if necessary to complement. To carry out such resolutions, the following measures were adopted: (i) amendment of Resolution SLT No. 4, dated July 22, 2013, regulating the charge of suspended axis; (ii) ARTESP's Management Board authorized, on July 27, 2013, non-payment by concessionaires of 1.5% of gross revenues (equivalent to 50%) as variable charge relating to the months of July, August and September 2013; and (iii) on December 14, 2013, ARTESP's Management Board decided to extend for an indefinite term the authorization for non-payment by the concessionaires of 1.5% on gross revenues.

It turns out that the measures established by ARTESP were not sufficient to fully offset the economic and financial imbalance that the concessionaires faced due to not transferring, to users, the toll tariff adjustment set in 2013.

As a result, on December 15, 2017, Renovias filed an ordinary procedure lawsuit No. 1060269-33.2017.8.26.0053 against ARTESP and the State of São Paulo, requesting the economic and financial rebalancing of the Concession Agreement, due to the absence of toll tariff adjustment in 2013 and partially in 2014.

This lawsuit is in its pre-trial phase. On September 23, 2020, the judge determined the subpoena of the parties regarding the expert report. On October 15, 2020, Renovias filed its statement, in compliance with the notification.

l) Line 15

i. Popular Action No.10108888520198260053 which contests bidding of Line 15 - Silver

On March 8, 2019, a popular action was filed against the State of São Paulo, *et al.*, claiming the annulment of international bidding No. 01/2017, STM lawsuit No. 816/2017, for the onerous concession of the provision of public passenger transportation services of Line 15, of the São Paulo subway network, with monorail technology. The preliminary injunction of the Auction was requested and, at the end, the declaration of nullity for concession of Line 15 operation.

On March 19, 2019, following the positioning expressed by the public prosecution office of São Paulo in its opinion, the preliminary injunction was dismissed, with the same decision determining the amendment of the complaint to include the leader of the winning consortium (CCR) as defendant.

After amendment of the complaint, warrants were issued for defendants to be served, and CCR was served on April 9, 2019.

On 22 May 2020, the concessionaire of Line 15-Prata filed its answer.

m) ViaRio

The following municipal administrative processes were prosecuted and are pending within the scope of the municipality bodies related to the implantation investments provided for in the concession agreement:

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

On June 5, 2020, ViaRio received a notice from the Municipal Department of Transport of Rio de Janeiro (SMTR), to submit, within 10 days, a prior defense with regard to the alleged surcharge of R\$1,049,116, indicating the value of the construction work for the *Ligação Transolímpica*, object of the concession agreement No. 032/2021. On 28 July 2020, a prior defense was presented, in which the ViaRio pointed the preemptive period completion, infringement of the adversarial principles, broad defense and due legal process, and, in addition, pointed to the undue disregard for validly constituted legal instruments, the existence of serious technical flaws in the rebudgeting proposed by the municipal authorities, as well as the contradiction of the principles of objective good faith, morality, legal certainty and non-compliance with contractual and publishing provisions expressed in the redefinition of the value of the construction works several years after its completion. The examination of the previous defense is awaited.

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

On September 23, 2020, ViaRio received notification about the establishment of the Administrative Proceeding for Accountability PAR/CGM No. 02/2020 in relation to the facts dealt with in Administrative Proceeding No. 06/270.645/2011, with notification for the presentation of written defense. After the request made by the concessionaire, the deadline was granted, so that it could start after the concession of the administrative proceedings copies and the defense was presented on October 29, 2020.

iii. lawsuit No. 40/100615/2020 (Municipal Court of Audit)

On September 23, 2020, ViaRio received the notification from the Municipal Court of Auditors to express its opinion on the facts presented in the Representation prepared by the Municipal Controller General about the facts dealt with in Administrative Proceeding No. 06/270.645/2011. On October 15, 2020, ViaRio filed its statement, in compliance with the notification.

n) VLT Carioca

i. Concession Agreement Termination

On July 3, 2019, the VLT Carioca filed an action to terminate the Concession Agreement (with request for injunctive relief), lawsuit No. 0159841-62.2019.8.19.0001, against the municipality of Rio de Janeiro and the Companhia de Desenvolvimento Urbano da Região do Porto (CDURP), claiming the termination of the Public-Private Partnership Contract under the sponsored concession modality (CVL No. 010008/2013) signed between the parties, due to contractual defaults by the Concession Grantor and the municipality of Rio de Janeiro, as well as the condemnation of the municipality to the payment of indemnity for damages and loss of profits, to be determined in judgment settlement.

The VLT Carioca still claims, in a preliminary injunction, that the Concession Grantor be required to immediately comply with certain legal and contractual obligations pending, as well as the subsidiary guarantee of the concession agreement be implemented, enabling the continuity of the public service provision until final and unappealable decision. On July 10, 2019, the preliminary injunction required by VLT was dismissed.

On September 26, 2019, after the defendants' defenses had been filed, the lawsuit was referred to completion. On October 09, 2019, VLT signed a Memorandum of Understanding (MOU) with the Concession Grantor, which was subsequently ratified by the shareholders of VLT on December 19, 2019, and which, among other provisions, allowed Stage 3B to be inaugurated on October 26, 2019, and allowed the suspension of the lawsuit, in due course, and according to the convenience of the VLT.

On October 10, 2019, a decision was issued granting injunctive relief to determine the defendants to implement and provide the operationalization of the subsidiary guarantee of the concession agreement, in order to comply with the legal and contractual obligations assumed, under penalty of daily fine. Against the injunctive relief, embargoes were filed by the defendants, which were rejected on January 7, 2020. Due to the rejection of the petitions, CDURP and the City Hall filed interlocutory appeals, on February 7 and March 9, 2020, respectively.

On May 22, 2020, an injunction was granted, subject to a request submitted by the VLT, for partial disbursement of the amount to be insured by the guarantee insurance.

On July 3, 2020, the decision on the interlocutory appeal filed by CDURP was published, suspending the effects of the decision issued on October 10, 2019. Against this decision, on July 9, 2020, the VLT filed an interlocutory appeal with a request for reconsideration.

On July 24 and 29, 2020, the VLT filed its appellee's brief to the interlocutory appeals filed by CDURP and the City Hall. In the interlocutory appeals of the City Hall and CDURP, the Public Prosecutor's Office presented favorable opinions to the VLT, by the number of appeals, on 02 and 06 October 2020, respectively. The definition of the judgment date of the interlocutory appeals of the City Hall and CDURP is awaited.

On September 30, 2020, the term for appeal in the termination proceeding ended, in view of the preliminary injunction. On October 1, 2020, the lower court allowed the MP/RJ on intervention in the process, which remains in progress, despite the celebration of the MOU between the concessionaire and the City Hall, as mentioned above, with up to the moment has not been implemented, the subsidiary guarantee of the concession agreement.

o) ViaLagos

i. ALERJ indications to the Government of the State of Rio de Janeiro

Indications of numbers 4209/2020 e 305/2000, sent by the State Legislature of the State of Rio de Janeiro ("ALERJ") to the Governor recommending the adoption, by the Executive Branch, of associated measures to the service takeover were the object of technical manifestations by the competent authority of the State Secretariat of Transport of Rio de Janeiro, in the opposite direction, referred to as recommendations, as reported through Letter No. 969, of October 13, 2020, forwarded by the Secretariat of the Chief of Staff to ALERJ.

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

The financial statements of investees and of parent company do not include any adjustments from these lawsuits, since up to date there has been no unfavorable outcome or trend for any of them.

12. Fixed Assets - Consolidated

| | | 12/31/2019 | 09/30/2020 | | | | | |
|--------------------------|------------------------------------|-----------------|------------|------------|---------------|-----------|----------------------|-----------------|
| | Annual average depreciation rate % | Opening balance | Additions | Write-offs | Transfers (a) | Other (b) | Exchange rate change | Closing balance |
| Cost value | | 75,012 | - | (1,063) | 2,335 | (2) | 6,533 | 82,815 |
| Machinery and equipment | | 522,798 | 2,629 | (12,288) | 31,707 | (191) | 33,193 | 577,848 |
| Vehicles | | 172,983 | - | (14,042) | 12,214 | (1,794) | 2,288 | 171,649 |
| Facilities and buildings | | 23,676 | - | (54) | 308 | - | 5,017 | 28,947 |
| Land | | 408,961 | 8,789 | - | - | - | - | 417,750 |
| Operating equipment | | 657,592 | - | (3,887) | 27,287 | (891) | - | 680,101 |
| Vessels | | 40,363 | - | - | - | - | 18,556 | 58,919 |
| Optical fiber | | 19,141 | - | - | 4,964 | - | - | 24,105 |
| Construction in process | | 126,078 | 98,451 | (61) | (73,537) | 707 | - | 151,638 |
| Total cost | | 2,046,604 | 109,869 | (31,395) | 5,278 | (2,171) | 65,587 | 2,193,772 |
| | | | | | | | | |
| Depreciation amount | | | | | | | | |
| Furniture and fixtures | 10 | (37,479) | (5,576) | 914 | (46) | - | (2,916) | (45,103) |
| Machinery and equipment | 13 | (317,251) | (51,633) | 4,933 | 114 | - | (22,714) | (386,551) |
| Vehicles | 25 | (122,635) | (18,005) | 12,355 | - | - | (1,263) | (129,548) |
| Facilities and buildings | 3 | (8,033) | (1,138) | - | - | - | (2,968) | (12,139) |
| Operating equipment | 14 | (506,296) | (43,977) | 3,847 | 163 | - | - | (546,263) |
| Vessels | 2 | (19,156) | (844) | - | - | - | (8,941) | (28,941) |
| Optical fiber | 5 | (4,893) | (778) | - | - | - | - | (5,671) |
| Total depreciation | | (1,015,743) | (121,951) | 22,049 | 231 | - | (38,802) | (1,154,216) |
| Grand total | | 1,030,861 | (12,082) | (9,346) | 5,509 | (2,171) | 26,785 | 1,039,556 |

| | | 12/31/2018 | 12/31/2019 | | | | | | |
|--------------------------|----------------------------------|-----------------|------------------|-----------|------------|---------------|-----------|----------------------|-----------------|
| | Annual average depreciation rate | | | | | | | | |
| | % | Opening balance | New acquisitions | Additions | Write-offs | Transfers (a) | Other (b) | Exchange rate change | Closing balance |
| Cost value | | 71,372 | 1,125 | 111 | (490) | 2,395 | (29) | 528 | 75,012 |
| Machinery and equipment | | 431,644 | 714 | 6,252 | (5,060) | 91,065 | (4,370) | 2,553 | 522,798 |
| Vehicles | | 153,576 | 177 | 207 | (15,683) | 35,170 | (561) | 97 | 172,983 |
| Facilities and buildings | | 30,111 | 469 | 768 | (103) | (7,872) | - | 303 | 23,676 |
| Land | | 400,383 | - | - | - | 8,578 | - | - | 408,961 |
| Operating equipment | | 644,928 | - | - | (7,509) | 21,321 | (1,148) | - | 657,592 |
| Vessels | | 39,548 | - | - | - | - | - | 815 | 40,363 |
| Optical fiber | | 16,027 | - | - | - | 3,114 | - | - | 19,141 |
| Construction in process | | 178,269 | 2,007 | 172,267 | (598) | (225,076) | (813) | 22 | 126,078 |
| Total cost | | 1,965,858 | 4,492 | 179,605 | (29,443) | (71,305) | (6,921) | 4,318 | 2,046,604 |
| | | | | | | | | | |
| Depreciation amount | | | | | | | | | |
| Furniture and fixtures | 10 | (31,232) | (292) | (6,858) | 409 | 623 | - | (129) | (37,479) |
| Machinery and equipment | 13 | (244,611) | (326) | (58,465) | 4,670 | (16,161) | - | (2,358) | (317,251) |
| Vehicles | 26 | (112,547) | (77) | (23,952) | 14,375 | (385) | - | (49) | (122,635) |
| Facilities and buildings | 3 | (6,327) | (469) | (1,219) | 81 | 1 | - | (100) | (8,033) |
| Operating equipment | 13 | (467,785) | - | (61,684) | 6,948 | 16,225 | - | - | (506,296) |
| Vessels | 2 | (16,252) | - | (2,391) | - | - | - | (513) | (19,156) |
| Optical fiber | 5 | (4,065) | - | (828) | - | - | - | - | (4,893) |
| Total depreciation | | (882,819) | (1,164) | (155,397) | 26,483 | 303 | - | (3,149) | (1,015,743) |
| Grand total | | 1,083,039 | 3,328 | 24,208 | (2,960) | (71,002) | (6,921) | 1,169 | 1,030,861 |

- (a) reclassifications of the intangible asset for the property, plant and equipment; and
- (b) The total of R\$ 2,171 mainly refers to reclassifications related to Highway Patrol equipment, in the amount of R\$1,845.

Loan costs in the amount of R\$1,850 in the nine-month period ended September 30, 2020 (R\$3,314 in the nine-month period ended in September 30, 2019) were added to the Property, plant and equipment. The average rates of capitalization in the nine-month period ended September 30, 2020 and 2019 were 0.48% p.m. and 0.57% p.m. respectively (the cost of loans divided by the average balance of loans, financing and debentures).

13. Intangible assets and intangible assets under construction – Consolidated

| | 12/31/2019 | 09/30/2020 | | | | | |
|---|-------------------|----------------|--------------|------------------|------------------|----------------------|-------------------|
| | Opening balance | Additions | Write-offs | Transfers (a) | Other (e) | Exchange rate change | Closing balance |
| Cost value | | | | | | | |
| Infrastructure rights of exploration - granted | 20,411,468 | 52,635 | (200) | 719,728 | (79,930) | 839,159 | 21,942,860 |
| Infrastructure rights of exploration - Barcas | 310,794 | - | - | 275 | (30,457) | - | 280,612 |
| Computerized system licenses | 229,266 | 249 | (81) | 30,877 | (99) | 1,750 | 261,962 |
| Computerized system licenses in progress | 45,628 | 43,054 | (135) | (41,159) | - | - | 47,388 |
| Computerized system development costs | 37,390 | - | - | - | - | - | 37,390 |
| Assignment of optical fiber and connectivity | 92,954 | 13,898 | - | - | 6,135 | - | 112,987 |
| Concession right | 1,614,539 | - | - | - | (1,225) | - | 1,613,314 |
| Transmission of radiofrequency data | 3,242 | 282 | - | - | - | - | 3,524 |
| Concession right generated upon acquisition of business | | | | | | | |
| Aeris | 210,029 | - | - | - | - | 79,693 | 289,722 |
| 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 | 137 | 14,393 | - | - | - | - | 14,530 |
| Quiport Holding | 24,309 | - | - | - | - | 9,710 | 34,019 |
| Aeroporto Internacional de Curaçao | 94,597 | - | - | - | - | 20,794 | 115,391 |
| TAS (d) | 82,555 | - | - | - | - | 32,977 | 115,532 |
| Intangible assets | <u>25,243,825</u> | <u>124,511</u> | <u>(416)</u> | <u>709,721</u> | <u>(105,576)</u> | <u>984,083</u> | <u>26,956,148</u> |
| Intangible assets under construction | <u>1,198,626</u> | <u>692,135</u> | <u>(150)</u> | <u>(714,999)</u> | <u>(1,522)</u> | <u>39,837</u> | <u>1,213,927</u> |
| Total cost | <u>26,442,451</u> | <u>816,646</u> | <u>(566)</u> | <u>(5,278)</u> | <u>(107,098)</u> | <u>1,023,920</u> | <u>28,170,075</u> |

