



# \ RESULTS

# 3Q23



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## \ Results for the third quarter of 2023

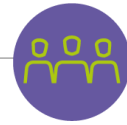
### São Paulo, October 31, 2023.

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

Unless otherwise stated, the financial and operating information is presented on a consolidated basis, in thousands of Brazilian reais, and the comparisons refer to 3Q22.

The consolidated information for jointly-owned subsidiaries includes the proportional data of the jointly-owned subsidiaries. Said information, as well as non-financial information and other operating information, was not audited by independent auditors.

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



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## \ 3Q23 X 3Q22 HIGHLIGHTS

- Equivalent vehicle traffic **grew by 4.2%** in the period.
- The number of passengers boarded in airports **increased by 11.1%** in the period.
- The number of passengers transported in the mobility business **increased by 7.4%** in the period.
- Adjusted EBITDA grew by 15.8%, with a margin of 62.1% (+4.4 p.p.). Excluding revenue related to financial asset remuneration for the periods compared, **the adjusted EBITDA grew by 8.4%**, with a margin of 59.5% (+2.9 p.p.).
- **Adjusted Net Income** totaled **R\$501.6 million**, up by 44.8%. Excluding the effect of revenue related to financial asset remuneration for the periods compared, **the adjusted Net Income grew by 20.8%**.



- On **September 15, 2023**, the Company disclosed a Material Fact informing that the Granting Authority recognized the economic-financial imbalance of ViaMobilidade - Lines 5 and 17 due to losses in tariff revenue as a result of lower demand in Line 5 because of the COVID-19 pandemic. The method for receiving the rebalance will still be decided and informed to the market at the appropriate time.
- On **October 25, 2023**, CCR informed its shareholders that it would begin **paying dividends** of around R\$0.16 per common share on November 30, 2023.

## \ Financial Highlights

Financial Highlights (R\$ MM)	IFRS			IFRS		
	3Q22	3Q23	Chg %	9M22	9M23	Chg %
Net Revenues <sup>1</sup>	3,175.2	3,415.6	7.6%	14,282.3	10,506.7	-26.4%
Adjusted Net Revenues <sup>2</sup>	3,175.2	3,415.6	7.6%	9,028.2	9,744.6	7.9%
EBITDA	2,354.3	1,659.5	-29.5%	10,941.4	5,549.6	-49.3%
EBITDA Mg.	64.5%	37.5%	-27.0 p.p.	71.4%	43.6%	-27.8 p.p.
Adjusted EBITDA <sup>2</sup>	1,832.9	2,121.8	15.8%	5,266.5	5,853.3	11.1%
Adjusted EBITDA Mg. <sup>3</sup>	57.7%	62.1%	4.4 p.p.	58.3%	60.1%	1.7 p.p.
Net Income	606.5	251.5	-58.5%	4,350.2	1,151.1	-73.5%
Adjusted Net Income <sup>2</sup>	346.3	501.6	44.8%	607.4	1,021.8	68.2%
Net Debt / Adjusted EBITDA LTM (x)	3.0	2.9		3.0	2.9	
Adjusted EBITDA <sup>4</sup> / Interest and Monetary Variation (x)	2.2	2.4		2.2	2.2	

1. Net revenue excludes construction revenue.

2. Adjustments are described in the "non-recurring effects" section.

3. The adjusted EBITDA margin was calculated by dividing adjusted EBITDA by adjusted net revenue.

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



## \ Non-recurring effects

R\$ MM	Net Revenue				Comment
	3Q22	3Q23	9M22	9M23	
<b>Consolidated Net Revenue</b>	<b>3,175.2</b>	<b>3,415.6</b>	<b>14,282.3</b>	<b>10,506.7</b>	
<b>(-) Non-Recurring</b>	<b>-</b>	<b>-</b>	<b>(5,254.1)</b>	<b>(762.1)</b>	
Barcas	-	-	-	(569.9)	Barcas Settlement
AutoBAn	-	-	(5,254.1)	-	AutoBAn Contract Rebalancing
Aeris	-	-	-	(192.1)	Aeris Contract Rebalancing
<b>Adjusted Net Revenue</b>	<b>3,175.2</b>	<b>3,415.6</b>	<b>9,028.2</b>	<b>9,744.6</b>	

R\$ MM	EBITDA				Comment
	3Q22	3Q23	9M22	9M23	
<b>EBITDA</b>	<b>2,354.2</b>	<b>1,659.5</b>	<b>10,941.4</b>	<b>5,549.6</b>	
+ Maintenance Provision (c)	52.0	80.6	147.6	226.7	
+ Appropriation of Anticipated Expenses (c)	35.8	31.6	141.2	103.1	
- Equity Income Result	(138.6)	(59.3)	(222.0)	(130.4)	
- Part. of Non-controlling Shareholders	34.8	0.6	17.6	(12.4)	
<b>(-) Non-Recurring</b>	<b>(505.2)</b>	<b>408.8</b>	<b>(5,759.3)</b>	<b>116.6</b>	
SPCP	-	-	-	121.4	Costs Provision - Land Devolution
Barcas	-	-	-	(569.9)	Barcas Settlement
AutoBAn	-	-	(5,254.1)	-	AutoBAn Contract Rebalancing
Aeris	-	-	-	(192.1)	Aeris Contract Rebalancing
ViaOeste	-	258.8	-	607.3	Improvements that do not generate future economic benefit
ViaMobilidade - Linhas 8 e 9	-	150.0	-	150.0	Consent Decree (TAC)
CCR USA	(505.2)	-	(505.2)	-	Sale of TAS
<b>Adjusted EBITDA</b>	<b>1,832.9</b>	<b>2,121.8</b>	<b>5,266.5</b>	<b>5,853.3</b>	

R\$ MM	Net Income				Comment
	3Q22	3Q23	9M22	9M23	
<b>Consolidated Net Income (Loss)</b>	<b>606.5</b>	<b>251.5</b>	<b>4,350.2</b>	<b>1,151.1</b>	
<b>(-) Non-Recurring<sup>1</sup></b>	<b>(260.2)</b>	<b>250.0</b>	<b>(3,742.8)</b>	<b>(129.3)</b>	
SPCP	-	-	-	(121.4)	Costs Provision - Land Devolution
Barcas	-	-	-	543.2	Barcas Settlement
AutoBAn	-	-	3,467.7	-	AutoBAn Contract Rebalancing
Aeris	-	-	-	187.5	Aeris Contract Rebalancing
ViaOeste	-	(170.8)	-	(400.8)	Improvements that do not generate future economic benefit
ViaMobilidade - Linhas 8 e 9	-	(79.2)	-	(79.2)	Consent Decree (TAC)
CCR USA	397.4	-	397.4	-	Sale of TAS
ViaOeste	(219.2)	-	(219.2)	-	Impairment
Renovias	82.0	-	96.9	-	Renovias Contract Rebalancing
<b>Lucro Líquido Ajustado</b>	<b>346.3</b>	<b>501.6</b>	<b>607.3</b>	<b>1,021.8</b>	

1. Non-recurring effects are net of income tax and social contribution (IRPJ and CSLL).



## \ Message from the CEO of Grupo CCR - Miguel Setas

We are pleased to announce that in 3Q23, we achieved our best quarterly EBITDA in our history. This result was made possible by higher demand in all three of our segments, similar to the trend reported in recent quarters, and the Group's strict control of costs, which also resulted in a significant margin expansion of +4.4 p.p.

At the same time, we continue to execute our investments with precision. We have already reached R\$4.2 billion in 9M23, which is 133.4% higher than the same period in 2022, which includes significant improvements throughout our portfolio, such as the capacity expansion works on Via Dutra in the Metropolitan Region of São Paulo, which will bring more fluidity, comfort, and safety to the highway's users, as well as the works to increase traffic in Rodovia Castello Branco, in Barueri. In Urban Mobility, among other accomplishments, we invested in the rolling stock of ViaMobilidade - Lines 8 and 9. In Airports, we started the works of Phase 1-B in the 15 airports of the South and Central Blocks. Our ESG agenda, an important achievement was the approval of our CO2 emission reduction goals by the Science Based Targets Initiative (SBTi). Furthermore, we have intensified efforts to achieve carbon neutrality, with public commitments to fuel 100% of our modalities with green energy and to use biofuels in 100% of our light fleet, both by 2025.

As a recognition of our results and commitment to environmental, social, and governance matters, in August, we were named the Best Transport and Logistics Company in Brazil by the Valor 1000 yearbook of Valor Econômico newspaper. More recently, in October, we were the big winners of the 2023 *As Melhores da Dinheiro* yearbook from *Istoé Dinheiro* magazine, earning titles such as Company of the Year, Best Transportation Services Company, and Outstanding Financial Sustainability Management, and ranked first in the sector for Social Responsibility.

As announced on October 25, the Company will begin paying dividends to its shareholders on November 30, at a value of approximately R\$ 0.16 per common share.

We are proud of the Group's strong performance in the third quarter, which reaffirms the work we have been doing internally through our Value Acceleration Plan and the review of our Strategic Planning, whose main pillars were outlined in our CCR Day - Profitable and Selective Growth, Optimized Portfolio, Superior Efficiency, Optimized Capital Structure, Attractive Returns, ESG Leadership, and World-Class Skills. In light of the results achieved, we will continue to advance even more inspired and committed to our vision of leading the industry with a focus on sustainable value creation.



## \ Gross Revenue (excluding Construction Revenue) and Operational Data



### \ Toll Roads

	3Q22	3Q23	Chg. %
Equivalent Vehicles	288,793,356	300,905,285	4.2%
Comercial	54.6%	54.2%	-0.4 p.p.
Light	45.4%	45.8%	0.4 p.p.
<b>Toll Gross Revenues<sup>1</sup> (R\$ Millions)</b>	<b>2,009</b>	<b>2,170</b>	<b>8.0%</b>

1.Excluding construction revenue.

**In the comparison between 3Q23 and 3Q22**, it is worth noting that RioSP does not reflect a same-basis comparison since the Viúva Graça toll plaza, which was included in the 2022 base, discontinued operations in February 2023, and the three toll plazas on BR-101 were only introduced in March 2023, with the free-flow toll collection system.

Consolidated traffic grew by 4.2% in 3Q23. The good performance was also due to the start of charging of suspended axle on vehicles with the Electronic Manifest of Fiscal Documents (MDF-e) at RioSP, ViaSul, and ViaCosteira, accounting for 5.0%, 4.4%, and 5.1%, respectively, of the total commercial equivalent axles.

**Commercial vehicle traffic** grew by 3.4% in the period, mainly featuring the concessions that serve as agricultural routes to ports, such as AutoBAN, SPVias, and MSVia, which benefitted from the strong export flow observed this year.

**Passenger vehicles** grew by 5.2% in the period, a level above that observed in the pre-pandemic period, which is a record level of activity in the Company's concessionaires.

The breakdown, per concession, is provided in Exhibits I and II of the earnings release.



## \ Urban Mobility

	3Q22	3Q23	Chg. %
Transported Passengers	171,643,285	184,280,576	7.4%
<b>Urban Mobility<sup>1</sup> Gross Revenue (R\$ Millions)</b>	<b>878</b>	<b>985</b>	<b>12.2%</b>
<i>Tariff Revenue</i>	550	624	13.4%
<i>Mitigation Revenue</i>	176	113	-35.8%
<i>Financial Asset</i>	113	217	91.0%
<i>Real State Revenue<sup>2</sup></i>	10	11	7.0%
<i>Others<sup>3</sup></i>	29	20	-30.9%

1.Excludes construction revenue.

2.Considers revenue from real estate development of remaining areas and retrofit in the stations.

3.Ancillary revenue and revenue from related parties.

In 3Q23, the demand for urban mobility assets grew by 7.4% over 3Q22, due to the resumption of in-person activities. Notably, ViaQuatro, which serves areas with higher people circulation, mainly services and trade, moved up by 9.4%.

Barcas also grew by 21.3% in the period. This was a result of the economic recovery in the central region of Rio de Janeiro, the regularization of service hours on the lines, which started in July 2022, and the increase in car traffic congestion, making the Rio-Niterói route more attractive.

The increase in mobility revenue is partly explained by the impact of the financial asset, which grew by 91% in the period, reflecting the 1.93 p.p. and 0.95 p.p. increases in the IPCA and IGP-M, respectively, calculated on the balance receivable of the financial asset. On the base date of June 2023, the balance of Metrô Bahia was R\$2,316.7 million, while the balance of VLT Carioca was R\$1,783.7 million, updated by the IPCA of the period. The balance of ViaQuatro reached R\$1,268.9 million, updated by the IPC (50%) and IGP-M (50%). The increase was partially offset by lower revenue from demand litigation, due to the new risk-sharing band at ViaMobilidade – Lines 8 and 9, defined at 15%, effective as of 2023, compared to 5% in 2022.

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



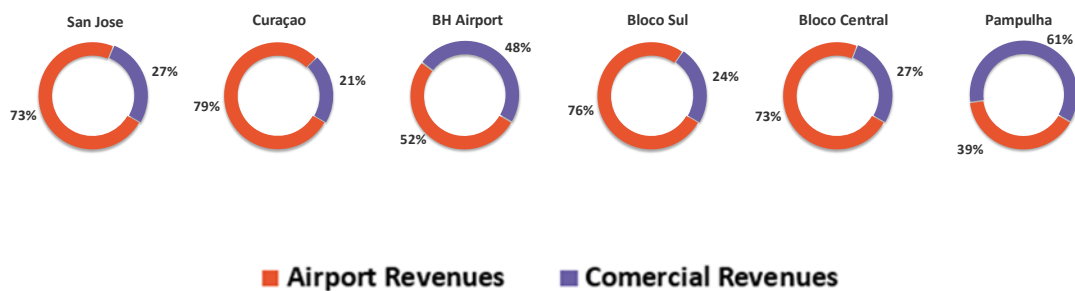
## \ Airports

	3Q22	3Q23	Chg. %
Boarded Passengers	4,279,002	4,754,265	11.1%
Airport <sup>2</sup> Gross Revenue <sup>1</sup> (R\$ Millions)	521	498	-4.3%

1.Excludes construction revenue and considers TAS (Total Airport Services), of R\$55.2 million in 3Q22.

