

CCR S.A.

(Publicly-held company)

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

*(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

2Q21



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\ Results for the second quarter of 2021

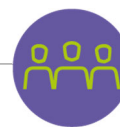
São Paulo, August 12, 2021

The Parent Company and Consolidated Quarterly Information ("ITR") was prepared and is being presented under the accounting practices adopted in Brazil and International Financial Reporting Standards ("IFRS"), issued by the International Accounting Standards Board ("IASB"), all of which applied consistently with the main accounting practices described in Note 2 to the 2020 Financial Statements.

Unless otherwise indicated, the financial and operating information is presented on a consolidated basis, in thousands of Brazilian reais, and the comparisons refer to 2Q20.

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

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



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\ 2Q21 X 2Q20 HIGHLIGHTS

- Consolidated traffic **increased by 33.7%**. Excluding ViaSul and ViaCosteira, **growth was 28.0%** in the period.
- Adjusted EBITDA **grew 65.4%**, with a margin of 60.7% (12.4 p.p.). Same-basis adjusted EBITDA¹ **increased 63.7%**, with a margin of 60.7% (12.4 p.p.).
- **Net Loss totaled R\$44.0 million**, compared to a loss of R\$142.1 million in 2Q20. On the same base¹, **Net Income totaled R\$294.4 million**, compared to a loss of R\$142.5 million.
- As disclosed on a Material Fact of June 29, 2021, the Company announced the execution of a preliminary Amendment and Modifying Instrument (TAM) between CCR and the São Paulo State Government. The purpose of the Preliminary Agreement is to establish conditions for the dismissal of lawsuits filed by the Granting Authority and ARTESP to annul the Amendment and Modifying Instruments executed in 2006, as well as to have the Parties recognize, irrevocably, the economic and financial imbalances in favor of the Granting

Authority and the Concessionaires; and AutoBAN's right to an economic and financial rebalancing in its favor by extending the term of its concession agreement to January 2037 (estimated date). A period of 9 months was defined, counted from its signature and renewable by agreement between the Parties, for ARTESP to confirm the calculations indicated in the Preliminary Agreement.

- As disclosed on a Material Fact of June 30, 2021, ViaMobilidade - Lines 8 and 9, and the São Paulo State, executed a Concession Agreement, whose objective is the concession of public passenger transportation services of Lines 8 – Diamond, and 9 – Emerald, comprising their operation, maintenance, conservation, improvements, and expansion.
- Because of the COVID-19 pandemic, the authorities have imposed social distancing and free movement restrictions, impacting demand and, consequently, CCR's 2Q21 results. For more details, please refer to the "COVID-19" section of this earnings release and Note 1.1 of the Quarterly Information.

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



Financial Indicators

Financial Indicators (R\$ MM)	IFRS			Proforma		
	2Q20	2Q21	Chg %	2Q20	2Q21	Chg %
Net Revenues ¹	1,767.3	2,327.1	31.7%	1,834.7	2,453.0	33.7%
Adjusted Net Revenues on the same basis ²	1,767.3	2,303.9	30.4%	1,834.7	2,429.9	32.4%
Adjusted EBIT ³	177.1	315.6	78.2%	179.3	378.1	110.9%
Adjusted EBIT Mg. ⁴	10.0%	13.6%	3.6 p.p.	9.8%	15.4%	5.6 p.p.
Adjusted EBITDA ⁵	853.6	1,411.7	65.4%	894.4	1,501.3	67.9%
Adjusted EBITDA Mg. ⁴	48.3%	60.7%	12.4 p.p.	48.7%	61.2%	12.5 p.p.
Adjusted EBITDA on the same basis ²	853.7	1,397.6	63.7%	894.4	1,487.2	66.3%
Adjusted EBITDA Mg. on the same basis ²	48.3%	60.7%	12.4 p.p.	48.7%	61.2%	12.5 p.p.
Net Income	(142.1)	(44.0)	-69.0%	(142.1)	(44.0)	-69.0%
Net Income on the same basis ²	(142.5)	294.4	n.m.	(142.5)	294.4	n.m.
Net Debt / Adjusted EBITDA LTM (x) ⁶	2.7	2.3		2.8	2.3	
Adjusted EBITDA ⁵ / Interest and Monetary Variation (x)	3.0	4.4		2.8	4.2	

Financial Indicators (R\$ MM)	IFRS			Proforma		
	1H20	1H21	Chg %	1H20	1H21	Chg %
Net Revenues ¹	4,154.9	5,767.0	38.8%	4,360.2	6,007.1	37.8%
Adjusted Net Revenues on the same basis ²	4,154.9	4,604.0	10.8%	4,360.2	4,844.0	11.1%
Adjusted EBIT ³	1,015.3	2,081.3	105.0%	1,085.4	2,197.4	102.5%
Adjusted EBIT Mg. ⁴	24.4%	36.1%	11.7 p.p.	24.9%	36.6%	11.7 p.p.
Adjusted EBITDA ⁵	2,320.5	3,916.2	68.8%	2,463.2	4,084.2	65.8%
Adjusted EBITDA Mg. ⁴	55.8%	67.9%	12.1 p.p.	56.5%	68.0%	11.5 p.p.
Adjusted EBITDA on the same basis ²	2,320.5	2,766.2	19.2%	2,463.2	5,213.9	111.7%
Adjusted EBITDA Mg. on the same basis ²	55.8%	60.1%	4.3 p.p.	56.5%	107.6%	51.1 p.p.
Net Income	147.6	644.9	336.9%	147.6	644.9	336.9%
Net Income on the same basis ²	147.2	420.4	185.6%	147.2	420.4	185.6%
Net Debt / Adjusted EBITDA LTM (x) ⁶	2.7	2.3		2.8	2.3	
Adjusted EBITDA ⁵ / Interest and Monetary Variation (x)	3.8	6.1		3.6	5.7	

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

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



\ Same-basis comparison

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

- ViaCosteira, whose concession agreement was signed in July 2020.
- The effect of the payment made to the São Paulo State Government, because of the Preliminary Agreement executed on June 29, 2021.
- **For the comparison of the YTD results**, in addition to the effects mentioned above, we also excluded the impacts from ViaQuatro's rebalancing, recorded in 1Q21.



\ ESG

Aiming at placing **Grupo CCR as a reference in infrastructure for human mobility**, the company will present to investors a panel consolidating the main ESG indicators with the environment, social responsibility, and governance data.

Publication of the ESG Panel | 2020 Performance

See more on: <https://ri.ccr.com.br/en/esg-indicadores/>

\ Highlights

For the third consecutive year, CCR stands out in the **CDP** ranking.

Besides CCR, only three other Brazilian companies achieved the highest score in the evaluation of actions focused on the climate change sector. For being included in the **A-List**, companies must meet criteria such as the level of content details, awareness of climate change problems, management methods, and progress of their initiatives.

For 10 consecutive years, CCR has stood out on **B3's ISE portfolio**.

B3's ISE portfolio comprises 46 shares of 39 companies from 15 industries that, together, have a market value of R\$1.8 trillion, accounting for 38% of the total market value of the companies trading on B3.

CCR gains grounds with anti-corruption actions and 2020 marks the strengthening of the **Company's Compliance Culture**.

The Compliance area analyzed and reviewed several anti-corruption clauses, as indicated in the **Annual Compliance Report** included in Service Contracts, Onerous Assignment of Space on a Precarious Free Basis, Agreement for Occupation of Domain Area, Energy Distribution Agreement, Confidentiality Agreement, Contract Amendments, Term of Commitment and Permission for Use, Donation Agreement, among others.

CCR moved up in the MSCI rating in 2021: the Company moved up from BB to A in the MSCI rating.

MSCI stands for Morgan Stanley Capital International, a U.S. company responsible for rating the main global shares. Its main function is to measure the performance of the stock markets; the rating is also used as a parameter for several investment funds.

CCR Institute: the social investment manager of Grupo CCR that gathers cases in Brazil has just surpassed R\$160 million converted into social inclusion. In 2020 alone, it accounted for 39 initiatives in 115 Brazilian cities, benefiting 2.5 million Brazilians.

The indicators can be found in the **Activities Report**, which, in addition to the results, includes the overview of the Institute's pillars



\ Gross Revenues (excluding construction revenues)

Toll Gross Revenue (R\$ 000)	2Q20	2Q21	Chg %	1H20	1H21	Chg %
AutoBAn	421.910,0	555.214,0	31,6%	962.799,0	1.100.045,0	14,3%
NovaDutra ²	245.752,0	138.133,0	-43,8%	587.535,0	416.990,0	-29,0%
RodoNorte	195.186,0	225.557,0	15,6%	414.725,0	444.041,0	7,1%
ViaLagos	17.153,0	28.929,0	68,7%	54.290,0	66.945,0	23,3%
ViaOeste	187.771,0	257.931,0	37,4%	434.802,0	508.082,0	16,9%
RodoAnel Oeste	51.489,0	69.275,0	34,5%	117.489,0	137.816,0	17,3%
SPVias	137.771,0	169.607,0	23,1%	305.452,0	339.657,0	11,2%
MSVia	63.696,0	76.120,0	19,5%	133.232,0	150.080,0	12,6%
ViaSul	76.705,0	96.290,0	25,5%	160.665,0	203.152,0	26,4%
ViaCosteira	-	25.415,0	n.m.	-	25.415,0	n.m.
Total	1.397.433,0	1.642.471,0	17,5%	3.170.989,0	3.392.223,0	7,0%
% of Total Revenues	72,9%	65,3%	-7,6 p.p.	70,5%	55,2%	-15,3 p.p.
% of Eletronic means of collection	73,5%	75,4%	1,9 p.p.	71,9%	74,4%	2,5 p.p.

Ancillary Gross Revenue ¹	2Q20	2Q21	Chg %	1H20	1H21	Chg %
Total Ancillary Gross Revenue	26.095,0	31.146,0	19,4%	54.832,0	59.330,0	8,2%
% of Total Revenues	1,4%	1,2%	-0,2 p.p.	1,2%	1,0%	-0,2 p.p.

Other Gross Revenues	2Q20	2Q21	Chg %	1H20	1H21	Chg %
ViaQuatro ¹	41.139,0	176.527,0	329,1%	178.816,0	1.396.127,0	680,8%
ViaMobilidade - Linhas 5 e 17 ¹	59.667,0	84.405,0	41,5%	138.337,0	171.030,0	23,6%
Metrô Bahia ¹	186.373,0	224.458,0	20,4%	343.523,0	436.521,0	27,1%
VLT ¹	27.725,0	53.538,0	93,1%	97.451,0	118.958,0	22,1%
Barcas ¹	10.539,0	9.259,0	-12,1%	42.163,0	18.217,0	-56,8%
Curaçao	6.518,0	22.747,0	249,0%	53.586,0	40.788,0	-23,9%
BH Airport	18.659,0	50.289,0	169,5%	93.541,0	98.494,0	5,3%
TAS	96.883,0	150.158,0	55,0%	195.967,0	282.057,0	43,9%
San José (Aeris)	12.540,0	47.419,0	278,1%	75.648,0	81.546,0	7,8%
Samm	32.505,0	24.004,0	-26,2%	54.786,0	46.869,0	-14,5%
Total	492.548,0	842.804,0	71,1%	1.273.818,0	2.690.607,0	111,2%
% of Total Revenues	25,7%	33,5%	7,8 p.p.	28,3%	43,8%	15,5 p.p.
Construction Gross Revenue	1.916.076	2.516.421	31,3%	4.499.639	6.142.160	36,5%

Construction Gross Revenue	2Q20	2Q21	Chg %	1H20	1H21	Chg %
Total	224.987,0	251.777,0	11,9%	479.501,0	519.939,0	8,4%

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 demand risk mitigation revenues. These revenues totaled R\$167.8 million in 2Q21 (R\$155.2 million in 2Q20). In VLT, the returns on financial assets totaled R\$45.3 million in 2Q21 (R\$25.1 million in 2Q20). In ViaMobilidade - Lines 5 and 17, mitigation revenues stood at R\$31.7 million in 2Q21 (R\$30.1 million in 2Q20). In ViaQuatro, the remuneration of financial assets in 2Q21 was R\$98.5 million.

2. Due to the end of NovaDutra's concession agreement in February 2021, revenue as of this date accounts for 42.98% of the collected amount, impacting both revenue and the calculation of the average tariff. According to the Material Fact published on February 23, 2021, such concession agreement was extended until February 2022.

Gross revenues from jointly-controlled subsidiaries recorded under equity pickup are shown below as additional information.

Gross Operating Revenue of Jointly Controlled Companies ¹	2Q20	2Q21	Chg %	1H20	1H21	Chg %
Renovias	33,279.0	44,610.0	34.0%	77,063.0	88,003.0	14.2%
Quito (Quiport)	24,486.0	63,728.0	160.3%	103,745.0	117,109.0	12.9%
ViaRio	15,160.0	24,303.0	60.3%	38,136.0	48,418.0	27.0%
Total²	72,925.0	132,641.0	81.9%	218,944.0	253,530.0	15.8%

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

2. Excluding eliminations



Operational Data

	Traffic/Passengers			Average Toll Paid ¹			Traffic/Passengers			Average Toll Paid ¹		
	2Q20	2Q21	Chg %	2Q20	2Q21	Chg %	1H20	1H21	Chg %	1H20	1H21	Chg %
Traffic (Equivalent Vehicles)²												
AutoBAn	48,571,857	62,194,675	28.0%	8.69	8.93	2.8%	110,372,171	123,214,608	11.6%	8.72	8.93	2.4%
NovaDutra ³	22,640,260	31,581,914	39.5%	10.85	4.37	-59.7%	53,825,978	63,366,201	17.7%	10.92	6.58	-39.7%
RodoNorte	21,072,333	22,786,691	8.1%	9.26	9.90	6.9%	44,269,848	46,094,300	4.1%	9.37	9.63	2.8%
ViaLagos	1,082,772	1,736,459	60.4%	15.84	16.66	5.2%	3,365,139	4,016,733	19.4%	16.13	16.67	3.3%
ViaOeste	20,652,081	27,937,966	35.3%	9.09	9.23	1.5%	47,937,719	55,017,002	14.8%	9.07	9.23	1.8%
RodoAnel Oeste	24,586,670	31,529,931	28.2%	2.09	2.20	5.3%	56,101,863	62,737,599	11.8%	2.09	2.20	5.3%
SPVias	12,492,148	15,072,854	20.7%	11.03	11.25	2.0%	27,604,655	30,193,327	9.4%	11.07	11.25	1.6%
MSVia	9,685,818	11,515,521	18.9%	6.58	6.61	0.5%	20,225,198	22,709,023	12.3%	6.59	6.61	0.3%
ViaSul	16,727,318	20,533,682	22.8%	4.59	4.69	2.2%	35,718,584	43,776,955	22.6%	4.50	4.64	3.1%
ViaCosteira	-	12,151,018	n.m.	-	2.09	n.m.	-	12,151,018	n.m.	-	2.09	n.m.
Renovias ⁴	3,915,768	5,080,752	29.8%	7.97	8.24	3.4%	9,013,564	10,014,096	11.1%	8.06	8.25	2.4%
ViaRio ⁴	2,023,957	3,142,014	55.2%	7.43	7.72	3.9%	5,094,433	6,270,234	23.1%	7.43	7.71	3.8%
Consolidated IFRS⁵	198,163,338	264,978,677	33.7%	7.05	6.20	-12.1%	447,358,874	518,293,768	15.9%	7.09	6.54	-7.8%
Consolidated Pró-forma^{6,6}	204,103,063	273,201,443	33.9%	7.07	6.55	-8.5%	461,466,871	534,578,098	15.8%	7.11	6.74	-5.6%
Mobility (Transported Passengers)												
ViaQuatro	13,146,057	23,535,004	79.0%	2.55	2.97	16.5%	62,329,230	47,032,354	-24.5%	2.50	2.90	16.0%
Integrated	11,527,824	20,643,493	79.1%	-	-	n.m.	54,687,355	41,240,124	-24.6%	-	-	n.m.
Exclusive	1,618,233	2,891,511	78.7%	-	-	n.m.	7,641,875	5,792,230	-24.2%	-	-	n.m.
ViaMobilidade	12,842,742	24,164,591	88.2%	1.98	2.08	5.1%	50,983,021	48,000,644	-5.8%	1.94	2.06	6.2%
Metrô Bahia	7,723,510	16,061,491	108.0%	2.63	2.77	5.3%	31,284,084	31,235,862	-0.2%	2.55	2.70	5.9%
VLT	946,543	2,829,116	198.9%	2.77	2.92	5.4%	7,055,600	5,678,980	-19.5%	2.77	2.89	4.3%
Barcas	1,421,351	1,228,428	-13.6%	6.06	6.14	1.3%	5,751,063	2,592,291	-54.9%	6.98	6.13	-12.2%
Consolidated	36,080,203	67,818,630	88.0%	2.51	2.66	6.0%	157,402,998	134,540,131	-14.5%	2.51	2.61	4.0%
Airport (Boarding Passengers)												
Domestic												
BH Airport (RS)	74,620	345,771	363.4%	32.04	33.21	3.7%	892,568	769,154	-13.8%	31.71	32.88	3.7%
Curaçao (USD)	1,336	10,015	649.6%	20.30	24.52	20.8%	31,336	19,015	-39.3%	43.30	49.70	14.8%
Quiport (USD)	9,179	100,594	995.9%	14.28	12.61	-11.7%	275,509	186,038	-32.5%	14.01	12.80	-8.6%
International												
BH Airport (RS)	-	7,514	n.m.	-	58.78	n.m.	49,273	12,924	-73.8%	56.12	58.34	4.0%
San José (USD) ⁷	7,854	336,707	n.m.	221.63	32.73	-85.2%	687,854	564,707	-17.9%	249.71	63.85	-74.4%
Curaçao (USD)	4,369	40,767	833.1%	40.13	48.71	21.4%	138,369	72,767	-47.4%	81.90	93.40	14.0%
Quiport (USD)	9,332	148,969	n.m.	54.22	49.86	-8.0%	251,581	239,974	-4.6%	50.81	50.05	-1.5%
Consolidated	106,690	990,337	828.2%				2,326,490	1,864,579	-19.9%			

1. The average tariff (i) for the Highway business is calculated by dividing toll revenues 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, is considered. The average tariffs for the BH airport are in Brazilian reais, while the tariffs for the other airports are reported in U.S. dollars.