| | | 12/31/2019 | 09/30/2020 | | | | | |
|---|--|--------------------|--------------------|--------------|----------------|------------------|-------------------------|---------------------|
| | Annual average amortization rate % | Opening balance | Additions | Write-offs | Transfers (a) | Other (e) | Exchange rate change | Closing balance |
| Depreciation amount | | | | | | | | |
| Infrastructure rights of exploration - granted | (b) | (7,493,305) | (1,372,537) | - | (231) | - | (452,999) | (9,319,072) |
| Infrastructure rights of exploration - Barcas | (c) | (240,237) | (9,491) | - | - | (35) | - | (249,763) |
| Computerized system licenses | 20 | (180,048) | (26,523) | - | - | - | (833) | (207,404) |
| Computerized system development costs | 20 | (35,932) | (700) | - | - | - | - | (36,632) |
| Assignment of optical fiber and connectivity | (f) | (45,643) | (9,846) | - | - | - | - | (55,489) |
| Concession right | (b) | (113,553) | (34,766) | - | - | - | - | (148,319) |
| Transmission of radiofrequency data | (f) | (3,183) | (309) | - | - | - | - | (3,492) |
| Concession right generated upon acquisition of business | | | | | | | | |
| Aeris (c) | | (36,846) | (25,470) | - | - | - | (15,298) | (77,614) |
| ViaQuatro (b) | | (76,425) | (20,413) | - | - | - | - | (96,838) |
| RodoNorte (b) | | (12,511) | (948) | - | - | - | - | (13,459) |
| SPVias (b) | | (460,220) | (50,960) | - | - | - | - | (511,180) |
| ViaOeste (b) | | (188,505) | (14,794) | - | - | - | - | (203,299) |
| Barcas (c) | | (7,980) | (807) | - | - | - | - | (8,787) |
| VLT | | (22) | (559) | - | - | - | - | (581) |
| Quiport Holding | | (3,945) | (912) | - | - | - | (1,677) | (6,534) |
| Aeroporto Internacional de Curaçao (c) | | (36,457) | (3,768) | - | - | - | (7,186) | (47,411) |
| Total depreciation | | (8,934,812) | (1,572,803) | - | (231) | (35) | (477,993) | (10,985,874) |
| Grand total | | 17,507,639 | (756,157) | (566) | (5,509) | (107,133) | 545,927 | 17,184,201 |

| | 12/31/2018 | 12/31/2019 | | | | | | |
|---|-----------------|------------------|-----------|------------|---------------|-----------|----------------------|-----------------|
| | Opening balance | New acquisitions | Additions | Write-offs | Transfers (a) | Other (h) | Exchange rate change | Closing balance |
| Cost value | | | | | | | | |
| Infrastructure rights of exploration - granted | 18,671,334 | 376,706 | 83,002 | - | 1,427,774 | (218,225) | 70,877 | 20,411,468 |
| Infrastructure rights of exploration - Barcas | 315,016 | - | - | (5,344) | 4,248 | (3,126) | - | 310,794 |
| Computerized system licenses | 186,803 | 141 | 571 | (222) | 42,064 | (238) | 147 | 229,266 |
| Computerized system licenses in progress | - | 1,617 | 29,376 | - | 14,645 | (10) | - | 45,628 |
| Computerized system development costs | 37,127 | - | - | - | 263 | - | - | 37,390 |
| Assignment of optical fiber and connectivity | 65,415 | - | 33,450 | - | - | (5,911) | - | 92,954 |
| Concession right | 1,614,539 | - | - | - | - | - | - | 1,614,539 |
| Transmission of radiofrequency data | 3,091 | - | 145 | - | - | 6 | - | 3,242 |
| Concession right generated upon acquisition of business | | | | | | | | |
| Aeris | 193,409 | - | - | - | - | - | 16,620 | 210,029 |
| 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 | - | 137 | - | - | - | - | - | 137 |
| Quiport Holding | - | 24,149 | - | - | - | - | 160 | 24,309 |
| Aeroporto Internacional de Curaçao | 84,569 | - | - | - | - | - | 10,028 | 94,597 |
| TAS (d) | 79,362 | - | - | - | - | - | 3,193 | 82,555 |
| Intangible assets | 23,337,582 | 402,750 | 146,544 | (5,566) | 1,488,994 | (227,504) | 101,025 | 25,243,825 |
| Intangible assets under construction | 1,392,021 | 89 | 1,219,992 | (72) | (1,417,689) | (3,004) | 7,289 | 1,198,626 |
| Total cost | 24,729,603 | 402,839 | 1,366,536 | (5,638) | 71,305 | (230,508) | 108,314 | 26,442,451 |

| | | 12/31/2018 | 12/31/2019 | | | | | | |
|---|--|-----------------|--------------|-------------|------------|---------------|-----------|---------------|-----------------|
| Annual average amortization rate % | | | New | | | | | Exchange rate | |
| | | Opening balance | acquisitions | Additions | Write-offs | Transfers (a) | Other (h) | change | Closing balance |
| Depreciation amount | | | | | | | | | |
| | (b) | (5,959,741) | (14,809) | (1,498,308) | - | (204) | 18,542 | (38,785) | (7,493,305) |
| | (c) | (216,713) | - | (27,638) | 4,114 | - | - | - | (240,237) |
| | 21 | (149,817) | (57) | (30,024) | 12 | (99) | - | (63) | (180,048) |
| | 20 | (34,383) | - | (1,549) | - | - | - | - | (35,932) |
| | (f) | (33,986) | - | (11,657) | - | - | - | - | (45,643) |
| | (b) | (73,119) | - | (40,434) | - | - | - | - | (113,553) |
| | 59 | (2,354) | - | (829) | - | - | - | - | (3,183) |
| Concession right generated upon acquisition of business | | | | | | | | | |
| | Aeris (c) | (3,223) | - | (27,555) | - | - | - | (6,068) | (36,846) |
| | ViaQuatro (b) | (48,861) | - | (27,564) | - | - | - | - | (76,425) |
| | RodoNorte (b) | (11,283) | - | (1,228) | - | - | - | - | (12,511) |
| | SPVias (b) | (394,431) | - | (65,789) | - | - | - | - | (460,220) |
| | ViaOeste (b) | (169,396) | - | (19,109) | - | - | - | - | (188,505) |
| | Barcas (c) | (6,904) | - | (1,076) | - | - | - | - | (7,980) |
| | VLT (b) | - | (19) | (3) | - | - | - | - | (22) |
| | Quiport Holding (c) | - | (3,831) | (247) | - | - | - | 133 | (3,945) |
| | Aeroporto Internacional de Curaçao (c) | (29,287) | - | (4,359) | - | - | - | (2,811) | (36,457) |
| Total depreciation | | (7,133,498) | (18,716) | (1,757,369) | 4,126 | (303) | 18,542 | (47,594) | (8,934,812) |
| Grand total | | 17,596,105 | 384,123 | (390,833) | (1,512) | 71,002 | (211,966) | 60,720 | 17,507,639 |

- (a) reclassifications of the intangible asset for the property, plant and equipment;
- (b) Amortization based on the economic benefit curve;
- (c) Straight-line amortization according to the concession period;
- (d) Not amortized. Indefinite useful life;
- (e) The net value of reductions in the amount of R\$107,133 refer mainly to reduction by transferring the balance to the financial asset related to construction works carried out by BH Airport, Metrô Bahia and Barcas, reimbursed by the respective concession grantors, in the amount of R\$106,313;
- (f) Straight-line amortization in accordance with contractual terms;
- (g) Refers to the remeasurement of the prior participation as a result of the acquisition of control on October 07, 2019; and
- (h) The 2019 net value of reductions, in the amount of R\$211,966, mainly refers to: (i) reduction by transferring the balance to the financial asset related to construction works carried out by BH Airport, Metrô Bahia and CAP and reimbursed by the respective concession grantors, in the amount of R\$ 195,374; (ii) increase resulting from the transfer of balance of non-current assets related to advances to suppliers of Metrô Bahia, in the amount of R\$51,117; (iii) reduction by transfer of balance to the financial asset related to construction works carried out by Metrô Bahia, in the amount of R\$ 14,416; (iv) reduction due to write-off of assets contracted in previous years, with a value different from the market value, in the amount of R\$ 20,456; and (v) reduction due to claims reimbursement in previous years, in the amount of R\$9,556.

Loan costs in the amount of R\$68,006 in the nine-month period ended September 30, 2020 (R\$132,744 in the nine-month period ended in September 30, 2019) were added to the intangible assets. The average rates of capitalization in the nine-month period ended September 30, 2020 and 2019 were 0.48% p.m. and 0.57% p.m. respectively (the cost of loans divided by the average balance of loans, financing and debentures).

Hedge accounting gains amounting to R\$2,334 on September 30, 2020 (gains totaling R\$4,691 on September 30, 2019) were decreased from intangible assets.

14. Lease - Consolidated

a. Rental right of use

| | 12/31/2019 | 09/30/2020 | | | |
|--------------------------|-----------------|---------------------------|-----------------|------------------------|-----------------|
| | Opening balance | Additions / Remeasurement | Depreciation | Translation adjustment | Closing balance |
| Machinery and equipment | 30,210 | 17,220 | (12,302) | 11,959 | 47,087 |
| Facilities and buildings | 102,384 | (10,759) | (11,519) | 37,675 | 117,781 |
| Operating equipment | 5,677 | 861 | (3,521) | 605 | 3,622 |
| Vehicles | 15 | 6,989 | (5,183) | - | 1,821 |
| | <u>138,286</u> | <u>14,311</u> | <u>(32,525)</u> | <u>50,239</u> | <u>170,311</u> |

b. Lease liability

| | 12/31/2019 | 09/30/2020 | | | | |
|-------------|-----------------|-----------------------------------|---------------------------|-----------------|-----------|-----------------|
| | Opening balance | Reversal of value adjustment gift | Additions / Remeasurement | Payments | Transfers | Closing balance |
| Current | 27,956 | 8,068 | 12,066 | (41,777) | 24,134 | 41,495 |
| Non-current | 118,037 | - | 2,245 | - | (24,134) | 142,549 |
| | <u>145,993</u> | <u>8,068</u> | <u>14,311</u> | <u>(41,777)</u> | <u>-</u> | <u>184,044</u> |

The calculation of present value was made considering a nominal interest rate of 7.54% p.a. for lease agreements entered into in Brazil and 6.20% p.a. for lease agreements entered into in the United States. The rates are equivalent to those for issuing debt in the market with equivalent terms and maturities.

In the nine-month period ended September 30, 2020, the amount of R\$3,371 was recognized as a rental expense (R\$1,051 in the nine-month period ended September 30, 2019), arising from leases not recognized as such, given its short-term characteristics.

Schedule - non-current

| | |
|--------------|-----------------------|
| 2021 | 36,504 |
| 2022 | 28,072 |
| 2023 | 25,053 |
| 2024 | 22,710 |
| 2025 onwards | <u>30,210</u> |
| | <u><u>142,549</u></u> |

15. Loans and financing

| Company | Financial institutions | Contractual rates | Transaction cost effective rate (% p.a.) | Transaction costs incurred | Balances of unallocated costs 09/30/2020 | Final maturity | 09/30/2020 | 12/31/2019 | |
|--------------------------------|------------------------------------|-----------------------|--|----------------------------|---|-------------------|---------------------|-------------------|-----------------|
| 1a CCR | Santander (Capital de giro) | CDI + 4,5% p.a. | N/I | - | - | March 2021 | 207,021 | - | (h) |
| 1b CCR | Santander (Capital de giro) | CDI + 3,50% p.a. | N/I | - | - | March 2021 | 308,871 | - | (h) |
| 1c CCR | Santander (Capital de giro) | CDI + 3,47% p.a. | 4,5603% (a) | 3,564 | 3,188 | May 2023 | 465,709 | - | (h) |
| Subtotal Parent Company | | | | | 3,188 | | 981,601 | - | |
| MSVia | BNDES - FINEM I | TJLP + 2,00% p.a. | 2,2338% (a) | 17,013 | 11,871 | March 2039 | 679,322 | 671,028 | (d) (f) (b) |
| MSVia | Caixa Econômica Federal | TJLP + 2,00% p.a. | 2,1918% (a) | 2,598 | 1,869 | March 2039 | 129,576 | 128,028 | (d) (f) (b) |
| MSVia | Caixa Econômica Federal | TJLP + 2,00% p.a. | 2,4844% (a) | 2,671 | 1,932 | March 2039 | 52,818 | 52,085 | (d) (f) (b) |
| Metrô Bahia | BNDES - FINEM II | TJLP + 3,18% p.a. | 3,4364% (a) | 43,108 | 31,004 | October 2042 | 2,457,207 | 2,369,791 | (d) (e) (b) |
| Metrô Bahia | BNDES - FINEM II | TJLP + 4% p.a. | 4,3450% (a) | 13,085 | 10,700 | October 2042 | 660,770 | 634,410 | (d) (e) (b) |
| Metrô Bahia | BNDES | TJLP + 3,40% p.a. | 3,4979% (a) | 8,871 | 8,734 | October 2042 | 416,229 | 399,877 | (d) (e) (b) |
| 2a Metrô Bahia | BNDES | TJLP | N/I | - | - | October 2042 | 3,184 | - | (d) (e) (b) |
| BH Airport | BNDES - TJLP (Subcrédito A e B) | TJLP + 2,31% p.a. | 2,3814% (a) | 2,164 | 1,750 | December 2035 | 423,032 | 414,877 | (c) (g) (d) (b) |
| VLT Carioca | BNDES - FINEM I (Subcrédito A e C) | TJLP + 3,44% p.a. | 3,8659% (a) | 18,490 | 11,437 | November 2035 | 824,623 | 797,047 | (d) (e) (b) |
| VLT Carioca | BNDES - FINEM I - Subcrédito B | 6,14% p.a. | N/I | - | - | November 2035 | 37,176 | 36,430 | (d) (e) (b) |
| CAP | Maduro and Curief's Bank | USD + 4,2% p.a. | N/I | - | - | April 2029 | 250,137 | 173,706 | (d) |
| 3a CCR España Emprendimientos | Banco Santander | LIBOR 6M + 3,75% p.a. | N/I | - | - | October 2022 | - | 284,155 | (f) |
| TAS | Atlas Toyota | 6,95% p.a. | N/I | - | - | January 2022 | - | 621 | (d) |
| TAS | Banco Santander | LIBOR 6M + 2,3% p.a. | N/I | - | - | July 2021 | 44,548 | 32,931 | (d) |
| TAS | GSE Logistics Inc. | 6% p.a. | N/I | - | - | July 2021 | - | 205 | (d) |
| TAS | Banco Bradesco | LIBOR 6M + 3,20% p.a. | N/I | - | - | October 2020 | 70,416 | 49,693 | (d) |
| TAS | Banco Bradesco | LIBOR 6M + 3,00% p.a. | N/I | - | - | December 2020 | 19,879 | 14,109 | (d) |
| TAS | ORD Lift & Gse Inc. | N/I | N/I | - | - | September 2024 | - | 953 | (d) |
| TAS | Alliance Capital | 10,952% p.a. | N/I | - | - | September 2024 | - | 958 | (d) |
| TAS | Alliance Capital | 10,897% p.a. | N/I | - | - | September 2024 | - | 638 | (d) |
| 4a TAS | Itau Unibanco Nassau S/A Branch | 4,6 % p.a. | N/I | - | - | March 2021 | 11,555 | - | (f) |
| CCR España | Itau BBA International PLC | LIBOR 6M + 2,7% p.a. | N/I | - | - | September 2020 | - | 158,786 | (f) |
| Aeris Holding | Bank of America Merrill Lynch | USD + 7,25% p.a. | N/I | 15,065 | 11,061 | November 2025 | 714,791 | 507,107 | (d) |
| Overall total | | | | | 93,546 | | 7,776,864 | 6,727,435 | |
| | | | | | Parent company | | Consolidated | | |
| | | | | | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 | |
| Current | | | | | | | | | |
| Loans, financing and leases | | | | | 524,789 | - | 912,781 | 349,426 | |
| Transaction costs | | | | | (1,158) | - | (10,360) | (6,659) | |
| | | | | | 523,631 | - | 902,421 | 342,767 | |
| Non-current | | | | | | | | | |
| Loans, financing and leases | | | | | 460,000 | - | 6,958,629 | 6,471,999 | |
| Transaction costs | | | | | (2,030) | - | (83,186) | (87,331) | |
| | | | | | 457,970 | - | 6,875,443 | 6,384,668 | |

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 unknown 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.