2.Adjusted by the effects described in the “non-recurring effects” section.

### Airport Revenue Mix in the Quarter



In 3Q23, the airport sector grew by 11.1% over 3Q22.

Notable highlights include Aeris and Quiport, with the consolidation of international routes and the resumption of domestic demand, due to higher aircraft occupancy and increased flight frequencies, as well as increased passenger occupancy in flights to Curaçao.

At local airports, international traffic performed well, primarily due to (i) BH Airport, which experienced an increase in flight offerings from COPA, TAP, and AVIANCA, as well as the start of international operations by Azul, and (ii) the South Block, which was positively influenced by new operations, notably the new flights to Santiago, due to the increased seat and flight availability on existing routes.

Regarding the effects of the COVID-19 pandemic, international assets performed well and reached significantly higher levels than those of the same period in 2019. The pandemic's effects are still noticeable in airports with passenger flows from corporate flights, although to a lesser extent when compared to 3Q22.

The breakdown, per concession, is provided in Exhibits I and II of the earnings release.





## \ Total Costs

**Cash costs, excluding non-recurring effects**, totaled **R\$1,293.8 million**, down by **3.6%** (IPCA of 5.19% in the period).

Costs (R\$ MM)	3Q22	3Q23	Chg %	9M22	9M23	Chg %
<b>Total Costs<sup>1</sup></b>	<b>(2,094.8)</b>	<b>(3,224.3)</b>	<b>53.9%</b>	<b>(6,097.3)</b>	<b>(8,471.1)</b>	<b>38.9%</b>
Depreciation and Amortization	(693.2)	(398.9)	-42.5%	(1,502.5)	(1,159.8)	-22.8%
Anticipated Expenses	(35.8)	(31.6)	-11.7%	(141.2)	(103.1)	-27.0%
Construction Costs	(477.0)	(1,010.6)	111.9%	(1,049.9)	(2,211.5)	110.6%
Maintenance Provision	(52.0)	(80.6)	55.0%	(147.6)	(226.7)	53.6%
Third-Party Services	(408.9)	(404.7)	-1.0%	(1,057.9)	(1,108.8)	4.8%
Concession Fee Costs	(41.6)	(51.3)	23.3%	(110.4)	(144.0)	30.4%
Personnel Costs	(544.1)	(553.8)	1.8%	(1,635.1)	(1,627.2)	-0.5%
Other Costs	157.7	(692.8)	n.m.	(452.8)	(1,890.0)	317.4%
<b>Cash costs</b>	<b>(836.9)</b>	<b>(1,702.6)</b>	<b>103.4%</b>	<b>(3,256.2)</b>	<b>(4,770.0)</b>	<b>46.5%</b>
<b>Cash costs - Ex Non-Recurring</b>	<b>(1,342.1)</b>	<b>(1,293.8)</b>	<b>-3.6%</b>	<b>(3,761.4)</b>	<b>(3,891.3)</b>	<b>3.5%</b>

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

### The main reasons for the variations between 3Q23 and 3Q22 are:

**Depreciation, Amortization, and Impairment:** the reduction occurred mainly at ViaOeste, due to the impairment recorded in 3Q22.

**Prepaid Expenses:** the values reflect the recording of prepaid fixed concession fees at ViaLagos, AutoBAn, RodoAnel Oeste, and ViaOeste, which were appropriated to profit or loss during the remaining term of the concessions. The reduction reflected the amendment signed at ViaOeste, which extended the concession term until March 2025.

**Construction Costs:** the variation mainly reflects the higher levels of investments in ViaMobilidade – Lines 8 and 9 (R\$294.3 million) and RioSP (R\$106.9 million), according to the investment schedules agreed with the Granting Authorities (information on investments in the quarter is provided in the “Investments” section).

**Provision for Maintenance:** the amounts were accrued according to the frequency of maintenance works, cost estimates, and the corresponding present value calculation. The variation was mainly due to provisions at AutoBAn and SPVias, arising from obligations assumed with the signing of the Definitive Agreement.

**Third-Party Services:** remained flat in the quarterly comparison, notably the TAS, which no longer contributes to approximately R\$30 million, partially offset by the conservation of the domain areas (R\$8.2 million) and signaling (R\$1.4 million) at RioSP.

**Concession Fees:** the variation reflects the increase of variable concessions, mainly due to higher gross toll revenues at AutoBAn and ViaOeste, in addition to higher airport revenues in Curaçao and BH Airport.

**Personnel Costs:** the reduction mainly reflects the TAS, which no longer contributes to approximately R\$35 million, due to the sale of the asset. The effect was partially offset by an average daily salary increase of approximately 5.57% implemented in 2Q23.

**Other Costs:** (materials, insurance, rentals, marketing, travel, fuel, and other general expenses): the increase was mainly due to (i) the provision resulting from the Consent Decree (TAC) totaling R\$150 million at ViaMobilidade – Lines 8 and 9,

(ii) investments made by ViaOeste, totaling R\$258.8 million, construction of improvement works that do not generate future economic benefit and, therefore, were recorded as cost when incurred as they did not meet the recognition criteria of intangible assets, (iii) revenue from the sale of TAS, totaling R\$505.2 million, concluded in July 2022.

## \ Adjusted EBITDA

Adjusted EBITDA (R\$ MM)	3Q22	3Q23	Chg %	9M22	9M23	Chg %
Toll Roads	1,331.0	1,449.2	8.9%	3,552.9	4,090.1	15.1%
Airports <sup>2</sup>	156.4	216.0	38.1%	386.5	609.8	57.8%
Urban Mobility	415.6	517.4	24.5%	1,531.7	1,342.3	-12.4%
Other <sup>3</sup>	(70.1)	(60.8)	-13.3%	(204.6)	(188.6)	-7.8%
<b>Adjusted EBITDA</b>	<b>1,832.9</b>	<b>2,121.8</b>	<b>15.8%</b>	<b>5,266.5</b>	<b>5,853.5</b>	<b>11.1%</b>

1. Excludes non-recurring effects

2. Considers TAS (Total Airport Services) in 3Q22.

3. Unallocated (Holding Companies and SAMM) and Eliminations

EBITDA Reconciliation (R\$ MM)	3Q22	3Q23	Chg %	9M22	9M23	Chg %
<b>Net Income</b>	<b>606.5</b>	<b>251.5</b>	<b>-58.5%</b>	<b>4,350.2</b>	<b>1,151.1</b>	<b>-73.5%</b>
(+) Income Tax and Social Contribution	312.0	234.6	-24.8%	2,762.6	796.9	-71.2%
(+) Net Financial Results	742.6	774.5	4.3%	2,326.1	2,441.8	5.0%
(+) Depreciation and Amortization	693.2	398.9	-42.5%	1,502.5	1,159.8	-22.8%
<b>EBITDA (a)</b>	<b>2,354.3</b>	<b>1,659.5</b>	<b>-29.5%</b>	<b>10,941.4</b>	<b>5,549.6</b>	<b>-49.3%</b>
<b>EBITDA Mg. (a)</b>	<b>64.5%</b>	<b>37.5%</b>	<b>-27.0 p.p.</b>	<b>71.4%</b>	<b>43.6%</b>	<b>-27.8 p.p.</b>
(+) Anticipated expenses (b)	35.7	31.6	-11.5%	141.2	103.1	-27.0%
(+) Maintenance provision (c)	52.0	80.6	55.0%	147.6	226.7	53.6%
(-) Equity Income	(138.7)	(59.3)	-57.2%	(222.0)	(130.4)	-41.3%
(+) Part. of Non-controlling Shareholders	34.8	0.6	-98.3%	17.6	(12.4)	n.m.
(-) One off's	(505.2)	408.8	n.m.	(5,759.3)	116.6	n.m.
<b>Adjusted EBITDA</b>	<b>1,832.9</b>	<b>2,121.8</b>	<b>15.8%</b>	<b>5,266.5</b>	<b>5,853.2</b>	<b>11.1%</b>
<b>Adjusted EBITDA Mg. (d)</b>	<b>57.7%</b>	<b>62.1%</b>	<b>4.4 p.p.</b>	<b>58.3%</b>	<b>60.1%</b>	<b>1.7 p.p.</b>

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

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

c. The provision for maintenance is adjusted, 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. Calculated by excluding, provision for maintenance, accrual of prepaid concession expenses, and non-recurring effects detailed in the "Non-recurring effects" sections.

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

## \ Net Financial Result

Net Financial Result (R\$ MM)	3Q22	3Q23	Chg %	9M22	9M23	Chg %
<b>Net Financial Result</b>	<b>(742.6)</b>	<b>(774.5)</b>	<b>4.3%</b>	<b>(2,326.1)</b>	<b>(2,441.8)</b>	<b>5.0%</b>
Income from Hedge Operation	(3.9)	(141.0)	3,515.4%	(181.2)	(53.4)	-70.5%
Fair Value of Hedge Operation	(74.4)	102.2	n.m.	27.7	(103.1)	n.m.
Monetary Variation on Loans, Financing and Debentures	29.0	(22.0)	n.m.	(144.7)	(172.0)	18.9%
Exchange Rate Variation on Loans, Financing, Debentures, Derivatives and Suppliers	(17.6)	(18.7)	6.2%	45.7	36.7	-19.7%
Monetary Variation on Liabilities related to the Granting Power	6.5	(9.9)	n.m.	(126.5)	(136.8)	8.1%
Present Value Adjustment of Maintenance Provision and Liabilities related to the Granting Power	(15.1)	(33.9)	124.5%	(42.5)	(96.2)	126.4%
Interest on Loans, Financing and Debentures	(883.4)	(908.3)	2.8%	(2,322.2)	(2,661.7)	14.6%
Capitalization on Loans	27.8	52.0	87.1%	72.1	151.5	110.1%
Investment Income and Other Income	244.2	277.9	13.8%	594.0	825.6	39.0%
Others <sup>1</sup>	(55.7)	(72.5)	30.2%	(248.5)	(232.1)	-6.6%

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

Key indicators	3Q22	3Q23	9M22	9M23
Average annual CDI	13.59%	13.29%	12.03%	13.53%
IGP-M accrued	-1.44%	-0.49%	6.61%	-4.93%
IPCA accrued	-1.32%	0.61%	4.09%	3.50%
Average annual TJLP	7.01%	7.00%	6.64%	7.22%
Average Exchange (R\$ - US\$)	5.25	4.88	5.14	5.01

### The main reasons for the variations reported in 3Q23 are:

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

The rise in the **monetary variation on the loans, financing, and debentures** line was mainly due to the 1.93 p.p. increase in the IPCA between the compared periods.

The reduction of **expenses with FX variation on gross debt, derivatives, and suppliers** was mainly due to CCR's contracting of a foreign currency loan through Law 4,131/1962, whose settlement occurred in August 2023.

The **monetary variation on obligations with the Granting Authority** line includes the monetary variation (IPCA) on BH Airport concession fees. The increase mainly reflected the effects of the calculation of monetary variation on the balance, as a result of higher variation of the IPCA between June 2023 and August 2023, totaling 0.27%, vs. -0.37% from June 2022 and August 2022, which are the periods considered to restate the concession balance in 3Q23 and 3Q22, respectively.

The **present value adjustments of the Provision for Maintenance and Obligations with the Granting Authorities** increased, mainly due to the signing of the Definitive Agreement at AutoBA and SPVias, and the extraordinary review that changed the contractual framework for the construction of the 2nd Landing and Takeoff Runway at BH Airport, in November 2022.

The **interest on loans, financing, and debentures** line increased mainly due to the Company's higher gross debt, 4.0% higher compared to 3Q22, partially offset by the lower average annual CDI rate of 0.30 p.p. between the periods compared.

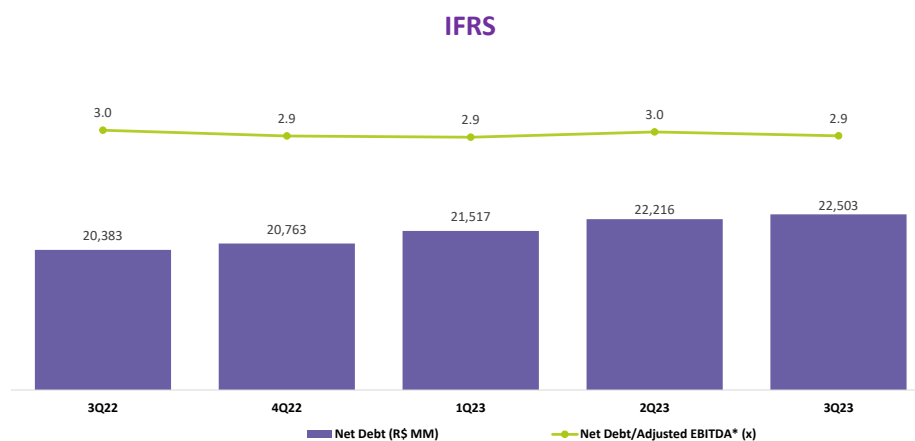
The **loan costs capitalization** line increased, mainly due to the higher capitalization at SPVias, ViaMobilidade Lines 8 and 9, in the South and Central Blocks.

The **interest on financial investments and other revenues** line increased, mainly due to the higher average cash between the periods, partially offset by the lower average annual CDI rate of 0.30 p.p. in the period.

**Other financial income and expenses** increased, mainly due to the monetary restatement of the tariff surplus at MSVia, of approximately R\$13.3 million.