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

3. Due to the end of NovaDutra's concession agreement in February 2021, revenue as of this date accounts for 42.98% of the collected amount, impacting both revenue and the calculation of the average tariff. According to the Material Fact published on February 23, 2021, such concession agreement was extended until February 2022.

4. The number of equivalent vehicles at Renovias and ViaRio account for 40% and 66.66%, respectively.

5. In CCR's consolidated figures, the traffic volume of ViaOeste, which only collects one-way tolls, is doubled 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.

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

7. The tariffs for the San José International Airport do not exclude the 35.2% government share. The revenues shown in the subsidiaries' revenue table are net of this share. This airport has no revenue from domestic passenger boarding fees.



\ Highways

Highway traffic increased by 33.7% in 2Q21, mainly due to more relaxed social distancing measures when compared to 2Q20 and, consequently, to a comparison basis more affected by the pandemic in the same period of 2020.

It is worth noting that toll collection started at ViaCosteira's toll plazas in May 2021.

\ Equivalent Vehicle Mix Breakdown

Equivalent Vehicles	2Q20		2Q21	
	Light	Commercial	Light	Commercial
AutoBAn	32.8%	67.2%	39.4%	60.6%
NovaDutra	27.2%	72.8%	31.6%	68.4%
RodoNorte	14.4%	85.6%	17.3%	82.7%
ViaLagos	76.8%	23.2%	80.5%	19.5%
ViaOeste	48.3%	51.7%	53.6%	46.4%
Renovias	43.4%	56.6%	48.5%	51.5%
RodoAnel Oeste	46.1%	53.9%	49.7%	50.3%
SPVias	23.8%	76.2%	27.4%	72.6%
MSVia	17.8%	82.2%	18.4%	81.6%
ViaRio	90.8%	9.2%	92.9%	7.1%
ViaSul	38.6%	61.4%	37.8%	62.2%
ViaCosteira	-	-	35.1%	64.9%
CCR proforma¹ Consolidated	35.7%	64.3%	40.5%	59.5%

1. Includes Renovias' and ViaRio's traffic.



\ Urban Mobility

The YoY recovery in the number of passengers in the mobility business in 2Q21 results from several more lenient social distancing measures, as well as from a comparison base more affected by the pandemic in 2Q20. However, it should be noted that the Covid-19 pandemic continues directly impacting the mobility sector, which still records demand lower than in the pre-pandemic period.

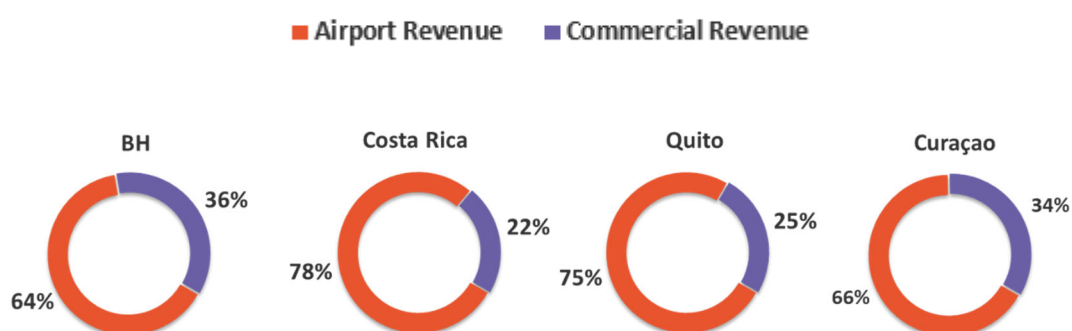
As for Barges, the changes in the number of passengers transported were mainly due to the effects of the pandemic that still affect demand.



\ Airports

The YoY resumption in the number of passengers and flights in 2Q21 results from several less lenient social distancing measures when compared to those imposed at the beginning of the pandemic. However, it should be noted that the Covid-19 pandemic continues directly affecting the airport sector, which still records demand lower than in the pre-pandemic period.

Airport Revenue Mix in the Quarter





\ Total Costs

Total costs moved up by 24.7% in 2Q21 over 2Q20, to R\$2,263.4 million. In the same comparison, **same-basis cash costs fell by 0.6%, to R\$909.2 million**. Considering only same-basis assets in Brazil, cash costs increased by 0.2% in the period (IPCA of 8.3% in the period).

Costs (R\$ MM)				Same basis		
	2Q20	2Q21	Chg %	2Q20	2Q21	Chg %
Total Costs¹	(1,815.1)	(2,263.4)	24.7%	(1,811.0)	(2,206.7)	21.8%
Depreciation and Amortization	(584.5)	(1,108.6)	89.7%	(584.5)	(1,107.2)	89.4%
Anticipated Expenses	(69.7)	(69.7)	0.0%	(69.7)	(69.7)	0.0%
Construction Costs	(223.6)	(251.8)	12.6%	(219.5)	(202.7)	-7.7%
Maintenance Provision	(22.4)	82.1	n.m.	(22.4)	82.1	n.m.
Third-Party Services	(342.3)	(298.9)	-12.7%	(342.3)	(295.2)	-13.8%
Concession Fee Costs	(14.5)	(21.6)	49.0%	(14.5)	(21.6)	49.0%
Personnel Costs	(357.6)	(399.5)	11.7%	(357.6)	(397.1)	11.0%
Other Costs	(200.5)	(195.4)	-2.5%	(200.5)	(195.4)	-2.5%
Cash costs	(914.9)	(915.4)	0.1%	(914.9)	(909.2)	-0.6%
Cash costs (National Assets)	(776.0)	(786.4)	1.3%	(776.0)	(777.4)	0.2%

Costs (R\$ MM)				Same basis		
	1H20	1H21	Chg %	1H20	1H21	Chg %
Total Costs¹	(3,619.0)	(4,205.6)	16.2%	(3,615.0)	(4,023.1)	11.3%
Depreciation and Amortization	(1,120.4)	(1,764.7)	57.5%	(1,120.4)	(1,763.2)	57.4%
Anticipated Expenses	(139.3)	(139.3)	0.0%	(139.3)	(139.3)	0.0%
Construction Costs	(477.0)	(519.9)	9.0%	(472.9)	(351.9)	-25.6%
Maintenance Provision	(45.4)	69.1	n.m.	(45.4)	69.1	n.m.
Third-Party Services	(654.0)	(639.2)	-2.3%	(654.0)	(633.5)	-3.1%
Concession Fee Costs	(41.2)	(43.1)	4.6%	(41.2)	(43.1)	4.6%
Personnel Costs	(744.4)	(767.1)	3.0%	(744.4)	(764.3)	2.7%
Other Costs	(397.3)	(401.4)	1.0%	(397.2)	(396.9)	-0.1%
Cash costs	(1,836.9)	(1,850.8)	0.8%	(1,836.8)	(1,837.8)	0.1%
Cash costs (National Assets)	(1,524.6)	(1,572.5)	3.1%	(1,524.6)	(1,559.5)	2.3%

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

The main reasons for the YoY variations in 2Q21 are detailed below:

Depreciation and Amortization: Increased by 89.7% (R\$524.1 million). ViaCosteira contributed nearly R\$1.4 million. On the same base, the 89.4% increase was mainly due to the disbursement from the execution of the Preliminary Agreement recognized as intangible asset by debiting the liability from the obligation to pay R\$1.2 billion. The portion proportional to the term already elapsed between the start of the extended period and June 30, 2021, of R\$531.4 million, was repaid on the same date, and the remaining portion will be repaid between July 2021 and the end of each concession that are part of the Preliminary Agreement. As additional information, cash was disbursed after the close of the quarter. It is also worth noting the effect of lower depreciation at NovaDutra because of the end of the concession agreement, which was extended until February 2022, and the higher amortization of investments resulting from the closeness of the end of RodoNorte's concession agreement.

Prepaid Expenses: Remained flat in the quarter-on-quarter comparison, reflecting 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.

Construction Costs: Increased by 12.6% (R\$28.2 million). ViaCosteira recorded an expense of R\$49.1 million in 2Q21. On the same comparison basis, the 7.7% decline was mainly due to (i) lower investments at RodoNorte, (ii) lower work volume at SPVias compared to 2Q20; these effects were partially mitigated by higher investments at ViaSul to recover sidewalks. (Please refer to the CAPEX section for the quarterly information on investments).

Provision for Maintenance: The amounts were accrued based on the frequency of maintenance works, cost estimates, and the corresponding present value calculation. The R\$104.5 million decrease recorded in 2Q21 was mainly due to the reversal of the provision for maintenance at MSVia, of R\$93.6 million, given the formalization of the amendment to the agreement for a new bidding process of this asset.

Third-Party Services: Fell by 12.7% (R\$43.4 million). ViaCosteira recorded an expense of R\$3.8 million in 2Q21. On the same base, the 13.8% decline was mainly due to the termination of the service agreement at NovaDutra, with the end of the concession agreement.

Concession Fees: Moved up 49.0% (R\$7.1 million). The variation reflects the increase of variable concession fees, as a result of the higher number of passengers transported at BH Airport and Curaçao, and higher toll revenue at AutoBAn and ViaOeste, due to the improvement of passenger traffic.

Personnel Costs: Increased by 11.7% (R\$41.9 million). ViaCosteira recorded an expense of R\$2.4 million in 2Q21. On the same comparison basis, the 11.0% increase was mainly due to (i) the average increase following the collective bargaining agreement of 3% in April, (ii) transfer of personnel to NovaDutra, previously recorded under outsourced services, given the extension of the concession agreement, and (iii) higher personnel costs at TAS, in addition to the impact of the exchange variation on the Company's businesses abroad. To mitigate part of these effects, the Company reversed R\$4.2 million referring to variable compensation in several companies, due to the failure to achieve the agreed-upon indicators for 2020. Considering only same-basis assets in Brazil, personnel costs edged up by 6.3%.

Other costs: (materials, insurance, rent, marketing, trips, electronic payment methods, fuel, and other general expenses): Fell by 2.5% (R\$5.1 million). ViaCosteira recorded an expense of R\$2.8 million in 2Q21. On the same comparison basis, this figure declined by 4.0%. In 2Q21, it included the non-recurring effects of (i) TAS, referring to the "Cares Act" benefit from the U.S. Government, of R\$58.8 million, and (ii) MSVia, referring to the adjustment of the provision for impairment, due to the new bidding process, in the amount of +R\$14.0 million resulting from the monetary variation in the period, and the recording of a provision for tax assessment notices related to operational matters and investment obligations, of R\$31.3 million, which mitigated part of the aforementioned effects. Considering only same-basis assets in Brazil and excluding the aforementioned non-recurring effects, this line climbed up 16.5%, mainly explained by increases in some concessionaires, due to higher demand and energy costs, among others.

\ Results by Segment

Gross Revenue ¹ (R\$ MM)	2Q20	2Q21	Chg %	1H20	1H21	Chg %
Highway	1,580.6	1,874.0	18.6%	3,554.2	3,886.0	9.3%
Airports ²	153.6	285.8	86.1%	463.3	532.0	14.8%
Mobility	374.2	586.2	56.7%	906.3	2,199.2	142.7%
Other	105.0	95.4	-9.1%	200.3	187.1	-6.6%
Elimination	(72.4)	(73.2)	1.1%	(144.9)	(142.1)	-1.9%
Gross Revenue	2,141.1	2,768.2	29.3%	4,979.1	6,662.1	33.8%
Adjusted EBITDA (R\$ MM)	2Q20	2Q21	Chg %	1H20	1H21	Chg %
Highway	824.5	1,046.0	26.9%	2,043.8	2,154.5	5.4%
Airports ²	(44.2)	92.6	n.m.	9.1	129.1	1318.7%
Mobility	114.4	307.0	168.4%	359.3	1,697.3	372.4%
Other	(38.4)	(28.8)	-25.0%	(84.9)	(54.2)	-36.2%
Elimination	(2.7)	(5.1)	88.9%	(6.8)	(10.3)	51.5%
Adjusted EBITDA	853.6	1,411.7	65.4%	2,320.5	3,916.2	68.8%

1.Considers construction revenue

2.Considers TAS (Total Airport Services)

\ EBITDA Reconciliation

EBITDA Reconciliation (R\$ MM)	2Q20	2Q21	Chg %	1H20	1H21	Chg %
Net Income	(142.1)	(44.0)	-69.0%	147.6	644.9	336.9%
(+) Income Tax and Social Contribution	85.1	49.7	-41.6%	302.9	621.4	105.2%
(+) Net Financial Results	241.4	327.5	35.7%	613.1	683.0	11.4%
(+) Depreciation and Amortization	584.5	1,108.6	89.7%	1,120.4	1,764.7	57.5%
EBITDA (a)	768.8	1,441.7	87.5%	2,184.0	3,714.1	70.1%
EBITDA Mg. (a)	38.6%	55.9%	17.3 p.p.	47.1%	59.1%	12.0 p.p.
(+) Anticipated expenses (b)	69.7	69.7	0.0%	139.3	139.3	0.0%
(+) Maintenance provision (c)	22.4	(82.1)	n.m.	45.4	(69.1)	n.m.
(-) Equity Income	40.9	(15.9)	n.m.	16.3	(21.9)	n.m.
(+) Part. of Non-controlling Shareholders	(48.1)	(1.6)	-96.7%	(64.6)	153.8	n.m.
Adjusted EBITDA	853.6	1,411.7	65.4%	2,320.5	3,916.2	68.8%
Adjusted EBITDA Mg. (d)	48.3%	60.7%	12.4 p.p.	55.8%	67.9%	12.1 p.p.

a. Calculation according to CVM Instruction 527/2012, which consists of net income adjusted for the net financial result, income tax and social contribution expenses, and depreciation and amortization costs and expenses.

b. Refers to the recognition of prepayments related to the concession, which is adjusted for being a non-cash item in the quarterly information.

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

d. The adjusted EBITDA margin was calculated by excluding construction revenues since it is an IFRS requirement, the corresponding entry of which impacts total costs.

\ Net Financial Result

Net Financial Result (R\$ MM)	2Q20	2Q21	Chg %	1H20	1H21	Chg %
Net Financial Result	(241.4)	(327.5)	35.7%	(613.1)	(683.2)	11.4%
- Income from Hedge Operation	73.4	11.1	-84.9%	70.8	(158.3)	n.m.
- Fair Value of Hedge Operation	(65.2)	(2.9)	-95.6%	(53.4)	185.6	n.m.
- Monetary Variation on Loans, Financing and Debentures	22.6	(54.1)	n.m.	(17.4)	(119.8)	588.5%
- Exchange Rate Variation on Loans, Financing, Debentures, Derivatives and	(2.2)	5.8	n.m.	(13.2)	1.6	n.m.
- Monetary Variation on Liabilities related to the Granting Power	11.7	(49.3)	n.m.	(24.0)	(106.4)	343.3%
- Present Value Adjustment of Maintenance Provision and Liabilities related to th	(15.3)	(13.4)	-12.4%	(31.0)	(27.4)	-11.6%
- Interest on Loans, Financing and Debentures	(297.9)	(292.4)	-1.8%	(611.6)	(567.7)	-7.2%
- Capitalization on Loans	13.9	27.0	94.2%	44.3	54.6	23.1%
- Investment Income and Other Income	50.8	74.6	46.9%	113.9	129.1	13.3%
- Others ¹	(33.1)	(33.9)	2.4%	(91.4)	(74.5)	-18.5%

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

Key indicators	2Q20	2Q21	1H20	1H21
Average annual CDI	3.09%	3.23%	3.64%	2.63%
IGP-M accrued	2.66%	6.30%	4.39%	15.08%
IPCA accrued	-0.43%	1.68%	2.31%	3.77%
Average annual TJLP	4.94%	4.61%	5.02%	4.50%
Average Exchange (R\$ - US\$)	5.38	5.30	4.91	5.38

ViaMobilidade (Lines 5 and 17) has swap contracts, fully exchanging the debt flow from 9.76% p.a. to CDI +1.44% p.a.

SPVias has swap contracts, fully exchanging the debt flow from 115% of the CDI to CDI + 0.4050% p.a.

RodoAnel Oeste has swap contracts, partially exchanging the debt flow (50%) from 120% of the CDI to CDI +0.9940% p.a.

CCR has swap contracts, fully exchanging the debt flow from IPCA + 4.25% to CDI + 1.76% p.a.

The main reasons for the variations reported in 2Q21 are:

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

The impact on the **Monetary variation on loans, financing, and debentures** line was mainly due to higher variation of the IPCA by (2.11 p.p.) in the period.

The decline in the **Exchange variation expenses on gross debt, derivatives, and suppliers** line mainly reflects the YoY effect of the lower exchange variation in 2Q21 on equipment supply contracts to ViaQuatro.

The **Monetary variation on obligations with the Granting Authority** line includes the monetary variation (IPCA) on BH Airport concession fees. The variation was due to higher IPCA between March and May 2021, of 2.07%, compared to -0.62% between March and May 2020, which are the periods considered for updating the concession fee balance in 2Q21 and 2Q20, respectively.

The **present value adjustments of the provision for maintenance** and obligations with the Granting Authority fell by 12.4%, mainly due to the effect of the reversal of the provision for maintenance at MSVia given the friendly return process of this asset.

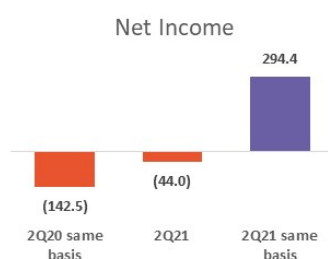
The **Interest on loans, financing and debentures** line fell by 1.8%, mainly due to the effect of the amortization of the transaction costs at ViaMobilidade in 2020, which was partially mitigated by the (0.14 p.p.) increase in the CDI rate in the period.

The **Loan costs capitalization** line moved up 94.2%, mainly due to higher interest capitalization levied on a greater financial expense amount at ViaQuatro.

The **Interest on financial investments and other revenues** line increased 46.9% YoY in 2Q21, mainly due to (i) the effect of higher interest, fines, and monetary adjustment at VLT, due to accumulated late payments by the Granting Authority and higher monetary adjustment indices, and (ii) the monetary adjustment of earnings from financial assets at BH Airport.

The **Other financial income and expenses** line slightly increased by 2.4%, remaining virtually flat over 2Q20.