Guarantees:

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

Disbursement schedule (non-current)

| | 09/30/2020 | |
|--------|-----------------------|---------------------|
| | Parent company | Consolidated |
| 2021 | - | 84,837 |
| 2022 | - | 375,183 |
| 2023 | 460,000 | 824,474 |
| > 2024 | - | 5,674,135 |
| Total | <u>460,000</u> | <u>6,958,629</u> |

The Company and its investees have financial agreements, such as loans and financing among others, with cross default and/or cross acceleration clauses, 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 clauses.

In the nine-month period ended September 30, 2020, the following operations occurred:

1. CCR

- a. On March 25, 2020, a loan was contracted with Banco Santander (Brazil), in the amount of R\$ 200,000, and the disbursement was made on March 31, 2020. The remuneration is CDI rate + 4.5% p.a.. The principal and interest will be amortized on the maturity date, March 26, 2021.
- b. On March 27, 2020, a Bank Credit Card (CCB) was contracted through Law No. 4131/1962 with Banco Santander (Brazil), a Luxembourg subsidiary, for an amount of R\$300,000, and the disbursement was made on April 2, 2020. The remuneration is CDI rate + 3.50% p.a.. The principal and interest will be amortized on the maturity date, March 29, 2021.
- c. On May 28, 2020, a Bank Credit Card (CCB) was contracted with Banco Santander (Brazil), a Luxembourg subsidiary, for an amount of R\$460,000, and the disbursement was made on the same date. The remuneration is CDI rate + 3.47% p.a.. Interest shall be paid in half-yearly installments and the principal's amortization shall take place on the maturity date on May 28, 2023.

In addition, the Company commits to keep the Net Debt/EBITDA index below 4.5, measured annually in December on the basis of the audited financial statements, which if not met will be an automatic early-due event.

2. Metrô Bahia

- a.** On February 21, 2020, Sub-loan C (Social) funds were fully disbursed from the contract with BNDES signed on December 9, 2015.

3. CCR España Emprendimientos

- a.** On February 27, 2020, the full anticipated redemption of the loan took place.

4. TAS

- a.** On March 25, 2020, a loan was contracted with Itaú Unibanco Nassau Branch, in the total amount of US\$2,000, and the disbursement was made in full on the same date. The remuneration is 4.60% p.a.. The principal and interest will be amortized on the maturity date, March 22, 2021. This loan is guaranteed by promissory notes, accommodated by CCR.

For further details on other loans and financing, see note 17 to the financial statements of December 31, 2019.

16. Debentures and promissory notes

| Company | Series | Contractual rates | Transaction cost effective rate (% p.a.) | Transaction costs incurred | Balances of unallocated costs 09/30/2020 | Final maturity | 09/30/2020 | 12/31/2019 | |
|--------------------------------|----------------------------------|---------------------|---|-------------------------------|---|----------------|------------|------------|---------|
| CCR | 10th issuance - single series | 107,50% do CDI | 0,1306% (b) | 1,140 | - | June 2020 | - | 300,356 | (d) |
| CCR | 11th issuance - 1st series | CDI + 0,60% p.a. | 0,7707% (a) | 2,302 | 133 | November 2020 | 474,944 | 472,214 | (d) |
| CCR | 11th issuance - 2nd series | CDI + 0,95% p.a. | 1,0644% (a) | 3,249 | 1,243 | November 2022 | 670,000 | 665,825 | (d) |
| CCR | 11th issuance - 3rd series | CDI + 1,50% p.a. | 1,5812% (a) | 1,910 | 1,115 | November 2024 | 394,352 | 391,438 | (d) |
| CCR | 11th issuance - 4rd series | IPCA + 6% p.a. | 6,096% (a) | 866 | 535 | November 2024 | 197,639 | 191,229 | (d) |
| CCR | 12th issuance | CDI + 1,80% p.a. | 1,9673% (a) | 6,388 | 5,469 | December 2025 | 803,646 | 794,883 | (j) |
| ^{1a} CCR | 3th issuance (Promissory notes) | CDI + 3,98% p.a. | 4,8588% (a) | 3,630 | 1,998 | April 2021 | 410,033 | - | (d) |
| ^{1b} CCR | 13th issuance | CDI + 3,20% p.a. | 4,5603% (a) | 7,748 | 6,612 | May 2022 | 706,284 | - | (d) |
| Subtotal Parent Company | | | | | 17,105 | | 3,656,898 | 2,815,945 | |
| SPVias | 4th issuance - single series (c) | IPCA + 6,38% p.a. | 6,6684% (a) | 2,265 | - | April 2020 | - | 246,561 | (e) |
| SPVias | 6th issuance - single series | 115% do CDI | 0,0460% (b) | 1,291 | - | August 2022 | 665,151 | 944,336 | (d) (i) |
| SPVias | 7th issuance - single series | CDI + 0,81% p.a. | 1,0062% (a) | 598 | 276 | August 2021 | 155,409 | 158,122 | (h) |
| ^{2a} SPVias | 8th issuance - single series | CDI + 3,90% p.a. | 4,1049% (a) | 2,417 | 2,100 | April 2023 | 440,674 | - | (i) |
| ViaLagos | 2nd issuance - single series | IPCA + 7,34% p.a. | 7,6594% (a) | 1,870 | - | July 2020 | - | 188,469 | (d) |
| ViaLagos | 4th issuance - single series | 113% do CDI | 0,6073% (b) | 555 | - | July 2020 | - | 42,029 | (d) |
| ^{3a} ViaLagos | 5th issuance - single series | CDI + 2,80% p.a. | 3,0762% (a) | 1,658 | 1,570 | July 2023 | 214,771 | - | (d) |
| ^{4a} Metrô Bahia | 2th issuance (Promissory notes) | CDI + 0,76% p.a. | 1,3207% (a) | 321 | 108 | January 2021 | 59,410 | - | (e) |
| RodoAnel Oeste | 6th issuance - single series | 120% do CDI | 0,076% (b) | 3,171 | 1,465 | April 2024 | 775,879 | 805,983 | (e) |
| Samm | 11th issuance (Promissory notes) | 109% do CDI | 0,4035% (b) | 161 | - | April 2020 | - | 41,751 | (e) |
| ^{5a} Samm | 12th issuance (Promissory notes) | CDI + 0,90% p.a. | 1,4914% (a) | 251 | 178 | April 2021 | 43,527 | - | (e) |
| ViaOeste | 6th issuance - single series | IPCA + 6,2959% p.a. | 6,6313% (a) | 3,706 | 972 | November 2021 | 310,580 | 299,848 | (i) |
| ViaOeste | 7th issuance - single series | 106,25% do CDI | 0,0722% (b) | 714 | 40 | November 2020 | 332,478 | 331,035 | (i) |

| Company | Series | Contractual rates | Transaction cost | Transaction costs incurred | Balances of unallocated costs | Final maturity | 09/30/2020 | 12/31/2019 | |
|---------------------------------|----------------------------------|---------------------|-------------------------|----------------------------|-------------------------------|-------------------|---------------------|-------------------|-------------|
| | | | effective rate (% p.a.) | | costs | | | | |
| RodoNorte | 5th issuance - 1st series (*) | IPCA + 6,06% p.a. | 6,3483% (a) | 1,186 | 311 | November 2021 | 115,110 | 111,228 | (j) |
| RodoNorte | 6th issue - 1st series | 106,50% do CDI | 0,2462% (b) | 1,661 | 90 | November 2020 | 221,887 | 220,790 | (j) |
| RodoNorte | 6th issue - 2nd series | IPCA + 4,4963% p.a. | 4,6905% (a) | 1,284 | 418 | November 2021 | 212,566 | 201,947 | (j) |
| RodoNorte | 7th issue - 1nd series (*) | 112,50% do CDI | 0,2991% (b) | 1,116 | 174 | July 2021 | 100,222 | 153,449 | (d) |
| AutoBAAn | 5th issuance (Promissory notes) | 106,75% do CDI | 0,2246% (b) | 4,629 | 129 | October 2020 | 818,370 | 797,703 | (i) |
| AutoBAAn | 8th issuance - single series | IPCA + 5,4705% p.a. | 5,8694% (a) | 11,925 | 4,776 | July 2022 | 798,914 | 794,391 | (i) |
| AutoBAAn | 9th issuance - single series | 109,50% do CDI | 0,0396% (b) | 366 | 109 | August 2021 | 335,419 | 327,131 | (i) |
| AutoBAAn | 10th issuance - single series | CDI + 1,20% p.a. | 1,3001% (a) | 2,798 | 2,149 | October 2026 | 729,272 | 776,064 | (i) |
| 6a AutoBAAn | 11th issuance - single series | CDI + 2,62% p.a. | 3.0340% (a) | 4,499 | 4,264 | July 2023 | 388,741 | - | (i) |
| NovaDutra | 4rd issuance - single series (c) | IPCA + 6,4035% p.a. | N/I | - | - | August 2020 | - | 178,081 | (f) (g) (h) |
| ViaQuatro | 5th issuance - 1st series | CDI + 2,30% p.a. | 2,5373% (a) | 10,072 | 6,508 | March 2028 | 759,249 | 801,102 | (f) (g) (h) |
| ViaQuatro | 5th issuance - 2nd series | IPCA+ 7,0737% p.a. | 7,2943% (a) | 5,534 | 3,715 | March 2028 | 525,906 | 542,560 | (f) (g) (h) |
| 7a CPC | 5th issuance - single series | CDI + 1,50% p.a. | 1,8059% (a) | 14,017 | - | October 2031 | - | 689,661 | (f) (g) (h) |
| 8b ViaMobilidade | 1th issuance - single series | CDI + 1,75% p.a. | 2,148% (a) | 6,680 | - | April 2021 | - | 630,955 | (e) |
| 8a ViaMobilidade | 2th issuance - single series (c) | 9,76% p.a. | 10,2606 (b) | 20,919 | - | April 2030 | 768,075 | - | (e) |
| 9a Linha 15 | 1th issuance (Promissory notes) | 115,15% do CDI | 6,8007% (b) | 2,243 | - | July 2022 | - | 204,262 | (e) |
| 10a RS Holding | 5th issuance - single series | CDI + 1,50% p.a. | 1,8059% (a) | 14,017 | 12,612 | October 2031 | 698,617 | - | (f) |
| Overall total | | | | | 59,069 | | 13,127,125 | 12,303,403 | |
| | | | | | Parent company | | Consolidated | | |
| | | | | | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 | |
| Current | | | | | | | | | |
| Debentures and promissory notes | | | | | 927,007 | 783,202 | 3,979,775 | 3,725,622 | |
| Fair value | | | | | - | - | 41,200 | - | |
| Transaction costs | | | | | (8,410) | (3,295) | (21,374) | (18,346) | |
| | | | | | 918,597 | 779,907 | 3,999,601 | 3,707,276 | |
| Non-current | | | | | | | | | |
| Debentures and promissory notes | | | | | 2,746,996 | 2,043,707 | 9,167,445 | 8,635,168 | |
| Fair value | | | | | - | - | (2,226) | - | |
| Transaction costs | | | | | (8,695) | (7,669) | (37,695) | (39,041) | |
| | | | | | 2,738,301 | 2,036,038 | 9,127,524 | 8,596,127 | |

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 in accordance with hedge accounting methods (hedge of fair value). See note 25 for further details.

(*) The amounts of debentures of the 5th and 7th issues are presented in the short term.

Guarantees:

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

Disbursement schedule (non-current)

| | 09/30/2020 | |
|--------|------------------------------|----------------------------|
| | <u>Parent company</u> | <u>Consolidated</u> |
| 2021 | 331,617 | 991,742 |
| 2022 | 1,031,617 | 2,689,555 |
| 2023 | 558,520 | 2,018,042 |
| > 2024 | 825,242 | 3,468,106 |
| Total | <u>2,746,996</u> | <u>9,167,445</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 clauses.

In the nine-month period ended September 30, 2020, the following operations occurred:

1. CCR

- a. On April 13, 2020, the 3rd issuance of commercial promissory notes with Banco Bradesco BBI occurred, the proceeds of which were used to reinforce cash. The issuance amount was R\$400,000, with a remuneration of CDI rate + 3.98% p.a. and maturity of principal and interest on April 13, 2021.

And, in addition to the usual obligations in this type of issuance, the Issuer may not distribute dividends in excess of the compulsory minimum laid down in Article 202 of Law No. 6.404/1976 if the Net Debt/EBITDA ratio of the consolidated at the date of the decision on the payment of the dividend is greater than 4.

- b. On May 28, 2020, the 13th issuance of debentures took place, with Banco BTG Pactual, whose resources were used to reinforce cash. The issuance amount was R\$700,000, with a remuneration of CDI rate + 3.20% p.a. and maturity of principal on May 28, 2022, and semestral interest on November 28, 2020.

Maturity shall be anticipated if the Net Debt/EBITDA ratio is equal to or greater than 4.5, calculated annually.

2. SPVias

- a. On April 8, 2020, the company carried out the 8th issuance of simple, single series, non-convertible into debenture shares, for public distribution with restricted placement efforts.

The issuance amount was R\$430,000, with a remuneration of CDI rate + 3.90% p.a.. The principal being amortized in four consecutives, per semester, installments as of October 8, 2021 until April 8, 2023, as defined by the deed of issuance. Interest are being paid in consecutive and per semester installment as of October 8, 2020.

The issuance is 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 No. 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 deemed to be related to the aforementioned lawsuits, in which case the debentures will continue in effect until 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 No. 6.404/1976, and interest on own capital attributable to mandatory dividends, if the Net Debt/Adjusted EBITDA ratio is greater than 4, except if the issuer opts 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 take place at any time if (i) the optional anticipated redemption is carried out until (and including) April 08, 2021, the premium corresponding to thirty-five hundredths (0,35%) flat, on the amount to be redeemed shall be increased; and (ii) the optional anticipated redemption takes place after (exclusive) April 8, 2021, there will be no premium on the anticipated redemption value.

3. ViaLagos

- a.** On July 2, 2020, the company carried out the 5th issuance of simple, single series, non-convertible into debenture shares, for public distribution with restricted placement efforts.

The issuance amount was R\$214,000, with a remuneration of CDI rate + 2.80% p.a. and the principal maturity on July 02, 2023, according to the percentage defined in the deed of issuance. Interest shall be paid in consecutive and per semester installment as of January 2, 2021.

This issuance does not have collaterals.

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 set forth in article 202 of the Law No. 6.404/1976, if the Net Financial Debt/Adjusted EBITDA ratio, which shall be registered biannually, of SPVias is greater than 4, except if the issuer opts 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.