## \ Indebtedness

Consolidated Net Debt (IFRS) reached R\$22.5 billion in September 2023, while the Net Debt/LTM adjusted EBITDA<sup>1</sup> ratio reached 2.9x, as shown below:



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

## Fundraisings in the Quarter

In 3Q23, fundraising and refinancing transactions were as follows:

Company	Issuance	Amount (R\$ MM)	Debt	Average Cost	Maturity
VLT Carioca	sep/23	48.0	2ª Comercial Paper Emission	CDI + 2.50% p.a.	sep/26
Pampulha	aug/23	30.0	1ª Private Comercial Paper Emission	CDI + 1.60% p.a.	aug/25
ViaSul	aug/23	900.0	1ª Debenture Emission	IPCA + 6.70% p.a.	feb/44
<b>Total</b>		<b>978.0</b>			

## Indebtedness Performance

(R\$ MM)	Sep/22	Jun/23	Sep/23
<b>Gross Debt<sup>1</sup></b>	<b>29,102.7</b>	<b>32,734.4</b>	<b>30,258.9</b>
% Real-Denominated	95%	95%	97%
% Foreign Currency-Denominated	5%	5%	3%
<b>Short Term</b>	<b>5,802.1</b>	<b>8,782.7</b>	<b>7,028.4</b>
% Real-Denominated	88%	93%	100%
% Foreign Currency-Denominated	12%	7%	0%
<b>Long Term</b>	<b>23,300.6</b>	<b>23,951.7</b>	<b>23,230.5</b>
% Real-Denominated	96%	96%	96%
% Foreign Currency-Denominated	4%	4%	4%
<b>Cash, Equivalents and Financial Investments<sup>2</sup></b>	<b>8,724.1</b>	<b>10,294.6</b>	<b>7,604.3</b>
% Real-Denominated	86%	95%	92%
% Foreign Currency-Denominated	14%	5%	8%
<b>Net Balance of Derivatives Receivable (Payable)</b>	<b>(4.4)</b>	<b>223.9</b>	<b>151.9</b>
<b>Net Debt</b>	<b>20,383.0</b>	<b>22,215.8</b>	<b>22,502.8</b>

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

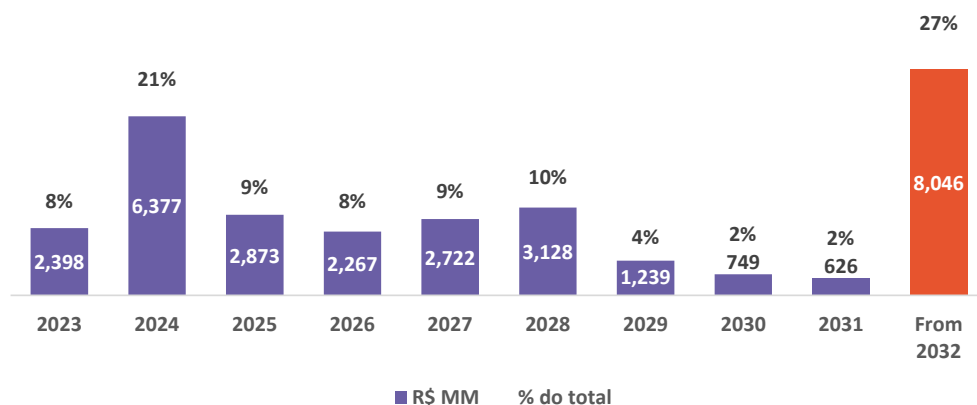
2. Considers current asset values only (cash and cash equivalents and investments).

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

Debt Breakdown (R\$ MM)	Index	Average Cost p.a.	Not Hedged		Hedged	
			Values	%	Values	%
BNDES	TJLP, TLP (IPCA)	TJLP + 0.0% - 4.0% p.a., IPCA + 4.6%	6,070.4	20.0%	5,839.6	19.2%
Local Bond, Credit Deposit and other	CDI	105.8% - 120.0% of CDI, CDI + 0.8% - 2.9% p.a.	16,375.7	53.8%	19,559.9	64.3%
Local Bond	IPCA	IPCA + 4.3% - 7.1% p.a.	6,374.3	21.0%	4,128.4	13.6%
Dolar	USD	4.2% a.a. - 12.0% p.a. - SOFR + 4.6% p.a.	935.3	3.1%	858.5	2.8%
Other	Pre fixed	6.1% p.a. - 9.8% p.a.	666.3	2.2%	35.7	0.1%
<b>Total</b>			<b>30,422.1</b>	<b>100.0%</b>	<b>30,422.1</b>	<b>100.0%</b>

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

## Amortization Schedule<sup>1</sup>



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

The consolidated amortization schedule shows the **Company's long-term debt profile**. Nearly 29% of amortizations will mature by 2024, mainly due to bridge loans of assets acquired in 2021.

In 2023, we have already contracted R\$4.6 billion in long-term financing for ViaMobilidade – Lines 8 and 9, and R\$4.7 billion for the South and Central Blocks, contracted in early 4Q23. Part of these amounts will be used to refinance R\$1.2 billion in amortization expected for 2023 (ViaMobilidade - Lines 8 and 9) and R\$2.6 billion for 2024 (South and Central Blocks) and will be reflected in the schedule after the completion of the disbursements.

The Company also contracted R\$1.4 billion for ViaSul. Of the total, R\$900 million refers to the subscription of debentures, which were coordinated by BNDES, and R\$550 million from financing obtained through BNDES Finem.

In 3Q23, the Holding Company CCR made two early payments: (i) the 4th issue of promissory notes (R\$800 million in principal in July 2023), whose maturity was December 2023, and (ii) the 12th debenture issue (R\$800 million in principal in August 2023), whose maturity was December 2025.

As additional information, on September 30, 2023, the net exposure of short-term equipment supply in U.S. dollars of companies with revenues in Brazilian reais totaled US\$10.5 million, referring to ViaQuatro, Metrô Bahia, ViaMobilidade Lines 5 and 17, and ViaMobilidade - Lines 8 and 9. This amount is in line with the Company's financial policy.

## \ CAPEX and Maintenance

In 3Q23, investments (including those to be received as financial assets) and maintenance reached R\$1,072.3 million.

R\$ MM (%100)	Intangible and Fixed Assets						Performed Maintenance		Financial Asset <sup>1</sup>		Total	
	Improvements		Equipment and Others		Total		Maintenance Cost		3Q23	9M23	3Q23	9M23
	3Q23	9M23	3Q23	9M23	3Q23	9M23	3Q23	9M23				
AutoBAn	15.0	36.3	15.9	45.7	30.8	82.0	39.3	77.7	-	-	70.1	159.7
ViaLagos	0.8	1.2	0.3	1.3	1.1	2.5	-	-	-	-	1.1	2.5
Rodoanel Oeste	11.2	23.4	0.9	3.3	12.1	26.7	8.6	26.4	-	-	20.7	53.1
SPVias	36.5	94.3	9.1	17.5	45.6	111.8	0.2	0.2	-	-	45.7	112.0
MSVia	0.4	2.2	0.7	5.2	1.1	7.4	-	-	-	-	1.1	7.4
ViaSul	128.1	331.3	4.5	26.5	132.6	357.8	-	-	-	-	132.6	357.8
ViaCosteira	101.3	156.3	10.1	25.2	111.4	181.5	-	-	-	-	111.4	181.5
RioSP	250.5	564.6	24.0	77.7	274.5	642.3	-	-	-	-	274.5	642.3
<b>Toll Roads</b>	<b>543.8</b>	<b>1,209.6</b>	<b>65.4</b>	<b>202.4</b>	<b>609.2</b>	<b>1,412.0</b>	<b>48.0</b>	<b>104.2</b>	-	-	<b>657.2</b>	<b>1,516.2</b>
ViaQuatro	6.5	15.3	11.3	17.9	17.8	33.2	-	-	-	-	17.8	33.2
ViaMobilidade - L 5/17	31.5	48.6	1.0	2.3	32.5	50.9	-	-	-	-	32.5	50.9
Metrô Bahia	27.2	51.7	0.6	1.8	27.7	53.5	-	-	-	(0.5)	27.7	53.0
VLT Carioca	63.9	223.4	-	0.1	63.9	223.6	-	-	(66.7)	(176.9)	(2.8)	46.7
ViaMobilidade - L8/9	224.4	1,585.9	1.7	4.6	226.1	1,590.5	-	-	-	-	226.1	1,590.5
Barcas	-	(1.6)	-	(1.0)	-	(2.6)	-	-	-	-	-	(2.6)
<b>Urban Mobility</b>	<b>353.4</b>	<b>1,923.5</b>	<b>14.6</b>	<b>25.7</b>	<b>368.0</b>	<b>1,949.2</b>	-	-	<b>(66.7)</b>	<b>(177.4)</b>	<b>301.4</b>	<b>1,771.8</b>
BH Airport	4.7	45.3	0.1	1.2	4.8	46.5	-	-	(1.4)	(24.9)	3.4	21.5
San José - Aeris	(3.9)	(0.5)	0.7	2.5	(3.2)	2.0	-	-	-	-	(3.2)	2.0
CAP	7.2	29.4	-	-	7.2	29.4	-	-	-	-	7.2	29.4
Central Block	22.6	61.0	1.2	1.4	23.7	62.4	-	-	-	-	23.7	62.4
South Block	75.5	168.0	3.2	4.3	78.7	172.3	-	-	-	-	78.7	172.3
Pampulha	0.5	3.1	-	0.2	0.5	3.3	-	-	-	-	0.5	3.3
<b>Airports</b>	<b>106.4</b>	<b>306.3</b>	<b>5.2</b>	<b>9.6</b>	<b>111.6</b>	<b>315.9</b>	-	-	<b>(1.4)</b>	<b>(24.9)</b>	<b>110.2</b>	<b>291.0</b>
Samm	21.5	25.7	5.3	8.4	26.8	34.0	-	-	-	-	26.8	34.0
Others <sup>2</sup>	(13.0)	(5.9)	(10.2)	(24.0)	(23.3)	(29.9)	-	-	-	-	(23.3)	(29.9)
<b>Consolidated</b>	<b>1,012.1</b>	<b>3,459.1</b>	<b>80.2</b>	<b>222.1</b>	<b>1,092.3</b>	<b>3,681.2</b>	<b>48.0</b>	<b>104.2</b>	<b>(68.0)</b>	<b>(202.4)</b>	<b>1,072.3</b>	<b>3,583.1</b>

1. The investments made by the concessionaires, which will be received by the Granting Authorities as monetary consideration or contribution, compose financial assets.
2. Includes CCR, CPC, and eliminations.

The concessionaires that invested the most in the quarter were: **RioSP, ViaMobilidade - Lines 8 and 9, and ViaSul.**

Investments in RioSP focused on pavement recovery, duplication of various stretches in BR-101, and expropriations for the implementation of capacity improvement works in BR-116. Investments in ViaMobilidade - Lines 8 and 9, were mainly for the acquisition of rolling stock (new trains). In ViaSul, investments were mainly for pavement recovery, additional lanes, and duplications in stretches at highway BR-386.

## \ Payments and contributions received

In 3Q23, the Company **received R\$90.6 million and R\$52.8 million** related to considerations from the Granting Authority in Metrô Bahia and VLT Carioca, respectively, and **R\$17.5 million** related to investments from the Granting Authority in VLT Carioca.

## \ Regulatory Matters and Other Material Facts

### TAC ViaMobilidade – Lines 8 and 9

On August 14, 2023, the Company disclosed a Material Fact informing the execution of a Consent Decree (TAC) with the Public Prosecutor's Office of the State of São Paulo to close Civil Investigations and end the discussions referring to Lines 8 and 9 of the São Paulo metropolitan train network.

Through the TAC, ViaMobilidade - Lines 8 and 9 undertook to pay compensation of R\$150 million, of which R\$3 million will be deposited into the Diffuse Interest Fund and R\$147 million will be allocated to investments not originally included in the concession agreement, fully returned to the public property and executed over four years.

For further details, see item 1.1.1. of the 3Q23 Interim Financial Information.

### COVID-19 Rebalance - ViaMobilidade - Lines 5 and 17

On September 15, 2023, the Company disclosed a Material Fact informing that the Granting Authority recognized the economic-financial imbalance in ViaMobilidade - Lines 5 and 17, due to losses in tariff revenue as a result of lower passenger demand in Line 5 - Lilac, because of the COVID-19 pandemic. The gross imbalance amount corresponds to approximately R\$297,9 (August 2023 values), to be rebalanced in favor of ViaMobilidade - Lines 5 and 17. The method for receiving the rebalance will still be decided and informed to the market at the appropriate time.

For further details, see item 1.1.1. of the 3Q23 Interim Financial Information.

ESG

## \ Approval of SBTi goals and launch of the CCR COP 30 Taskforce

In late September, Grupo CCR's greenhouse gas emission reduction goals were approved by the **Science Based Targets Initiative (SBTi)**. It is the first company in the infrastructure sector in Brazil to publicly commit to decarbonization, a significant step in addressing the challenges of climate change. The approval and full goal details are expected to be published on the initiative's website by the end of this month.

Also in 3Q23, Grupo CCR launched the **CCR COP 30 Taskforce**, formally beginning its preparations for the 30th edition of the COP on climate change, organized by the United Nations, to be held in Belém, in 2025.

The goal is to accelerate initiatives focused on mitigating the effects of global warming, preserving biodiversity, transitioning into a low-carbon economy, and engaging CCR's partners in this agenda.

## \ Diversity and Inclusion

The Diversity and Inclusion (D&I) agenda is part of **CCR's strategic ESG pillar** and is included in the People and Management structure, acting transversally to build a more diverse and inclusive culture. This quarter, we feature the training of the Solutions team in the Corporate Education area to structure and develop more inclusive content.

In 3Q23, a working group was formed in the highways sector to discuss and develop strategies for the inclusion of professionals with disabilities, including on-site visits for leadership training. Also in 3Q23, the Company participated in the **Conversando com os Homens** (Conversation with Men) Forum to discuss the strategic role and impact of male leadership engagement in the **D&I** agenda, with the participation of senior and mid-level leaders from other companies.

## \ Social Responsibility

In 3Q23, the CCR Institute conducted the **Volunteering Week** by promoting over 15 charitable activities with the participation of 320 employees and impacting more than 5,200 individuals through educational, environmental, recreational, and healthcare-related initiatives.

*Museu do Amanhã* surpassed the milestone of 300 thousand visitors during its free Tuesdays. The **Uma quarta de FreePelô** initiative, in partnership with Casa de Jorge Amado Foundation, had over 10 thousand visitors in 2023. Both of these actions were made possible by Grupo CCR through the Culture Incentive Law, aiming to democratize access to culture.



The *Caminhos para a Cidadania* program began offering educational content to educators across Brazil, fostering the professional development of primary school professionals in the public school system.

The *Caminhos para a Saúde* program organized several activities for drivers to celebrate Driver's Day and National Traffic Week, including the distribution of gifts, snack kits, cake, juice, vehicle safety item check-ups, and emotional support for drivers.