\ Net Income

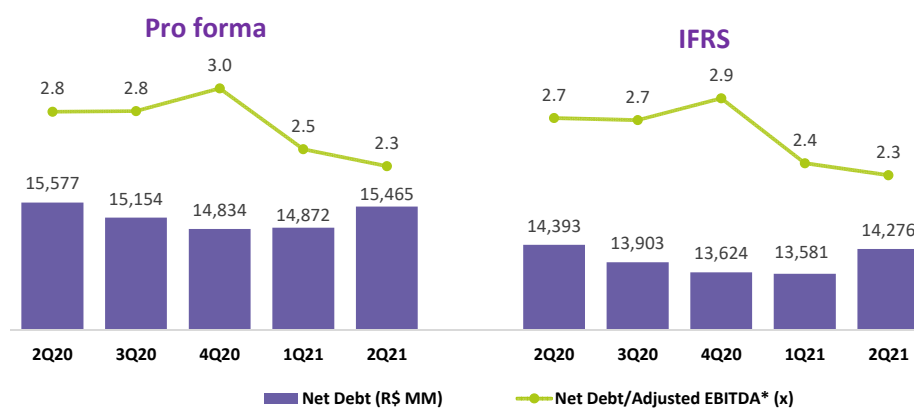


Consolidated Net Loss totaled R\$44.0 million in 2Q21. On the same base¹, Net Income was R\$294.4 million in 2Q21, compared to a net loss of R\$142.5 million in 2Q20.

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

\ Indebtedness

Consolidated net debt (IFRS) came to R\$14.3 billion in June 2021, while the net debt/LTM adjusted EBITDA¹ ratio reached 2.3x, as shown below:



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

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

Funding in 2Q21

In 2Q21, funding and rollover were as follows:

Company	Issuance	Amount (R\$ MM)	Debt	Cost	Maturity
SAMM	apr/21	35.0	Promissory Note	CDI + 1.30%	apr/22
CCR	jun/21	545.0	Debenture	IPCA + 4.88%	nov/33
ViaMobilidade - Linhas 8 e 9	jun/21	1,600.0	Debenture	CDI + 1.70%	jun/23
Total		2,180.0			

Indebtedness Evolution

(R\$ MM)	Jun/20	Mar/21	Jun/21
Gross Debt¹	20,781.8	19,661.8	20,633.0
% Real-Denominated	94%	95%	96%
% Foreign Currency-Denominated	6%	5%	4%
Short Term	4,826.1	4,836.5	3,622.0
% Real-Denominated	92%	98%	97%
% Foreign Currency-Denominated	8%	2%	3%
Long Term	15,955.7	14,825.4	17,011.0
% Real-Denominated	94%	94%	95%
% Foreign Currency-Denominated	6%	6%	5%
Cash, Equivalents and Financial Investments²	6,298.0	6,177.0	6,454.0
% Real-Denominated	89%	92%	0%
% Foreign Currency-Denominated	11%	8%	0%
Receivable/Payable Swap Settlements³	90.5	(96.6)	(97.0)
Net Debt	14,393.3	13,581.4	14,276.0

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)

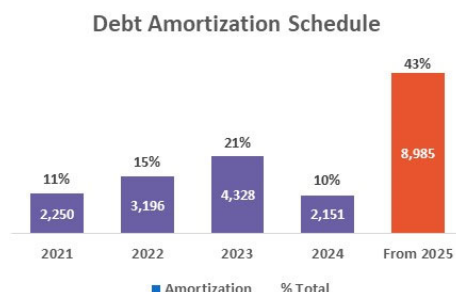
3. Swap adjustment in the period.

Debt Breakdown¹

Debt Breakdown (R\$ MM)	Index	Average Cost p.a.	Not Hedged		Hedged	
			Values	%	Values	%
BNDDES	TJLP	TJLP + 0.0% - 4.0% a.a.	5,925.1	28.3%	5,925.1	28.3%
Local Bond, Credit Deposit and others	CDI	109.5% - 120.0% do CDI, CDI + 0.4050% - 3.47% a.a.	9,953.8	47.6%	10,458.3	50.0%
Local Bond	IPCA	IPCA + 4.25% - 7.07% a.a.	3,376.5	16.1%	2,872.0	13.7%
Dolar	USD	LIBOR 6M + 2.3% - 2.5% a.a. / 4.2% a.a. - 7.3% a.a.	901.3	4.3%	901.3	4.3%
Other	Pre fixed	9.76% a.a. - 16.5% a.a.	753.8	3.6%	753.8	3.6%
Total			20,910.5	100.0%	20,910.5	100.0%

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

Amortization Schedule¹ (IFRS)



CCR's amortization schedule shows the **Company's long-term profile with no debt concentrations**; about 43% of the repayments will mature from 2025, and only 11% will mature in 2021. **Debt totaled R\$20.9 billion in 2Q21.**

As additional information, on June 30, 2021, the net exposure in U.S. dollars of companies with revenues in Brazilian reais was US\$26 million, and refer to ViaSul, ViaQuatro, and Metrô Bahia.

In the same period, the pro forma gross debt came to R\$22.3 billion, including the non-controlled companies.

\ CAPEX and Maintenance

In 2Q21, investments (including the financial asset) and maintenance expenditures totaled R\$325.1 million.

R\$ MM (%100)	Intangible and Fixed Assets						Performed Maintenance		Financial Asset ¹		Total	
	Improvements		Equipment and Others		Total		Maintenance Cost		2Q21	1H21	2Q21	1H21
	2Q21	1H21	2Q21	1H21	2Q21	1H21	2Q21	1H21				
NovaDutra	0,5	0,8	0,0	4,6	0,5	5,4	0,0	8,2	0,0	0,0	0,5	13,6
ViaLagos	2,1	4,3	0,1	0,4	2,2	4,7	2,8	2,9	0,0	0,0	5,0	7,6
RodoNorte	38,4	71,5	2,1	2,8	40,5	74,3	36,4	41,9	0,0	0,0	76,9	116,2
AutoBAN	3,2	8,2	0,8	1,3	4,0	9,6	0,0	0,0	0,0	0,0	4,0	9,6
ViaOeste	14,1	17,8	0,5	1,1	14,6	18,9	0,0	0,0	0,0	0,0	14,6	18,9
ViaQuatro	13,1	20,6	0,8	2,4	13,9	23,0	0,0	0,0	0,0	0,0	13,9	23,0
RodoAnel Oeste	12,8	16,1	0,5	1,3	13,4	17,4	0,4	0,6	0,0	0,0	13,8	18,0
Samm	3,5	6,5	2,8	5,2	6,4	11,7	0,0	0,0	0,0	0,0	6,4	11,7
SPVias	1,7	2,1	0,9	1,2	2,6	3,3	0,0	0,0	0,0	0,0	2,6	3,3
San José - Aeris	(8,2)	5,5	0,3	0,4	(7,9)	5,9	0,0	0,0	0,0	0,0	(7,9)	5,9
CAP	0,4	1,3	0,0	0,0	0,4	1,3	0,0	0,0	0,0	0,0	0,4	1,3
Barcas	0,1	0,4	0,2	0,2	0,3	0,6	0,0	0,0	7,0	7,0	7,3	7,6
VLT	1,1	1,4	0,1	0,2	1,2	1,7	0,0	0,0	0,0	0,0	1,2	1,7
Metrô Bahia	12,6	17,3	0,3	1,9	13,0	19,1	0,0	0,0	0,0	0,1	13,0	19,2
BH Airport	7,1	12,0	0,3	0,8	7,5	12,8	0,0	0,0	(25,3)	(25,5)	(17,8)	(12,7)
MSVia	1,1	5,2	3,2	3,7	4,3	8,9	1,0	1,0	0,0	0,0	5,3	9,9
TAS	0,3	0,5	0,9	0,9	1,1	1,5	0,0	0,0	0,0	0,0	1,1	1,5
ViaMobilidade - Linha 5	14,4	24,2	0,3	1,1	14,7	25,3	0,0	0,0	0,0	0,0	14,7	25,3
Quicko	0,0	0,3	0,3	0,5	0,3	0,8	0,0	0,0	0,0	0,0	0,3	0,8
ViaSul	96,3	158,1	2,1	8,1	98,4	166,2	0,0	0,0	0,0	0,0	98,4	166,2
CCR ViaCosteira	55,2	181,9	1,5	7,6	56,7	189,5	0,0	0,0	0,0	0,0	56,7	189,5
Linhas 8 e 9	17,5	17,5	0,0	0,0	17,5	17,5	0,0	0,0	0,0	0,0	17,5	17,5
Others ²	(1,7)	1,2	(0,7)	(0,5)	(2,3)	0,8	(0,5)	(1,8)	0,0	0,0	(2,8)	(1,0)
Consolidated	285,6	574,7	17,3	45,2	303,3	620,2	40,1	52,8	(18,3)	(18,4)	325,1	654,6

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

2. Includes CCR, CPC and eliminations

The concessionaires that invested the most in the quarter were: **ViaSul, RodoNorte, and ViaCosteira.**

ViaSul's spending was mainly in sidewalk recovery, completion of works, intersections, overpasses, and improvement works likely to occur in the second year of concession. RodoNorte's investments were mainly allocated to duplications in several stretches of BR-376. ViaCosteira's investments focused on the early works of the concession, mainly the completion of (i) 4 toll plazas, (ii) sidewalk and sign restoration, and (iii) general conservation.

In 2Q21, **Metrô Bahia received R\$69.9 million** related to considerations from the Granting Authority.

In June 2021, **the concession fees of lines 8 and 9, totaling R\$995.4 million, were paid** and recorded under additions to intangible assets, and AutoBAN, ViaOeste, and SPVias incurred disbursements because of the signature of the preliminary agreement with the São Paulo State.

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

R\$ MM	Jointly owned Intangible and Fixed Assets						Jointly owned performed maintenance		Proforma Financial Asset ¹		Total	
	Improvements		Equipment and Others		Total		Maintenance Cost					
	2Q21	2Q21	1H21	2Q21	1H21	2Q21	1H21	2Q21	1H21	2Q21	1H21	2Q21
Renovias (40%)	0,2	0,3	0,6	1,0	0,8	1,3	0,0	0,0	0,0	0,0	0,8	1,3
ViaRio (66.66%)	0,5	1,0	0,2	0,9	0,7	1,8	0,0	0,0	0,0	0,0	0,7	1,8
Quito - Quiport (46.5%)	2,9	12,9	1,2	1,4	4,2	14,4	0,0	0,0	0,0	0,0	4,2	14,4
Consolidated	3,6	14,2	2,0	3,3	5,7	17,4	0,0	0,0	0,0	0,0	5,7	17,4

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

The investments and maintenance expenditures at the jointly-controlled subsidiaries totaled R\$5.7 million in 2Q21.

\ COVID-19

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

In 2Q21, Grupo CCR allocated approximately R\$870,000 in initiatives to fight the Coronavirus, among which:

- **Donation of 25,000 tags** to truck drivers and drivers working with special services, aiming at reducing interaction among users and employees during toll payments;
- **Donation of approximately 3,000** food and personal hygiene items to truck drivers, including alcohol-based hand sanitizer kits;

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

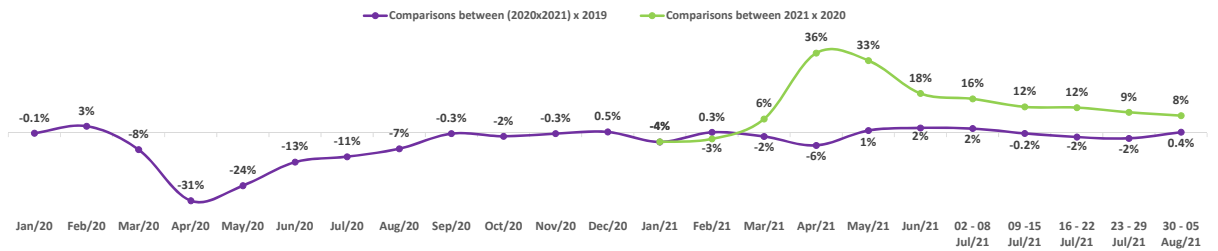
Furthermore, always committed to transparency, CCR announced in a material fact disclosed on March 21, 2020, that it would publish a weekly newsletter on its investor relations website featuring information on traffic in equivalent vehicles in its highway concessions, passengers transported in the Urban 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 the coronavirus on the Company's operations, as shown in the charts below, which present the variations in 2021 compared with the same periods of 2020 and 2019.

\ Weekly Data (January 2020 to July 30 - August 5)

HIGHWAYS - YoY

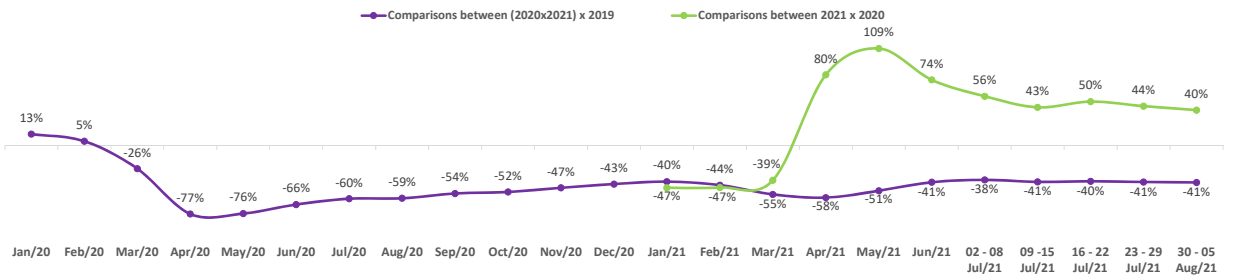
equivalent vehicles



Note: Excluding ViaSul and ViaCosteira.

MOBILITY - YoY

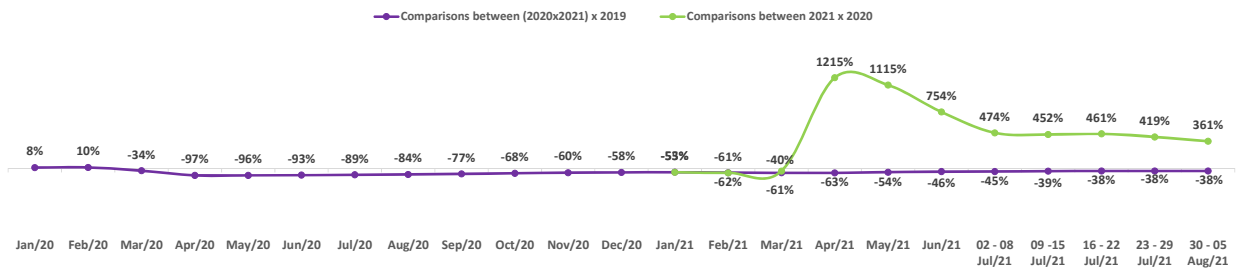
passengers transported



Note: In terms of passengers transported.

AIRPORTS - YoY

passengers boarded



Note: Number of passengers boarded.



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Independent Auditors' Report on review of interim financial information

To the shareholders, board of directors and management of
CCR S.A.
São Paulo - SP

Introduction

We have reviewed the accompanying individual and consolidated interim financial information of CCR S.A. ("Company"), contained in the Quarterly Information Form - ITR for the period ended June 30, 2021, which comprises the balance sheet as at June 30, 2021, and the related statements of income and comprehensive income for the three and six-month periods then ended, changes in shareholder's equity and cash flows for the six-month period then ended, including the explanatory notes.

Management is responsible for the preparation of the individual and consolidated interim financial information in accordance with the Technical Pronouncement CPC 21 (R1) and international standard IAS 34 - Interim Financial Reporting, issued by the International Accounting Standards Board (IASB), as well as for the presentation of these information in accordance with the standards issued by the Brazilian Securities and Exchange Commission (CVM), applicable to the preparation of Quarterly Information Form - ITR. Our responsibility is to express a conclusion on this interim financial information based on our review.

Review scope

We conducted our review in accordance with Brazilian and International standards on Reviews of Interim Financial Information (NBC TR 2410 - Review of Interim Financial Information Performed by the Independent Auditor of the Entity and ISRE 2410 - Review of Interim Financial Information Performed by the Independent Auditor of the Entity, respectively). A review of interim financial information consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with auditing standards and, consequently, does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

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, therefore, new information may be revealed in the future. The Company was unable to provide us with all the information and related documentation, as they are protected by a secret of justice, as mentioned in the aforementioned note. Currently, 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 for these interim financial information .

Consequently, it was not possible to determine whether there would have been a need to make additional adjustments and / or disclosures in the individual and consolidated interim financial information as at June 30, 2021 and corresponding 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 six-month period then ended June 30, 2021, prepared under the responsibility of the Company's management, presented herein as supplementary information for IAS 34 purposes, have been subject to review procedures jointly performed with the review of the Company's Quarterly information Form - ITR. In order to form our conclusion, we assessed whether those statements are reconciled with the interim financial information and accounting records, as applicable, and whether their format and contents are in accordance with criteria determined in the Technical Pronouncement CPC 09 - Statement of Value Added. Based on our review, except for the possible effects of the matter described in the section above entitled "Basis for qualified conclusion on individual and consolidated interim financial information" nothing has come to our attention that causes us to believe that the statements of value added referred to above were not prepared, in all material respects, consistently with the overall individual and consolidated interim financial information.

São Paulo, August 12, 2021

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

June 30, 2021 and december 31, 2020

(In thousands of Brazilian Reals)

	Note	Parent company		Consolidated	
		06/30/2021	12/31/2020	06/30/2021	12/31/2020
Assets					
Current					
Cash and cash equivalents	6	1,607,811	1,402,994	3,719,157	3,548,987
Financial investments	6	7,088	1,377,129	2,585,406	2,632,188
Interest earnings - reserve account	6	-	2,153	149,107	26,108
Accounts receivable	7	-	-	1,235,171	1,210,844
Accounts receivable - related parties	10	19,923	19,278	1,935	2,928
Loans - related parties	10	-	239,943	-	-
Recoverable taxes		66,338	93,578	185,378	185,926
Concession-related prepayments	9	-	-	278,680	278,680
Trade receivables - operations with derivatives	23	293	-	20,054	39,329
Advances to suppliers		588	818	23,204	17,184
Interest on capital	10	9,592	56,336	-	-
Prepaid expenses and others		1,954	3,752	211,299	185,906
Clearing House		-	-	270,649	-
Total current assets		1,713,587	3,195,981	8,680,040	8,128,080
Non-current					
Long-term receivables					
Trade receivables	7	-	-	4,913,649	3,503,734
Interest earnings - reserve account	6	-	-	70,700	53,570
Accounts receivable - related parties	10	-	-	17,583	27,520
Loans - related parties	10	167,607	158,003	164,931	160,395
Advance for capital increase - related parties	10	93,789	57,088	1,067	1,047
Recoverable taxes		44,610	31,810	153,099	125,117
Deferred Taxes	8b	-	-	937,184	908,804
Concession-related prepayments	9	-	-	1,973,276	2,112,613
Trade receivables - operations with derivatives	23	-	-	2,873	35,121
Prepaid expenses and others		58	67	158,740	123,407
		306,064	246,968	8,393,102	7,051,328
Investments	11	11,044,912	9,736,714	772,651	791,692
Fixed Assets	12	43,415	44,237	967,354	1,015,972
Intangible assets	13	51,585	53,784	16,341,949	15,152,690
Intangible assets under construction	13	-	-	1,039,531	1,153,352
Leases	14	69	92	130,083	155,506
Total non-current assets		11,446,045	10,081,795	27,644,670	25,320,540
Total assets		13,159,632	13,277,776	36,324,710	33,448,620

See the accompanying notes to the quarterly information.