It may occur anticipated redemption of all debentures occurs at any time, with an increase in premium to the early redemption amount, described in the deed.

4. Metrô Bahia

- a.** On January 17, 2020, the 2nd issuance of commercial promissory notes occurred, the proceeds of which were used to reinforce cash. The issuance amount was R\$58,000, with a remuneration of CDI rate + 0.76% p.a. and maturity of principal and interest on January 16, 2021. The issuance is guaranteed by CCR.

5. Samm

- a.** On April 06, 2020, the 12th issuance of commercial promissory notes of Samm occurred, the proceeds of which were used to pay for the 11th issuance of commercial promissory notes. The issuance amount was R\$43,000, with a remuneration of CDI rate + 0.90% p.a. and maturity of principal and interest on April 06, 2021. The issuance is guaranteed by CCR.

6. AutoBAn

- a.** On July 22, 2020, occurred the 11th issuance of simple, single series, non-convertible debenture into shares, with total nominal value of R\$390,000 for public distribution with restricted placement efforts.

The issuance amount was R\$390,000, with a remuneration of CDI rate + 2.62% p.a.. The principal shall be amortized on maturity, on July 22, 2023, according to percentages defined in the deed of issuance. Interest shall be paid in consecutive and per year installment as of July 22, 2021.

The issuance has CCR corporate bond in a suspensive condition. The suspensive condition enter automatically in effect in the thesis of the anticipated termination of the concession agreement, on an earlier date to the maturity date of debentures, in the event of a feasible judicial decision unfavorable to the issuer granted under any of the following lawsuits: (i) 0019925-66.2013.8.26.0053; and (ii) 1030436-72.2014.8.26.0053, both filed by the issuer against the State of São Paulo and the Transport Office of the State of São Paulo ("ARTESP"); or (iii) 1040370-54.2014.8.26.0053, filed by the State of São Paulo and ARTESP against the issuer, or further, in connection with any other lawsuit deemed to be related to the aforementioned lawsuits, in which case the debentures will continue in effect until 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 No. 6.404/1976, and interest on own capital attributable to mandatory dividends, if the Net Debt/Adjusted EBITDA ratio of SPVias is greater than 4, except if the issuer opts 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.

It may occur anticipated redemption of all debentures occurs at any time, without an increase in premium to the early redemption amount.

7. CPC

- a.** On June 28, 2020, the assignment of the 5th issuance of debentures to the subsidiary RS Holding occurred. The assignment was carried out in the context of the transfer of participation in CPC's investment in ViaSul.

8. ViaMobilidade

- a.** On April 1, 2020, the 2nd issuance of debentures of the investee occurred with the benefits of Law No. 12.431/2011, whose resources were used to reimburse expenditures, expenses and debts realized in the 24-month period for carrying out investments for the transaction, maintenance and conservation of Lines 5 and 17 of the São Paulo's Subway.

The issuance amount was R\$700,000, with a fixed remuneration of CDI rate + 9.76% p.a. and maturity on April 1, 2030. The interest payment is semi-annual as of October 1, 2020, and the principal's amortization is customized in semi-annual installments as of and including April 1, 2022. The issuance has a corporate bond from CCR and RuasInvest Participações in proportion to their participations in the concessionaire. Within 210 days and may be extended with the approval of debenture holders, the security interests for the issuance, which are, as shares pledge, the assignment of the receivable, the constitution of a reserve account and the fiduciary assignment of the current accounts, should be formalized.

The debentures may be redeemed in advance at the discretion of the issuer, provided that the minimum period of four years from the date of issuance with the premium defined in the instrument is respected. Shareholders' corporate bond will be waived when all three conditions are met: (i) constitution of security interests. (ii) obtain a rating of at least AA - or equivalent (which has already been obtained) by an independent agency and (iii) an ICSD assessment of more than 1.3 for two consecutive years measured from the calendar year 2022. As from 2022 onwards, the issuer will only be able to distribute dividends if the ICSD is greater than 1.3. In the case of contracting

additional debt by the issuer, in a value of more than R\$15,000, the Debt Net/EBITDA index will be accompanied, without the latter exceeding 3.5, and if there is no bank guarantee, it will be considered an early-maturity event, not automatic.

On April 1, 2020, a swap contract was executed between ViaMobilidade and Banco Itaú Unibano, reproducing the same interest flow and amortization as the 2nd issuance of debentures, so that the transaction will have an effective rate of CDI rate + 1.44% p.a..

- b. On April 09, 2020, the total anticipated redemption of 1st issuance of debentures occurred.

9. Line 15

- a. On January 31, 2020, the total anticipated redemption of the 1st issuance of promissory notes occurred.

10. RS Holding

- a. On June 28, 2020, after agreement between the debenture holders, the assignment of the 5th issuance of debentures of CPC to RS Holding occurred, becoming the 1st issuance of debentures of that investee.

The transfer was made in the context of the total transfer of the participation in CPC's investment in ViaSul to RS Holding and the asset-backed provided by CPC were made by RS Holding. The guarantees previously provided have been transferred. For further details on the issuance, see Item 12-a of Note No. 18 of the Financial Statements of December 31, 2019.

For further details on the other debentures and promissory notes, see note 18 to the financial statements of December 31, 2019.

17. Provisions for civil, labor, social security and tax risks - Consolidated

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, social security and civil matters.

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

| | 12/31/2019 | | 09/30/2020 | | | |
|---------------------------|-----------------|---------------|-----------------|-----------------|---|-----------------|
| | Opening balance | Constitution | Reversal | Payments | Update of the processual and monetary basis | Closing balance |
| Non-current | | | | | | |
| Civil and administrative | 45,516 | 35,670 | (3,438) | (16,816) | 3,699 | 64,631 |
| Labor and social security | 61,725 | 17,314 | (6,597) | (9,586) | 4,496 | 67,352 |
| Tax | 38,004 | 17,818 | (3,201) | - | 4,156 | 56,777 |
| | <u>145,245</u> | <u>70,802</u> | <u>(13,236)</u> | <u>(26,402)</u> | <u>12,351</u> | <u>188,760</u> |

The Company and its subsidiaries have other risks related to tax, civil and labor risks that have been assessed by legal advisors as 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 IFRS do not determine such record.

| | <u>09/30/2020</u> | <u>12/31/2019</u> |
|---------------------------|-------------------|-------------------|
| Civil and administrative | 498,750 | 350,598 |
| Labor and social security | 35,658 | 36,095 |
| Tax (a) (b) (c) | <u>678,962</u> | <u>643,040</u> |
| | <u>1,213,370</u> | <u>1,029,733</u> |

With regard to civil lawsuits, the ANTT has drawn up, until September 30, 2020, case record of infringements against MSVia, concerning operational issues of the concession agreement, which total the value of R\$317,467. The concessionaire presented administrative defenses and administrative appeals within the scope of the lawsuits of these tax assessment notices, and none of these lawsuits has a final administrative decision.

The main processes related to tax issues are:

- (a) On November 21, 2017, SPVias filed the provisional measure No. 5003802-06.2017.4.03.6110, at the 1st Federal Court of Sorocaba – SP, against the Federal Government to offer a guarantee (judicial insurance) regarding alleged IRPJ and CSLL debits in the amount of R\$217,958 on September 30, 2020 (R\$197,902 on December 31, 2019), due to amortization of goodwill expenses (concession right generated in the acquisition of subsidiary) in 2014-2017 calendar 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 reverse merger. The preliminary injunction was granted by the Regional Federal Court of the 3rd Region, on January 12, 2018, for 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 presented its motion. On September 25, 2019, court-appointed expert work was determined. Since the beginning of 2018, SPVias has been making judicial deposits related to the controversial portion, which total as of September 30, 2020, is R\$54,994 (R\$ 37,557 on December 31, 2019), with the remaining portion of the debt disputed is secured by guarantee.
- (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 2012 and 2013 calendar years, due to (i) amortization of goodwill, (ii) financial costs with issuance of debentures, and (iii) isolated fines concerning differences in calculation of monthly estimates. On January 16, 2018, SPVias filed a motion to deny, in which it stated that the debts related to amortization of goodwill were included in the Special Tax Regularization Program (PERT) (Law No. 13496/2017), which were consolidated, and objected the portion referring to the disallowance of financial costs and individual fines, corresponding to the total adjusted amount on September 30, 2020 of R\$ 273,782. On November 12, 2018, the concessionaire was notified of the decision of the 1st administrative lower court, which partially granted SPVias' challenge to reduce the debt under discussion in the portion corresponding to qualification of the fine, reducing the updated debt under discussion to R\$160,464. Such reduction is subject to the *ex officio* appeal to be judged by the Administrative Council of Tax Appeals (CARF). In turn, SPVias also appealed to CARF defending the deductibility of the costs disallowed by the inspection. The judgment of the *ex officio* and voluntary appeals is still pending.

- (c) On September 03, 2019, SPVias was notified of the drafting of the infraction notice, whereby the Brazilian Federal Revenue Office required differences in IRPJ and CSLL in the 2014 calendar year, plus a qualified ex officio fine (150%) , isolated fines and interest on arrears, resulting from the disallowance of expenses incurred with the payment of commission and interest on debentures issued, corresponding to the restated amount of R\$164,085 (R\$ 158,589 on December 31, 2019). On October 02, 2019, SPVias filed the challenge contesting the disallowance of said financial costs, as well as the application of qualified and segregated fines. Review on the challenge is awaited.

In addition to making judicial deposits, judicial guarantees were contracted for the ongoing lawsuits, the amount of which on September 30, 2020 is R\$ 66,509 (R\$ 98,015 on December 31, 2019).

18. Maintenance Provision - Consolidated

| | 12/31/2019 | 09/30/2020 | | | | |
|-------------|-----------------|--|---|-----------------|-----------|-----------------|
| | Opening balance | Formation/Reversal of provision at present value | Reversal of adjustment to present value | Realization | Transfers | Closing balance |
| Current | 125,824 | 12,956 | 3,254 | (79,410) | 51,863 | 114,487 |
| Non-current | 224,159 | 56,405 | 11,916 | - | (51,863) | 240,617 |
| | <u>349,983</u> | <u>69,361</u> | <u>15,170</u> | <u>(79,410)</u> | <u>-</u> | <u>355,104</u> |

The rate used to calculate the present value is 6.60% p.a. for all periods shown.

19. Federal, state, municipal taxes and contributions and fine with the Concession Grantor installments - Consolidated

| | 12/31/2019 | 09/30/2020 | | | | |
|-------------------------------------|-----------------|--------------|-------------|----------------------|----------------|-----------------|
| | Opening balance | Additions | Payments | Inflation adjustment | Transfer | Closing balance |
| Current | | | | | | |
| Taxes and contributions | | | | | | |
| NovaDutra | 962 | - | - | (962) | - | - |
| AutoBAAn | 508 | - | - | (381) | 381 | 508 |
| Samm | 61 | - | 3 | (46) | 45 | 63 |
| Barcas | 186 | - | 2 | (140) | 140 | 188 |
| VLT Carioca | 74 | - | 2 | (55) | 69 | 90 |
| Fine with the Granting Power | | | | | | |
| MSVVia | 486 | 7 | 10 | (470) | 934 | 967 |
| | <u>2,277</u> | <u>7</u> | <u>17</u> | <u>(2,054)</u> | <u>1,569</u> | <u>1,816</u> |
| Non-current | | | | | | |
| Taxes and contributions | | | | | | |
| AutoBAAn | 1,228 | - | - | - | (381) | 847 |
| Samm | 254 | - | 3 | - | (45) | 212 |
| Barcas | 712 | - | (76) | (69) | (140) | 427 |
| VLT Carioca | 182 | - | (1) | (12) | (69) | 100 |
| Fine with the Granting Power | | | | | | |
| MSVVia | 893 | 2,387 | 15 | - | (934) | 2,361 |
| | <u>3,269</u> | <u>2,387</u> | <u>(59)</u> | <u>(81)</u> | <u>(1,569)</u> | <u>3,947</u> |

20. Shareholders' Equity

a. Basic and diluted earnings

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

| | Parent company | | | |
|---|----------------------------|----------------------------|----------------------------|----------------------------|
| | 07/01/2020 a 09/30/2020 | 01/01/2020 a 09/30/2020 | 07/01/2019 a 09/30/2019 | 01/01/2019 a 09/30/2019 |
| Numerator | | | | |
| (Loss) Profit | 118,295 | 265,850 | 340,246 | 1,045,682 |
| Denominator | | | | |
| Weighted average of shares - basic and diluted (in thousands) | 2,020,000 | 2,020,000 | 2,020,000 | 2,020,000 |
| Basic and diluted profit per share | 0.05856 | 0.13161 | 0.16844 | 0.51766 |

| | Consolidated | | | |
|---|----------------------------|----------------------------|----------------------------|----------------------------|
| | 07/01/2020 a 09/30/2020 | 01/01/2020 a 09/30/2020 | 07/01/2019 a 09/30/2019 | 01/01/2019 a 09/30/2019 |
| Numerator | | | | |
| (Loss) Profit | 118,295 | 265,850 | 340,246 | 1,045,682 |
| Denominator | | | | |
| Weighted average of shares - basic and diluted (in thousands) | 2,020,000 | 2,020,000 | 2,020,000 | 2,020,000 |
| Basic and diluted profit per share | 0.05856 | 0.13161 | 0.16844 | 0.51766 |

21. Operating income

| | Parent company | | | |
|--|----------------------------|----------------------------|----------------------------|----------------------------|
| | 07/01/2020 a 09/30/2020 | 01/01/2020 a 09/30/2020 | 07/01/2019 a 09/30/2019 | 01/01/2019 a 09/30/2019 |
| Revenue from services rendering of related parties | 27,555 | 84,058 | 27,477 | 80,833 |
| Gross revenue | 27,555 | 84,058 | 27,477 | 80,833 |
| Tax on revenues | (3,403) | (10,286) | (3,395) | (9,477) |
| Deduction from gross revenue | (3,403) | (10,286) | (3,395) | (9,477) |
| Net operating revenue | 24,152 | 73,772 | 24,082 | 71,356 |

| | Consolidated | | | |
|--|----------------------------|----------------------------|----------------------------|----------------------------|
| | 07/01/2020 a 09/30/2020 | 01/01/2020 a 09/30/2020 | 07/01/2019 a 09/30/2019 | 01/01/2019 a 09/30/2019 |
| Revenue from toll fees | 1,798,699 | 4,969,688 | 1,837,880 | 5,192,345 |
| Construction revenue (ICPC 01 R1) | 152,399 | 631,900 | 289,186 | 762,453 |
| Airport revenue | 164,674 | 583,416 | 291,985 | 828,409 |
| Revenue from subway | 281,201 | 805,076 | 312,026 | 881,740 |
| Revenue from financial assets' remuneration | 90,910 | 265,575 | 50,150 | 180,838 |
| Accessory revenues | 34,012 | 130,677 | 51,759 | 138,334 |
| Revenue from waterways | 7,937 | 45,452 | 36,117 | 100,435 |
| Revenue from optical fiber services | 24,937 | 76,105 | 23,832 | 73,002 |
| Revenue from variable monetary consideration | 8,321 | 24,963 | 7,986 | 23,958 |
| Revenue from services rendering of related parties | 4,029 | 12,740 | 4,626 | 13,495 |
| Revenue from management and loyalty programs | 6 | 6 | - | - |
| Revenue from boarding passes issued | 295 | 962 | 493 | 1,640 |
| Gross revenue | 2,567,420 | 7,546,560 | 2,906,040 | 8,196,649 |
| Tax on revenues | (180,702) | (508,334) | (193,845) | (547,884) |
| Rebates | (5,400) | (22,511) | (13,431) | (36,915) |
| Deduction from gross revenue | (186,102) | (530,845) | (207,276) | (584,799) |
| Net operating revenue | 2,381,318 | 7,015,715 | 2,698,764 | 7,611,850 |