## \ Brief Background

**About Grupo CCR:** Grupo CCR, the largest mobility infrastructure company in Brazil, operates in the highways, urban mobility, and airport segments. It operates 39 assets in 13 Brazilian states, and has 17,000 employees. The Group is responsible for the management and maintenance of 3,615 kilometers of highways, providing around 3,600 services every day. In urban mobility, it manages passenger transportation services of subways, trains, VLT, and ferries, transporting 3 million passengers per day. In airports, with 17 units in Brazil and 3 abroad, it can serve 46 million customers every year. The Company has been listed on B3's sustainability index for 12 years. For further information, visit [grupoccr.com.br](http://grupoccr.com.br)

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

## Exhibit 1 - IFRS

### Gross Revenues (excluding Construction Revenues) by Asset

Toll Gross Revenue (R\$ 000)	3Q22	3Q23	Chg %	9M22	9M23	Chg %
AutoBAn	787,229	879,577	11.7%	2,090,693	2,412,786	15.4%
ViaOeste	348,342	297,212	-14.7%	940,865	933,372	-0.8%
RioSP	296,991	302,259	1.8%	676,225	855,435	26.5%
SPVias	231,152	259,320	12.2%	621,921	717,814	15.4%
ViaSul	116,533	133,409	14.5%	347,200	402,143	15.8%
RodoAnel Oeste	96,392	109,176	13.3%	259,260	299,692	15.6%
ViaCosteira	48,089	51,114	6.3%	133,010	152,047	14.3%
ViaLagos	41,855	49,981	19.4%	125,450	157,828	25.8%
MSVia	43,465	48,487	11.6%	122,709	131,805	7.4%
NovaDutra	-	-	n.m.	97,178	-	-100.0%
<b>Total Toll Gross Revenue</b>	<b>2,010,048</b>	<b>2,130,535</b>	<b>6.0%</b>	<b>5,414,511</b>	<b>6,062,922</b>	<b>12.0%</b>
<b>% of Total Revenues</b>	<b>51.4%</b>	<b>45.5%</b>	<b>-5.9 p.p.</b>	<b>33.8%</b>	<b>45.1%</b>	<b>11.3 p.p.</b>
<b>% AVI</b>	<b>74.7%</b>	<b>76.9%</b>	<b>2.2 p.p.</b>	<b>73.5%</b>	<b>76.0%</b>	<b>2.5 p.p.</b>

Urban Mobility/Waterway Gross Revenue (R\$ 000)	3Q22	3Q23	Chg %	9M22	9M23	Chg %
ViaQuatro	207,803	209,295	0.7%	494,008	604,970	22.5%
Metrô Bahia	120,794	129,557	7.3%	353,558	394,102	11.5%
ViaMobilidade - L8/9	236,211	216,872	-8.2%	608,411	622,437	2.3%
ViaMobilidade - L5/17	121,110	135,682	12.0%	341,910	388,941	13.8%
VLT Carioca	17,963	17,795	-0.9%	44,807	52,998	18.3%
Barcas	22,228	27,646	24.4%	55,403	79,060	42.7%
<b>Total Urban Mobility Gross Revenue</b>	<b>726,109</b>	<b>736,847</b>	<b>1.5%</b>	<b>1,898,097</b>	<b>2,142,508</b>	<b>12.9%</b>
<b>% of Total Revenues</b>	<b>18.6%</b>	<b>15.7%</b>	<b>-2.9 p.p.</b>	<b>11.9%</b>	<b>15.9%</b>	<b>4.0 p.p.</b>

Airports Gross Revenue (R\$ 000)	3Q22	3Q23	Chg %	9M22	9M23	Chg %
Curaçao	64,006	65,320	2.1%	168,734	186,413	10.5%
BH Airport	103,972	99,525	-4.3%	264,690	275,071	3.9%
TAS	55,239	-	n.m.	339,149	-	n.m.
San José (Aeris)	83,314	90,638	8.8%	243,408	291,878	19.9%
South Block	120,088	142,644	18.8%	228,326	396,329	73.6%
Central Block	70,151	75,208	7.2%	129,160	205,508	59.1%
Pampulha	7,153	7,154	0.0%	11,516	21,068	82.9%
<b>Total Airports Gross Revenue</b>	<b>503,923</b>	<b>480,489</b>	<b>-4.7%</b>	<b>1,384,983</b>	<b>1,376,267</b>	<b>-0.6%</b>
<b>% of Total Revenues</b>	<b>12.9%</b>	<b>10.3%</b>	<b>-2.6 p.p.</b>	<b>8.7%</b>	<b>10.2%</b>	<b>1.5 p.p.</b>

Construction Gross Revenues	3Q22	3Q23	Chg %	9M22	9M23	Chg %
<b>Total Construction Gross Revenues</b>	<b>476,992</b>	<b>1,010,586</b>	<b>111.9%</b>	<b>1,049,866</b>	<b>2,211,483</b>	<b>110.6%</b>
<b>% of Total Revenues</b>	<b>12.2%</b>	<b>21.6%</b>	<b>9.4 p.p.</b>	<b>6.6%</b>	<b>16.5%</b>	<b>9.9 p.p.</b>

Other Gross Revenues	3Q22	3Q23	Chg %	9M22	9M23	Chg %
<b>Total Other Gross Revenues<sup>1</sup></b>	<b>193,719</b>	<b>323,911</b>	<b>67.2%</b>	<b>6,251,314</b>	<b>1,643,191</b>	<b>-73.7%</b>
<b>% of Total Revenues</b>	<b>5.0%</b>	<b>6.9%</b>	<b>1.9 p.p.</b>	<b>39.1%</b>	<b>12.2%</b>	<b>-26.9 p.p.</b>

Total Gross Revenue	3T22	3T23	Var. %	9M22	9M23	Var. %
<b>Total (without construction revenue)</b>	<b>3,433,799</b>	<b>3,671,782</b>	<b>6.9%</b>	<b>14,948,905</b>	<b>11,224,888</b>	<b>-24.9%</b>
<b>Total (with construction revenue)</b>	<b>3,910,791</b>	<b>4,682,368</b>	<b>19.7%</b>	<b>15,998,771</b>	<b>13,436,371</b>	<b>-16.0%</b>

## Gross Revenue per Segment

Gross Revenue <sup>1</sup> (R\$ MM)	3Q22	3Q23	Chg %	9M22	9M23	Chg %
Toll Roads	2,008.9	2,170.2	8.0%	5,497.3	6,206.7	12.9%
Airports <sup>2</sup>	520.7	498.5	-4.3%	1,428.6	1,430.7	0.1%
Urban Mobility	877.9	984.6	12.2%	2,700.1	2,768.5	2.5%
Other <sup>3</sup>	26.3	18.5	-29.7%	68.8	57.0	-17.2%
<b>Gross Revenue<sup>1</sup></b>	<b>3,433.8</b>	<b>3,671.8</b>	<b>6.9%</b>	<b>9,694.8</b>	<b>10,462.8</b>	<b>7.9%</b>

1. Excludes construction revenue and the effects described in the "Non-recurring effects" section.

2. Includes TAS in 3Q22.

3. Holding companies and eliminations.

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

Gross Revenue (R\$ 000)	ViaQuatro						Metrô Bahia					
	3Q22	3Q23	Chg %	9M22	9M23	Chg %	3Q22	3Q23	Chg %	9M22	9M23	Chg %
Metroviary Revenue	207,803	209,295	0.7%	494,008	604,970	22.5%	120,794	129,557	7.3%	353,558	394,102	11.5%
Mitigation revenue	54,409	29,380	-46.0%	86,623	92,163	6.4%	42,220	43,120	2.1%	141,743	146,920	3.7%
Tariff Revenue	153,394	179,915	17.3%	407,385	512,807	25.9%	78,574	86,437	10.0%	211,815	247,182	16.7%
Accessory Revenue	16,612	13,257	-20.2%	44,622	39,468	-11.6%	2,958	4,036	36.4%	9,559	12,362	29.3%
Financial Asset	4,199	10,561	151.5%	174,282	15,302	-91.2%	55,594	153,380	175.9%	303,177	338,951	11.8%
Others	816	308	-62.3%	968	1,549	60.0%	2	2	0.0%	91	2	-97.8%
<b>Total Gross Revenue</b>	<b>229,430</b>	<b>233,421</b>	<b>1.7%</b>	<b>713,880</b>	<b>661,289</b>	<b>-7.4%</b>	<b>179,348</b>	<b>286,975</b>	<b>60.0%</b>	<b>666,385</b>	<b>745,417</b>	<b>11.9%</b>

Gross Revenue (R\$ 000)	VLT Carioca						ViaMobilidade - Linhas 5 e 17					
	3Q22	3Q23	Chg %	9M22	9M23	Chg %	3Q22	3Q23	Chg %	9M22	9M23	Chg %
Metroviary Revenue	17,963	17,795	-0.9%	44,807	52,998	18.3%	121,110	135,682	12.0%	341,910	388,941	13.8%
Mitigation revenue	-	-	n.m.	-	-	n.m.	35,520	35,286	-0.7%	104,339	109,843	5.3%
Tariff Revenue	17,963	17,795	-0.9%	44,807	52,998	18.3%	85,590	100,396	17.3%	237,571	279,098	17.5%
Accessory Revenue	2,532	2,480	-2.1%	7,325	8,258	12.7%	12,896	8,075	-37.4%	35,088	23,636	-32.6%
Financial Asset	49,391	51,702	4.7%	208,007	170,988	-17.8%	-	-	n.m.	-	-	n.m.
Others	-	-	n.m.	-	-	n.m.	-	-	n.m.	-	-	n.m.
<b>Total Gross Revenue</b>	<b>69,886</b>	<b>71,977</b>	<b>3.0%</b>	<b>260,139</b>	<b>232,244</b>	<b>-10.7%</b>	<b>134,006</b>	<b>143,796</b>	<b>7.3%</b>	<b>376,998</b>	<b>412,616</b>	<b>9.4%</b>

Gross Revenue (R\$ 000)	ViaMobilidade - Linhas 8 e 9						Barcas					
	3Q22	3Q23	Chg %	9M22	9M23	Chg %	3Q22	3Q23	Chg %	9M22	9M23	Chg %
Metroviary Revenue	236,211	216,872	-8.2%	608,411	622,437	2.3%	22,228	27,646	24.4%	55,403	79,060	42.7%
Mitigation revenue	43,826	5,214	-88.1%	124,527	16,366	-86.9%	-	-	n.m.	-	-	n.m.
Tariff Revenue	192,385	211,658	10.0%	483,884	606,071	25.3%	22,228	27,646	24.4%	55,403	79,060	42.7%
Accessory Revenue	1,544	1,867	20.9%	3,495	5,267	50.7%	699	762	9.0%	2,336	2,383	2.0%
Financial Asset	-	-	n.m.	-	-	n.m.	4,245	975	-77.0%	12,263	576,722	4602.9%
Others	-	-	n.m.	-	-	n.m.	275	330	20.0%	805	1,007	25.1%
<b>Total Gross Revenue</b>	<b>237,755</b>	<b>218,739</b>	<b>-8.0%</b>	<b>611,906</b>	<b>627,704</b>	<b>2.6%</b>	<b>27,447</b>	<b>29,713</b>	<b>8.3%</b>	<b>70,807</b>	<b>659,172</b>	<b>830.9%</b>

## Equivalent Vehicle Mix

Equivalent Vehicles	3Q22		3Q23	
	Light	Commercial	Light	Commercial
AutoBan	44.4%	55.6%	43.7%	56.3%
ViaLagos	79.0%	21.0%	80.3%	19.7%
ViaOeste	57.3%	42.7%	57.5%	42.5%
RodoAnel Oeste	52.1%	47.9%	51.7%	48.3%
SPVias	30.4%	69.6%	30.8%	69.2%
MSVia	18.1%	81.9%	17.5%	82.5%
ViaSul	39.0%	61.0%	38.4%	61.6%
ViaCosteira	36.1%	63.9%	36.3%	63.7%
RioSP	36.8%	63.2%	41.3%	58.7%
<b>CCR Consolidated</b>	<b>45.4%</b>	<b>54.6%</b>	<b>45.8%</b>	<b>54.2%</b>