Balance sheets

June 30, 2021 and december 31, 2020

(In thousands of Brazilian Reals)

	Note	Parent company		Consolidated	
		06/30/2021	12/31/2020	06/30/2021	12/31/2020
Liabilities					
Current					
Loans, financing and leases	15	1,649	524,269	288,411	822,544
Debentures and promissory notes	16	1,074,435	751,149	3,333,657	4,234,261
Accounts payable - operations with derivatives	23	17,777	-	19,129	1,981
Suppliers		8,597	15,118	531,776	607,768
Income and social contribution taxes		8	8	104,162	264,609
Taxes and contributions payable		2,090	6,033	143,991	171,049
Taxes and contributions in installments	19	-	-	2,307	1,849
Social and labor obligations		43,317	47,357	270,520	261,876
Suppliers and accounts payable - related parties	10	369	3,711	83,813	123,033
Loans - related parties	10	-	-	325,508	315,226
Interest on capital		280	45,640	4,367	47,189
Provision for maintenance	18	-	-	54,048	151,366
Obligations with the Concession Grantor	24 (c) e (d)	-	-	105,559	103,461
Self-Composition agreement and lenience agreement	27	-	-	141,147	293,666
Leases	14	41	41	38,471	41,156
Deferred Revenue		-	-	10,379	-
Other liabilities		19,793	19,756	1,660,470	183,175
Total current liabilities		1,168,356	1,413,082	7,117,715	7,624,209
Non-current					
Loans, financing and leases	15	458,868	458,267	6,954,043	6,896,372
Debentures and promissory notes	16	3,079,135	3,364,563	10,056,853	7,950,806
Taxes and contributions payable		-	-	16,311	15,389
Taxes and contributions in installments	19	-	-	4,542	3,510
Deferred Taxes	8b	126,402	122,746	856,898	497,931
Deferred PIS and COFINS		-	-	13,522	13,715
Social and labor obligations		4,018	6,091	28,906	29,330
Advance for capital increase - related parties	10	1,916	1,916	64,898	44,716
Loans - related parties	10	-	-	98,993	95,775
Provision for civil, labor, social security, tax and contractual risks	17	143	123	383,744	327,860
Provision for maintenance	18	-	-	39,567	58,565
Provision for unsecured liability	11	-	136,582	465	379
Obligations with the Concession Grantor	24 (c) e (d)	-	-	1,691,912	1,568,480
Loans granted to third parties		-	-	106,228	104,916
Self-Composition agreement and lenience agreement	27	-	-	-	-
Leases	14	29	51	104,806	127,558
Payables from Derivative Operations		85,791	-	100,867	-
Deferred Revenue		-	-	13,472	14,552
Other liabilities		27,805	33,192	119,496	134,795
Total non-current liabilities		3,784,107	4,123,531	20,655,523	17,884,649
Equity					
Capital		6,022,942	6,022,942	6,022,942	6,022,942
Equity Valuation Adjustment		904,172	960,457	904,172	960,457
Profit reserves		1,265,861	620,960	1,265,861	620,960
Additional dividends proposed		-	136,110	-	136,110
Capital reserves		14,194	694	14,194	694
Equity of parent company's shareholders		8,207,169	7,741,163	8,207,169	7,741,163
Interest of non-controlling shareholders		-	-	344,303	198,599
		8,207,169	7,741,163	8,551,472	7,939,762
Total liabilities and equity		13,159,632	13,277,776	36,324,710	33,448,620

See the accompanying notes to the quarterly information.

Statements of income

for the period of three and six months ended June 30, 2021 and 2020

(In thousands of Brazilian Reals, unless otherwise indicated)

Note	Parent company				Consolidated				
	04/01/2021 a 06/30/2021	01/01/2021 a 06/30/2021	04/01/2020 a 06/30/2020	01/01/2020 a 06/30/2020	04/01/2021 a 06/30/2021	01/01/2021 a 06/30/2021	04/01/2020 a 06/30/2020	01/01/2020 a 06/30/2020	
Net operational revenue	21	24,595	49,206	24,125	49,620	2,578,878	6,286,960	1,992,243	4,634,397
Costs of services provided									
Construction cost		-	-	-	-	(251,777)	(519,939)	(223,647)	(477,049)
Services		(731)	(1,271)	(207)	(474)	(230,029)	(501,698)	(280,533)	(537,225)
Cost of grant		-	-	-	-	(91,306)	(182,400)	(84,215)	(180,571)
Depreciation and amortization		(321)	(606)	(253)	(503)	(1,094,411)	(1,733,206)	(565,718)	(1,083,942)
Personnel cost		(9,374)	(17,235)	(5,337)	(12,122)	(324,166)	(609,087)	(259,499)	(543,809)
Provision for maintenance		-	-	-	-	82,139	69,122	(2,384)	(45,409)
Material, equipment and vehicles	18	(155)	(18)	-	(7)	(55,583)	(107,948)	(36,810)	(85,572)
Others		(883)	(2,199)	(71)	(276)	(121,908)	(227,928)	(103,656)	(205,522)
		<u>(11,464)</u>	<u>(21,329)</u>	<u>(5,868)</u>	<u>(13,382)</u>	<u>(2,087,041)</u>	<u>(3,813,084)</u>	<u>(1,576,462)</u>	<u>(3,159,099)</u>
Gross profit		13,131	27,877	18,257	36,238	491,837	2,473,876	415,781	1,475,298
Operating expenses									
General and administrative expenses									
Personnel expenses		(14,758)	(37,974)	(22,745)	(49,397)	(75,289)	(158,033)	(98,143)	(200,581)
Services		(9,332)	(18,540)	(21,352)	(36,391)	(68,892)	(137,484)	(61,748)	(116,753)
Material, equipment and vehicles		(4)	(94)	(2,149)	(3,122)	(4,516)	(8,680)	(8,796)	(13,945)
Depreciation and amortization		(4,313)	(7,761)	(3,424)	(6,885)	(14,185)	(31,527)	(18,752)	(36,505)
Advertisement campaigns and events, trade fairs and bulletin		(416)	(1,235)	(998)	(1,466)	(8,146)	(15,233)	(12,886)	(17,619)
Provision for civil, labor, social security and contractual risk:		(16)	(20)	(951)	(954)	(41,805)	(55,884)	(39,775)	(55,339)
Rouanet Law, audiovisual, sports and other incentives	17	-	-	-	-	(3,796)	(15,445)	(1,653)	(2,572)
Provision for expected loss - Accounts receivable		-	-	-	-	(2,556)	(7,227)	(216)	(3,081)
Water, electricity, telephone, internet and gas		(190)	(452)	(285)	(544)	(2,947)	(5,935)	(2,946)	(6,711)
Contributions to unions and trade associations		(34)	(112)	(131)	(197)	(1,831)	(4,281)	(2,905)	(5,406)
Rentals of properties and condominiums		(1,066)	(1,962)	(980)	(2,180)	(2,019)	(3,884)	(1,573)	(3,694)
Taxes, rates and notary office expenses		(35)	(65)	(688)	(828)	2,162	216	(17,417)	(10,443)
Contractual indemnities		-	-	-	(643)	-	(481)	-	(643)
Reimbursement to the user		-	-	-	-	(61)	(172)	(2,236)	(7,726)
Expenses with travels and accommodation		(17)	(94)	(136)	(760)	(373)	(941)	(356)	(3,654)
Provision for losses MSVia (adherence to Law No. 13.448 / 17)		-	-	-	-	14,027	(9,316)	-	19,550
Others		(1,593)	(3,783)	(611)	(2,109)	(22,619)	(35,972)	17,652	19,550
		<u>(31,774)</u>	<u>(72,092)</u>	<u>(54,430)</u>	<u>(105,476)</u>	<u>(232,846)</u>	<u>(490,279)</u>	<u>(251,750)</u>	<u>(465,122)</u>
Equity income (loss)	11	42,121	816,509	(68,222)	284,010	15,918	21,891	(40,872)	(16,335)
Self-Composition Agreement, Collaboration Incentive Program and Leniency Agreement	27	-	(95)	(1,771)	(12,369)	(3,206)	(6,029)	(2,787)	(14,452)
Other operating results		316	633	334	679	59,810	103,732	15,868	19,554
Profit before finance income (expense)		23,794	772,832	(105,852)	203,082	331,513	2,103,191	136,240	998,943
Finance income (expense)	22	(59,841)	(124,275)	(29,311)	(51,578)	(327,469)	(683,041)	(241,379)	(613,068)
Operating income and before income and social contribution taxes		(36,047)	648,557	(135,163)	151,504	4,044	1,420,150	(105,139)	385,875
Income and social contribution taxes - current and deferred	8a	(7,992)	(3,656)	(6,964)	(3,949)	(49,679)	(621,427)	(85,067)	(302,890)
Net (loss) income for the period		(44,039)	644,901	(142,127)	147,555	(45,635)	798,723	(190,206)	82,985
Attributable to:									
Owners of the Company		(44,039)	644,901	(142,127)	147,555	(44,039)	644,901	(142,127)	147,555
Non-controlling interest		-	-	-	-	(1,596)	153,822	(48,079)	(64,570)
Basic and diluted profit per share	20a	<u>-0.02180</u>	<u>0.31926</u>	<u>-0.07036</u>	<u>0.07305</u>	<u>-0.02180</u>	<u>0.31926</u>	<u>-0.07036</u>	<u>0.07305</u>

See the accompanying notes to the quarterly information.

Statements of comprehensive income
for the period of three and six months ended June 30, 2021 and 2020

(In thousands of Brazilian Reals)

Note	Parent company				Consolidated				
	04/01/2021 a 06/30/2021	01/01/2021 a 06/30/2021	04/01/2020 a 06/30/2020	01/01/2020 a 06/30/2020	04/01/2021 a 06/30/2021	01/01/2021 a 06/30/2021	04/01/2020 a 06/30/2020	01/01/2020 a 06/30/2020	
Net income (loss) for the period	(44,039)	644,901	(142,127)	147,555	(45,635)	798,723	(190,206)	82,985	
Items that will be subsequently reclassified to the income statement									
Equity valuation adjustment of financial statements on foreign subsidiaries	20a	(209,084)	(56,285)	101,244	520,598	(209,084)	(56,285)	101,244	520,598
Income on cash flow hedge	20a	-	-	-	882	-	-	-	882
Activation of cash flow hedge		-	-	(19)	(1,725)	-	(19)	(1,725)	
Income tax and social contribution deferred		-	-	6	286	-	-	6	286
Equity valuation adjustment of financial statements on foreign subsidiaries - non-controlling shareholders	20a	-	-	-	(1,314)	174	33,854	(1,840)	
		<u>(209,084)</u>	<u>(56,285)</u>	<u>101,231</u>	<u>520,041</u>	<u>(210,398)</u>	<u>(56,111)</u>	<u>135,085</u>	<u>518,201</u>
Total comprehensive income (loss) for the period		<u>(253,123)</u>	<u>588,616</u>	<u>(40,896)</u>	<u>667,596</u>	<u>(256,033)</u>	<u>742,612</u>	<u>(55,121)</u>	<u>601,186</u>
Attributable to:									
Owners of the Company		(253,123)	588,616	(40,896)	667,596	(253,123)	588,616	(40,896)	667,596
Non-controlling interests		-	-	-	-	(2,910)	153,996	(14,225)	(66,410)

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

Statement of changes in equity - Individual
for the period ended June 30, 2021 and 2020

(In thousands of Brazilian Reais)

	Capital		Capital reserves		Earnings reserve			Equity Valuation Adjustment	Retained earnings	Total
	Capital	Borrowing costs	Transactions with shareholders	Goodwill in capital transaction	Legal	Earnings retention	Additional dividend proposed			
Balances on January 1, 2020	6,126,100	(103,158)	49,820	(42,832)	611,408	373,243	600,000	524,207	-	8,138,788
Net income for the period	-	-	-	-	-	-	-	-	147,555	147,555
Other comprehensive income	-	-	-	-	-	-	-	520,041	-	520,041
Advantageous purchase and dilution of share after tax - VLT	-	-	26,985	-	-	-	-	-	-	26,985
Payment of dividends	-	-	-	-	-	-	(600,000)	-	-	(600,000)
Balances on June 30, 2020	<u>6,126,100</u>	<u>(103,158)</u>	<u>76,805</u>	<u>(42,832)</u>	<u>611,408</u>	<u>373,243</u>	<u>-</u>	<u>1,044,248</u>	<u>147,555</u>	<u>8,233,369</u>
Balances on January 1, 2021	6,126,100	(103,158)	49,820	(49,126)	757,070	-	-	960,457	-	7,741,163
Net income for the period	-	-	-	-	-	-	-	-	644,901	644,901
Other comprehensive income	-	-	-	-	-	-	-	(56,285)	-	(56,285)
Acquired Treasury Shares	-	-	-	(8)	-	-	-	-	-	(8)
Dilution of share after tax - VLT Carioca	-	-	14,455	-	-	-	-	-	-	14,455
Transaction with partners	-	-	(947)	-	-	-	-	-	-	(947)
Dividends	-	-	-	-	-	(136,110)	-	-	-	(136,110)
Balances on June 30, 2021	<u>6,126,100</u>	<u>(103,158)</u>	<u>63,328</u>	<u>(49,134)</u>	<u>757,070</u>	<u>(136,110)</u>	<u>-</u>	<u>904,172</u>	<u>644,901</u>	<u>8,207,169</u>

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

Statement of changes in shareholders' equity - Consolidated
for the period ended June 30, 2021

(In thousands of Brazilian Reals)

	Capital		Capital reserves		Earnings reserve			Retained earnings	Equity attributable to owners of the Company	Noncontrolling interests	Consolidated equity
	Capital	Borrowing costs	Transactions with shareholders	Goodwill in capital transaction	Legal	Additional dividend proposed	Equity Valuation Adjustment				
Balances on January 1, 2021	6,126,100	(103,158)	49,820	(49,126)	620,960	136,110	960,457	-	7,741,163	198,599	7,939,762
Increased participation - VLT Carioca	-	-	-	14,455	-	-	-	-	14,455	(23,244)	(8,789)
Capital increase	-	-	-	-	-	-	-	-	-	18,070	18,070
Transaction with partners	-	-	-	(947)	-	-	-	-	(947)	-	(947)
Acquired Treasury Shares	-	-	-	(8)	-	-	-	-	(8)	-	(8)
Dividends	-	-	-	-	-	(136,110)	-	-	(136,110)	(30)	(136,140)
Interest on Capital	-	-	-	-	-	-	-	-	-	(3,088)	(3,088)
Net income for the period	-	-	-	-	-	-	-	644,901	644,901	153,822	798,723
Other comprehensive income	-	-	-	-	-	-	(56,285)	-	(56,285)	174	(56,111)
Balances on June 30, 2021	6,126,100	(103,158)	49,820	(35,626)	620,960	-	904,172	644,901	8,207,169	344,303	8,551,472

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

Statement of changes in shareholders' equity - Consolidated

for the period ended June 30, 2020

(In thousands of Brazilian Reals)

	Capital		Capital reserves		Earnings reserve			Equity income (loss)	Retained earnings	Equity attributable to owners of the Company	Noncontrolling interests	Consolidated equity
	Capital	Borrowing costs	Transactions with shareholders	Goodwill in capital transaction	Legal	Earnings retention	Proposed additional dividend					
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
Net income for the period	-	-	-	-	-	-	-	-	147,555	147,555	(64,570)	82,985
Capital increase	-	-	-	-	-	-	-	-	-	-	18,952	18,952
Payment of dividends	-	-	-	-	-	-	(600,000)	-	-	(600,000)	(12,332)	(612,332)
Interest on Capital	-	-	-	-	-	-	-	-	-	-	(26)	(26)
Advantageous purchase net of taxes - VLT	-	-	26,985	-	-	-	-	-	-	26,985	-	26,985
Dilution of share after tax - VLT Carioca	-	-	-	-	-	-	-	-	-	-	(46,619)	(46,619)
Other comprehensive income	-	-	-	-	-	-	-	520,041	-	520,041	(1,430)	518,611
Balances on June 30, 2020	6,126,100	(103,158)	76,805	(42,832)	611,408	373,243	-	1,044,248	147,555	8,233,369	194,881	8,428,250

The notes are an integral part of the financial statements.