Financial result

| | Parent company | | | |
|--|----------------------------|----------------------------|----------------------------|----------------------------|
| | 07/01/2020 a 09/30/2020 | 01/01/2020 a 09/30/2020 | 07/01/2019 a 09/30/2019 | 01/01/2019 a 09/30/2019 |
| Finance costs | | | | |
| Interest on loans, financing, debentures, promissory notes, and leases | (55,093) | (144,532) | (36,251) | (107,121) |
| Inflation adjustment on loans, financing and debentures | (2,264) | (5,693) | (655) | (5,516) |
| Interest and inflation adjustments on loans with related parties | (4) | (4) | - | - |
| Exchange rate changes on foreign suppliers | (4) | (8) | (4) | (9) |
| Interest and monetary variation on self-composition term, leniency agreement and PIC | (515) | (1,720) | (652) | (4,590) |
| Rates, commissions and other finance costs | (888) | (2,003) | (470) | (844) |
| | <u>(58,768)</u> | <u>(153,960)</u> | <u>(38,032)</u> | <u>(118,080)</u> |
| Finance income | | | | |
| Inflation adjustment on loans, financing and debentures | - | 2,403 | 75 | 286 |
| Interest and inflation adjustments on loans with related parties | 4,222 | 17,710 | 11,883 | 35,346 |
| Yield on financial investments | 10,020 | 35,702 | 8,891 | 41,318 |
| Exchange rate changes on foreign suppliers | 15 | 19 | 4 | 6 |
| Interest and other finance income | 551 | 2,588 | 1,390 | 4,826 |
| | <u>14,808</u> | <u>58,422</u> | <u>22,243</u> | <u>81,782</u> |
| Net finance income (cost) | <u>(43,960)</u> | <u>(95,538)</u> | <u>(15,789)</u> | <u>(36,298)</u> |

| | Consolidated | | | |
|--|----------------------------|----------------------------|----------------------------|----------------------------|
| | 07/01/2020 a 09/30/2020 | 01/01/2020 a 09/30/2020 | 07/01/2019 a 09/30/2019 | 01/01/2019 a 09/30/2019 |
| Finance costs | | | | |
| Interest on loans, financing, debentures, promissory notes, and leases | (291,703) | (903,310) | (317,094) | (940,615) |
| Inflation adjustment on loans, financing and debentures | (26,327) | (74,686) | (13,205) | (127,156) |
| Inflation adjustment on liabilities with Concession Grantor | (18,885) | (42,850) | (8,779) | (63,594) |
| Interest and inflation adjustments on loans with related parties | (8,312) | (30,562) | (1,587) | (3,516) |
| Loss with derivative transactions | (30,256) | (62,691) | (58,730) | (158,889) |
| Exchange rate changes on operations with derivatives | - | - | (6,058) | (41,658) |
| Interest on taxes paid in installments | (4) | 42 | (10) | (30) |
| Adjustment to present value of provision for maintenance | (4,966) | (15,170) | (7,733) | (25,670) |
| Capitalization of borrowing costs | 25,508 | 69,856 | 42,180 | 136,058 |
| Fair value of loans, financing, debentures (fair value option and hedge accounting) | (3,451) | (69,195) | (1,409) | (22,113) |
| Adjustment to present value of liabilities with Concession Grantor | (10,678) | (31,523) | (10,368) | (31,556) |
| Exchange rate changes on foreign suppliers | (3,599) | (17,940) | (3,554) | (7,359) |
| Interest and monetary variation on self-composition term, leniency agreement and PIC | (2,679) | (11,274) | (10,014) | (23,728) |
| Adjustment to present value - lease | (2,843) | (8,068) | (2,994) | (7,420) |
| Rates, commissions and other finance costs | (39,277) | (94,643) | (24,110) | (65,792) |
| | <u>(417,472)</u> | <u>(1,292,014)</u> | <u>(423,465)</u> | <u>(1,383,038)</u> |
| Finance income | | | | |
| Inflation adjustment on loans, financing and debentures | - | 30,969 | 1,511 | 5,788 |
| Interest and inflation adjustments on loans with related parties | 3,760 | 14,597 | 8,737 | 36,180 |
| Gains with derivative operations | 13,200 | 116,393 | 70,548 | 215,307 |
| Exchange rate changes on operations with derivatives | - | - | - | 7,704 |
| Fair value of loans, financing, debentures (fair value option and hedge accounting) | 30,123 | 42,452 | 4,676 | 42,381 |
| Yield on financial investments | 28,892 | 102,763 | 46,575 | 128,920 |
| Exchange rate changes on foreign suppliers | 2,065 | 3,127 | 735 | 5,234 |
| Interest and other finance income | 17,253 | 46,466 | 7,076 | 30,332 |
| | <u>95,293</u> | <u>356,767</u> | <u>139,858</u> | <u>471,846</u> |
| Net finance income (cost) | <u>(322,179)</u> | <u>(935,247)</u> | <u>(283,607)</u> | <u>(911,192)</u> |

22. 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 notes to the financial statements of December 31, 2019.

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

Financial instruments by category

| | Parent company | | | | | |
|--|-----------------------------------|---|--|-----------------------------------|---|--|
| | 09/30/2020 | | | 12/31/2019 | | |
| | 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 | 75 | - | - | 103 | - | - |
| Financial investments | 1,986,864 | - | - | 1,319,803 | - | - |
| Restricted investments - reserve account | 2,144 | - | - | 2,115 | - | - |
| Accounts receivables – related party | - | 17,531 | - | - | 31,689 | - |
| Loans - related parties | - | 394,576 | - | - | 424,461 | - |
| Advance for capital increase - related parties | - | 78,731 | - | - | 5,976 | - |
| Dividends and interest on capital | - | 54,618 | - | - | 62,507 | - |
| Liabilities | | | | | | |
| Loans and financing (a) | - | - | (981,601) | - | - | - |
| Debentures (a) | - | - | (3,656,898) | - | - | (2,815,945) |
| Suppliers and other accounts payable | - | - | (68,684) | - | - | (70,209) |
| Self-Composition agreement | - | - | - | - | - | (34,368) |
| Suppliers and accounts payable – related parties | - | - | (3,690) | - | - | (63) |
| Related parties - AFAC (Advances for future capital increases) | - | - | (1,916) | - | - | (1,916) |
| Dividends and interest on capital | - | - | (373,649) | - | - | (395) |
| | 1,989,083 | 545,456 | (5,086,438) | 1,322,021 | 524,633 | (2,922,896) |

| | Consolidated | | | | | | |
|--|-----------------------------------|---|--|---|-----------------------------------|---|--|
| | 09/30/2020 | | | 12/31/2019 | | | |
| | Fair value through profit or loss | Financial assets measured at amortized cost | Financial liabilities measured at amortized cost | Fair value through comprehensive income | Fair value through profit or loss | Financial assets measured at amortized cost | Financial liabilities measured at amortized cost |
| Assets | | | | | | | |
| Cash and banks | 422,836 | - | - | - | 805,482 | - | - |
| Financial investments | 6,497,653 | - | - | - | 4,168,123 | - | - |
| Restricted investments - reserve account | 105,014 | - | - | - | 63,042 | - | - |
| Trade receivables | - | 4,633,926 | - | - | - | 4,172,597 | - |
| Advances to suppliers (b) | - | 6,713 | - | - | - | 10,577 | - |
| Accounts receivables – related party | - | 2,420 | - | - | - | 22,675 | - |
| Loans - related parties | - | 155,965 | - | - | - | 190,642 | - |
| Related parties - AFAC (Advances for future capital increases) | - | 1,047 | - | - | - | 1,057 | - |
| Trade receivables - operations with derivatives | - | 55,323 | - | 1,025 | 90,873 | - | - |
| Liabilities | | | | | | | |
| Loans and financing (a) | - | - | (7,777,864) | - | - | - | (6,727,435) |
| Debentures and promissory notes (a) | (1,433,226) | - | (11,693,899) | - | (424,642) | - | (11,878,761) |
| Suppliers and other account payable | - | - | (828,886) | - | - | - | (740,270) |
| Lease | - | - | (184,044) | - | - | - | (145,993) |
| Self-Composition agreement and lenience agreement | - | - | (361,911) | - | - | - | (414,284) |
| Loans granted to third parties | - | - | (104,431) | - | - | - | (102,135) |
| Loans - related parties | - | - | (404,878) | - | - | - | (384,065) |
| Suppliers and account payable - related parties | - | - | (99,778) | - | - | - | (123,996) |
| Related parties - AFAC (Advances for future capital increases) | - | - | (61,572) | - | - | - | (56,357) |
| Dividends and interest on capital | - | - | (374,954) | - | - | - | (804) |
| Accounts payable - operations with derivatives | - | - | (224) | - | - | - | - |
| Obligation with the Concession Grantor | - | - | (1,785,863) | - | - | - | (1,741,505) |
| | 5,592,277 | 4,855,394 | (23,678,304) | 1,025 | 4,702,878 | 4,397,548 | (22,315,605) |

(a) Amounts net of transaction costs.

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

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

- Cash and banks, financial investments and restricted investments - reserve account -**
Balances in cash and banks have their fair value identical to the accounting balances. Financial investments in investment funds are valued by the value of the fund's share on the date of financial statements, corresponding to their fair value. Financial investments in Bank Deposit Certificates (CDBs) and similar instruments have daily liquidity with repurchase at "yield curve" and therefore the Company understands that its fair value corresponds to its book value.

- **Accounts receivable, accounts receivable - related parties, suppliers and other accounts payable, suppliers and accounts payable - related parties, related parties - AFAC, advances to suppliers, mutual loans and onerous assignment - related parties, loans to third parties, dividends and interest on own capital, voluntary disclosure and settlement and leniency agreement** - Fair values are close to accounting balances, considering the short term provided to settle transactions, except financial assets receivable from Concession Grantor, which book values are considered equivalent to the fair values, since they are financial instruments with exclusive characteristics, present in the concession agreement such as a sound structure of guarantees and legal determinations related to the industry. Voluntary Disclosure and Settlement and Leniency Agreement are penalties imposed and are already at their fair value.
- **Accounts receivables and payable with derivatives** - Fair values were calculated by projecting cash flows up to transactions' maturities using future rates obtained from public sources (for example: B3 and Bloomberg) plus spread defined in contract and brought to present value at risk-free rate (pre-DI).
- **Financing, leases, and obligations with concession grantor** - Book values of these financial instruments are considered equivalent to fair values, as they are financial instruments with exclusive characteristics deriving from specific financing sources.
- **Loans, debentures and promissory notes measured at amortized cost** - In case a criterion for recognition of these liabilities at fair value were adopted, balances would be as follows:

| | Parent company | | | | Consolidated | | | |
|---|-----------------|------------|-----------------|------------|-----------------|------------|-----------------|------------|
| | 09/30/2020 | | 12/31/2019 | | 09/30/2020 | | 12/31/2019 | |
| | Carrying amount | Fair value | Carrying amount | Fair value | Carrying amount | Fair value | Carrying amount | Fair value |
| Loans (a) (b) | 984,789 | 1,034,357 | - | - | 984,789 | 1,034,357 | - | - |
| Debentures and promissory notes (a) (b) | 3,674,003 | 3,832,799 | 2,826,909 | 2,959,707 | 11,752,968 | 12,082,287 | 11,936,148 | 12,487,376 |

(a) Book values are gross of transaction costs.

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

Fair values were calculated by projecting cash flows up to transactions' maturities using future rates obtained from public sources (for example: 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 profit or loss (fair value option and hedge accounting)** - Some of the Company's subsidiaries raised funds through issuance of debentures and entered into swap contracts, changing the contractual remuneration for a percentage of CDI rate. The Company's management understands that measurement of these debts at fair value (fair value option/hedge accounting), would result in more relevant information and would reduce accounting mismatch in result, caused by measurement of derivative at fair value and debt at amortized cost. Had these debentures been measured at amortized cost, the accounting balance would be R\$1,394,252 as of September 30, 2020 (R\$412,411 as of December 31, 2019), as detailed below:

| Company | Series | Contractual rate | Contractual rate - Swap | Amortized cost (a) |
|---------------|------------------------------|------------------|-------------------------|--------------------|
| SPVias | 6th issuance - single series | 115,00% CDI | CDI + 0,4050% | 661,700 |
| ViaMobilidade | 2th issuance - single series | 9,76% p.a. | CDI + 1,44% p.a. | 732,552 |
| | | | | <u>1,394,252</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 the following balances of financial instruments measured at fair value, which are qualified as follows:

| | Parent company | | Consolidated | |
|--|----------------|------------|--------------|------------|
| | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 |
| Level 2: | | | | |
| Interest earning bank deposits and reserve account | 1,989,008 | 1,321,918 | 6,602,667 | 4,231,165 |
| Derivatives receivable | - | - | 55,099 | 91,898 |
| Debentures | - | - | (1,433,226) | (424,642) |

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 (by 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 outstanding operations with derivatives on September 30, 2020 is to protect against fluctuations in other indexers and interest rates, which are not speculative. Accordingly, they are characterized as hedging instruments and recorded at fair value through result.

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

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

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

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

Breakdown of balances of derivative financial instruments for hedge

| | | | | | Reference value (Notional) (1) | | Fair value | | Gross values contracted and settled | |
|--|---------------------|---------------|-----------------------------|------------------|--------------------------------|------------|----------------|------------|-------------------------------------|------------|
| Counterparty | Contract start date | Maturity date | Position (Reference values) | | Local currency | | Local currency | | Received/(Paid) local currency | |
| | | | | | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 |
| Swap | | | | | | | | | | |
| SPVias | | | | | | | | | | |
| Asset position | Santander | 07/31/2020 | 08/15/2022 (2) | 115% do CDI | 791,960 | 192,356 | 665,151 | - | (38) | 1,174 |
| Liability position | | | | CDI + 0,4050% | | | (664,665) | - | | |
| ViaMobilidade | | | | | | | | | | |
| Asset position | Unibanco | 04/03/2020 | 04/01/2030 (2) | 9.76% | 700,000 | - | 768,075 | - | - | - |
| Liability position | | | | CDI + 1,44% p.a. | | | (713,462) | - | | |
| TOTAL OUTSTANDING OPERATIONS AS OF SEPTEMBER 30, 2020 | | | | | 1,491,960 | 192,356 | 55,099 | - | (38) | 1,174 |
| TOTAL OPERATIONS SETTLED DURING THE YEAR ENDED SEPTEMBER 30, 2020 AND 2019 | | | | | | | - | 91,898 | 91,716 | 67,746 |
| TOTAL OPERATION | | | | | | | 55,099 | 91,898 | 91,678 | 68,920 |

| Counterparty | Contract start date | Maturity date | Position (Reference values) | Accumulated effect | | | | Income (loss) | | | | |
|---|---------------------|---------------|-----------------------------|--------------------------------|------------|--------------------------------|------------|------------------------------|------------|-------------------------------------|------------|-----|
| | | | | Amounts receivable /(received) | | Amounts receivable /(received) | | Gain/(Loss) in income (loss) | | Gain/(loss) in comprehensive income | | |
| | | | | 09/30/2020 | 12/31/2019 | 09/30/2020 | 12/31/2019 | 09/30/2020 | 09/30/2019 | 09/30/2020 | 09/30/2019 | |
| Swap | | | | | | | | | | | | |
| SPVias | | | | | | | | | | | | |
| Asset position | Santander | 07/31/2020 | 08/15/2022 (2) | 115% do CDI | 710 | - | (224) | - | 448 | 5,085 | - | - |
| Liability position | | | | CDI + 0,4050% | | | | | | | | |
| ViaMobilidade | | | | | | | | | | | | |
| Asset position | Unibanco | 04/03/2020 | 04/01/2030 (2) | 9,76% | 54,613 | - | - | - | 54,613 | - | - | - |
| Liability position | | | | CDI + 1,44% p.a. | | | | | | | | |
| TOTAL OUTSTANDING OPERATIONS AS OF SEPTEMBER 30, 2020 | | | | | 55,323 | - | (224) | - | 55,061 | 5,085 | - | - |
| TOTAL OPERATIONS SETTLED DURING THE YEAR ENDED SEPTEMBER 30, 2020 AND 2019 | | | | | - | 91,898 | - | - | (1,359) | 17,379 | 1,176 | 684 |
| TOTAL OPERATION | | | | | 55,323 | 91,898 | (224) | - | 53,702 | 22,464 | 1,176 | 684 |
| TOTAL CURRENT LIABILITY | | | | | 39,137 | 91,898 | (224) | - | | | | |
| TOTAL NON-CURRENT LIABILITY | | | | | 16,186 | - | - | - | | | | |

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

Result from derivative financial instruments for hedge

| | Consolidated | |
|---------------------|----------------------|----------------------|
| | 09/30/2020 | 09/30/2019 |
| Exchange risks | - | 3,853 |
| Interest rate risks | <u>53,702</u> | <u>18,611</u> |
| Total | <u><u>53,702</u></u> | <u><u>22,464</u></u> |

Sensitivity analysis

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

In compliance with CVM Ruling No. 475, we present below the sensitivity analyses as to variations in interest rates.