## \ Operational Data

	Traffic/Passengers			Average Toll Paid <sup>1</sup>			Traffic/Passengers			Average Toll Paid <sup>1</sup>		
	3Q22	3Q23	Chg %	3Q22	3Q23	Chg %	9M22	9M23	Chg %	9M22	9M23	Chg %
<b>Traffic</b>	<b>Equivalent Vehicles<sup>2</sup></b>			<b>Average Toll Paid<sup>1</sup></b>			<b>Equivalent Vehicles<sup>2</sup></b>			<b>Average Toll Paid<sup>1</sup></b>		
AutoBAn	72,798,171	77,625,060	6.6%	10.8	11.3	4.8%	207,082,073	219,349,911	5.9%	10.1	11.0	8.9%
NovaDutra <sup>3</sup>	-	-	n.m.	-	-	n.m.	26,497,891	-	n.m.	4.5	0.0	n.m.
ViaLagos	1,937,926	2,170,208	12.0%	21.6	23.0	6.6%	6,258,742	6,931,911	10.8%	20.0	22.8	13.6%
ViaOeste <sup>4</sup>	31,281,329	32,342,491	3.4%	11.1	9.2	-17.5%	90,162,527	93,767,861	4.0%	10.4	10.0	-4.7%
RodoAnel Oeste	34,323,725	36,273,718	5.7%	2.8	3.0	7.1%	99,263,935	104,094,715	4.9%	2.6	2.9	10.3%
SPVias	16,985,504	18,192,055	7.1%	13.6	14.3	4.7%	49,153,202	51,920,908	5.6%	12.7	13.8	9.3%
MSVia <sup>5</sup>	13,595,970	15,205,613	11.8%	3.2	3.2	-0.3%	38,414,817	41,150,424	7.1%	3.2	3.2	0.3%
ViaSul	22,338,059	22,949,845	2.7%	5.2	5.8	11.3%	68,819,427	72,102,891	4.8%	5.0	5.6	10.5%
ViaCosteira	19,933,976	20,372,696	2.2%	2.4	2.5	4.1%	59,873,642	61,606,536	2.9%	2.2	2.5	11.3%
RioSP	44,317,367	43,431,108	-2.0%	6.7	7.0	3.9%	101,040,576	124,633,057	23.3%	6.7	6.9	2.5%
<b>Consolidated IFRS<sup>6</sup></b>	<b>288,793,356</b>	<b>300,905,285</b>	<b>4.2%</b>	<b>7.0</b>	<b>7.1</b>	<b>1.7%</b>	<b>836,729,359</b>	<b>869,326,075</b>	<b>3.9%</b>	<b>6.5</b>	<b>7.0</b>	<b>7.1%</b>
<b>Mobility</b>	<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>			<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
ViaQuatro	45,476,529	49,735,257	9.4%	3.4	3.6	7.4%	121,934,930	142,775,250	17.1%	3.3	3.6	7.3%
<i>Integrated</i>	39,906,824	42,562,581	6.7%	-	-	n.m.	106,978,076	122,862,640	14.8%	-	-	n.m.
<i>Exclusive</i>	5,569,705	7,172,676	28.8%	-	-	n.m.	14,956,854	19,912,610	33.1%	-	-	n.m.
ViaMobilidade - L5/17	37,959,022	40,854,561	7.6%	2.3	2.5	9.0%	106,095,435	114,479,556	7.9%	2.2	2.4	8.9%
Metró Bahia	24,650,536	26,276,674	6.6%	3.2	3.3	3.1%	69,227,861	75,901,069	9.6%	3.1	3.2	6.2%
VLT Carioca	4,665,663	4,482,755	-3.9%	3.9	4.0	3.1%	12,436,962	13,598,642	9.3%	3.6	3.9	8.3%
ViaMobilidade - L8/9	55,940,804	59,350,934	6.1%	3.4	3.7	6.1%	143,286,674	172,392,430	20.3%	3.4	3.6	8.0%
Barcas	2,950,731	3,580,395	21.3%	7.5	7.4	-2.3%	7,533,828	10,081,419	33.8%	7.4	7.7	4.9%
<b>Consolidated</b>	<b>171,643,285</b>	<b>184,280,576</b>	<b>7.4%</b>				<b>460,515,690</b>	<b>529,228,366</b>	<b>14.9%</b>			
<b>Airport<sup>7</sup></b>	<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>			<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
<b>Domestic</b>	<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>			<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
BH Airport (R\$)	1,255,303	1,304,034	3.9%	31.4	30.4	-3.1%	3,331,169	3,747,390	12.5%	29.3	29.6	1.0%
Curaçao (USD)	31,021	34,027	9.7%	29.8	28.9	-2.9%	77,925	98,874	26.9%	29.4	28.8	-1.9%
Central Block (R\$)	926,887	1,037,000	11.9%	39.0	39.8	2.1%	1,674,159	2,809,620	67.8%	39.4	39.4	-0.1%
South Block (R\$)	1,286,575	1,419,400	10.3%	39.6	42.0	6.2%	2,446,250	4,012,108	64.0%	38.1	40.9	7.3%
<b>Internacional</b>	<b>Boarding Passengers</b>			<b>Average Toll Paid</b>			<b>Boarding Passengers</b>			<b>Average Toll Paid</b>		
BH Airport (R\$)	31,597	62,486	97.8%	69.8	53.8	-22.9%	84,785	140,665	65.9%	65.5	33.0	-49.7%
San José (USD)	586,253	703,708	20.0%	31.7	31.7	0.0%	1,755,273	2,143,150	22.1%	31.2	31.8	2.2%
Curaçao (USD)	155,344	174,310	12.2%	63.2	62.6	-1.0%	418,695	478,733	14.3%	63.2	62.9	-0.4%
Central Block (R\$)	247	100	-59.5%	69.7	55.1	-20.9%	456	261	-42.8%	69.7	66.5	-4.6%
South Block (R\$)	5,775	19,200	232.5%	69.5	75.6	8.8%	11,884	51,467	333.1%	69.3	73.9	6.6%
<b>Consolidated</b>	<b>4,279,002</b>	<b>4,754,265</b>	<b>11.1%</b>				<b>9,800,596</b>	<b>13,482,268</b>	<b>37.6%</b>			

1. The average tariff (i) for the Highway business is calculated by dividing toll revenue by the number of equivalent vehicles of each concessionaire, and (ii) for mobility and airports only tariff revenues and the number of passengers transported and boarded, respectively, are considered. The average tariffs for BH airport and the Central and Southern Blocks are stated in Brazilian reais, while tariffs for the other airports are reported in U.S. dollars.

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

3. As of March 2022, the toll plazas in Arujá and Guararema became bidirectional. There was a correction in the reported data from 21,715,859 to 26,497,891 equivalent vehicles.

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

5. Due to the signing of the amendment to hold a new bidding process for MSVia in June 2021, revenue now accounts for 47.3% of the collected amount, impacting both revenue and the calculation of the average tariff.

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

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

CONSOLIDATED INCOME STATEMENT Brazilian Corporate Law (R\$ '000)	3Q22	3Q23	Chg %	9M22	9M23	Chg %
<b>Gross Revenues</b>	3,433,799	3,671,782	6.9%	14,948,905	11,224,888	-24.9%
- Toll Revenues	2,010,048	2,130,535	6.0%	5,414,511	6,062,922	12.0%
- Other Revenues	1,423,751	1,541,247	8.3%	9,534,394	5,161,966	-45.9%
Gross Revenues Deductions	(258,561)	(256,198)	-0.9%	(666,646)	(718,213)	7.7%
<b>Net Revenues</b>	3,175,238	3,415,584	7.6%	14,282,259	10,506,675	-26.4%
(+) Construction Revenues	476,992	1,010,586	111.9%	1,049,866	2,211,483	110.6%
<b>Cost of Services</b>	(2,172,066)	(2,704,812)	24.5%	(5,523,124)	(6,990,564)	26.6%
- Depreciation and Amortization	(676,130)	(378,942)	-44.0%	(1,452,972)	(1,101,224)	-24.2%
- Third-party Services	(289,830)	(317,825)	9.7%	(780,331)	(886,161)	13.6%
- Concession Costs	(41,589)	(51,274)	23.3%	(110,384)	(144,039)	30.5%
- Personnel Costs	(351,456)	(333,418)	-5.1%	(1,149,774)	(988,124)	-14.1%
- Construction Costs	(476,992)	(1,010,586)	111.9%	(1,049,866)	(2,211,483)	110.6%
- Maintenance Provision	(51,994)	(80,601)	55.0%	(147,619)	(226,683)	53.6%
- Other	(248,315)	(500,548)	101.6%	(690,987)	(1,329,706)	92.4%
- Appropriation of Anticipated Expenses from the Concession	(35,760)	(31,618)	-11.6%	(141,191)	(103,144)	-26.9%
<b>Gross Profit</b>	1,480,164	1,721,358	16.3%	9,809,001	5,727,594	-41.6%
<i>Gross Margin</i>	46.6%	50.4%	3.8 p.p.	68.7%	54.5%	-14.2 p.p.
<b>Administrative Expenses</b>	76,999	(519,532)	n.m.	(574,449)	(1,480,612)	157.7%
- Depreciation and Amortization	(17,063)	(19,942)	16.9%	(49,504)	(58,625)	18.4%
- Third-party Services	(119,114)	(86,905)	-27.0%	(277,582)	(222,643)	-19.8%
- Personnel	(192,617)	(220,387)	14.4%	(485,288)	(639,097)	31.7%
- Other	405,793	(192,298)	n.m.	237,925	(560,247)	n.m.
<b>Adjusted EBIT</b>	1,557,163	1,201,826	-22.8%	9,234,552	4,246,982	-54.0%
<i>Adjusted EBIT Margin (a)</i>	49.0%	35.2%	-13.8 p.p.	64.7%	40.4%	-24.3 p.p.
<b>+ Equity Income Result</b>	138,723	59,342	-57.2%	221,992	130,409	-41.3%
<b>+ Part. of Non-controlling Shareholders</b>	(34,759)	(576)	-98.3%	(17,616)	12,401	n.m.
<b>EBIT (b)</b>	1,661,127	1,260,592	-24.1%	9,438,928	4,389,792	-53.5%
<i>EBIT Margin</i>	45.5%	28.5%	-17.0 p.p.	61.6%	34.5%	-27.1 p.p.
<b>+ Depreciation and Amortization</b>	693,193	398,884	-42.5%	1,502,476	1,159,849	-22.8%
<b>EBITDA (b)</b>	2,354,320	1,659,476	-29.5%	10,941,404	5,549,641	-49.3%
<i>EBITDA Margin</i>	64.5%	37.5%	-27.0 p.p.	71.4%	43.6%	-27.8 p.p.
<b>+ Maintenance Provision (c)</b>	51,994	80,601	55.0%	147,619	226,683	53.6%
<b>+ Appropriation of Anticipated Expenses (d)</b>	35,760	31,618	-11.6%	141,191	103,144	-26.9%
<b>- Equity Income Result</b>	(138,723)	(59,342)	-57.2%	(221,992)	(130,409)	-41.3%
- Part. of Non-controlling Shareholders	34,759	576	-98.3%	17,616	(12,401)	n.m.
<b>Adjusted EBITDA</b>	2,338,110	1,712,929	-26.7%	11,025,838	5,736,658	-48.0%
<i>Adjusted EBITDA Margin (e)</i>	73.6%	50.2%	-23.4 p.p.	77.2%	54.6%	-22.6 p.p.
<b>Net Financial Result</b>	(742,596)	(774,490)	4.3%	(2,326,091)	(2,441,826)	5.0%
<b>Financial Expenses:</b>	(1,196,761)	(1,306,710)	9.2%	(4,076,269)	(4,113,276)	0.9%
- Interest on Loans, Financing and Debentures and Loans Cost Capital:	(855,760)	(856,320)	0.1%	(2,250,329)	(2,510,240)	11.5%
- Monetary variation on loans, financing and debentures	28,746	(21,969)	n.m.	(145,005)	(171,971)	18.6%
- Monetary variation on Liabilities related to the Granting Power	6,460	(9,885)	n.m.	(126,450)	(136,790)	8.2%
- Exchange Rate Variation	(50,590)	(37,397)	-26.1%	(143,098)	(50,204)	-64.9%
- Losses from Hedge Operations	(145,899)	(259,966)	78.2%	(961,542)	(599,405)	-37.7%
- Present Value Adjustment of Maintenance Provision	(15,141)	(33,925)	124.1%	(42,474)	(96,165)	126.4%
- Fair Value of Hedge Operations	(108,709)	(13,235)	-87.8%	(148,239)	(315,207)	112.6%
- Other Financial Expenses	(53,881)	(71,415)	32.5%	(240,342)	(228,389)	-5.0%
- Exchange Rate Variation on foreign suppliers	(448)	(1,175)	162.3%	(10,863)	(866)	-92.0%
- Loan and monetary variation on self-composing term, leniency	92	(7)	n.m.	(1,308)	(329)	-74.8%
- Present Value Adjustment and Exchange Rate Variation - Lease	(1,631)	(1,416)	-13.2%	(6,619)	(3,710)	-43.9%
<b>Financial Income:</b>	454,165	532,220	17.2%	1,750,178	1,671,450	-4.5%
- Gains from Hedge Operations	141,990	118,955	-16.2%	780,301	545,993	-30.0%
- Exchange Rate Variation	32,962	18,951	-42.5%	180,781	83,692	-53.7%
- Monetary Variation	299	-	n.m.	299	-	n.m.
- Fair Value of Hedge Operations	34,276	115,476	236.9%	175,907	212,107	20.6%
- Interest and Other Financial Income	244,201	277,878	13.8%	593,976	825,591	39.0%
- Exchange Rate Variation on foreign suppliers	437	960	119.7%	18,914	4,067	-78.5%
<b>Equity Income Result</b>	138,723	59,342	-57.2%	221,992	130,409	-41.3%
<b>Profit (Loss) Before Income and Social Contribution Taxes</b>	953,290	486,678	-48.9%	7,130,453	1,935,565	-72.9%
Income and Social Contribution Taxes - Current	(550,069)	(360,031)	-34.5%	(1,190,859)	(1,065,435)	-10.5%
Income and Social Contribution Taxes - Deferred	237,990	125,461	-47.3%	(1,571,783)	268,544	n.m.
<b>Profit before Minority Interest</b>	641,211	252,108	-60.7%	4,367,811	1,138,674	-73.9%
<b>Part. of Non-controlling Shareholders</b>	(34,759)	(576)	-98.3%	(17,616)	12,401	n.m.
<b>Net Profit for the Period</b>	606,452	251,532	-58.5%	4,350,195	1,151,075	-73.5%
<b>Basic profit Per Share (In Reais - R\$)</b>	0.30022	0.12471		2.15356	0.57071	
Number of shares at the end of fiscal year (in units)	2,020,000,000	2,016,918,425		2,020,000,000	2,016,918,425	