Cash flows statements – indirect method

for the period ended June 30, 2021 and 2020

(In thousands of Brazilian Reals)

	Parent company		Consolidated	
	06/30/2021	06/30/2020	06/30/2021	06/30/2020
Cash flow from operating activities				
Profit for the period	644,901	147,555	798,723	82,985
Adjustments as to:				
Deferred Income Tax and Social Contribution	3,656	3,949	324,546	(48,665)
Settlement of Prepaid Expenses	-	-	139,337	139,337
Depreciation and amortization	8,349	7,388	1,661,568	1,025,438
Write-off of fixed assets and intangible assets	-	117	4,401	8,959
Amortization of the concession right generated in acquisitions	-	-	80,980	77,432
Monetary variation of obligations with the concession grantor	-	-	106,396	23,965
Interest and monetary variation on debentures, promissory notes, loans, financing, leasing	147,683	90,465	687,430	628,997
Income (loss) of derivatives operations	111,647	-	158,256	(70,758)
Capitalization of borrowing costs	-	-	(54,587)	(44,348)
Fair value of loans, financing and debentures (fair value option and hedge accounting)	(120,809)	-	(185,634)	53,415
Reversal/Constitution and reversal of the Provision for maintenance	-	-	(69,122)	45,409
Adjustment to present value - Provision for maintenance	-	-	5,638	10,204
Constitution and reversal of the provision for civil, labor, social security, tax and contractual risks	57	967	52,160	48,109
Provision for expected loss - Accounts receivable	-	-	5,716	2,462
Interest and monetary variation on loans with related parties	(8,244)	(13,488)	2,488	11,413
Interest on taxes in installments	-	-	8	(46)
Adjustment to present value of liabilities with concession grantor	-	-	21,732	20,845
Remuneration of financial assets	-	-	(479,002)	(179,157)
Deferred PIS and COFINS	-	-	922	878
Exchange-rate variations on foreign suppliers	(12)	-	(1,564)	13,279
Monetary restatement of the provision for civil, labor, social security, tax and contractual risks	7	5	17,920	8,950
Re-measurement of previous holding and advantageous purchase of VLT Carioca	-	-	-	(14,393)
Depreciation - Leases	18	-	22,185	17,577
Interest and monetary variation on the term of self-composition, leniency agreement and PIC	1,863	1,205	3,341	8,595
Interest on mutual loan with third parties	-	-	1,544	2,084
Reversal of the Leases present value adjustment	5	-	5,084	5,225
Equity income (loss)	(816,509)	(284,010)	(21,891)	16,335
	(672,289)	(193,402)	2,489,852	1,811,541
Variation in assets and liabilities				
(Increase) decrease in assets				
Accounts receivable	-	-	(118,339)	(91,295)
Accounts receivable - related parties	375	18,420	21,344	2,835
Recoverable taxes	13,587	25,276	(27,171)	19,499
Interest on capital received	385,282	426,288	18,897	24,648
Receipt of financial asset	-	-	240,132	165,040
Advances to suppliers	230	(746)	(6,020)	(1,999)
Prepaid expenses and others	1,807	(2,199)	(331,375)	(38,335)
Increase (decrease) in liabilities				
Suppliers	(6,509)	(3,049)	(86,238)	3,106
Suppliers - related parties	(3,431)	(8)	(46,608)	1,572
Social and labor obligations	(6,113)	(4,152)	8,220	(8,524)
Taxes and contributions payable and in installments and provision for income tax and social contribution	(3,943)	(11,397)	303,316	396,347
Deferred taxes	-	-	(880)	(1,037)
Income tax and social contribution payments	-	-	(490,995)	(488,557)
Realization of the Provision for maintenance	-	-	(52,832)	(58,576)
Obligations with the Concession Grantor	-	-	(2,598)	(33,726)
Mutual Loan with Third Parties	-	-	(232)	(314)
Provision payment for civil, labor, social security and tax risks	(44)	(18)	(14,196)	(17,351)
Self-composition term	-	(34,599)	(153,997)	(169,436)
Financial asset	-	-	(1,064,164)	-
Other accounts payable and Deferred revenue	(7,213)	(1,103)	266,098	318,840
Net cash from operating activities	346,640	366,866	1,750,937	1,917,263

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

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

(In thousands of Brazilian Reals)

	Parent company		Consolidated	
	06/30/2021	06/30/2020	06/30/2021	06/30/2020
Cash flow from investment activities				
Mutual Loans with Related Parties				
Releases	(14,080)	-	-	-
Receipts	9,127	-	-	-
Acquisition of fixed assets	(734)	(4,228)	(45,272)	(79,472)
Additions of intangible assets	(4,594)	(10,067)	(1,563,781)	(575,759)
Other fixed assets and intangible assets	-	-	31,357	956
Capital increase in investees and other investment activities	(722,771)	-	-	-
Advance for Future Capital Increases - related parties	(80,058)	(688,838)	(20)	10
Financial investments net of redemption	1,370,041	(770,853)	46,782	(1,489,959)
Net cash provided by (used in) investment activities	556,931	(1,473,986)	(1,530,934)	(2,144,224)
Cash flow from financing activities				
Redemptions/investments (reserve account)	2,153	(20)	(140,129)	(40,130)
Settlement of operations with derivatives	(8,372)	-	11,282	73,299
Mutual Loans with Related Parties				
Funding	-	-	1,800	-
Payments of principal of interest	-	-	(1,827)	-
Loans, financing, debentures and promissory notes				
Funds raised	526,820	2,044,947	2,650,952	3,965,887
Payments of principal	(900,000)	(300,000)	(1,988,948)	(2,463,048)
Payments of interest	(137,855)	(70,138)	(396,626)	(881,934)
Leases				
Payments of principal and interest	(22)	-	(24,978)	(23,235)
Dividends paid to shareholders of the parent company	(181,478)	(599,989)	(178,822)	(599,989)
Dividends paid to non-controlling shareholders	-	-	(3,110)	(12,358)
Advance for Future Capital Increases - related parties	-	-	20,182	5,872
Capital increase of non-controlling shareholders	-	-	(5,008)	(29,097)
Net cash provided by (used in) financing activities	(698,754)	1,074,800	(55,232)	(4,733)
Effect of exchange rate changes on cash and cash equivalents	-	-	5,399	40,205
Increase (decrease) in cash and cash equivalents	204,817	(32,320)	170,170	(191,489)
Statement of increase (decrease) in cash and cash equivalents				
At the beginning of the period	1,402,994	106,836	3,548,987	1,263,212
At the end of the period	1,607,811	74,516	3,719,157	1,071,723
	204,817	(32,320)	170,170	(191,489)

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

**Statements of added value
for the period ended June 30, 2021 and 2020**

(In thousands of Brazilian Reais)

	Note	Parent company		Consolidated	
		06/30/2021	06/30/2020	06/30/2021	06/30/2020
Revenues					
Toll Revenue	21	-	-	3,392,223	3,170,989
Airport Revenues	21	-	-	492,837	418,742
Metro Rail Revenue	21	-	-	542,530	523,875
Construction Revenue	21	-	-	519,939	479,501
Revenue from financial asset remuneration	21	-	-	284,614	174,665
Accessory revenue	21	-	-	109,159	96,665
Optical Fiber Services Revenue	21	-	-	42,802	51,168
Waterway Revenue	21	-	-	15,897	37,515
Variable pecuniary compensation revenues	21	-	-	17,414	16,642
Revenue from services rendered between related parties	21	56,044	56,503	6,295	8,711
Revenue management and loyalty programs	21	-	-	11	-
Subway Revenue - Rebalancing	21	-	-	1,238,378	-
Capitalized Interest		-	-	54,587	44,348
Other Revenues		-	-	-	667
Allowance for Expected Losses - Accounts Receivable		-	-	(7,227)	(3,081)
Inputs acquired from third parties					
Costs of services provided		(802)	131	(694,012)	(780,733)
Construction Costs		-	-	(519,939)	(477,049)
Materials, energy, third-party services and others		(23,646)	(59,195)	(335,905)	(255,363)
Cost of grant		-	-	(204,132)	(201,416)
Provision for maintenance	18	-	-	69,122	(45,409)
Gross added value		31,596	(2,561)	5,024,593	3,260,437
Depreciation and amortization		(8,367)	(7,388)	(1,764,733)	(1,120,447)
Net value added generated by the Company		23,229	(9,949)	3,259,860	2,139,990
Added value received from transfer					
Equity income (loss)	11	816,509	284,010	21,891	(16,335)
Financial income	22	186,787	43,614	456,860	261,474
Total Added Value for Distribution		1,026,525	317,675	3,738,611	2,385,129
Distribution of added value					
Employees					
Direct remuneration		38,746	48,582	558,451	546,865
Benefits		5,163	4,469	113,394	115,994
FGTS (Government Severance Indemnity Fund for Employees)		2,353	1,666	22,045	19,902
Other		263	172	6,345	4,680
Taxes					
Federal		21,658	15,790	853,524	520,213
Municipal		2,240	1,978	181,365	167,324
State		18	27	10,517	10,399
Remuneration of third party capital					
Interest		306,306	94,877	1,159,107	886,256
Rentals		4,877	2,559	35,140	30,511
Remuneration on equity					
Retained earnings for the period		644,901	147,555	644,901	147,555
Non-controlling interests		-	-	153,822	(64,570)
		1,026,525	317,675	3,738,611	2,385,129

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

Notes to the Quarterly Financial Statements ended June 30, 2021

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

1. Operating report

CCR is a publicly-held corporation headquartered in São Paulo, state of São Paulo, and incorporated according to the Brazilian Corporation Law. The Company's shares are traded on BM&F Bovespa (B3 or B3 - Brasil, Bolsa, Balcão) under the abbreviation "CCRO3".

In this semester, there were no relevant changes in the operating report, in relation to the financial statements of December 31, 2020, except for the following:

Term extension - NovaDutra

On February 26, 2021, the 13th amendment to NovaDutra's concession agreement was signed to extend the term. The original term of NovaDutra's concession agreement, which would end on February 28, 2021, was extended to February 28, 2022, under new conditions.

6th and 7th Addenda - ViaQuatro

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

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

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

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

Addendum No. 1 - ViaMobilidade

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

South and Central Block Auction - Airport Concessions

On April 7, 2021, CPC won the auction for the Central and South Blocks of airport concessions, for the provision of public services for the extension, maintenance, and exploitation of the airports of Curitiba (PR), in São José dos Pinhais (PR), Foz do Iguaçu (PR), Londrina (PR), Bacacheri (PR), Navegantes (SC), Joinville (SC), Pelotas (RS), Uruguaiana (RS), and Bagé (RS), in the South Block, and the airports of Goiânia (GO), Palmas (TO), Teresina (PI), São Luís (MA), Imperatriz (MA), and Petrolina (PE), in the Central Block, with a concession period of 30 years.

The concessions award is awaited.

Auction of Lines 8 and 9 of the São Paulo metropolitan train network

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

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

Tariff adjustment - RodoNorte

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

Addendum No. 8 - BH Airport

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

Addendum No. 1 – MSVia

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

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

The Addendum is valid for 24 months as of the publication of Decree No. 10.647/2021.

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

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

Addendum No. 4 - VLT Carioca

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

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

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

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

- Payment of the total amount of R\$ 1,200,000, of which R\$ 352,000 by AutoBAn, R\$ 263,000 by SPVias, and R\$ 585,000 by ViaOeste, arising from the recalculation of the 2006 Addenda, irrevocably and irreversibly recognizing the occurrence of events of economic and financial imbalance in favor of the Concession Grantor;
- Recognition, by ViaOeste, of responsibility for funding and carrying out construction works between km 23 and 32 of Castello Branco highway and duplication works of the Lívio Tagliassachi highway, between the municipality of São Roque and Castello Branco highway;
- The terms of effectiveness of the concession agreements of ViaOeste, AutoBAn, and SPVias established in the 2006 and subsequent TAMs were preserved; and
- Commitment by the Concession Grantor to technically assess the inclusion of additional construction works to the ViaOeste agreement, subject to rebalancing with extension of the concession period.

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

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

1.1. Effects of the COVID-19 pandemic

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

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

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

2. Significant accounting policies

In this semester, there were no changes in the significant accounting policies and practices, therefore, the consistency of the application of the procedures disclosed in the notes to the financial statements for the year ended on December 31, 2020 is maintained.

3. Presentation of the quarterly financial statements

These individual and consolidated interim financial statements were prepared and are being presented according to the technical pronouncement CPC 21 (R1) - Interim Financial Statements and the international accounting standard IAS 34 - Interim Financial Reporting, issued by the International Accounting Standards Board - (IASB). They also include the provisions of Law No. 6.404/1976 and standards issued by the Brazilian Securities and Exchange Commission (*Comissão de Valores Mobiliários* - CVM).

These quarterly financial statements should be read with the financial statements for the year ended as at December 31, 2020.

Management states that all significant information specific to the quarterly financial statements, and only such information, is disclosed and corresponds to the information used in managing the Company.

On August 11, 2021, the Audit and Compliance Committee and the Supervisory Board analyzed and issued their opinion in favor of these quarterly financial statements and the Company's Board of Directors approved them on August 12, 2021.

4. Determination of fair value

There were no changes in the criteria for determining fair values in this semester.

5. Financial risk management

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

6. Cash and cash equivalents and financial investments

Cash and cash equivalents

	<u>Parent company</u>		<u>Consolidated</u>	
	<u>06/30/2021</u>	<u>12/31/2020</u>	<u>06/30/2021</u>	<u>12/31/2020</u>
Current				
Interest earning bank deposits				
Reserve Account	-	2,153	149,107	26,108
Investment funds and CDB	7,088	1,377,129	2,585,406	2,632,188
Total - Current	7,088	1,379,282	2,734,513	2,658,296
Non-current				
Interest earning bank deposits				
Reserve Account	-	-	70,700	53,570
Total - Non-current	-	-	70,700	53,570
Total - Financial investments	7,088	1,379,282	2,805,213	2,711,866
	<u>Parent company</u>		<u>Consolidated</u>	
	<u>06/30/2021</u>	<u>12/31/2020</u>	<u>06/30/2021</u>	<u>12/31/2020</u>
Cash and banks	979	301	387,247	460,882
Interest earning bank deposits				
Investment funds and CDB	1,606,832	1,402,693	3,331,910	3,088,105
Total - cash and cash equivalents	1,607,811	1,402,994	3,719,157	3,548,987

Financial investments

The financial investments were remunerated at an average rate of 103.28% of the CDI rate, equivalent to 2.70% p.a. (99.99% of the CDI rate, equivalent to 2.76% p.a. on average, on December 31, 2020).

7. Accounts receivable - Consolidated

	06/30/2021	12/31/2020
Current		
Receivables from airports (a)	174,304	145,678
Accessory revenues (b)	37,598	40,529
Electronic Toll (c)	395,017	418,683
Income from waterways (d)	326	4,980
Multimedia revenues (e)	19,902	19,618
Tariff revenues (f)	102,545	82,363
Demand mitigation revenue (g)	201,944	76,891
Granting Power - BH Airport (k)	44,953	54,586
Concession Grantor - Metrô Bahia / ViaQuatro (j)	290,347	393,577
	1,266,936	1,236,893
Provision for expected losses - Accounts receivable (i)	(31,765)	(26,049)
	1,235,171	1,210,844
Non-current		
Accessory revenues (b)	96	192
Multimedia revenues (e)	27,753	30,415
Granting Power - Barcas (h)	110,465	108,115
Demand mitigation revenue (g)	213,627	235,436
Concession Grantor - Metrô Bahia / VLT Carioca / ViaQuatro (j)	4,561,708	3,129,576
	4,913,649	3,503,734

Aging list of receivables

	06/30/2021	12/31/2020
Credits to falling due	5,710,650	4,373,412
Credits overdue up to 60 days	35,061	21,235
61-90 days past-due	12,854	33,465
91-180 days past-due	65,601	48,758
Credits overdue >180 days	356,419	263,757
	6,180,585	4,740,627

- (a) From airport tariffs, such as boarding, connection, landing, permanence, storage and wharfage fees, as well as income from accessory revenues such as rental of spaces and parking fees.
- (b) Credits from accessory revenues (mainly concession area occupation and rental of billboards) set forth in the concession agreements;
- (c) Receivables arising from services provided to users, related to toll tariffs that will be transferred to the concessionaires and receivable credits arising from toll vouchers;
- (d) Receivables arising from services provided to users, related to waterway (Barcas) and subway (VLT Carioca) tariffs, held through the RioCard card;
- (e) Receivables from multimedia services provided to third parties by Samm;

- (f) Receivables from Companhia do Metropolitano de São Paulo, SPTrans, Companhia Metropolitana da Bahia, and RioPar from services provided to users of subsidiaries ViaQuatro, ViaMobilidade, Metrô Bahia, and VLT Carioca, respectively;
- (g) Refers to Metrô Bahia credits receivable from the Concession Grantor due to a lower demand compared to the demand projected in exhibit 8 of the concession agreement, arising from a demand risk mitigation clause.

The accounts receivable balance for the demand risk mitigation corresponds, on June 30, 2021, to R\$ 36,453 related to the uncontested part of the 1st year of Full Operation (period from March 1, 2019 to February 29, 2020) already considering the monetary variation, R\$ 282,846 related to the 2nd year of Full Operation (period from March 1, 2020 to February 28, 2021), and R\$ 96,272 related to the first four months of the 3rd year of Full Operation (period from March 1, 2021 to February 28, 2022).

In relation to the 1st year of Full Operation, the Concession Grantor issued its opinion in a manner divergent from the provisions of the concession agreement and understood that the amount due would be R\$ 83,881, unlike the understanding of the concessionaire and its legal advisors, which amount would be R\$ 194,273. The solution of this dispute will occur through the creation of a Monitoring Committee, provided for in the agreement.

In relation to the 2nd and 3rd years of Full Operation, there is no formal opinion by the Concession Grantor yet regarding the calculated amount, consequently, the same methodology as the Independent Verifier was adopted.

On October 15, 2020, Addendum No. 8 was signed, which established the method and deadline for receipt of the uncontested installment relating to the 1st and 2nd years of Full Operation.

Based on the stage of the discussions and commercial negotiations currently held between the Company and the Concession Grantor, losses relating to credits receivable from the Concession Grantor are not expected;

- (h) Refers to the contractual right to receive cash from the Concession Grantor in exchange for infrastructure improvements, upon the return of assets at the end of the concession agreement of Barcas;
- (i) The provision for expected losses – accounts receivable, reflects the expected losses for each business of the Company;
- (j) Refers to the contractual right to receive public contribution and pecuniary compensation from the Concession Grantor, as part of the remuneration for the implementation of infrastructure by the subsidiary, and the amounts are recognized at their present value, which is calculated at the internal return rate of the agreement, to the extent of the physical progress of the improvements made; and
- (k) Refers to the short-term rebalancing of Covid-19, in the total original amount of R\$ 112,479 (date base December 31, 2020), formalized through letter No. 279/2020 of the Ministry of Infrastructure. The rebalancing amount has already been used to pay (i) installment of the fixed concession fee due in 2020 (ii) variable concession fee due in 2021, and (iii) tariff contribution due from April to June 2021. The remaining balance may be deducted from the payment of the next installments.