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

Sensitivity analysis of variations in interest rates

Below are the amounts resulting from inflation variations and interest on loan agreements, financing, debentures and promissory notes with post-fixed rates, in a 12-month period, that is, up to September 30, 2021, or up to the final maturity date of each transaction, whichever occurs first.

| Operation | Risk | Maturity dates up to | Companies | Exposure in R\$ (8) (9) | Consolidated - Effect in R\$ on the income (loss) | | |
|--|----------------------|----------------------|-----------|----------------------------|---|-------------------|-------------------|
| | | | | | Probable scenario | Scenario A 25% | Scenario B 50% |
| Capital de giro | CDI ⁽²⁾ | March 2021 | CCR | 515,892 | (14,404) | (15,595) | (16,783) |
| Santander (Capital de giro) | CDI ⁽²⁾ | May 2023 | CCR | 468,897 | (25,385) | (27,680) | (29,975) |
| Debentures - 11th issuance - 1st series | CDI ⁽²⁾ | November 2020 | CCR | 475,077 | (1,452) | (1,724) | (1,996) |
| Debentures - 11th issuance - 2nd series | CDI ⁽²⁾ | November 2022 | CCR | 671,243 | (19,174) | (22,380) | (25,585) |
| Debentures - 11th issuance - 3rd series | CDI ⁽²⁾ | November 2024 | CCR | 395,467 | (13,504) | (15,403) | (17,301) |
| Debentures - 11th issuance - 4th series | IPC-A ⁽³⁾ | November 2024 | CCR | 198,174 | (18,110) | (19,723) | (21,337) |
| Debentures - 12th issuance | CDI ⁽²⁾ | December 2025 | CCR | 809,115 | (30,092) | (33,988) | (37,884) |
| Debentures - 13th issuance | CDI ⁽²⁾ | May 2022 | CCR | 712,896 | (36,641) | (40,121) | (43,601) |
| Promissory notes - 3th issuance | CDI ⁽²⁾ | April 2021 | CCR | 412,031 | (12,677) | (13,713) | (14,746) |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | CCR | 50,661 | 935 | 1,169 | 1,403 |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | CCR | 1,938,347 | 22,068 | 27,561 | 33,044 |
| Net effect | | | | | (148,436) | (161,597) | (174,761) |
| Debentures – 8th issuance | IPCA ⁽³⁾ | July 2022 | AutoBAN | 803,690 | (69,891) | (76,473) | (83,056) |
| Debentures – 9th issuance | CDI ⁽²⁾ | Augusto 2021 | AutoBAN | 335,528 | (6,176) | (7,719) | (9,262) |
| Debentures – 10th issuance | CDI ⁽²⁾ | October 2026 | AutoBAN | 731,421 | (22,749) | (26,250) | (29,752) |
| Debentures – 11th issuance | CDI ⁽²⁾ | July 2023 | AutoBAN | 393,005 | (17,887) | (19,794) | (21,702) |
| Promissory notes - 5th issuance | CDI ⁽²⁾ | October 2020 | AutoBAN | 818,499 | (65) | (81) | (97) |
| ISS Installment | Selic ⁽⁶⁾ | | AutoBAN | 1,356 | (26) | (32) | (39) |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | AutoBAN | 1,061,666 | 19,603 | 24,502 | 29,400 |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | AutoBAN | 250,635 | 3,987 | 4,982 | 5,976 |
| Net effect | | | | | (93,204) | (100,865) | (108,532) |
| Debentures - 6th issuance | IPCA ⁽³⁾ | November 2021 | ViaOeste | 311,552 | (29,371) | (31,913) | (34,454) |
| Debentures - 7th issuance | CDI ⁽²⁾ | November 2020 | ViaOeste | 332,518 | (1,084) | (1,352) | (1,619) |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | ViaOeste | 433,671 | 8,007 | 10,009 | 12,009 |
| Net effect | | | | | (22,448) | (23,256) | (24,064) |

| Operation | Risk | Maturity dates up to | Companies | Exposure in R\$ (8) (9) | Consolidated - Effect in R\$ on the income (loss) | | |
|--|----------------------|----------------------|----------------|----------------------------|---|-------------------|-------------------|
| | | | | | Probable scenario | Scenario A 25% | Scenario B 50% |
| Debentures - 5rd issuance - 1st series | CDI ⁽²⁾ | March 2028 | ViaQuatro | 765,757 | (32,365) | (36,070) | (39,776) |
| Debentures - 5rd issuance - 2nd series | IPCA ⁽³⁾ | March 2028 | ViaQuatro | 529,621 | (54,899) | (59,315) | (63,732) |
| Interest earning bank deposit (Itaú Soberano) ⁽⁷⁾ | CDI ⁽²⁾ | | ViaQuatro | 7,579 | 131 | 163 | 196 |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | ViaQuatro | 41,213 | 491 | 614 | 736 |
| Net effect | | | | | <u>(86,642)</u> | <u>(94,608)</u> | <u>(102,576)</u> |
| Debentures – 6th issuance | CDI ⁽²⁾ | April 2024 | RodoAnel Oeste | 777,344 | (17,686) | (22,117) | (26,552) |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | RodoAnel Oeste | 146,332 | 2,702 | 3,377 | 4,052 |
| Mutual Rodoanel Oeste x Terceiro | CDI ⁽²⁾ | November 2024 | RodoAnel Oeste | 115,245 | (2,300) | (2,876) | (3,451) |
| Net effect | | | | | <u>(17,284)</u> | <u>(21,616)</u> | <u>(25,951)</u> |
| Debentures – 5th issuance | IPCA ⁽³⁾ | November 2021 | RodoNorte | 115,421 | (10,615) | (11,555) | (12,496) |
| Debentures - 6th issuance - 1st series | CDI ⁽²⁾ | November 2020 | RodoNorte | 221,977 | (548) | (684) | (819) |
| Debentures - 6th issuance - 2nd series | IPCA ⁽³⁾ | November 2021 | RodoNorte | 212,984 | (14,592) | (16,130) | (17,668) |
| Debentures - 7th issuance | CDI ⁽²⁾ | July 2021 | RodoNorte | 100,396 | (1,727) | (2,158) | (2,590) |
| Lenience agreement | Selic ⁽⁶⁾ | November 2021 | RodoNorte | 370,872 | (7,047) | (8,808) | (10,570) |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | RodoNorte | 147,691 | 2,727 | 3,409 | 4,090 |
| Net effect | | | | | <u>(31,802)</u> | <u>(35,926)</u> | <u>(40,053)</u> |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | NovaDutra | 236,680 | 4,370 | 5,462 | 6,554 |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | NovaDutra | 16,833 | 174 | 218 | 261 |
| Net effect | | | | | <u>4,544</u> | <u>5,680</u> | <u>6,815</u> |

| Operation | Risk | Maturity dates up to | Companies | Exposure in R\$ (8) (9) | Consolidated - Effect in R\$ on the income (loss) | | |
|--|----------------------|----------------------|-------------|----------------------------|---|-------------------|-------------------|
| | | | | | Probable scenario | Scenario A 25% | Scenario B 50% |
| Debentures – 6th issuance | CDI ⁽²⁾ | August 2022 | SPVias | 661,700 | (14,420) | (18,032) | (21,645) |
| Debentures – 7th issuance | CDI ⁽²⁾ | August 2021 | SPVias | 155,685 | (3,511) | (4,126) | (4,741) |
| Debentures – 8th issuance | CDI ⁽²⁾ | April 2023 | SPVias | 442,774 | (25,903) | (28,079) | (30,255) |
| Swap CDI x CDI (liability active) | CDI ⁽²⁾ | August 2022 | SPVias | (661,700) | 14,420 | 18,032 | 21,645 |
| Swap CDI x CDI (liability position) | CDI ⁽²⁾ | August 2022 | SPVias | 661,799 | (15,244) | (18,387) | (21,531) |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | SPVias | 126,391 | 1,310 | 1,635 | 1,960 |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | SPVias | 83,787 | 1,547 | 1,934 | 2,320 |
| Net effect | | | | | (41,801) | (47,023) | (52,247) |
| BNDES | TJLP ⁽⁵⁾ | October 2042 | Metrô Bahia | 3,587,828 | (287,771) | (329,195) | (370,626) |
| Promissory notes - 2th issuance | CDI ⁽²⁾ | January 2021 | Metrô Bahia | 59,518 | (457) | (538) | (618) |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | Metrô Bahia | 165,480 | 3,055 | 3,819 | 4,583 |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | Metrô Bahia | 776 | 9 | 12 | 14 |
| Interest earning bank deposit (Santander) ⁽⁷⁾ | CDI ⁽²⁾ | | Metrô Bahia | 5,826 | 108 | 135 | 163 |
| Net effect | | | | | (285,056) | (325,767) | (366,484) |
| Debentures – 5th issuance | CDI ⁽²⁾ | July 2023 | ViaLagos | 216,341 | (10,241) | (11,293) | (12,345) |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | ViaLagos | 31,122 | 575 | 718 | 862 |
| Net effect | | | | | (9,666) | (10,575) | (11,483) |
| Promissory notes - 12th issuance | CDI ⁽²⁾ | April 2021 | Samm | 43,705 | (616) | (720) | (824) |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | Samm | 31,260 | 577 | 721 | 866 |
| ICMS Installment | Selic ⁽⁶⁾ | | Samm | 190 | (4) | (5) | (5) |
| ISS Installment | Selic ⁽⁶⁾ | | Samm | 85 | (2) | (2) | (2) |
| Net effect | | | | | (45) | (6) | 35 |
| BNDES | TJLP ⁽⁵⁾ | March 2039 | MSVia | 691,193 | (45,922) | (53,901) | (61,882) |
| CEF (BNDES ONLENDINGS) | TJLP ⁽⁵⁾ | March 2039 | MSVia | 54,750 | (3,637) | (4,270) | (4,902) |
| CEF (BNDES ONLENDINGS) | TJLP ⁽⁵⁾ | March 2039 | MSVia | 131,445 | (8,733) | (10,250) | (11,768) |
| Infraction Notice - Granting Power | Selic ⁽⁶⁾ | | MSVia | 3,321 | (63) | (79) | (95) |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | MSVia | 86,521 | 1,598 | 1,997 | 2,396 |
| Interest earning bank deposit (Itaú Soberano) ⁽⁷⁾ | CDI ⁽²⁾ | | MSVia | 25,663 | 443 | 553 | 664 |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | MSVia | 5,763 | 105 | 131 | 157 |
| Net effect | | | | | (56,209) | (65,819) | (75,430) |

| Operation | Risk | Maturity dates up to | Companies | Exposure in R\$ (8) (9) | Consolidated - Effect in R\$ on the income (loss) | | |
|--|-----------------------------|----------------------|----------------|----------------------------|---|-------------------|-------------------|
| | | | | | Probable scenario | Scenario A 25% | Scenario B 50% |
| BNDES | TJLP ⁽⁵⁾ | December 2035 | BH Airport | 424,782 | (29,558) | (34,462) | (39,368) |
| Interest earning bank deposit (Itaú Soberano) ⁽⁷⁾ | CDI ⁽²⁾ | | BH Airport | 40,668 | 393 | 491 | 592 |
| Net effect | | | | | <u>(29,165)</u> | <u>(33,971)</u> | <u>(38,776)</u> |
| Debentures – 5th issuance | CDI ⁽²⁾ | October 2031 | RS Holding | 711,229 | (24,286) | (27,701) | (31,116) |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | RS Holding | 39,685 | 559 | 698 | 836 |
| Net effect | | | | | <u>(23,727)</u> | <u>(27,003)</u> | <u>(30,280)</u> |
| Loan Facility Agreement | Libor6-month ⁽⁴⁾ | July 2021 | TAS | 45,548 | (1,178) | (1,208) | (1,238) |
| Loan Facility Agreement | Libor6-month ⁽⁴⁾ | October 2020 | TAS | 70,416 | (128) | (130) | (133) |
| Loan Facility Agreement | Libor6-month ⁽⁴⁾ | December 2020 | TAS | 19,879 | (152) | (155) | (158) |
| Net effect | | | | | <u>(1,458)</u> | <u>(1,493)</u> | <u>(1,529)</u> |
| Swap Pre-Fixed x CDI (liability position) | CDI ⁽²⁾ | April 2030 | Via Mobilidade | 713,462 | (24,025) | (27,463) | (30,900) |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | Via Mobilidade | 93,308 | 960 | 1,198 | 1,435 |
| Net effect | | | | | <u>(23,065)</u> | <u>(26,265)</u> | <u>(29,465)</u> |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | ViaSul | 81,117 | 1,498 | 1,872 | 2,246 |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | ViaSul | 727,499 | 5,408 | 6,753 | 8,094 |
| Net effect | | | | | <u>6,906</u> | <u>8,625</u> | <u>10,340</u> |