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

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

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

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

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

CONSOLIDATED BALANCE SHEET	2Q23	3Q23
Brazilian Corporate Law (R\$ '000)		
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & cash equivalents	9,154,244	6,975,609
Accounts receivable	2,163,377	2,301,740
Related parties receivable	55,902	67,607
Financial investments and reserve account	1,140,340	628,643
Recoverable taxes	349,014	390,027
Anticipated expenses concession right	137,186	133,107
Accounts receivable swap	6,155	5,402
Advances to Supplier	120,856	114,573
Anticipated expenses and others	443,484	472,089
Assets held for sale	225,617	227,419
<b>Total Current Assets</b>	<b>13,796,175</b>	<b>11,316,216</b>
<b>LONG TERM ASSETS</b>		
Accounts Receivable and Short-term Investments at Fair Value through Profit or Loss	5,775,983	5,726,749
Related parties	272,143	274,559
Recoverable taxes and contributions	195,805	185,993
Deferred taxes	1,065,494	1,143,737
Anticipated expenses concession right	1,726,945	1,699,406
Accounts receivable swap	420,499	304,187
Anticipated expenses and others	273,315	304,329
Investment Property	277,361	277,361
<b>Total Long Term assets</b>	<b>10,007,545</b>	<b>9,916,321</b>
<b>Investments</b>	<b>781,083</b>	<b>858,300</b>
<b>Fixed assets</b>	<b>714,098</b>	<b>771,582</b>
<b>Intangible assets</b>	<b>29,313,011</b>	<b>29,969,140</b>
<b>Ongoing Intangible assets</b>	<b>60,277</b>	<b>64,191</b>
<b>Lease</b>	<b>18,232</b>	<b>16,422</b>
<b>Total Non-Current Assets</b>	<b>40,894,246</b>	<b>41,595,956</b>
<b>TOTAL ASSETS</b>	<b>54,690,421</b>	<b>52,912,172</b>
<b>LIABILITIES AND NET EQUITY</b>		
<b>CURRENT LIABILITIES</b>		
Loans and financing	847,558	251,137
Debentures	7,935,161	6,777,272
Accounts payable swap	195,454	142,442
Suppliers	583,298	654,662
Income and contributions payable	556,646	638,912
Taxes and contributions installment payments	3,036	3,123
Income and social contribution taxes	414,577	513,173
Liabilities with related parties	29,141	19,640
Mutual loan - Related parties	282,546	150,958
Dividends and Interest on equity	56,763	57,743
Maintenance Provision	64,980	94,033
Liabilities related to the granting power	255,313	265,645
Other accounts payable	211,353	340,185
Liabilities held for sale	115,991	116,345
<b>Total Current Liabilities</b>	<b>11,551,817</b>	<b>10,025,270</b>
<b>NON-CURRENT LIABILITIES</b>		
Loans and financing	6,739,669	6,728,139
Debentures	17,211,981	16,502,382
Taxes and contributions payable	48,670	50,050
Taxes and contributions installment payments	10,518	10,031
Accounts payable swap	7,260	15,236
Deferred taxes	2,465,440	2,420,079
Provision for civil contingencies, labor, tributary and social welfare	277,591	210,378
Maintenance Provision	487,420	504,370
Liabilities related to the granting power	2,490,671	2,519,321
Liabilities with related parties	89,297	43,943
Works to be performed	341,094	273,081
Other accounts payable	304,560	450,030
<b>Total Long-term Liabilities</b>	<b>30,474,171</b>	<b>29,727,040</b>
<b>NET EQUITY</b>		
Capital stock	6,022,942	6,022,942
Equity valuation adjustments and other comprehensive income	738,199	794,022
Profit reserve	4,453,843	4,453,843
Accumulated earnings and losses	899,543	1,151,075
Goodwill on capital transactions	109,113	255,182
<b>Controlling Shareholders Equity</b>	<b>12,223,640</b>	<b>12,677,064</b>
Part. of Non-controlling Shareholders	440,793	482,798
<b>Total Net Equity</b>	<b>12,664,433</b>	<b>13,159,862</b>
<b>TOTAL</b>	<b>54,690,421</b>	<b>52,912,172</b>

Consolidated Cash Flow Statement Brazilian Corporate Law (R\$ '000) - Indirect Method	3Q22	3Q23	9M22	9M23
<b>Operational activities cash flow</b>				
Net cash originating from (used on) operational activities	2,052,210	1,603,019	4,354,523	4,757,758
Net profit (loss) in the period	641,211	252,108	4,367,811	1,138,674
<b>Settlements by:</b>				
Deferred income and social contribution taxes	(237,990)	(125,461)	1,571,783	(268,544)
Appropriation of anticipated expenses	35,760	31,618	141,191	103,144
Depreciation and Amortization	645,525	359,086	1,345,677	1,042,474
Fixed, intangible and deferred assets write off	85,980	(10,956)	122,908	121,390
Deferred taxes	699	698	1,655	2,075
Amortization of concessionaire rights-goowill	40,946	34,153	122,189	100,280
Exchange rate variation on loans and financing	17,628	18,446	(37,683)	(33,488)
Monetary variation of the liabilities related to the granting power	(6,460)	9,885	126,450	136,790
Interest on debentures, promissory notes, loans, financing and leasing	854,474	930,282	2,467,096	2,833,664
Financing costs capitalization	(27,759)	(51,993)	(72,061)	(151,453)
Result from derivative operations	3,909	141,011	181,241	53,412
Recognition of maintenance provision	51,994	80,601	147,619	226,683
Present value adjustment of maintenance provision	4,159	13,443	10,227	36,192
Recognition and reversion of provision for civil, labor, tax and social securi	31,197	(25,833)	113,587	13,911
Provision of doubtful accounts	1,606	(5,305)	2,529	(16,920)
Interest and mutual loan monetary variation with related parties	16,483	1,435	49,665	21,077
Interest on taxes in installments	331	379	732	1,256
Present value adjustment of liabilities related to the granting power	10,982	20,482	32,247	59,973
Present value adjustment of financial assets	(595,132)	(576,602)	(1,466,076)	(1,541,689)
Equity	(138,723)	(59,342)	(221,992)	(130,409)
Exchange rate on foreign suppliers	11	215	(8,051)	(3,201)
Advantageous purchase of the VLT	-	-	-	-
Investments to be made	-	150,000	-	150,000
Exchange variation on derivatives	-	-	-	-
Monetary adjustment of the provision for civil, labor, tax and social securit	2,807	2,341	13,342	17,542
Interest on loans with third-party	4,454	4,950	11,335	14,310
Fair value of loans, financing and debentures	74,433	(102,241)	(27,668)	103,100
Interest and monetary variation on self-composition term, leniency agreeer	(92)	7	1,308	329
Depreciation - Lease	6,722	5,645	30,610	17,095
Write-off - Lease	-	3	-	63
Loss estimate Law nº 13.448 / 17	7,537	16,475	11,576	55,966
Fair value investment property	-	-	(49,516)	15,430
Financial investment income	(93,635)	(219,024)	(214,535)	(147,691)
Reversal of the adjustment to present value of the leasing	1,633	1,416	6,621	3,710
Gain on the sale of equity interest in TAS	(615,986)	-	(615,986)	-
PGLP settled in shares	-	2,554	-	7,847
Rebalancing revenue - AutoBAn and Aeris	-	-	(5,254,058)	(192,131)
<b>Assets and liabilities variations</b>	<b>1,227,506</b>	<b>702,543</b>	<b>1,438,750</b>	<b>966,897</b>
<b>Assets (increase) decrease</b>				
Accounts receivable	202,053	(112,420)	(89,784)	(38,655)
Accounts receivable - Related parties	(70,740)	(6,489)	(34,501)	(1,080)
Recoverable taxes	(34,086)	(28,666)	(30,819)	(112,809)
Dividends and interests on received equity	85,077	1,560	107,117	75,439
Advance payments related to the concession	-	-	-	-
Anticipated expenses and others	(62,046)	60,223	(170,431)	(29,842)
Receipt of Financial Asset	445,519	358,627	1,053,639	1,422,109
Advances to Supplier	(13,488)	6,283	(36,823)	(50,084)
Financial Asset	-	251,810	-	223,378
<b>Liabilities increase (decrease)</b>				
Suppliers	98,374	74,453	41,101	(106,985)
Suppliers - Related parties	(7,395)	(174,101)	(23,402)	(180,675)
Social and labor obligations	104,489	101,371	94,438	25,202
Interest on Equity payable by third parties	-	-	-	-
Taxes and contributions payable, taxes in installments and provision for income tax and social contribution	544,684	360,710	1,169,297	880,726
Payments of income tax and social contribution	(238,838)	(282,743)	(737,309)	(1,053,388)
Realization of the maintenance provision	(9,987)	(48,041)	(19,429)	(104,243)
Liabilities related to the granting power	4,534	18,299	3,737	44,998
Payment of provision for civil, labor, tax and social security risks	(13,031)	(34,768)	(29,878)	(66,381)
Term of self-composition and leniency agreement	-	(2,706)	-	(2,706)
Deferred Revenues	62,762	47,940	65,231	(697)
Loans with third-party	(668)	(743)	(1,700)	(2,147)
Deferred taxes	(533)	(535)	(1,542)	(1,587)
Preliminary Agreement	-	-	-	-
Others accounts with granting power	1,566	-	74	-
Other accounts payable	129,259	224,811	79,733	158,656
<b>Investment activities cash flow</b>				
Fixed assets acquisition	(74,490)	(78,663)	(147,744)	(222,071)
Advances for the intangible assets	(1,037,276)	(1,017,357)	(1,781,636)	(3,459,148)
Intangible assets - other	53,283	10,272	97,021	9,450
Settlement of operations with derivatives	-	-	-	-
Loans with related parties	-	-	-	-
Releases	-	-	-	-
Receipts	-	-	-	-
Capital increase in investees and other investment transactions	-	-	-	-
Advance of funds for future capital increase - related parties	10	(105)	1	(355)
Acquisition of a 25.37813% stake in VLT	-	-	-	-
Assets and liabilities held for sale	-	-	-	-
Investment property - Land SPCP	587,239	-	587,239	-
Acquisition - Lease	-	2,134	-	-
Net redemption financial investments	256,792	650,128	(1,055,636)	2,480,983
Redemptions / Applications (reserve account)	56,860	79,383	91	70,711
Assets and liabilities held for sale	-	28,512	-	-
Acquisition - Lease	-	-	-	-
Equity securities	-	(29,960)	(15,430)	(29,960)
<b>Net cash used on investment activities</b>	<b>(157,582)</b>	<b>(355,656)</b>	<b>(2,316,094)</b>	<b>(1,150,390)</b>
<b>Financing activities cash flow</b>				
Redemptions / Applications (reserve account)	-	(44,825)	-	(44,825)
Settlement of hedge operations	(19,483)	(69,436)	(99,885)	(219,349)
Loans with related parties	-	-	-	-
Fundraising	(438)	-	(884)	-
Payment	-	-	-	-
Loans, financing, debentures, promissory notes and leasing	-	-	-	-
Fundraising	1,362,438	81,157	5,821,890	5,782,363
Principal Payment	(280,266)	(2,680,385)	(4,440,717)	(4,936,656)
Interest Payment	(499,206)	(755,935)	(1,407,230)	(2,484,243)
Dividends	-	-	-	-
Paid to controlling shareholders	1,229	961	(180,745)	(83,481)
Payable / (paid) to non-controlling shareholders	(1,436)	(1,681)	(3,136)	(4,543)
Participation of non-controlling shareholders	8,008	49,634	38,806	150,322
Advance of funds for future capital increase - related parties	(7,461)	-	-	-
Capital Payment	-	-	-	-
Lease (funding)	-	-	-	-
Lease (payment)	(7,030)	(7,481)	(36,296)	(20,423)
<b>Net cash used on financing activities</b>	<b>556,355</b>	<b>(3,427,991)</b>	<b>(308,197)</b>	<b>(1,860,835)</b>
Effect of exchange rate changes on cash and cash equivalents	(9,739)	1,993	(21,156)	3
<b>Increase / Decrease in cash and cash equivalents</b>	<b>2,441,243</b>	<b>(2,178,635)</b>	<b>1,709,075</b>	<b>1,746,536</b>
<b>Cash Balances Demonstration</b>				
In the beginning of the period	3,861,432	9,154,244	4,593,600	5,229,073
At the end of the period	6,302,675	6,975,609	6,302,675	6,975,609

## Exhibit 2 - Consolidated for jointly-owned subsidiaries

Financial Highlights (R\$ MM)	Consolidated with jointly-owned subsidiaries			Consolidated with jointly-owned subsidiaries		
	3Q22	3Q23	Chg %	9M22	9M23	Chg %
Net Revenues <sup>1</sup>	3,484.4	3,622.7	4.0%	14,924.7	11,068.4	-25.8%
Adjusted Net Revenues <sup>2</sup>	3,360.2	3,622.7	7.8%	9,523.8	10,306.3	8.2%
EBITDA	2,482.6	1,760.6	-29.1%	11,239.7	5,839.3	-48.0%
EBITDA Mg.	62.6%	37.9%	-24.7 p.p.	70.3%	43.7%	-26.6 p.p.
Adjusted EBITDA <sup>2</sup>	1,976.2	2,283.3	15.5%	5,645.2	6,275.8	11.2%
Adjusted EBITDA Mg. <sup>3</sup>	58.8%	63.0%	4.2 p.p.	59.3%	60.9%	1.6 p.p.
Net Income	606.5	251.5	-58.5%	4,350.2	1,151.1	-73.5%
Adjusted Net Income <sup>2</sup>	346.2	501.6	44.9%	607.4	1,021.8	68.2%
Net Debt / Adjusted EBITDA LTM (x)	2.9	2.8		2.9	2.8	
Adjusted EBITDA <sup>4</sup> / Interest and Monetary Variation (x)	2.3	2.5		2.2	2.2	

1. Net revenue excludes construction revenue.

2. Adjustments are described in the "non-recurring effects" section.

3. The adjusted EBITDA margin was calculated by dividing adjusted EBITDA by adjusted net revenue.

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

R\$ MM	Net Revenue				Comment
	3Q22	3Q23	9M22	9M23	
Consolidated Net Revenue	3,484.4	3,622.7	14,924.7	11,068.4	
(-) Non-Recurring	(124.2)	-	(5,400.9)	(762.1)	
Barcas	-	-	-	(569.9)	Barcas Settlement
AutoBAn	-	-	(5,254.1)	-	AutoBAn Contract Rebalancing
Aeris	-	-	-	(192.1)	Aeris Contract Rebalancing
Renovias	(124.2)	-	(146.9)	-	Renovias Contract Rebalancing
Adjusted Net Revenue	3,360.2	3,622.7	9,523.8	10,306.3	

R\$ MM	EBITDA				Comment
	3Q22	3Q23	9M22	9M23	
EBITDA	2,482.6	1,760.6	11,239.7	5,839.3	
+ Maintenance Provision (c)	52.6	81.6	149.3	229.2	
+ Appropriation of Anticipated Expenses (d)	35.8	31.6	144.7	103.1	
- Equity Income Result	-	-	-	-	
- Part. of Non-controlling Shareholders	34.8	0.6	17.6	(12.4)	
(-) Non-Recurring	(629.5)	408.8	(5,906.2)	116.6	
SPCP	-	-	-	121.4	Costs Provision - Land Devolution
Barcas	-	-	-	(569.9)	Barcas Settlement
AutoBAn	-	-	(5,254.1)	-	AutoBAn Contract Rebalancing
Aeris	-	-	-	(192.1)	Aeris Contract Rebalancing
ViaOeste	-	258.8	-	607.3	Improvements that do not generate future economic benefit
ViaMobilidade - Linhas 8 e 9	-	150.0	-	150.0	Consent Decree (TAC)
CCR USA	(505.2)	-	(505.2)	-	Sale of TAS
Renovias	(124.2)	-	(146.9)	-	Renovias Contract Rebalancing
Adjusted EBITDA	1,976.2	2,283.3	5,645.2	6,275.8	

R\$ MM	Net Income				Comment
	3Q22	3Q23	9M22	9M23	
Consolidated Net Income (Loss)	606.5	251.5	4,350.2	1,151.1	
(-) Non-Recurring <sup>1</sup>	(260.2)	250.0	(3,742.8)	(129.3)	
SPCP	-	-	-	(121.4)	Costs Provision - Land Devolution
Barcas	-	-	-	543.2	Barcas Settlement
AutoBAn	-	-	3,467.7	-	AutoBAn Contract Rebalancing
Aeris	-	-	-	187.5	Aeris Contract Rebalancing
ViaOeste	-	(170.8)	-	(400.8)	Improvements that do not generate future economic benefit
ViaMobilidade - Linhas 8 e 9	-	(79.2)	-	(79.2)	Consent Decree (TAC)
CCR USA	397.4	-	397.4	-	Sale of TAS
ViaOeste	(219.2)	-	(219.2)	-	Impairment
Renovias	82.0	-	96.9	-	Renovias Contract Rebalancing
Adjusted Net Revenue	346.2	501.6	607.3	1,021.8	

1. Non-recurring effects are net of income tax and social contribution (IRPJ and CSLL).



## Gross Revenues (excluding Construction Revenues) and Operating Performance by Asset

Gross Revenue from jointly-owned subsidiaries recorded under equity pick-up is shown below.