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

	12/31/2020	06/30/2021					
	Opening balance	Additions	Receipt	Remuneration	Transfer	Other	Closing balance
Current							
Public support	16,807	580	(6,349)	79	5,018	-	16,135
Rebalancing	54,586	96,686 (a)	(99,870)	4,344	62,464	(12,354) (c)	105,856
Fixed Cash Consideration	370,245	30,464	(117,917)	5	(80,426)	2,995	205,366
Cash consideration Variable	6,525	17,414	(15,996)	-	-	-	7,943
	<u>448,163</u>	<u>145,144</u>	<u>(240,132)</u>	<u>4,428</u>	<u>(12,944)</u>	<u>(9,359)</u>	<u>335,300</u>
Non-current							
Public support	25,947	-	-	-	(5,018)	-	20,929
Rebalancing	-	947,690 (a)	-	188,064	(62,464)	-	1,073,290
Fixed Cash Consideration	3,211,744	-	-	286,510	80,426	(726) (b)	3,577,954
	<u>3,237,691</u>	<u>947,690</u>	<u>-</u>	<u>474,574</u>	<u>12,944</u>	<u>(726)</u>	<u>4,672,173</u>
Total	<u>3,685,854</u>	<u>1,092,834</u>	<u>(240,132)</u>	<u>479,002</u>	<u>-</u>	<u>(10,085)</u>	<u>5,007,473</u>

- (a) Refers to the economic-financial rebalancing of Phase I and the financial compensation of Phase II of ViaQuatro's concession agreement, formalized through Addenda 6 and 7. For more information, see note 1 – Operating Report.
- (b) Refers to transfers between financial and intangible assets.
- (c) The amount of R\$ 12,354 refers to variable concession fee discounts and tariff contribution, in accordance with ANAC Decision No. 284/2021.

Payment Schedule - non-current

2022	308,816
2023	404,169
2024	364,019
2025	343,522
2026 onwards	3,251,647
	<u>4,672,173</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 profit or loss is shown as follows:

	Parent company			
	04/01/2021 a 06/30/2021	01/01/2021 a 06/30/2021	04/01/2020 a 06/30/2020	01/01/2020 a 06/30/2020
Income before income tax and social contribution	(36,047)	648,557	(135,163)	151,504
Nominal rate	34%	34%	34%	34%
Income tax and social contribution at nominal rate	12,256	(220,509)	45,956	(51,511)
Tax effect of permanent additions and exclusions				
Equity income (loss) (a)	16,190	281,210	(21,326)	100,162
Non-deductible expenses	(293)	(421)	(75)	(160)
Provisions/updates of the Self-composition Term, Leniency Agreement and PIC	(342)	(791)	(494)	(1,083)
Variable remuneration of statutory officers	(1,651)	(2,222)	(2,344)	(4,731)
Interest on equity capital	(2,669)	(3,150)	-	-
Unincorporated income tax and social contribution on tax losses and temporary differences	(31,483)	(57,773)	(28,681)	(43,093)
Other tax adjustments	-	-	-	(3,533)
Income tax and social contribution revenue (expenses)	<u>(7,992)</u>	<u>(3,656)</u>	<u>(6,964)</u>	<u>(3,949)</u>
Current Taxes	-	-	-	-
Deferred taxes	<u>(7,992)</u>	<u>(3,656)</u>	<u>(6,964)</u>	<u>(3,949)</u>
	<u>(7,992)</u>	<u>(3,656)</u>	<u>(6,964)</u>	<u>(3,949)</u>
Effective income tax rate	<u>-22.17%</u>	<u>0.56%</u>	<u>-5.15%</u>	<u>2.61%</u>

	Consolidated			
	04/01/2021 a 06/30/2021	01/01/2021 a 06/30/2021	04/01/2020 a 06/30/2020	01/01/2020 a 06/30/2020
Income before income tax and social contribution	4,044	1,420,150	(105,139)	385,875
Nominal rate	34%	34%	34%	34%
Income tax and social contribution at nominal rate	(1,375)	(482,851)	35,747	(131,198)
Tax effect of permanent additions and exclusions				
Equity income (loss)	5,412	7,443	(13,897)	(5,554)
Non-deductible expenses	(14,681)	(19,497)	(4,140)	(5,984)
Provisions/updates of the Self-composition Term, Leniency Agreement and PIC	(1,510)	(3,311)	(1,648)	(4,304)
Variable remuneration of statutory officers	(3,438)	(5,308)	(9,019)	(16,106)
Interest on equity capital	889	1,049	-	-
Income tax incentive	3,139	5,474	2,334	4,862
Unincorporated income tax and social contribution on tax losses and temporary differences	(52,058)	(122,685)	(63,209)	(100,917)
Other tax adjustments (b)	13,943	(1,741)	(31,235)	(43,689)
Income tax and social contribution revenue (expenses)	<u>(49,679)</u>	<u>(621,427)</u>	<u>(85,067)</u>	<u>(302,890)</u>
Current Taxes	(79,630)	(296,881)	(115,817)	(351,555)
Deferred taxes	<u>29,951</u>	<u>(324,546)</u>	<u>30,750</u>	<u>48,665</u>
	<u>(49,679)</u>	<u>(621,427)</u>	<u>(85,067)</u>	<u>(302,890)</u>
Effective income tax rate	<u>1228.46%</u>	<u>43.76%</u>	<u>-80.91%</u>	<u>78.49%</u>

(a) In the parent company, the amounts are net of amortization of the concession right generated in the acquisition of additional share in ViaQuatro.

(b) In the consolidated, it mainly refers to the difference in tax rates on the result of the other countries where the investees are located.

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b. Deferred taxes

Deferred income tax and social contribution have the following sources:

	Parent company				
	12/31/2020	Recognized as result (expense or revenue)	Balance in 06/30/2021		
			Net value	Deferred tax assets	Deferred tax liabilities
Income and social contribution on tax losses and carryforward (a)	39,004	-	39,004	39,004	-
Provision for profit sharing (PLR)	2,551	(100)	2,451	2,451	-
Provision for labor, tax, fiscal and contractual risks	160	7	167	167	-
Income (loss) of derivatives operations	-	(4,491)	(4,491)	-	(4,491)
Temporary differences - Law 12.973/14 (b)	(10,633)	453	(10,180)	9,479	(19,659)
Gain from bargain purchase in acquisition of ViaRio interest	(12,393)	-	(12,393)	-	(12,393)
Concession right generated in remeasuring ViaQuatro interest	(145,800)	3,598	(142,202)	-	(142,202)
Other	4,365	(3,123)	1,242	1,242	-
Tax assets (liabilities) before offsetting	(122,746)	(3,656)	(126,402)	52,343	(178,745)
Tax compensation	-	-	-	(52,343)	52,343
Net deferred tax asset (liability)	(122,746)	(3,656)	(126,402)	-	(126,402)

	Parent company				
	12/31/2019	Recognized as result (expense or revenue)	Balance in 06/30/2020		
			Net value	Deferred tax assets	Deferred tax liabilities
Income and social contribution on tax losses and carryforward	39,004	-	39,004	39,004	-
Provision for profit sharing (PLR)	6,975	(4,642)	2,333	2,333	-
Provision for labor and tax risks	151	325	476	476	-
Temporary differences - Law 12.973/14 (b)	(3,737)	(4,108)	(7,845)	721	(8,566)
Gain from bargain purchase in acquisition of ViaRio interest	(12,393)	-	(12,393)	-	(12,393)
Concession right generated in remeasuring ViaQuatro interest	(153,277)	3,598	(149,679)	-	(149,679)
Other	1,309	878	2,187	2,187	-
Deferred tax assets (liabilities) before offsetting	(121,968)	(3,949)	(125,917)	44,721	(170,638)
Tax compensation	-	-	-	(44,721)	44,721
Net deferred tax asset (liability)	(121,968)	(3,949)	(125,917)	-	(125,917)

	Consolidated					
	12/31/2020	Recognized as result (expense or revenue)	Recognized in Shareholders' Equity	Balance in 06/30/2021		
				Net value	Deferred tax assets	Deferred tax liabilities
Income and social contribution on tax losses and carryforward (a)	1,706,551	147,156	-	1,853,707	1,853,707	-
Exchange-Rate Variation	4,849	(448)	-	4,401	4,401	-
Provision for profit sharing (PLR)	7,160	640	-	7,800	7,800	-
Provision for expected loss - Accounts receivable	2,833	1,910	-	4,743	4,743	-
Provision for labor, tax, fiscal, civil and contractual risks	41,343	5,230	-	46,573	46,573	-
Provision for maintenance	54,576	(26,992)	-	27,584	27,584	-
Income (loss) of derivatives operations	24,065	(3,940)	-	20,125	41,275	(21,150)
Temporary differences - Law 12.973/14 (b)	(693,185)	21,309	-	(671,876)	276,075	(947,951)
Bargain purchase gain on acquisition of ViaRio	(12,393)	-	-	(12,393)	-	(12,393)
Concession right generated on remeasurement of ViaQuatro	(145,800)	3,598	-	(142,202)	-	(142,202)
Revenues from financial assets' remuneration	(597,486)	(83,094)	-	(680,580)	-	(680,580)
Amortization of transaction costs	(553)	6	-	(547)	-	(547)
Assisted operation	3,443	1,432	-	4,875	4,875	-
Difference in Tax vs. Accounting Amortization Criteria <i>versus</i> accounting - Acria	(94,233)	12,908	-	(81,325)	-	(81,325)
Leases - CPC 06	(642)	(354)	-	(996)	306	(1,302)
Bargain purchase gain on acquisition of VLT Carioca	(28,551)	(7,452)	-	(36,003)	-	(36,003)
Gain/remeasurement of the previous participation of the VLT Carioca, at fair value	(4,650)	98	-	(4,552)	342	(4,894)
Miscellaneous provisions	13,609	2,556	-	16,165	17,652	(1,487)
Provision of the controversial portion of the demand mitigation revenue - Metrô Bahia	37,533	(37,533)	-	-	-	-
Revenue remuneration of Contractual Assets TAM 06 - ViaQuatro	-	(384,345)	-	(384,345)	-	(384,345)
Estimated loss Law 13.448/17 - MSV	68,356	18,462	-	86,818	86,818	-
Other	24,048	4,307	(6,041)	22,314	22,573	(259)
Deferred tax assets (liabilities) before offsetting	410,873	(324,546)	(6,041)	80,286	2,394,724	(2,314,438)
Tax compensation	-	-	-	-	(1,457,540)	1,457,540
Net deferred tax asset (liability)	410,873	(324,546)	(6,041)	80,286	937,184	(856,898)

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	Consolidated						
	12/31/2019	New acquisitions	Recognized as result (expense or revenue)	Recognized in Shareholders' Equity	Balance in 06/30/2020		
					Net value	Deferred tax assets	Deferred tax liabilities
Income and social contribution on tax losses and carryforward	1,530,487	-	115,133	-	1,645,620	1,645,620	-
Exchange-Rate Variation	1,724	-	3,415	-	5,139	5,166	(27)
Provision for profit sharing (PLR)	29,032	-	(18,491)	-	10,541	10,541	-
Provision for expected loss - Accounts receivable	5,024	-	(273)	-	4,751	4,751	-
Provision for labor, tax, fiscal and civil risks	25,253	-	19,326	-	44,579	44,579	-
Provision for maintenance	84,562	-	(12,739)	-	71,823	71,823	-
Income (loss) of derivatives operations	2,675	-	19,041	382	22,098	30,562	(8,464)
Temporary differences - Law 12.973/14 (b)	(723,307)	-	5,406	-	(717,901)	269,238	(987,139)
Bargain purchase gain on acquisition of ViaRio	(12,393)	-	-	-	(12,393)	-	(12,393)
Concession right generated on remeasurement of ViaQuatro	(153,277)	-	3,598	-	(149,679)	-	(149,679)
Revenues from financial assets' remuneration	(481,905)	-	(59,305)	-	(541,210)	-	(541,210)
Amortization of transaction costs	(1,074)	-	(10,383)	-	(11,457)	-	(11,457)
Assisted operation	1,749	-	(228)	-	1,521	1,521	-
Difference in Tax vs. Accounting Amortization Criteria versus accounting - Aeris	(77,895)	-	(21,818)	-	(99,713)	-	(99,713)
Leases - CPC 06	(55)	-	(22)	-	(77)	232	(309)
Bargain purchase gain on acquisition of VLT Carioca	(17,834)	-	5,962	(13,903)	(25,775)	-	(25,775)
Gain remeasurement at fair value VLT Carioca - Participation Acquisition	-	-	(4,753)	-	(4,753)	141	(4,894)
Miscellaneous provisions	24,744	-	(11,516)	-	13,228	14,206	(978)
Other	50,530	-	16,312	(9,692)	57,150	57,364	(214)
Deferred tax assets (liabilities) before offsetting	288,040	-	48,665	(23,213)	313,492	2,155,744	(1,842,252)
Tax compensation	-	-	-	-	-	(1,283,825)	1,283,825
Net deferred tax asset (liability)	288,040	-	48,665	(23,213)	313,492	871,919	(558,427)

- (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>
2021	-	89,712
2022	-	103,277
2023	-	62,122
2024	-	77,654
2025	-	84,449
from 2026 on	39,004	1,436,493
	<u>39,004</u>	<u>1,853,707</u>

- (b) Balances of temporary differences arising from the application of article 69 of law no. 12.973/14 (end of the Transitional Tax Regime - RTT), composed mainly by depreciation of fixed assets (tax) versus amortization of intangible assets (accounting) and capitalized financial costs.

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

CCR and some investees, mainly CPC, RodoNorte, MSVia (partially), and Barcas (partially), did not recognize deferred tax assets on the balance of tax losses and negative bases, in the amounts of R\$ 1,581,840 and R\$ 1,681,200, respectively, as there is no expectation of generating taxable profit in the long term. Had such deferred tax assets (IRPJ/CSLL) been recognized, the balance would be R\$ 546,768 on June 30, 2021 (R\$ 403,461 on December 31, 2020).

9. Concession-related prepayments - Consolidated

	Start of concession (a)		Extension of the concession period (b)		Total	
	06/30/2021	12/31/2020	06/30/2021	12/31/2020	06/30/2021	12/31/2020
Current						
ViaLagos	286	286	-	-	286	286
AutoBAn	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
	81,746	81,746	196,934	196,934	278,680	278,680
	Start of concession (a)		Extension of the concession period (b)		Total	
	06/30/2021	12/31/2020	06/30/2021	12/31/2020	06/30/2021	12/31/2020
Non-current						
ViaLagos	7,027	7,170	-	-	7,027	7,170
AutoBAn	22,160	24,452	750,494	828,131	772,654	852,583
ViaOeste	1,649	3,297	20,830	41,658	22,479	44,955
RodoAnel Oeste	1,171,116	1,207,905	-	-	1,171,116	1,207,905
	1,201,952	1,242,824	771,324	869,789	1,973,276	2,112,613

During the semester ended on June 30, 2021, the amount of R\$ 139,337 (R\$ 139,337 in the first semester of 2020) was allocated to the result.

- (a) Prepayments at the start of concession and prepayments to the Concession Grantor, referring to the fixed concession fee of the concession and indemnification of subrogated agreements in subsidiaries, were recorded in assets and are recognized in the result over the concession period.
- (b) In order to adjust the costs incurred with the fixed concession fee in the subsidiaries for which the concession period was extended without changing the payment date of the fixed concession fee, part of the payments was recorded in assets during the original period of concessions and is recognized in profit or loss extended period.

10. Related parties

The balances of assets and liabilities on June 30, 2021 and December 31, 2020, as well as the transactions that influenced the results of the quarters and semesters ended on June 30, 2021 and 2020, related to transactions with related parties, arise from transactions between the Company, its parent companies, subsidiaries, joint ventures, key management personnel, and other related parties.

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a. Parent Company

	Transactions				Balances					
	01/01/2021 a 06/30/2021				06/30/2021					
	Expenses/costs with services provided	Gross Revenues	Financial income	Finance costs	Assets			Liabilities		
Accounts receivable					Advance for future capital increases	Mutual loans	Dividends /interest on own capital receivable	Advance for future capital increases	Suppliers and accounts payable	
Parent companies										
SUCEA Participações S.A.	-	-	-	-	-	-	-	-	720 (d)	-
Camargo Corrêa Infra Construções	-	-	-	-	-	-	-	-	-	12
Construtora Andrade Gutierrez	-	-	-	-	-	-	-	-	720 (d)	-
Soares Penido Concessões	-	-	-	-	-	-	-	-	287 (d)	-
Soares Penido Obras, Construções e Investimentos	-	-	-	-	-	-	-	-	189 (d)	-
Subsidiaries										
CIIS	-	-	-	-	1 (h)	20,529 (d)	-	-	-	1 (h)
Infra SP	-	-	-	-	129 (h)	-	-	-	-	12 (h)
NovaDutra	-	6,983 (a)	-	-	798 (a)(h)	-	-	-	-	3 (h)
ViaLagos	-	1,403 (a)	-	-	220 (a)	-	-	-	-	-
RodoNorte	-	3,500 (a)	1,851 (b)	-	547 (a)	-	-	-	-	-
AutoBAn	-	14,859 (a)	-	-	2,329 (a)(h)	-	-	-	-	7 (h)
ViaOeste	-	7,027 (a)	-	-	1,099 (a)	-	-	-	-	-
ViaQuatro	-	2,186 (a)	127 (e)	-	423 (a)(h)	-	-	9,592	-	20 (h)
RodoAnel Oeste	-	138 (a)	-	-	22 (a)	-	-	-	-	-
CPC	141 (f)	573 (a)	-	-	255 (a)(h)	73,260 (d)	-	-	-	311 (f)(h)
Samm	136 (i)	457 (a)	-	-	72 (a)	-	-	-	-	-
SPVias	-	1,424 (a)	-	-	223 (a)	-	-	-	-	1 (h)
CAP	-	-	9 (k)	78 (j)	-	-	5,011 (k)	-	-	-
Barcas	-	2,096 (a)	-	-	328 (a)	-	-	-	-	-
VLT Carioca	-	350 (a)	937 (g)	-	9,754 (a) (g)	-	-	-	-	-
Metrô Bahia	-	1,653 (a)	-	-	259 (a)	-	-	-	-	-
BH Airport	-	2,971 (a)	-	-	1,394 (a)	-	-	-	-	-
MSVia	-	2,267 (a)	-	-	355 (a)	-	-	-	-	-
ViaMobilidade	-	1,607 (a)	-	-	263 (a)(h)	-	-	-	-	2 (h)
Quicko	-	48 (a)	-	-	23 (a)	-	-	-	-	-
ViaSul	-	1,690 (a)	-	-	280 (a)	-	-	-	-	-
Aeris	-	226 (a)	5 (j)	11 (j)	-	-	-	-	-	-
ViaCosteira	-	1,147 (a)	-	-	179 (a)	-	-	-	-	-
Linhas 8 e 9	-	-	-	-	275 (h)	-	-	-	-	-
Joint ventures										
ViaRio	-	989 (a)	5,404 (c)	-	467 (a)	-	162,596 (c)	-	-	-
Renovias	-	1,080 (a)	-	-	169 (a)	-	-	-	-	-
Other related parties										
Companhia Operadora de Rodovias	-	275 (a)	-	-	26 (a)	-	-	-	-	-
Consórcio Operador da Rodovia Presidente Dutra	-	1,095 (a)	-	-	33 (a)	-	-	-	-	-
Total	402	56,044	8,333	89	19,923	93,789	167,607	9,592	1,916	369