| Operation | Risk | Maturity dates up to | Companies | Exposure in R\$ (8) (9) | Consolidated - Effect in R\$ on the income (loss) | | |
|--|----------------------|----------------------|-------------|----------------------------|---|-------------------|-------------------|
| | | | | | Probable scenario | Scenario A 25% | Scenario B 50% |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | Barcas | 20,291 | 375 | 468 | 562 |
| Consolidated Debt - Installment Law No. 11.941/09 | Selic ⁽⁶⁾ | | Barcas | 614 | (12) | (15) | (18) |
| Mutual Barcas x JCA Holding | CDI ⁽²⁾ | January 2020 | Barcas | 2,328 | (14) | (71) | (85) |
| Mutual Barcas x Riopar | CDI ⁽²⁾ | January 2020 | Barcas | 1,783 | (11) | (54) | (65) |
| Net effect | | | | | <u>338</u> | <u>328</u> | <u>394</u> |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | CPC | 28,657 | 529 | 661 | 794 |
| Net effect | | | | | <u>529</u> | <u>661</u> | <u>794</u> |
| BNDES | TJLP ⁽⁵⁾ | November 2035 | VLT Carioca | 836,060 | (67,766) | (77,419) | (87,074) |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | VLT Carioca | 43,272 | 508 | 634 | 759 |
| Interest earning bank deposit (Itaú Soberano) ⁽⁷⁾ | CDI ⁽²⁾ | | VLT Carioca | 21 | - | - | 1 |
| INSS Installments | Selic ⁽⁶⁾ | | VLT Carioca | 198 | (4) | (5) | (6) |
| Mutual VLT x Invepar | CDI ⁽²⁾ | December 2027 | VLT Carioca | 139,688 | (5,685) | (6,363) | (7,041) |
| Mutual VLT x Odebrecht | CDI ⁽²⁾ | December 2027 | VLT Carioca | 139,688 | (5,685) | (6,363) | (7,041) |
| Mutual VLT x Riopar | CDI ⁽²⁾ | December 2027 | VLT Carioca | 139,673 | (5,685) | (6,362) | (7,040) |
| Net effect | | | | | <u>(84,317)</u> | <u>(95,878)</u> | <u>(107,442)</u> |

| Operation | Risk | Maturity dates up to | Companies | Exposure in R\$ (8) (9) | Consolidated - Effect in R\$ on the income (loss) | | |
|--|-----------------------------|----------------------|--------------|----------------------------|---|--------------------|--------------------|
| | | | | | Probable scenario | Scenario A 25% | Scenario B 50% |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | ViaCosteira | 436,093 | 5,685 | 7,101 | 8,515 |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | CIP | 165 | 3 | 4 | 5 |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | CIIS | 3,560 | 66 | 82 | 99 |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | SPCP | 7,930 | 146 | 183 | 220 |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | Inovap5 | 705 | 13 | 16 | 20 |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | ATP | 1,588 | 29 | 37 | 44 |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | Ponte | 4,204 | 78 | 97 | 116 |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | Linha 15 | 806 | 14 | 17 | 21 |
| Interest earning bank deposit (CDB) ⁽⁷⁾ | CDI ⁽²⁾ | | CPA | 296 | 5 | 6 | 7 |
| Interest earning bank deposit (Itaú Soberano) ⁽⁷⁾ | CDI ⁽²⁾ | | SPAC | 284 | 5 | 6 | 7 |
| Interest earning bank deposit (Itaú Soberano) ⁽⁷⁾ | CDI ⁽²⁾ | | Five Trilhos | 5,004 | 86 | 108 | 129 |
| Interest earning bank deposit (Itaú Soberano) ⁽⁷⁾ | CDI ⁽²⁾ | | Quicko | 6,113 | 105 | 132 | 158 |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | Infra SP | 17,961 | 332 | 415 | 497 |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | Lam Vias | 14,813 | 274 | 342 | 410 |
| Interest earning bank deposit (Menkar II) ⁽⁷⁾ | CDI ⁽²⁾ | | Mobilidade | 5,462 | 101 | 126 | 151 |
| | | | | | <u>6,942</u> | <u>8,672</u> | <u>10,399</u> |
| Total effect of gain or (loss) | | | | | <u>(935,066)</u> | <u>(1,047,702)</u> | <u>(1,160,296)</u> |
| Effects on loans, financing, debentures, promissory notes, and derivatives | | | | | (1,000,222) | (1,131,235) | (1,262,262) |
| Effect on loans | | | | | (19,380) | (22,089) | (24,723) |
| Effect on installment obligations | | | | | (111) | (138) | (165) |
| Effect on lenience agreement | | | | | (7,047) | (8,808) | (10,570) |
| Effect on financial investments | | | | | <u>91,694</u> | <u>114,568</u> | <u>137,424</u> |
| Total effect of gain or (loss) | | | | | <u>(935,066)</u> | <u>(1,047,702)</u> | <u>(1,160,296)</u> |
| Considered interest rates were as follow ⁽¹⁾ : | | | | | | | |
| | CDI ⁽²⁾ | | | | 1.90% | 2.38% | 2.85% |
| | IPC-A ⁽³⁾ | | | | 3.14% | 3.93% | 4.71% |
| | LIBOR6months ⁽⁴⁾ | | | | 0.26% | 0.32% | 0.39% |
| | TJLP ⁽⁵⁾ | | | | 4.55% | 5.69% | 6.83% |
| | Selic ⁽⁶⁾ | | | | 1.90% | 2.38% | 2.85% |

- (1) The rates presented above were used as a 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) It refers to the rate on 09/30/2020, disclosed by B3;
- (3) It refers to the accumulated annual variation in the past 12 months, disclosed by IBGE;
- (4) It refers to 6-month Libor rates on 09/30/2020, disclosed by Intercontinental Exchange (ICE);
- (5) It refers to the rate on 09/30/2020, disclosed by BNDES;
- (6) It refers to the rate on 09/30/2020, 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 because they are post-fixed.
- (8) The exposure values do not include adjustments to fair value, are not deducted from transaction costs, and do not consider the balances of interest on 09/30/2020, when they do not affect the calculations of subsequent effects; and
- (9) The stress scenarios consider depreciation of the risk factors (CDI rate, TJLP, IPCA, 6-month Libor and Selic rate);

23. Commitments subject to concession agreements

a. Commitments with the Concession Grantor

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

It refers to the part of the public services price, represented by the variable amount, with maturity 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, 2020, the amount of R\$ 44,103 was paid to the Concession Grantor related to the variable concession fee (R\$ 48,069 in the nine-month period ended September 30, 2019).

Variable concession fee - Curaçao Airport (CAP)

It refers to the amount payable to the Concession Grantor as a 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, 2020, the amount of R\$ 10,548 (R\$18,255 in the nine-month period ended in September 30, 2019) was paid to the concession grantor.

Variable concession fee - BH Airport

It refers to the amount payable to the Concession Grantor as a variable concession fee resulting from the adoption of the 5% rate of gross revenue of the concessionaire, minus 26.4165% on tariff revenues related to merger of ATAERO to regulated income, net of PIS and COFINS.

The variable contribution is paid on an annual basis in May. In view of the COVID-19 pandemic, the Concession Grantor extended the payment of the installment due on May 2020 to December 2020, with an update by IPCA, (on May 10, 2019, the amount of R\$12,554 was paid). On September 30, 2020, the amount provisioned is of R\$18,403.

Variable concession fee - ViaMobilidade

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

In the nine-month period ended September 30, 2020, the amount of R\$ 2,162 (R\$2,531 in the nine-month period ended in September 30, 2019) was paid to the concession grantor.

b. Commitments related to concessions

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

| | <u>09/30/2020</u> | <u>12/31/2019</u> |
|-----------------------|-------------------|-------------------|
| AutoBAn | 18,816 | 20,409 |
| NovaDutra | 60,865 | 177,841 |
| RodoAnel Oeste (a) | 438,516 | 442,649 |
| RodoNorte (a) | 260,828 | 459,943 |
| SPVias | 16,648 | 17,151 |
| ViaLagos | 51,181 | 50,245 |
| ViaOeste | 358,993 | 337,566 |
| MSVia | 4,383,864 | 4,407,938 |
| BH Airport (a) (b) | 271,859 | 287,896 |
| ViaQuatro (a) | 103,142 | 106,108 |
| ViaMobilidade (a) (b) | 58,344 | 69,469 |
| ViaSul | 4,126,999 | 4,291,116 |
| ViaCosteira | 1,448,445 | - |
| | <u>11,598,500</u> | <u>10,668,331</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 toll rate restatement.

The values above do not include contingent or service-level investments nor cases under discussion for rebalancing.

c. Variable concession fee

| | 09/30/2020 | 12/31/2019 |
|----------------|-------------------|-------------------|
| Current | | |
| AutoBAn | 2,876 | 2,974 |
| ViaOeste | 1,301 | 1,358 |
| RodoAnel Oeste | 344 | 358 |
| SPVias | 920 | 972 |
| CAP | 3,004 | 416 |
| BH Airport | 18,403 | 13,432 |
| ViaMobilidade | 561 | 414 |
| | <u>27,409</u> | <u>19,924</u> |

d. Fixed contribution - BH Airport

It refers to the annual amount payable to the Concession Grantor as a result of the offering made in the auction subject to the concession.

| | 09/30/2020 | | 12/31/2019 | |
|-------------|----------------------|-----------------------------|----------------------|-----------------------------|
| | Nominal value | Present value (Book) | Nominal value | Present value (Book) |
| Current | 171,943 | 169,484 | 84,402 | 83,283 |
| Non-current | <u>2,164,828</u> | <u>1,588,971</u> | <u>2,209,516</u> | <u>1,602,021</u> |
| | <u>2,336,771</u> | <u>1,758,455</u> | <u>2,293,918</u> | <u>1,685,304</u> |
| | Nominal value | Present value (Book) | Nominal value | Present value (Book) |
| 2020 | 85,973 | 85,290 | 84,402 | 83,283 |
| 2021 | 85,970 | 84,194 | 84,402 | 80,676 |
| 2022 | 85,970 | 81,610 | 84,402 | 78,177 |
| 2023 | 85,970 | 79,138 | 84,402 | 75,783 |
| 2024 | 85,970 | 76,763 | 84,402 | 73,483 |
| >2025 (a) | <u>1,906,918</u> | <u>1,351,460</u> | <u>1,871,908</u> | <u>1,293,902</u> |
| | <u>2,336,771</u> | <u>1,758,455</u> | <u>2,293,918</u> | <u>1,685,304</u> |

- (a) It is made up of installments overdue in May 2016 and 2017, paid through judicial deposit on May 9, 2016, and May 12, 2017, respectively. The deposits were made as a result of claims for contractual rebalances in favor of the concessionaire in the amount of R\$148,585, the updated balance of which on September 30, 2020, is R\$187,518 (restated balance of R\$184,121 as of December 31, 2019).

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

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

No payment occurred in the nine-month period ended on September 30, 2020, although the maturity usually occurs in May of each year. In view of the COVID-19 pandemic, the Concession Grantor extended the payment from 2020 to December, with an update to the IPCA.

24. Operating segments

| | Lam Vias | Infra SP | Urban Mobility | Airports | Not allocated | Consolidated |
|---|-----------|-----------|----------------|-----------|---------------|--------------|
| Information from 07/01/2020 a 09/30/2020 | | | | | | |
| Revenue from toll fees | 770,321 | 1,028,378 | - | - | - | 1,798,699 |
| Construction revenue (ICPC 01 R1) | 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 revenue | - | - | - | 164,674 | - | 164,674 |
| 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 management and loyalty programs | - | - | 6 | - | - | 6 |
| Revenue from services rendering of related parties | 40 | 4 | 1,931 | 2 | 2,052 | 4,029 |
| Finance income | 13,428 | 9,177 | (2,277) | 3,626 | 13,155 | 37,109 |
| Finance 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 income (loss) | 989 | 12,145 | - | (35,752) | (40) | (22,658) |
| Information from 01/01/2020 a 09/30/2020 | | | | | | |
| Revenue from toll fees | 2,120,768 | 2,848,920 | - | - | - | 4,969,688 |
| Construction revenue (ICPC 01 R1) | 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 revenue | - | - | - | 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 management and loyalty programs | - | - | 6 | - | - | 6 |
| Revenue from services rendering of related parties | 113 | 4 | 6,148 | 4 | 6,471 | 12,740 |
| Finance income | 75,351 | 52,982 | 107,116 | 12,844 | 50,290 | 298,583 |
| Finance 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 income (loss) | (4,268) | 31,602 | - | (66,178) | (149) | (38,993) |
| Information from 07/01/2019 a 09/30/2019 | | | | | | |
| Revenue from toll fees | 726,129 | 1,111,751 | - | - | - | 1,837,880 |
| Construction revenue (ICPC 01 R1) | 204,022 | 20,345 | 42,929 | 21,890 | - | 289,186 |
| Revenue from boarding passes issued | - | - | 493 | - | - | 493 |
| Revenue from optical fiber services | 23,832 | - | - | - | - | 23,832 |
| Airport revenue | - | - | - | 291,985 | - | 291,985 |
| Revenue from financial assets' remuneration | - | - | 50,150 | - | - | 50,150 |
| Accessory revenues | 12,756 | 13,413 | 25,590 | - | - | 51,759 |
| Revenue from variable monetary consideration | - | - | 7,986 | - | - | 7,986 |
| Revenue from waterways | - | - | 36,117 | - | - | 36,117 |
| Revenue from subway | - | - | 312,026 | - | - | 312,026 |
| Revenue from services rendering of related parties | 24 | - | 1,739 | 5 | 2,858 | 4,626 |
| Finance income | 13,253 | 74,501 | 29,208 | 4,201 | 18,695 | 139,858 |
| Finance costs | (39,111) | (161,287) | (127,085) | (57,783) | (38,199) | (423,465) |
| Depreciation and amortization | (217,918) | (147,445) | (55,299) | (65,935) | (11,325) | (497,922) |
| Income (loss) from reportable segments after income and social contribution taxes | 73,634 | 359,432 | 60,356 | (52,831) | (94,177) | 346,414 |
| Income and social contribution taxes | (93,470) | (180,884) | (26,615) | 5,320 | 14,912 | (280,737) |
| Equity income (loss) | 952 | (14,397) | 3,441 | 19,640 | 379 | 10,015 |

| Information from 01/01/2019 a 09/30/2019 | | | | | | |
|---|-------------|-------------|-------------|-------------|-------------|--------------|
| Revenue from toll fees | 2,064,316 | 3,128,029 | - | - | - | 5,192,345 |
| Construction revenue (ICPC 01 R1) | 449,470 | 62,654 | 135,525 | 114,804 | - | 762,453 |
| Revenue from boarding passes issued | - | - | 1,640 | - | - | 1,640 |
| Revenue from optical fiber services | 73,002 | - | - | - | - | 73,002 |
| Airport revenue | - | - | - | 828,409 | - | 828,409 |
| Revenue from financial assets' remuneration | - | - | 180,838 | - | - | 180,838 |
| Accessory revenues | 38,550 | 40,289 | 59,495 | - | - | 138,334 |
| Revenue from variable monetary consideration | - | - | 23,958 | - | - | 23,958 |
| Revenue from waterways | - | - | 100,435 | - | - | 100,435 |
| Revenue from subway | - | - | 881,740 | - | - | 881,740 |
| Revenue from services rendering of related parties | 75 | - | 5,187 | 9 | 8,224 | 13,495 |
| Finance income | 106,818 | 141,060 | 129,788 | 23,718 | 70,462 | 471,846 |
| Finance costs | (197,378) | (421,131) | (437,242) | (208,219) | (119,068) | (1,383,038) |
| Depreciation and amortization | (624,776) | (421,717) | (159,854) | (180,828) | (32,400) | (1,419,575) |
| Income (loss) from reportable segments after income and social contribution taxes | 281,163 | 993,494 | 54,874 | (59,089) | (229,990) | 1,040,452 |
| Income and social contribution taxes | (201,958) | (467,715) | (74,814) | 42,259 | 39,244 | (662,984) |
| Equity income (loss) | 2,673 | (39,700) | 4,256 | (32,802) | 788 | (64,785) |
| Information as of September 30, 2020 | | | | | | |
| Assets of the reportable segments | 5,891,840 | 9,957,490 | 8,401,854 | 5,731,950 | 5,339,223 | 35,322,357 |
| Net investments of shareholders' deficit in associated companies and joint ventures | 78,167 | 93,682 | - | 709,849 | (284) | 881,414 |
| CAPEX | 474,976 | 71,430 | 250,429 | 71,722 | 43,565 | 912,122 |
| Liabilities of the reportable segments | (3,692,676) | (6,467,307) | (7,735,075) | (3,896,389) | (5,326,829) | (27,118,276) |
| Information as of December 31, 2019 | | | | | | |
| Assets of the reportable segments | 5,984,200 | 9,230,021 | 9,879,734 | 5,309,801 | 2,858,331 | 33,262,087 |
| Net investments of shareholders' deficit in associated companies and joint ventures | 82,435 | 86,728 | - | 571,487 | (136) | 740,514 |
| CAPEX | 923,218 | 119,960 | 230,104 | 252,289 | 20,571 | 1,546,142 |
| Liabilities of the reportable segments | (3,376,999) | (6,246,690) | (7,471,997) | (3,780,352) | (3,946,355) | (24,822,393) |