Gross Operating Revenue of Jointly Controlled Companies <sup>1</sup>	3Q22	3Q23	Chg %	9M22	9M23	Chg %
Renovias <sup>2</sup>	185,697	65,880	-64.5%	780,949	453,607	-41.9%
Quito (Quiport)	102,679	119,558	16.4%	578,458	678,506	17.3%
ViaRio	29,598	31,295	5.7%	126,740	136,055	7.3%
<b>Total<sup>3</sup></b>	<b>317,974</b>	<b>216,733</b>	<b>-31.8%</b>	<b>1,486,147</b>	<b>1,268,168</b>	<b>-14.7%</b>

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

2. Includes the non-recurring effect of TAM 21/2022, of approximately R\$124.2 million in 3Q22.

3. Excluding eliminations.

## \ Operational Data

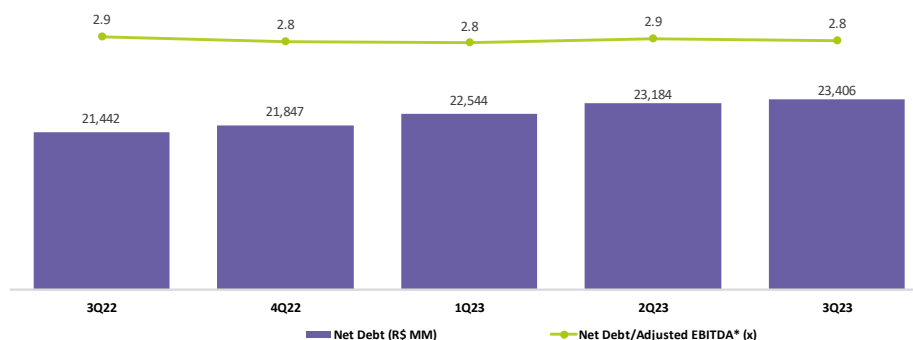
	Traffic/Passengers			Average Toll Paid <sup>1</sup>			Traffic/Passengers			Average Toll Paid <sup>1</sup>		
	3Q22	3Q23	Chg %	3Q22	3Q23	Chg %	9M22	9M23	Chg %	9M22	9M23	Chg %
<b>Traffic</b>	<b>Equivalent Vehicles<sup>2</sup></b>			<b>Average Toll Paid<sup>1</sup></b>			<b>Equivalent Vehicles<sup>2</sup></b>			<b>Average Toll Paid<sup>1</sup></b>		
Renovias (40%)	5,983,635	6,253,746	4.5%	9.9	10.2	3.3%	16,872,661	17,543,498	4.0%	9.3	10.0	7.7%
ViaRio (66,66%)	3,779,938	3,991,786	5.6%	7.8	7.8	0.1%	10,787,974	11,554,110	7.1%	7.8	7.8	0.3%
<b>Consolidated</b>	<b>9,763,572</b>	<b>10,245,532</b>	<b>4.9%</b>	<b>9.1</b>	<b>9.3</b>	<b>2.2%</b>	<b>27,660,635</b>	<b>29,097,609</b>	<b>5.2%</b>	<b>8.7</b>	<b>9.2</b>	<b>5.7%</b>
<b>Domestic</b>	<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>			<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
Quiport (USD)	360,425	393,696	9.2%	13.5	14.4	6.3%	898,812	1,125,527	25.2%	13.3	14.2	6.3%
<b>International</b>	<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>			<b>Transported Passengers</b>			<b>Average Toll Paid<sup>1</sup></b>		
Quiport (USD)	268,469	368,273	37.2%	53.0	57.3	8.0%	677,328	934,735	38.0%	52.8	14.2	-73.1%
<b>Consolidated</b>	<b>628,894</b>	<b>761,969</b>	<b>21.2%</b>	<b>n.m.</b>	<b>1,576,140</b>	<b>2,060,262</b>	<b>30.7%</b>	<b>n.m.</b>	<b>n.m.</b>	<b>n.m.</b>	<b>n.m.</b>	<b>n.m.</b>

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

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

## Leverage

### Consolidated for jointly-owned subsidiaries



## Investment

Investments and maintenance expenditures at jointly-controlled subsidiaries totaled R\$21.0 million in 3Q23.

R\$ MM	Jointly owned Intangible and Fixed Assets						Jointly owned performed maintenance		Proforma Financial Asset <sup>1</sup>		Total	
	Improvements		Equipment and Others		Total		Maintenance Cost		3Q23	9M23	3Q23	9M23
	3Q23	9M23	3Q23	9M23	3Q23	9M23	3Q23	9M23				
Renovias (40%)	8.0	13.7	1.7	2.5	9.6	16.2	-	-	-	-	9.6	16.2
ViaRio (66,66%)	0.1	0.8	1.1	1.3	1.2	2.1	-	-	-	-	1.2	2.1
Quiport (46,5%)	8.7	24.8	1.5	5.8	10.1	30.7	-	-	-	-	10.1	30.7
<b>Consolidated</b>	<b>16.8</b>	<b>39.4</b>	<b>4.2</b>	<b>9.5</b>	<b>21.0</b>	<b>48.9</b>	-	-	-	-	<b>21.0</b>	<b>48.9</b>

1. The investments made, which will be received from the Granting Authorities as monetary considerations or contributions, are recorded under financial assets.

CONSOLIDATED INCOME STATEMENT						
Brazilian Corporate Law (R\$ '000)						
	3Q22	3Q23	Chg %	9M22	9M23	Chg %
<b>Gross Revenues</b>	<b>3,752,299</b>	<b>3,889,012</b>	<b>3.6%</b>	<b>15,616,086</b>	<b>11,813,572</b>	<b>-24.3%</b>
- Toll Revenues	2,098,784	2,225,685	6.0%	5,655,698	6,329,333	11.9%
- Other Revenues	1,653,515	1,663,327	0.6%	9,960,388	5,484,239	-44.9%
Gross Revenues Deductions	(267,900)	(266,286)	-0.6%	(691,344)	(745,185)	7.8%
<b>Net Revenues</b>	<b>3,484,399</b>	<b>3,622,726</b>	<b>4.0%</b>	<b>14,924,742</b>	<b>11,068,387</b>	<b>-25.8%</b>
(+) Construction Revenues	479,116	1,025,815	114.1%	1,057,150	2,248,466	112.7%
<b>Cost of Services</b>	<b>(2,219,266)</b>	<b>(2,796,529)</b>	<b>26.0%</b>	<b>(5,705,510)</b>	<b>(7,239,230)</b>	<b>26.9%</b>
- Depreciation and Amortization	(716,312)	(423,282)	-40.9%	(1,547,442)	(1,224,636)	-20.9%
- Third-party Services	(298,426)	(328,540)	10.1%	(805,495)	(913,245)	13.4%
- Concession Costs	(43,434)	(53,250)	22.6%	(115,344)	(149,483)	29.6%
- Personnel Costs	(337,954)	(343,147)	1.5%	(1,173,657)	(1,016,592)	-13.4%
- Construction Costs	(479,116)	(1,025,815)	114.1%	(1,057,150)	(2,248,466)	112.7%
- Maintenance Provision	(52,642)	(81,608)	55.0%	(149,266)	(229,199)	53.6%
- Other	(255,621)	(509,269)	99.2%	(712,411)	(1,354,465)	90.1%
- Appropriation of Anticipated Expenses from the Concession	(35,761)	(31,618)	-11.6%	(144,745)	(103,144)	-28.7%
<b>Gross Profit</b>	<b>1,744,249</b>	<b>1,852,012</b>	<b>6.2%</b>	<b>10,276,382</b>	<b>6,077,623</b>	<b>-40.9%</b>
<i>Gross Margin</i>	50.1%	51.1%	1.0 p.p.	68.9%	56.8%	-12.1 p.p.
<b>Administrative Expenses</b>	<b>38,394</b>	<b>(535,438)</b>	<b>n.m.</b>	<b>(620,942)</b>	<b>(1,538,568)</b>	<b>147.8%</b>
- Depreciation and Amortization	(18,356)	(21,351)	16.3%	(54,428)	(63,163)	16.0%
- Third-party Services	(123,189)	(90,669)	-26.4%	(288,630)	(235,188)	-18.5%
- Personnel	(222,669)	(231,678)	4.0%	(506,487)	(671,870)	32.7%
- Other	402,608	(191,740)	n.m.	228,603	(568,347)	n.m.
<b>Adjusted EBIT</b>	<b>1,782,643</b>	<b>1,316,574</b>	<b>-26.1%</b>	<b>9,655,440</b>	<b>4,539,055</b>	<b>-53.0%</b>
<i>Adjusted EBIT Margin (a)</i>	51.2%	36.3%	-14.9 p.p.	64.7%	41.0%	-23.7 p.p.
- Part. of Non-controlling Shareholders	(34,759)	(576)	-98.3%	(17,616)	12,401	n.m.
<b>EBIT (b)</b>	<b>1,747,884</b>	<b>1,315,998</b>	<b>-24.7%</b>	<b>9,637,824</b>	<b>4,551,456</b>	<b>-52.8%</b>
<i>EBIT Margin</i>	44.1%	28.3%	-15.8 p.p.	65.6%	37.3%	-28.3 p.p.
+ Depreciation and Amortization	734,668	444,633	-39.5%	1,601,870	1,287,799	-19.6%
<b>EBITDA (b)</b>	<b>2,482,552</b>	<b>1,760,631</b>	<b>-29.1%</b>	<b>11,239,694</b>	<b>5,839,255</b>	<b>-48.0%</b>
<i>EBITDA Margin</i>	62.6%	37.9%	-24.7 p.p.	72.9%	47.1%	-25.8 p.p.
<b>Net Financial Result</b>	<b>(778,879)</b>	<b>(821,837)</b>	<b>5.5%</b>	<b>(2,450,170)</b>	<b>(2,585,160)</b>	<b>5.5%</b>
<b>Financial Expenses:</b>	<b>(1,234,744)</b>	<b>(1,357,693)</b>	<b>10.0%</b>	<b>(4,202,505)</b>	<b>(4,261,666)</b>	<b>1.4%</b>
- Interest on Loans, Financing and Debentures and Loans Cost Capitalization	(899,850)	(902,015)	0.2%	(2,375,565)	(2,643,005)	11.3%
- Monetary variation on loans, financing and debentures	28,746	(21,969)	n.m.	(145,005)	(171,971)	18.6%
- Monetary variation on Liabilities related to the Granting Power	6,460	(9,885)	n.m.	(126,450)	(136,790)	8.2%
- Exchange Rate Variation	(50,590)	(37,397)	-26.1%	(143,098)	(50,204)	-64.9%
- Losses from Hedge Operations	(145,899)	(259,966)	78.2%	(961,542)	(599,405)	-37.7%
- Present Value Adjustment of Maintenance Provision	(15,270)	(34,141)	123.6%	(42,885)	(96,875)	125.9%
- Fair Value of Hedge Operations	(108,709)	(13,235)	-87.8%	(148,239)	(153,207)	112.6%
- Other Financial Expenses	(47,565)	(76,709)	61.3%	(240,767)	(242,111)	0.6%
- Exchange Rate Variation on foreign suppliers	(448)	(835)	86.4%	(10,863)	(1,795)	-83.5%
- Interest and monetary var. on settlement agreement and leniency agreement	92	(7)	n.m.	(1,308)	(329)	-74.8%
- Present value adjustment and currency exchange variation - lease	(1,711)	(1,534)	-10.3%	(6,783)	(3,974)	-41.4%
<b>Financial Income:</b>	<b>455,865</b>	<b>535,856</b>	<b>17.5%</b>	<b>1,752,335</b>	<b>1,676,506</b>	<b>-4.3%</b>
- Gains from Hedge Operations	141,990	118,955	-16.2%	780,301	545,993	-30.0%
- Exchange Rate Variation	32,962	18,951	-42.5%	180,781	83,692	-53.7%
- Monetary Variation	299	-	n.m.	299	-	n.m.
- Fair Value of Hedge Operations	34,276	115,476	236.9%	175,907	212,107	20.6%
- Interest and Other Financial Income	245,901	281,864	14.6%	596,133	830,362	39.3%
- Exchange Rate Variation on foreign suppliers	437	610	39.6%	18,914	4,352	-77.0%
<b>Profit (Loss) Before Income and Social Contribution Taxes</b>	<b>1,003,764</b>	<b>494,737</b>	<b>-50.7%</b>	<b>7,205,270</b>	<b>1,953,895</b>	<b>-72.9%</b>
Income and Social Contribution Taxes - Current	(566,029)	(375,725)	-33.6%	(1,227,260)	(1,108,166)	-9.7%
Income and Social Contribution Taxes - Deferred	203,476	133,096	-34.6%	(1,610,199)	292,945	n.m.
<b>Profit before Minority Interest</b>	<b>641,211</b>	<b>252,108</b>	<b>-60.7%</b>	<b>4,367,811</b>	<b>1,138,674</b>	<b>-73.9%</b>
<b>Part. of Non-controlling Shareholders</b>	<b>(34,759)</b>	<b>(576)</b>	<b>-98.3%</b>	<b>(17,616)</b>	<b>12,401</b>	<b>n.m.</b>
<b>Net Profit for the Period</b>	<b>606,452</b>	<b>251,532</b>	<b>-58.5%</b>	<b>4,350,195</b>	<b>1,151,075</b>	<b>-73.5%</b>
<b>Basic profit Per Share (In Reais - R\$)</b>	<b>0.30022</b>	<b>0.12471</b>		<b>2.15356</b>	<b>0.57071</b>	
<b>Number of shares at the end of fiscal year (in units)</b>	<b>2,020,000,000</b>	<b>2,016,918,425</b>		<b>2,020,000,000</b>	<b>2,016,918,425</b>	