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	Transactions				Transactions			
	04/01/2021 a 06/30/2021				04/01/2020 a 06/30/2020			
	Expenses/costs with services provided	Gross Revenues	Financial income	Financial income	Expenses/costs with services provided	Gross Revenues	Financial income	Financial income
Subsidiaries								
NovaDutra	-	2,456 (a)	-	-	-	5,515 (a)	-	-
ViaLagos	-	701 (a)	-	-	-	687 (a)	-	-
RodoNorte	-	1,750 (a)	559 (b)	-	-	1,564 (a)	1,945 (b)	-
AutoBAn	-	7,430 (a)	-	-	-	5,767 (a)	-	-
ViaOeste	-	3,513 (a)	-	-	-	3,377 (a)	-	-
ViaQuatro	-	1,187 (a)	94 (e)	-	-	1,005 (a)	-	-
RodoAnel Oeste	-	69 (a)	-	-	-	67 (a)	-	-
CPC	129 (f)	287 (a)	-	-	68 (f)	274 (a)	-	-
Samm	34 (i)	229 (a)	-	-	112 (i)	219 (a)	-	-
SPVias	-	712 (a)	-	-	-	683 (a)	-	-
CAP	-	-	9 (k)	78 (j)	-	-	-	-
Barcas	-	2,096 (a)	-	-	-	1,001 (a)	761 (g)	-
VLT Carioca	-	-	471 (g)	-	-	-	163 (g)	-
Metrô Bahia	-	826 (a)	-	-	-	791 (a)	-	-
BH Airport	-	1,485 (a)	-	-	-	1,920 (a)	-	-
MSVia	-	1,134 (a)	-	-	-	959 (a)	-	-
ViaMobilidade	-	804 (a)	-	-	-	712 (a)	-	-
Quicko	-	25 (a)	-	-	-	23 (a)	-	-
ViaSul	-	895 (a)	-	-	-	760 (a)	-	-
Aeris	-	226 (a)	-	-	-	-	3 (j)	-
Linhas 8 e 9	-	573 (a)	-	-	-	-	-	-
Joint ventures								
ViaRio	-	497 (a)	2,907 (c)	-	-	474 (a)	3,065 (c)	-
Renovias	-	540 (a)	-	-	-	534 (a)	-	-
Other related parties								
Mundinvest	125 (l)	-	-	-	-	-	-	-
Companhia Operadora de Rodovias	-	112 (a)	-	-	-	242 (a)	-	-
Consórcio Operador da Rodovia Presidente Dutra	-	449 (a)	-	-	-	959 (a)	-	-
Total	288	27,996	4,040	78	180	27,533	5,937	-

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	Transactions			Balances					
	06/30/2021			12/31/2020					
	Expenses/costs with services provided	Gross Revenues	Financial income	Assets			Liabilities		
Accounts receivable				Advance for future capital increases	Mutual loans	Dividends /interest on own capital receivable	Advance for future capital increases	Suppliers and accounts payable	
Parent companies									
SUCEA Participações S.A.	-	-	-	-	-	-	-	720 (d)	-
Camargo Corrêa Infra Construções	-	-	-	-	-	-	-	-	12
Construtora Andrade Gutierrez	-	-	-	-	-	-	-	720 (d)	-
Soares Penido Concessões	-	-	-	-	-	-	-	287 (d)	-
Soares Penido Obras, Construções e Investimentos	-	-	-	-	-	-	-	189 (d)	-
Subsidiaries									
CIIS	-	-	-	32 (h)	13,731 (d)	-	2,534	-	1,109 (h)
Infra SP	-	-	-	65 (h)	-	-	-	-	690 (h)
Lam Vias	-	-	-	268 (h)	-	-	-	-	863 (h)
Mobility	-	-	-	-	-	-	-	-	2 (h)
NovaDutra	-	11,029 (a)	-	1,725 (a)	-	-	-	-	-
ViaLagos	-	1,373 (a)	-	215 (a)	-	-	-	-	-
RodoNorte	-	3,133 (a)	4,580 (b)	511 (a)	-	239,943 (b)	-	-	66 (h)
AutoBAN	-	11,535 (a)	-	1,826 (a)	-	-	-	-	22 (h)
ViaOeste	-	6,754 (a)	-	1,072 (a)	-	-	-	-	21 (h)
ViaQuatro	-	1,962 (a)	-	943 (a)	-	-	1,718	-	177 (h)
RodoAnel Oeste	-	133 (a)	-	21 (a)	-	-	-	-	-
CPC	136 (f)	549 (a)	-	920 (a)	43,357 (d)	-	52,084	-	183 (f)
Samm	256 (i)	438 (a)	-	69 (a)	-	-	-	-	-
SPVias	-	1,365 (a)	-	238 (a)	-	-	-	-	3 (h)
Barcas	-	2,004 (a)	1,784 (g)	352 (a) (g)	-	-	-	-	-
VLT Carioca	-	610 (a)	457 (g)	8,489 (a) (g)	-	-	-	-	-
Metrô Bahia	-	1,581 (a)	-	317 (a)	-	-	-	-	8 (h)
BH Airport	-	3,840 (a)	-	467 (a)	-	-	-	-	2 (h)
MSVia	-	1,919 (a)	-	300 (a)	-	-	-	-	-
ViaMobilidade	-	1,424 (a)	-	240 (a)	-	-	-	-	552 (h)
Quicko	-	46 (a)	-	9 (a)	-	-	-	-	-
ViaSul	-	1,553 (a)	-	243 (a)	-	-	-	-	1 (h)
Aeris	-	837 (a)	120 (j)	82 (a)	-	-	-	-	-
ViaCosteira	-	-	-	179 (a)	-	-	-	-	-
Joint ventures									
ViaRio	-	947 (a)	6,547 (c)	148 (a)	-	158,003 (c)	-	-	-
Renovias	-	1,069 (a)	-	171 (a)	-	-	-	-	-
Other related parties									
Companhia Operadora de Rodovias	-	485 (a)	-	76 (a)	-	-	-	-	-
Consórcio Operador da Rodovia Presidente Dutra	-	1,917 (a)	-	300 (a)	-	-	-	-	-
Total	392	56,503	13,488	19,278	57,088	397,946	56,336	1,916	3,711

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- (a) Agreement for the provision of administrative management services in accounting, legal advisory, supply, treasury, and human resources areas by CCR - Actua Division, due the month after the billing month;
- (b) Mutual loan agreement remunerated at 110.7% of the CDI rate, maturing on November 27, 2021. On May 19, 2021, the balance was used to absorb accumulated losses, by debiting the account of the CCR shareholder;
- (c) Mutual loan agreements, two of which are remunerated at 130% of the CDI rate, and six are remunerated at the TR + 9.89% p.a., all of which with maturity on January 16, 2034 and one agreement remunerated at the CDI rate + 2.90% p.a. with maturity on June 1, 2028;
- (d) Advance for future capital increase;
- (e) Mutual loan agreement remunerated at the CDI rate + 2.48% p.a., maturing on March 15, 2023, total settlement on June 10, 2021;
- (f) Agreement for the provision of IT support and maintenance services exclusively by CPC - EngelogTec Division, the amounts of which are settled monthly on the first business day of the month after the billing;
- (g) Interest charged on invoices not received on the maturity date;
- (h) Payroll charges related to employees transfer, due in the month following the issuance of the document;
- (i) Provision of data transmission services, the amounts of which are settled on the 20th day of the month following the billing;
- (j) Exchange-rate variation arising from transactions among related parties with different functional currencies;
- (k) Mutual loan agreement remunerated at 4.50% p.a., maturing on June 30, 2032; and
- (l) Financial advisory services agreement.

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b. Consolidated

	Transactions					Balances					
	06/30/2021					06/30/2021					
	Expenses/costs with services provided	Construction Cost / Fixed Assets / Intangible Assets	Gross Revenues	Financial income	Financial costs	Assets			Liabilities		
Accounts receivable						Advance for future capital increases	Mutual loans	Advance for future capital increases	Mutual loans	Suppliers and accounts payable	
Parent companies											
Construtora Andrade Gutierrez	-	-	-	-	-	-	-	-	720 (e)	-	-
Camargo Corrêa Infra Construções	-	-	121 (o)	-	-	22 (o)	-	-	-	-	12
SUCEA Participações S.A.	-	-	-	-	-	-	-	-	720 (e)	-	-
Soares Penido Concessões	-	-	-	-	-	-	-	-	287 (e)	-	-
Soares Penido Obras, Construções e Investimentos	-	-	-	-	-	-	-	-	189 (e)	-	-
Subsidiaries											
CPC	7 (q)	-	-	-	-	-	-	-	-	-	-
MTH	6 (q)	-	-	195 (q)	12 (q)	-	-	-	-	-	-
Alba Concessions	-	-	-	-	-	-	-	-	109 (e)	-	-
TAS	-	-	-	19 (q)	31 (q)	-	-	-	-	-	-
CAI	-	-	-	-	-	12 (ac)	-	-	-	-	-
CAP	-	-	162 (b)	52 (q)	148 (q)	163 (b)	-	-	-	-	-
Aeris Holding	-	-	26 (q)	1,176 (q)	1,612 (q)	115 (q)	-	79 (ab)	-	-	-
IBSA Finance	-	-	-	-	-	1	-	-	-	-	-
Joint ventures											
Corporación Quiport	-	-	489 (b)	72 (q)	90 (q)	687 (b)	-	-	-	-	-
ViaRio	-	-	2,117 (b)	5,404 (d)	-	656 (b)	-	162,596 (d)	-	-	-
Controlar	-	-	-	-	-	-	1,047 (e)	-	-	-	-
Renovias	435 (i)	-	1,274 (b)(r)	-	-	200 (b)	-	-	-	-	73 (i)
Other related parties											
Consórcio Operador da Rodovia Presidente Dutra	88,484 (h)	-	1,769 (b)	-	-	43 (b)	-	-	-	-	-
Companhia Operadora de Rodovias	-	-	308 (b)	-	-	31 (b)	-	-	-	-	1,014 (ac)
IAF	-	-	-	35 (aa)	-	-	-	2,256 (aa)	-	-	-
Instituto CCR	3,616 (aj)	-	-	-	-	-	-	-	-	-	-
Coalzi Marketing - Eireli	15 (af)	-	-	-	-	-	-	-	-	-	-
Consórcio Mobilidade Bahia	2,412 (a)	-	-	-	-	-	-	-	-	-	2,575 (a)
Fetranspor - Federação das empresas de transportes	210 (g)	-	-	-	-	-	-	-	-	-	-
Concessionária do Aeroporto Internacional de Guarulhos	-	-	29 (r)	-	-	5 (r)	-	-	-	-	-
Mundinvest	1,584 (ai)	-	-	-	-	-	-	-	-	-	-
Zurich Airport Latin America	506 (al)	-	-	-	-	-	-	-	-	-	475 (al)
Intercement Brasil	-	51 (ak)	-	-	-	-	-	-	-	-	-
JCA Holding Participações	-	-	-	-	38 (n)	-	-	21,400 (e)	2,274 (n)	-	-
Rodomar Administ e Partic.	-	-	-	-	29 (m)	-	-	-	-	-	2,706 (m)
Auto Viação 1001	-	-	-	-	467 (m)	-	-	-	-	-	43,835 (m)
Zurich Airport	1,827 (p)	-	-	-	-	-	-	-	-	-	14,960 (p)
Infraero	332 (s)	-	-	8,897 (k)	-	3,701 (k)	-	-	-	-	-
RioCard Tecnologia da Informação	163 (g)	-	-	-	-	-	-	-	-	-	882 (g)
Consórcio Nova Rodovia do Café	-	-	-	-	-	-	-	-	-	-	50 (l)
Odebrecht Mobilidade	-	-	-	-	5,270 (e)	4,627 (an)	-	6,699 (e)	140,166 (e)	-	6,891 (l)
Invepar	-	-	-	-	5,270 (e)	4,627 (an)	-	6,624 (e)	140,169 (e)	-	6,891 (l)
Edica	-	-	-	-	-	-	-	-	-	-	1,355 (u)
RioPar Participações	425 (g)	-	-	-	5,298 (n)(e)	4,628 (an)	-	28,150 (e)	141,892 (n)(e)	-	1,995 (y)
RuasInvest Participações S.A.	-	-	-	-	26 (f)	-	-	-	-	-	-
Instituto Cultural Flavio Gutierrez - ICFG	400 (ag)	-	-	-	-	-	-	-	-	-	-
Concessionária Rota das Bandeiras S.A	10 (i)	-	-	-	-	-	-	-	-	-	10 (i)
Otima Concessionária de Exploração de Mobiliário Urbano	42 (ah)	-	-	-	-	-	-	-	-	-	-
HAS Development Corp.	-	-	-	-	47 (q)	-	-	-	-	-	-
Bloco Sul Concessões e Participações S.A	-	-	-	-	-	-	20 (e)	-	-	-	-
Encaiso Construções	-	3,488 (z)	-	-	-	-	-	-	-	-	89 (z)
Serveng - Cívilsan - Empresas Associadas de Engenharia	-	7,690 (j)	-	-	-	-	-	-	-	-	-
Total	100,474	11,229	6,295	15,850	18,338	19,518	1,067	164,931	64,898	424,501	83,813

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	Transactions					Transactions				
	04/01/2021 a 06/30/2021					04/01/2020 a 06/30/2020				
	Expenses / costs with services rendered	Construction Cost / Fixed Assets / Intangible Assets	Gross revenue	Finance income	Finance costs	Expenses / costs with services rendered	Construction Cost / Fixed Assets / Intangible Assets	Gross revenue	Finance income	Finance costs
Parent companies										
Camargo Corrêa Infra Construções	-	-	60 (o)	-	-	-	-	60 (o)	-	-
Subsidiaries										
MTH	-	-	-	195 (q)	-	-	-	-	276 (q)	638 (q)
Aeris Holding	-	-	26 (q)	-	1,612 (q)	-	-	-	607 (q)	6 (q)
CAP	-	-	162 (b)	-	148 (q)	-	-	-	18 (q)	-
TAS	-	-	-	-	30 (q)	-	-	-	31 (q)	8 (q)
Joint ventures										
Corporación Quiport	-	-	234 (b)	-	89 (q)	-	-	181 (b)	27 (q)	-
ViaRio	-	-	1,061 (b)	2,907 (d)	-	-	-	1,014 (b)	3,065 (d)	-
Renovias	217 (i)	-	637 (b)(r)	-	-	-	-	628 (b)(r)	-	-
Other related parties										
Consórcio Operador da Rodovia Presidente Dutra	-	-	427 (b)	-	-	130,073 (h)	-	1,930 (b)	-	-
Companhia Operadora de Rodovias	-	-	134 (b)	-	-	-	-	259 (b)	-	-
IAF	-	-	-	17 (aa)	-	-	-	-	-	-
Instituto CCR	3,616 (aj)	-	-	-	-	-	-	-	-	-
Consórcio Mobilidade Bahia	2,409 (a)	-	-	-	-	-	1,626 (a)	-	-	-
Fetranspor - Federação das empresas de transportes	210 (g)	-	-	-	-	-	-	-	-	-
RuasInvest Participações S.A.	-	-	-	-	19 (f)	-	-	-	-	-
Concessionária do Aeroporto Internacional de Guarulhos	-	-	14 (r)	-	-	-	-	14 (r)	-	-
Mundinvest	1,584 (ai)	-	-	-	-	-	-	-	-	-
Zurich Airport Latin America	506 (al)	-	-	-	-	-	-	-	-	-
Intercement Brasil S/A	-	51 (ak)	-	-	-	-	-	-	-	-
JCA Holding Participações	-	-	-	-	24 (n)	-	-	-	-	22 (n)
Rodomar Administ e Partic.	-	-	-	-	18 (m)	-	-	-	-	16 (m)
Auto Viação 1001	-	-	-	-	289 (m)	-	-	-	-	256 (m)
Zurich Airport	1,827 (p)	-	-	-	-	5,702 (p)	-	-	-	-
Infraero	132 (s)	-	-	8,885 (k)	-	302 (s)	-	-	135 (k)	-
RioCard Tecnologia da Informação	73 (g)	-	-	-	-	4 (g)	-	-	-	-
Consórcio Rodo Avaré	-	-	-	-	-	-	19,828 (am)	-	-	-
Odebrecht Mobilidade S/A	-	-	-	-	2,888 (e)	-	-	-	-	2,608 (e)
Invepar	-	-	-	-	2,888 (e)	-	-	-	-	2,610 (e)
RioPar Participações	203 (g)	-	-	-	2,905 (n)(e)	-	-	-	-	2,624 (n)(e)
Concessionária Rota das Bandeiras S.A	10 (i)	-	-	-	-	-	-	-	-	-
HAS Development Corp.	-	-	-	-	47 (q)	-	-	-	-	-
Companhia Paranaense de Construção	-	-	-	-	-	-	28,057 (ao)	-	-	-
Encaiso Construções	-	1,744 (z)	-	-	-	-	-	-	-	-
Serveng - Civilsan S.A. - Empresas Associadas de Engenharia	-	3,845 (j)	-	-	-	-	16,350 (j)	-	-	-
Total	10,787	5,640	2,755	12,004	10,957	136,081	65,861	4,086	4,159	8,788