25. Cash flows statements

- a. Effects in these statements that did not affect the cash in the nine-month periods ended on September 30, 2020 and 2019. If these transactions had affected cash, they would have been recorded under the cash flow line items below:

| Parent company | | |
|--|-----------------|------------------|
| | 09/30/2020 | 09/30/2019 |
| Recoverable taxes | 66 | - |
| Suppliers | (10,241) | (250) |
| Suppliers - related parties | - | (135,244) |
| Effect in net cash from operating activities | (10,175) | (135,494) |
| Other investment movements | - | 135,244 |
| Additions to intangible assets | 10,241 | 250 |
| Loans - related parties | (66) | - |
| Effect in net cash from investment activities | 10,175 | 135,494 |

| | Consolidated | |
|---|---------------------|-------------------|
| | 09/30/2020 | 09/30/2019 |
| Advances to suppliers | - | 51,117 |
| Recoverable taxes | (2,484) | 2,875 |
| Financial asset | (106,313) | (148,765) |
| Taxes and Contributions to Collect | 3,312 | - |
| Suppliers - Related parties | - | (22,163) |
| Suppliers | 215 | - |
| Other payables | (1,845) | - |
| Effect in net cash from operating activities | (107,115) | (116,936) |
| | | |
| Additions to property, plant and equipment | - | 4,398 |
| Additions to intangible assets | (457) | 144,367 |
| Other property, plant and equipment and intangible assets | 112,080 | (53,992) |
| Loans - related parties | (1,196) | - |
| Effect in net cash from investment activities | 110,427 | 94,773 |
| | | |
| Loans - related parties | (3,312) | - |
| Dividends paid to non-controlling shareholders | - | 22,163 |
| Effect in net cash from financing activities | (3,312) | 22,163 |

- b.* The Company classifies the interest paid as a financing activity because it understands that this is the classification that best represents the funding flows.

c. Reconciliation of financing activities

Parent company

| | Loans and financing | Debentures | Dividends payable | Interest earning bank deposits - reserve account | Total |
|--|--------------------------------|-------------------|------------------------------|---|--------------|
| Opening balance | - | (2,815,945) | (395) | 2,115 | (2,814,225) |
| Changes in cash flows from financing | | | | | |
| Funding (net of transaction costs) | (956,435) | (1,088,435) | - | - | (2,044,870) |
| Payment of principal and interest | - | 370,138 | - | - | 370,138 |
| Dividends paid | - | - | 599,989 | - | 599,989 |
| Redemptions/Investments (reserve account) | - | - | - | 29 | 29 |
| Total changes in financing cash flows | (956,435) | (718,297) | 599,989 | 29 | (1,074,714) |
| Other changes | | | | | |
| Interest, inflation adjustment and exchange-rate change expenses | (25,166) | (122,656) | - | - | (147,822) |
| Other changes that do not affect cash | - | - | (973,243) | - | (973,243) |
| Other change total | (25,166) | (122,656) | (973,243) | - | (1,121,065) |
| Closing balance | (981,601) | (3,656,898) | (373,649) | 2,144 | (5,010,004) |

Consolidated

| | Loans and financing | Debentures | Loans with related parties | Dividends payable | Interest of non- controlling shareholders | Operations with derivatives | Operations with derivatives | Interest earning bank deposits - reserve account | Capital | Total |
|--|------------------------|--------------|-------------------------------|----------------------|---|--------------------------------|--------------------------------|---|----------|--------------|
| Opening balance | (6,727,435) | (12,303,403) | (384,065) | (804) | (300,906) | 91,898 | (145,993) | 63,042 | (56,357) | (19,764,023) |
| Changes in cash flows from financing | | | | | | | | | | |
| Funding (net of transaction costs) | (973,399) | (3,611,521) | - | - | - | - | - | - | - | (4,584,920) |
| Payment of principal and interest | 852,369 | 3,332,578 | - | - | - | - | 41,777 | - | - | 4,226,724 |
| Settlement of operations with derivatives | - | - | - | - | - | (91,678) | - | - | - | (91,678) |
| Dividends paid | - | - | - | 599,989 | 12,358 | - | - | - | - | 612,347 |
| Paid-up capital | - | - | - | - | - | - | - | - | (5,215) | (5,215) |
| Interest of controlling shareholders | - | - | - | - | (7,155) | - | - | - | - | (7,155) |
| Redemptions/Investments (reserve account) | - | - | - | - | - | - | - | 41,972 | - | 41,972 |
| Total changes in financing cash flows | (121,030) | (278,943) | - | 599,989 | 5,203 | (91,678) | 41,777 | 41,972 | (5,215) | 192,075 |
| Other changes | | | | | | | | | | |
| Interest, inflation adjustment and exchange-rate change expenses | (428,991) | (518,036) | (24,125) | - | - | - | - | - | - | (971,152) |
| Profit (loss) from derivative transactions and fair value | - | (26,743) | - | - | - | 54,879 | - | - | - | 28,136 |
| Reversal of adjustment to present value | - | - | - | - | - | - | (8,068) | - | - | (8,068) |
| Other changes that do not affect cash | (500,408) | - | 3,312 | (974,139) | 91,322 | - | (71,760) | - | - | (1,451,673) |
| Other change total | (929,399) | (544,779) | (20,813) | (974,139) | 91,322 | 54,879 | (79,828) | - | - | (2,402,757) |
| Closing balance | (7,777,864) | (13,127,125) | (404,878) | (374,954) | (204,381) | 55,099 | (184,044) | 105,014 | (61,572) | (21,974,705) |

26. 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 Public Prosecution Office of the State of São Paulo, which will undergo court recognition, whereby the Company undertook to pay R\$ 81,530, R\$ 64,530 being to the State of São Paulo and R\$ 17,000 to the Law School of University of São Paulo (USP) as a donation. Such amounts were fully provisioned in year 2018, maturing in two installments, the first in the original amount of R\$ 49,265 and the second in the amount of R\$ 32,265, both paid on maturities, which occurred in March 2019 and March 2020. These amounts were adjusted by the Selic rate as of the date of execution of the Agreement.

On July 15, 2019, the State of São Paulo filed an appeal against the approval of the Voluntary Disclosure and Settlement, which took place on May 9, 2019, arguing that it was impossible to execute an agreement regarding improbity and with the purpose that any compensation imposed to the Company by virtue of the Settlement revert exclusively to 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 São Paulo State Court of Justice denied the appeal filed by the State of São Paulo, fully upholding the lower court decision.

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 Office in the State of Paraná, whereby 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, restated semiannually by Selic, as a 30% reduction in the toll fee in favor of users in all toll fee plazas 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, restated semiannually by Selic. The total amount of R\$ 750,000 was fully provisioned in the year 2018. On March 28, 2019, the 5th Coordination and Review Chamber of the Federal Public Prosecutor Office approved the Leniency Agreement. The fine, in the amount of R\$35,000, was paid on April 26, 2019, the tariff discount started on April 27, 2019, and was concluded on October 13, 2020, and the expenses with construction works performance started in November 2019.

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, preventing exposure to serious risks, including the going concern risk. In the EGM held on April 22, 2019, the Collaboration Incentive Program was ratified.

The Company entered into agreements, which the balance is payable on September 30, 2020 is R\$42,610, which results from the balance of R\$58,705 on December 31, 2019, adjusted by the IPCA and reduced by the amounts already paid.

The balance of R\$ 42,610 will be paid as follows: (i) R\$41,977 over the next four years, until November 2023; and (ii) R\$633, referring to the balance of financial penalties, which are being paid in three semiannual installments, the first one paid on the date of approval of each individual agreement of each employee.

The investigations by the public authorities were not completed and, therefore, new information may be revealed in the future, and it is certain that these investigations will run in secret, which means that the Company will not have access to related documentation and information. At the moment, it is not practicable to determine if there is a probable loss arising from a present obligation in view of a past event, nor to make a reasonable measurement as to any new liability provisions on this matter in these quarterly financial statements.

Furthermore, the Company will continue to assist the public authorities and will keep its shareholders and the market in general duly informed.

27. Subsequent events

- **Coronavirus**

According to the Market Notices published weekly by the Company, from October 1 to November 5, 2020, and from January 1 to November 5, 2020, compared to the same periods of the previous year, the following effects on demand:

| Unity | Equivalent Vehicles | | | | | |
|--|--|------------|-------|--|------------|--------|
| | 10/01/2020 to 11/05/2020 10/01/2019 to 11/05/2019 | | | 01/01/2020 to 11/05/2020 01/01/2019 to 11/05/2019 | | |
| | Tour | Commercial | Total | Tour | Commercial | Total |
| CCR | -1.4% | 10.9% | 5.3% | -16.2% | 7.6% | -3.5% |
| CCR without ViaSul⁽¹⁾ | -6.9% | 3.7% | -1.1% | -20.9% | 1.6% | -8.8% |
| CCR INFRA SP⁽²⁾ | -9.1% | 3.4% | -2.9% | -22.2% | 1.3% | -10.7% |
| AutoBA | -11.5% | 4.0% | -3.3% | -25.0% | 3.7% | -10.1% |
| ViaOeste | -8.8% | 4.6% | -3.5% | -20.5% | 2.5% | -11.5% |
| CCR LAM VIAS⁽²⁾ | 20.0% | 22.5% | 21.6% | 0.4% | 17.3% | 11.1% |
| CCR LAM VIAS without ViaSul⁽²⁾ | 0.5% | 4.2% | 3.0% | -16.9% | 2.3% | -4.4% |
| NovaDutra | -2.5% | 2.7% | 0.9% | -20.8% | -2.9% | -9.4% |
| RodoNorte | 11.7% | 5.9% | 7.1% | -10.7% | 9.8% | 5.3% |
| MSVia | 4.6% | 6.3% | 5.9% | -11.4% | 1.1% | -1.6% |

(1) ViaSul: Start of collection on February 15, 2019 (P2 and P3) and February 9, 2020 in other markets (P1, P4, P5, P6 and P7)

(2) CCR INFRA SP e CCR LAM VIAS consolidate data from other concessions, in addition to the listed companies mentioned above.

| Unity | Passengers | |
|-----------------------|--|--|
| | 10/01/2020 to 11/05/2020 10/01/2019 to 11/05/2019 | 01/01/2020 to 11/05/2020 01/01/2019 to 11/05/2019 |
| | | |
| CCR Mobilidade | -51.9% | -46.7% |

| Unity | Passengers | |
|-----------------------|--|--|
| | 10/01/2020 to 11/05/2020 10/01/2019 to 11/05/2019 | 01/01/2020 to 11/05/2020 01/01/2019 to 11/05/2019 |
| | | |
| CCR Aeroportos | -66.7% | -62.5% |

Net revenue from construction revenue

| | 10/01/2020 a 10/31/2020 | 10/01/2019 a 10/31/2019 | % Var. |
|---------------------|----------------------------|----------------------------|------------|
| AutoBAn | 189,925 | 188,744 | 1% |
| ViaOeste | 83,623 | 86,095 | -3% |
| RodoAnel | 22,142 | 23,266 | -5% |
| Renovias (a) | 37,070 | 38,035 | -3% |
| SPVias | 57,778 | 54,597 | 6% |
| CCR Infra SP | 390,538 | 390,737 | 0% |
| NovaDutra | 119,927 | 118,920 | 1% |
| RodoNorte | 70,838 | 64,646 | 10% |
| ViaLagos | 11,553 | 9,905 | 17% |
| MSVia | 25,003 | 23,730 | 5% |
| ViaRio (a) | 11,251 | 12,117 | -7% |
| ViaSul ¹ | 33,350 | 13,814 | 141% |
| CCR Lam Vias | 271,922 | 243,132 | 12% |

¹ ViaSul: Start of collection on 15 / Feb / 2019 (P2 and P3) and start on 9 / Feb / 2020 in other places (P1, P4, P5, P6 and P7)

| | | | |
|------------------------------|----------------|----------------|-------------|
| ViaQuatro | 23,088 | 54,366 | -58% |
| Barcas | 3,171 | 13,772 | -77% |
| Metrô Bahia | 65,145 | 32,162 | 103% |
| VLT Carioca ¹ (a) | 13,419 | 62,699 | -79% |
| ViaMobilidade ² | 16,511 | 29,246 | -44% |
| CCR Mobilidade | 121,334 | 192,245 | -37% |

¹VLT Carioca: Start of Line 3 on 10/26/2019.

²ViaMobilidade (line 5): In 2019, Ramp-up and inauguration of Campo Belo station.

| | | | |
|-----------------------|---------------|----------------|-------------|
| Aeris | 2,660 | 18,348 | -86% |
| Quiport (a) | 14,698 | 50,475 | -71% |
| Curaçao | 7,611 | 13,132 | -42% |
| BH Airport | 9,887 | 19,875 | -50% |
| CCR Aeroportos | 34,856 | 101,830 | -66% |

(a) Values presented at 100%, without considering the participation of the CCR Group.

- BNDES - Standstill extension**

In October 2020, BNDES offered the possibility of renewing the standstill for another 180 days, for installments due from October 2020 until March 2021, provided that some conditions are met.

The CCR Group requested said extension for the subsidiaries Metrô Bahia, BH Airport and VLT Carioca, with Metrô Bahia and BH Airport received authorization, respectively, on October 14 and 19, 2020 and VLT Carioca on November 3, 2020.

The effectiveness of the standstill renovation will be retroactive.

- **Modifying Addendum No. 8 - Metrô Bahia**

On October 15, 2020, Addendum No. 8 was entered into the concession agreement, with the following amendments:

- Amendment to the contractual obligation (term) referring to the implantation guidelines of the South Bus Terminal (Contribution Events 16B);
- Redefining three of the marginal compensation (8, 12 and 13) to be paid by the Concession Grantor in 59 installments of R\$ 1,354, as of February 2021;
- Inclusion of Marginal Compensation No. 14 to be paid in a single installment of R\$ 233 in February 2021, referring to changes in the Integration Terminal Pirajá;
- Periodicity and payment date of the amount related to the demand Shared Risk referring to the first and second years of Plena Operation; and
- Recognition of the retroactive difference of R\$ 10,581 referring to the metropolitan integration with SMSL.

- **CCR – Interim Dividends Distribution**

On October 30, 2020, the payment of the Company's interim dividends began in an amount of R\$ 373,244, corresponding to R\$ 0.18477410142 per common share, approved in a meeting of the Board of Directors of September 28, 2020.