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

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

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

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

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

CONSOLIDATED BALANCE SHEET Brazilian Corporate Law (R\$ '000)	2Q23	3Q23
<b>ASSETS</b>		
<b>CURRENT ASSETS</b>		
Cash & cash equivalents	9,154,244	6,975,609
Accounts receivable	2,163,377	2,301,740
Related parties receivable	55,902	67,607
Financial investments and reserve account	1,140,340	628,643
Recoverable taxes	349,014	390,027
Anticipated expenses concession right	137,186	133,107
Accounts receivable swap	6,155	5,402
Advances to Supplier	120,856	114,573
Anticipated expenses and others	443,484	472,089
Assets held for sale	225,617	227,419
<b>Total Current Assets</b>	<b>13,796,175</b>	<b>11,316,216</b>
<b>LONG TERM ASSETS</b>		
Accounts Receivable and Short-term Investments at Fair Value through Profit or Loss	5,775,983	5,726,749
Related parties	272,143	274,559
Recoverable taxes and contributions	195,805	185,993
Deferred taxes	1,065,494	1,143,737
Anticipated expenses concession right	1,726,945	1,699,406
Accounts receivable swap	420,499	304,187
Anticipated expenses and others	273,315	304,329
Investment Property	277,361	277,361
<b>Total Long Term assets</b>	<b>10,007,545</b>	<b>9,916,321</b>
<b>Investments</b>	<b>781,083</b>	<b>858,300</b>
<b>Fixed assets</b>	<b>714,098</b>	<b>771,582</b>
<b>Intangible assets</b>	<b>29,313,011</b>	<b>29,969,140</b>
<b>Ongoing Intangible assets</b>	<b>60,277</b>	<b>64,191</b>
<b>Lease</b>	<b>18,232</b>	<b>16,422</b>
<b>Total Non-Current Assets</b>	<b>40,894,246</b>	<b>41,595,956</b>
<b>TOTAL ASSETS</b>	<b>54,690,421</b>	<b>52,912,172</b>
<b>LIABILITIES AND NET EQUITY</b>		
<b>CURRENT LIABILITIES</b>		
Loans and financing	847,558	251,137
Debentures	7,935,161	6,777,272
Accounts payable swap	195,454	142,442
Suppliers	583,298	654,662
Income and contributions payable	556,646	638,912
Taxes and contributions installment payments	3,036	3,123
Income and social contribution taxes	414,577	513,173
Liabilities with related parties	29,141	19,640
Mutual loan - Related parties	282,546	150,958
Dividends and Interest on equity	56,763	57,743
Maintenance Provision	64,980	94,033
Liabilities related to the granting power	255,313	265,645
Other accounts payable	211,353	340,185
Liabilities held for sale	115,991	116,345
<b>Total Current Liabilities</b>	<b>11,551,817</b>	<b>10,025,270</b>
<b>NON-CURRENT LIABILITIES</b>		
Loans and financing	6,739,669	6,728,139
Debentures	17,211,981	16,502,382
Taxes and contributions payable	48,670	50,050
Taxes and contributions installment payments	10,518	10,031
Accounts payable swap	7,260	15,236
Deferred taxes	2,465,440	2,420,079
Provision for civil contingencies, labor, tributary and social welfare	277,591	210,378
Maintenance Provision	487,420	504,370
Liabilities related to the granting power	2,490,671	2,519,321
Liabilities with related parties	89,297	43,943
Works to be performed	341,094	273,081
Other accounts payable	304,560	450,030
<b>Total Long-term Liabilities</b>	<b>30,474,171</b>	<b>29,727,040</b>
<b>NET EQUITY</b>		
Capital stock	6,022,942	6,022,942
Equity valuation adjustments and other comprehensive income	738,199	794,022
Profit reserve	4,453,843	4,453,843
Accumulated earnings and losses	899,543	1,151,075
Goodwill on capital transactions	109,113	255,182
<b>Controlling Shareholders Equity</b>	<b>12,223,640</b>	<b>12,677,064</b>
Part. of Non-controlling Shareholders	440,793	482,798
<b>Total Net Equity</b>	<b>12,664,433</b>	<b>13,159,862</b>
<b>TOTAL</b>	<b>54,690,421</b>	<b>52,912,172</b>

Consolidated Cash Flow Statement Brazilian Corporate Law (S.A. 1000) - Indirect Method	3Q22	3Q23	9M22	9M23
<b>Operational activities cash flow</b>				
Net cash originating from (used on) operational activities	1,964,939	1,781,190	4,703,857	5,080,198
Net profit (loss) in the period	641,226	252,108	4,367,826	1,138,674
<b>Settlements by:</b>				
Deferred income and social contribution taxes	(203,476)	(133,096)	1,610,199	(292,945)
Appropriation of anticipated expenses	35,760	31,617	144,745	103,144
Depreciation and Amortization	685,183	402,954	1,435,237	1,164,831
Fixed, intangible and deferred assets write off	(23,510)	9,761	11,156	126,883
Deferred taxes	699	698	1,655	2,075
Amortization of concessionaire rights-g goodwill	42,502	35,635	135,309	104,802
Exchange rate variation on loans and financing	17,628	18,446	(37,683)	(33,488)
Monetary variation of the liabilities related to the granting power	(6,460)	9,885	126,450	136,790
Interest on debentures, promissory notes, loans, financing and leasing	898,722	976,041	2,592,796	2,966,550
Financing costs capitalization	(27,917)	(52,057)	(72,525)	(151,574)
Result from derivative operations	3,909	141,011	181,241	53,412
Recognition of maintenance provision	52,642	81,608	149,266	229,199
Present value adjustment of maintenance provision	4,288	13,659	10,638	36,902
Recognition and reversion of provision for civil, labor, tax and social securit	31,608	(25,357)	114,082	15,036
Provision of doubtful accounts	1,693	(5,270)	2,430	(18,786)
Interest and mutual loan monetary variation with related parties	(44,593)	9,089	-	44,096
Interest on taxes in installments	331	379	733	1,256
Present value adjustment of liabilities related to the granting power	10,982	20,482	32,247	59,973
Present value adjustment of financial assets	(525,993)	(576,602)	(1,396,937)	(1,541,689)
Investments to be made	-	150,000	-	150,000
PGLP settled in shares	-	2,554	-	7,847
Monetary adjustment of the provision for civil, labor, tax and social securit	2,861	2,344	13,501	17,541
Interest on loans with third-party	4,454	4,950	11,335	14,310
Interest and monetary variation on self-composition term, leniency agreeer	(92)	7	1,308	329
Fair value of loans, financing and debentures	74,433	(102,241)	(27,668)	103,100
Depreciation - Lease	6,983	6,044	31,324	18,166
Write-off - Lease	-	5	-	62
Remeasurement of previous participation VLT Carioca	-	-	-	-
Loss estimate Law nº 13.448 / 17	11,482	16,475	11,576	55,966
Financial investment income	(335,435)	(229,977)	(214,535)	(158,644)
Fair value investment property	-	-	(49,516)	15,430
Gain on the sale of equity interest in TAS	(505,246)	-	(505,246)	-
Exchange Variations on Foreign Suppliers	11	225	(8,051)	(2,557)
Sale of 6.95624% of the shares issued by Quiport Holdings	-	-	-	-
Reversal of the adjustment to present value of the leasing	1,711	1,534	6,783	3,974
Rebalancing revenue - AutoBAn and Aeris	22,629	-	(5,254,057)	(192,131)
<b>Assets and liabilities variations</b>				
<b>Assets (increase) decrease</b>				
Accounts receivable	82,787	(113,851)	(204,115)	6,672
Accounts receivable - Related parties	(34,100)	(4,016)	1,978	(44,622)
Recoverable taxes	(29,431)	(29,866)	(27,745)	(114,529)
Dividends and interests on received equity	(60)	(3,761)	3,165	(3,761)
Advance payments related to the concession	-	-	-	-
Dividends and interest on equity receivable	-	-	-	-
Anticipated expenses and others	(73,520)	60,937	(143,607)	(19,924)
Receipt of Financial Asset	448,282	358,627	1,056,402	1,422,109
Advances to Supplier	(15,256)	4,513	(7,795)	(49,959)
Reimbursement for works carried out	-	(112,336)	-	(112,336)
<b>Liabilities increase (decrease)</b>				
Suppliers	52,754	79,113	(2,294)	(110,053)
Suppliers - Related parties	(2,515)	(175,938)	(19,251)	(181,544)
Social and labor obligations	111,202	110,468	103,693	29,728
Financial Assets	-	246,169	-	217,746
Taxes and contributions payable, taxes in installments and	561,927	377,950	1,207,863	924,737
Payments of income tax and social contribution	(245,425)	(289,704)	(770,529)	(1,095,015)
Realization of the maintenance provision	(9,987)	(48,041)	(19,429)	(104,243)
Liabilities related to the granting power	4,841	34,534	4,208	45,056
Payment of provision for civil, labor, tax and social security risks	(13,557)	(35,592)	(30,404)	(68,102)
Deferred Revenues	70,627	68,866	30,349	(697)
Term of self-composition and leniency agreement	-	(2,706)	-	(2,706)
Loans with third-party	(668)	(743)	(1,700)	(2,147)
Deferred taxes	(534)	(537)	(1,543)	(1,587)
Interest on Equity payable from third parties	-	-	-	-
Others accounts with granting power	1,731	(16,116)	236	-
Other accounts payable	176,826	210,309	98,756	166,841
<b>Investment activities cash flow</b>				
Fixed assets acquisition	(75,059)	(82,865)	(149,584)	(230,641)
Advances for the intangible assets	(996,200)	(1,041,134)	(1,752,560)	(3,506,471)
Intangible assets - other	(123,890)	10,225	(80,378)	9,411
Settlement of operations with derivatives	-	-	-	-
Contracting operations with derivatives	-	-	-	-
Loans with related parties	-	-	-	-
Releases	-	-	-	-
Receipts	2,652	-	2,652	-
Advance of funds for future capital increase - related parties	13	(334)	21	67
Capital increase in investees and other investment transactions	-	-	-	-
Assets and liabilities held for sale	-	30,013	-	-
Payment for the purchase of 33.33% of ViaRio net of cash acquired	-	-	-	-
Payment for the purchase of 15% ViaQuatro, net of the acquired cash	-	-	-	-
Acquisition - Lease	-	-	-	-
Net redemption financial investments	467,917	581,477	(1,070,965)	2,358,786
Redemptions / Applications (reserve account)	125,284	119,246	14,252	100,562
Net cash acquired from the sale of TAS stake	587,239	-	587,239	-
Investment property	-	(29,154)	(15,430)	(29,154)
<b>Net cash used on investment activities</b>				
<b>Financing activities cash flow</b>				
Share buyback	-	(44,825)	-	(44,825)
Settlement of hedge operations	(19,481)	(69,436)	(99,883)	(219,349)
Derivative contracting	-	-	-	-
Loans with related parties	-	-	-	-
Fundraising	(438)	-	(884)	-
Payment	63,057	464	63,057	464
Loans, financing, debentures, promissory notes and leasing	-	-	-	-
Fundraising	1,362,439	81,162	5,821,889	6,177,193
Principal Payment	(373,698)	(2,746,585)	(4,605,877)	(5,398,265)
Interest Payment	(525,402)	(786,903)	(1,452,522)	(2,542,959)
Dividends	-	-	-	-
Paid to controlling shareholders	1,178	(10,914)	(175,813)	(79,725)
Payable / (paid) to non-controlling shareholders	(1,436)	(1,681)	(3,136)	(4,543)
Participation of non-controlling shareholders	8,007	49,634	38,806	150,322
Advance of funds for future capital increase - related parties	(8,078)	300	(616)	(59)
Capital Payment	-	-	-	-
Lease (funding)	(50)	-	(50)	-
Lease (payment)	(7,255)	(8,009)	(36,887)	(21,664)
capital reduction	-	-	-	-
<b>Net cash used on financing activities</b>				
Effect of exchange rate changes on cash and cash equivalents	(31,228)	3,321	(34,874)	18
<b>Increase / Decrease in cash and cash equivalents</b>	<b>2,420,510</b>	<b>(2,164,808)</b>	<b>1,752,314</b>	<b>1,799,366</b>
<b>Cash Balances Demonstration</b>				
In the beginning of the period	4,100,748	9,391,523	4,768,944	5,427,349
At the end of the period	6,521,258	7,226,715	6,521,258	7,226,715



## Videoconference

**Portuguese videoconference call with simultaneous translation in English:**

**WEDNESDAY, NOVEMBER 1, 2023**

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

The instructions to participate in these events are available on CCR's website: [www.ccr.com.br/ri](http://www.ccr.com.br/ri)

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