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	Transactions					Balances					
	06/30/2020					12/31/2020					
	Expenses / costs with services rendered	Construction Cost / Fixed Assets / Intangible Assets	Gross Revenues	Financial income	Financial costs	Ativo		Passivo			
Accounts receivable						Advance for future capital increases	Mutual loans	Advance for future capital increases	Mutual loans	Suppliers and accounts payable	
Parent companies											
Construtora Andrade Gutierrez	-	-	-	-	-	-	-	-	720 (c)	-	-
Camargo Corrêa Infra Construções	-	-	108 (o)	-	-	27 (o)	-	-	-	-	12
SUCEA Participações S.A.	-	-	-	-	-	-	-	-	720 (c)	-	-
Soares Penido Concessões	-	-	-	-	-	-	-	-	287 (c)	-	-
Soares Penido Obras, Construções e Investimentos	-	-	-	-	-	-	-	-	189 (c)	-	-
Subsidiaries											
CPC	8 (q)	-	-	-	-	-	-	-	-	-	-
MTH	5 (q)	-	-	276 (q)	4,196 (q)	-	-	-	-	-	-
Alba Concessions	-	-	-	-	621 (q)	-	-	-	-	-	-
Aeris Holding	4 (q)	738 (b)	500 (w)	3,693 (q)	6 (q)	-	-	82 (ab)	-	-	-
CAP	-	-	-	40 (q)	-	-	-	-	-	-	-
CAI	-	-	-	-	-	12 (ac)	-	-	-	-	-
TAS	-	-	-	67 (q)	8 (q)	-	-	-	-	-	-
Joint ventures											
Corporación Quiport	-	-	409 (b)	55 (q)	-	993 (b)	-	-	-	-	-
ViaRio	-	-	2,026 (b)	6,547 (d)	-	445 (b)	-	158,004 (d)	-	-	2 (ae)
Controlar	-	-	-	-	-	-	1,047 (e)	-	-	-	-
Renovias	-	-	1,261 (b)(r)	-	-	649 (b)	-	-	-	-	118 (i)
Other related parties											
Consórcio Operador da Rodovia Presidente Dutra	238,154 (h)	-	3,860 (b)	-	-	614 (b)	-	-	-	-	43,892 (h)
Companhia Operadora de Rodovias	-	-	518 (b)	-	-	111 (b)	-	-	-	-	24 (ae)
IAF	-	-	-	-	-	-	-	2,309 (aa)	-	-	-
Consórcio Mobilidade Bahia	-	3,058 (a)	-	-	-	-	-	-	-	-	2,660 (a)
Concessionária do Aeroporto Internacional de Guarulhos	-	-	29 (r)	-	-	5 (r)	-	-	-	-	-
Passe Expresso - PEX	-	-	-	-	-	72 (ad)	-	-	-	-	-
Intercement Brasil	-	-	-	-	-	-	-	-	-	-	173 (x)
JCA Holding Participações	-	-	-	-	51 (n)	-	-	21,400 (e)	2,241 (n)	-	-
Rodomar Administ e Partic.	-	-	-	-	39 (m)	-	-	-	-	-	2,676 (m)
Auto Viação 1001	-	-	-	-	634 (m)	-	-	-	-	-	43,367 (m)
Zurich Airport	5,702 (p)	-	-	-	-	-	-	-	-	-	13,134 (p)
Infraero	594 (s)	-	-	159 (k)	-	27,520 (k)	-	-	-	-	-
RioCard Tecnologia da Informação	48 (g)	-	-	-	-	-	-	-	-	-	762 (g)
Consórcio Rodo Avaré	-	19,828 (am)	-	-	-	-	-	-	-	-	-
Consórcio Nova Rodovia do Café	-	-	-	-	-	-	-	-	-	-	65 (t)
CV Serviços Meio Ambiente	-	-	-	-	-	-	-	-	-	-	81 (v)
Odebrecht Mobilidade	-	-	-	-	5,551 (e)	-	-	-	135,685 (e)	-	6,891 (l)
Invepar	-	-	-	-	5,554 (e)	-	-	-	135,688 (e)	-	6,891 (l)
Edca	-	-	-	-	-	-	-	-	-	-	13 (u)
RioPar Participações	-	-	-	-	5,590 (n) (e)	-	-	21,400 (e)	137,387 (n)(e)	-	1,726 (y)
Companhia Paranaense de Construção	-	57,856 (ao)	-	-	-	-	-	-	-	-	-
Encalso Construções	-	-	-	-	-	-	-	-	-	-	1 (z)
Serveng - Cívilsan - Empresas Associadas de Engenharia	-	40,006 (j)	-	-	-	-	-	-	-	-	545 (j)
Total	244,515	121,486	8,711	10,837	22,250	30,448	1,047	160,395	44,716	411,001	123,033

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	Parent company				Consolidated			
	04/01/2021 a 06/30/2021	01/01/2021 a 06/30/2021	04/01/2020 a 06/30/2020	01/01/2020 a 06/30/2020	04/01/2021 a 06/30/2021	01/01/2021 a 06/30/2021	04/01/2020 a 06/30/2020	01/01/2020 a 06/30/2020
1. Remuneration (ap):								
Short-term benefits - fixed remuneration	2,144	4,286	1,788	3,776	2,208	4,416	1,853	3,907
Life insurance	19	37	20	38	19	37	20	38
	2,163	4,323	1,808	3,814	2,227	4,453	1,873	3,945

d. Balances payable to key management personnel

	Parent company		Consolidated	
	06/30/2021	12/31/2020	06/30/2021	12/31/2020
Management remuneration (ap)	1,800	4,089	15,577	13,172

At the Annual General Meeting (AGM) held on April 8, 2021, the annual and global remuneration for the Company's Managers and Board of Directors for fiscal year 2021 was approved, in the amount of up to R\$ 37,200, in case of full achievement of the goals set (100%), and it may reach up to R\$ 39,013, in case the aforementioned goals are exceeded by 150%. In addition, the individual remuneration of the Supervisory Board's members corresponding to 10% of the average remuneration attributed to the Company's statutory directors was also approved (not counting benefits, representation allowances, and profit sharing), as provided for in paragraph 3 of article 162 of the Brazilian Corporation Law.

Below are the notes related to tables b, c and d:

- (a) On June 13, 2014, Metrô Bahia and Consórcio Mobilidade Bahia executed a management agreement under an alliance system with the purpose of achieving the best cost/benefit ratio for the execution of the expansion of the Salvador and Lauro de Freitas Subway System.

In view of the conclusion of the scope of the Agreement, on November 14, 2018, the Parties executed the End of Alliance Agreement, which established the end of the alliance and defined the procedures and responsibilities to be observed by the Parties in relation to the end.

The responsibilities undertaken by Metrô Bahia include:

- Pay the employees of the alliance on leave and the respective severance amounts after the end of the period of leave, according to the clauses of the end agreement;
 - Manage the assumed agreements and the contractual relationships with suppliers that are parties to the assumed agreements;
 - Pay to the consortium the amounts corresponding to the disbursements made regarding the assumed agreements.
- (b) Income and accounts receivable from the rendering of administrative services by CCR - Actua Division, and IT support and maintenance services provided by CPC - EngelogTec Division;
- (c) Advance for future capital increase;
- (d) Mutual loan agreements entered into between CCR and ViaRio, two of which are remunerated at 130% of the CDI rate, and six are remunerated at the TR + 9.89% p.a., all of which with maturity on January 16, 2034 and another agreement remunerated at the CDI rate + 2.90% p.a. with maturity on June 1, 2028;
- (e) Mutual loan agreements between VLT Carioca and its shareholders, with 11 agreements remunerated at the CDI rate + 5% p.a., of which: 6 agreements mature on December 31, 2021, 3 agreements mature on December 15, 2024, 1 agreement matures on December 30, 2024, and 1 agreement matures on December 30, 2027;

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- (f) Mutual loan agreements between RuasInvest and ViaQuatro, remunerated at the CDI rate + 2.48% p.a., maturing on March 15, 2023, total settlement on June 11, 2021;
- (g) RioCard's administrative rate related to payments management services and issuance of electronic cards;
- (h) Highway recovery, upgrade, upkeep, maintenance, monitoring, and operation services of Presidente Dutra highway, whose agreement ended on February 28, 2021;
- (i) Right of way agreement to occupy the concession area for the implementation of optical cables, with Samm, whose amounts are settled every 10th day of the month following the billing;
- (j) Rendering of contracted services at a global price for pavement restoration construction work on sections, interchanges and accesses distributed across several points of Rodovia Presidente Dutra, the term of effectiveness of which is from January 23, 2014 to July 21, 2017. On June 6, 2017, a new service agreement was entered into with the same purpose, but for new sections of the highway, effective until December 2, 2020; For RodoNorte, lump sum contracted services were carried out for the Duplication of BR-376 highway (*Rodovia do Café*), North and South Lanes, comprising the construction of the new runway of section 21 and section 22;
- (k) Reimbursements received and receivable from Infraero, according to exhibit 3 of the concession agreement, related to construction works that were under its responsibility, but were carried out by BH Airport;
- (l) Balance owed by VLT Carioca to its shareholders Invepar and OM, refers to the collateral given by means of a corporate bond that was enforced by Alstom to settle the Company's obligation;
- (m) Installment of the price, withheld under the purchase and sale agreement between CPC and the former Barcas shareholders;
- (n) Mutual loan agreements executed as of October 4, 2016, between Barcas and its shareholders, remunerated at 127.9% of the CDI rate, and maturity date extended on December 31, 2021;
- (o) Agreement for onerous assignment of space executed on August 7, 2019, between Metrô Bahia and Camargo Corrêa Infra Construções, which expires on March 30, 2022;
- (p) Airport management and operation consulting agreement of the Confins International Airport entered into on December 2, 2014 between Zurich and BH Airport, with maturity date extended on May 31, 2022;
- (q) Exchange-rate variation arising from transactions among related parties with different functional currencies;
- (r) Data transmission services provided by Samm;
- (s) The amounts substantially refer to labor costs of Infraero that is allocated at Confins International Airport, as provided for in clause 2.23.3 of the concession agreement, which are refunded on a monthly basis according to the services rendered;

- (t) Agreement for the provision of service by the job at an estimated price for the execution of a recovery work on the existing lane on BR-376 (RodoNorte), effective until November 20, 2019, remaining balance referring to the collateral. Consortium is comprised by the companies Andrade Gutierrez Engenharia and AG Construções e Serviços;
- (u) Construction works carried out at Aeris by its minority shareholder Edica;
- (v) Collateral withheld as guarantee for labor lawsuits, arising from the provision of services by CV Serviços Meio Ambiente to Ponte, for road maintenance;
- (w) Agreement between the companies CPC and Aeris Holding, referring to the Management Fee established in an agreement for the operation, management, expansion, and modernization of the airport;
- (x) Acquisition of bulk cement for pavement restoration work, lot 01 - km 0 to 350 of MSVia;
- (y) Receivable credits arising from services provided to users of the VLT Carioca, related to subway tariffs;
- (z) Services provided for the implementation of the Padroeira-Raposo side roads between km 19+700 and km 24+400, Internal and External Lanes, on Rodoanel Mário Covas SP 021;
- (aa) Mutual loan agreement entered into between CCR España and the IAF, remunerated at the LIBOR + 2.7% p.a., maturing on March 15, 2023;
- (ab) Difference generated at the time of payment and receipt of the mutual loan, between the companies IBSA Finance Barbados Trust and Aeris Holding Costa Rica, which will be settled by December 15, 2023;
- (ac) Services provided between the companies CAI and CAP;
- (ad) Electronic device services with ViaLagos company;
- (ae) Payroll charges related to employees transfer, due in the month following the issuance of the document;
- (af) Agreement for the provision of administrative management services to Quicko;
- (ag) Sponsorship agreement by the company AutoBAN referring to the project named Museu de Sant'Ana – Multi-Year Maintenance Plan, effective until January 31, 2022;
- (ah) Provision of advertising exploitation service between the companies Quicko and Otima;
- (ai) Agreement for the provision of financial advisory services to CCR;
- (aj) Donation to help fund social activities and projects to be developed by the CCR Institute;
- (ak) Acquisition of DSM cement for pavement restoration work, BR-101 Toll Collection Point 02 Km 345.5 - Tubarão da ViaCosteira;
- (al) Variable consultancy service according to the OMSCA agreement, provided by Zurich Airport Latin America to BH Airport;

- (am) Provision of services for the execution of construction works on the roads, interchanges, special engineering structures, and footbridges for the duplication of the section between km 254+280 and km 262+420 of João Mellão highway (SP255), in the urban section of Avaré. On June 9, 2020, the Settlement and Discharge Agreement was executed between the parties, ending legal discussions that were in course. In the agreement, the concessionaire undertook to pay to Consórcio Avaré the amount of R\$ 21,240 gross of taxes (updated by the IPCA), referring to contractual rebalancing;
- (an) Replenishment of the BNDES escrow account carried out by CIIS on behalf of the other shareholders of VLT Carioca, with future share purchase option;
- (ao) Provision of contracted services at a global price, with the company formerly known as J. Malucelli Construtora de Obras, related to the duplication works of the BR-376 highway (RodoNorte), comprising the construction of a new runway and restoration of an existing runway, effective until June 25, 2021; and
- (ap) It comprises the total amount of fixed and variable remuneration attributable to members of the supervisory board and management (board of directors, statutory management, and non-statutory management), comprising a total of 27 members.

11. Investments in subsidiaries and joint ventures

a) Investments in subsidiaries - Parent Company

Subsidiaries	Core business	Place of establishment and operation	Equity interest percentage	
			06/30/2021	12/31/2020
CIIS	Holding	Brazil (SP / RJ)	100.00%	100.00%
CPC	Holding	Latin America and Spain	99.00%	99.00%
CIP	Holding	Brazil (SP)	100.00%	100.00%
NovaDutra	Highway concession	Brazil (SP / RJ)	100.00%	100.00%
Parques (a)	Services	Brasil (PR)	-	85.92%
Ponte	Highway concession	Brazil (RJ)	100.00%	100.00%
RodoNorte	Highway concession	Brazil (PR)	100.00%	100.00%
Samm	Services	Brazil (SP / RJ / MG)	99.90%	99.90%
Infra SP	Holding	Brazil (SP)	99.99%	99.99%
SPCP	Holding	Brazil (RJ)	65.52%	65.52%
ViaLagos	Highway concession	Brazil (RJ)	100.00%	100.00%
ViaMobilidade	Passenger transportation concession	Brazil (SP)	83.34%	83.34%
ViaQuatro	Passenger transportation concession	Brazil (SP)	75.00%	75.00%
Linha 15	Passenger transportation concession	Brazil (SP)	80.00%	80.00%
ViaCosteira	Highway concession	Brazil (SC)	100.00%	100.00%
RS Holding	Holding	Brazil (SP)	100.00%	100.00%
Linhas 8 e 9	Passenger transportation concession	Brazil (SP)	80.00%	-

- (a) Company dissolved on January 29, 2021.

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

	Equity (unsecured liability) of investees		Investments (provision for unsecured liability)		Net income (loss) for the period from investees		Equity income (loss)	
	06/30/2021	12/31/2020	06/30/2021	12/31/2020	06/30/2021	06/30/2020	06/30/2021	06/30/2020
	CIIS	533,601	455,078	533,109	454,570	3,652	(25,962)	3,667
CIP	727	826	727	826	(99)	(117)	(99)	(117)
CPC	4,141,999	4,135,952	4,098,315	4,092,237	(37,609)	(240,082)	(37,145)	(238,091)
NovaDutra (a)	487,018	458,156	487,019	458,157	37,568	318	37,568	318
Parques	-	-	-	1	-	(5)	-	(5)
Ponte (a)	2,927	3,289	2,927	3,289	(362)	2,033	(362)	2,033
RodoNorte	8,669	(135,879)	8,049	(136,582)	(176,910)	14,928	(176,827)	13,335
RodoNorte (Concession right generated upon the acquisition)	-	-	545	1,201	-	-	(656)	(633)
Samm	70,025	69,970	69,957	69,902	55	3,407	55	3,404
Infra SP	2,381,463	2,459,363	2,381,375	2,459,278	287,576	524,430	287,573	524,431
Linha 15	2,353	2,370	1,883	1,896	(17)	(2,214)	(13)	(1,771)
SPCP	405,131	405,285	265,429	265,530	(154)	(74)	(101)	(48)
ViaLagos (a)	37,698	22,742	37,697	22,740	21,383	12,560	21,383	12,560
ViaMobilidade	111,548	99,658	92,964	83,055	11,890	302	9,909	252
ViaQuatro	984,029	175,336	738,027	131,506	821,046	16,591	615,785	12,443
ViaQuatro (Concession right generated upon the acquisition)	-	-	524,232	537,496	-	-	(13,264)	(13,264)
ViaRio	124,088	120,426	82,165	79,699	3,662	(8,007)	2,466	(5,257)
RS Holding	681,263	625,574	680,137	625,575	59,189	-	58,062	-
ViaCosteira	990,746	450,477	988,647	449,756	10,985	382	9,607	382
Linhas 8 e 9	64,636	-	51,708	-	(1,373)	-	(1,099)	-
Total investment, net of the provision for unsecured liability	11,027,921	9,348,623	11,044,912	9,600,132	1,040,482	298,490	816,509	284,010

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

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

	Opening balance	Equity income (loss)	Acquisition of interest	Capital increase/ (decrease)	Dividends and interest on own capital	Equity valuation adjustment	Other transactions (a)	Closing balance
	12/31/2020				06/30/2021			
CIIS	454,570	3,667	14,455	68,864	(7,889)	(558)	-	533,109
CIP	826	(99)	-	-	-	-	-	727
CPC	4,092,237	(37,145)	(947)	99,897	-	(55,727)	-	4,098,315
NovaDutra	458,157	37,568	-	-	(8,706)	-	-	487,019
Parques	1	-	-	(1)	-	-	-	-
Ponte	3,289	(362)	-	-	-	-	-	2,927
RodoNorte	(136,582)	(176,827)	-	78,000	-	-	243,458	8,049
RodoNorte (Concession right generated upon the acquisition)	1,201	(656)	-	-	-	-	-	545
Samm	69,902	55	-	-	-	-	-	69,957
Infra SP	2,459,278	287,573	-	-	(365,476)	-	-	2,381,375
Linha 15	1,896	(13)	-	-	-	-	-	1,883
SPCP	265,530	(101)	-	-	-	-	-	265,429
ViaLagos	22,740	21,383	-	-	(6,426)	-	-	37,697
ViaMobilidade	83,055	9,909	-	-	-	-	-	92,964
ViaQuatro	131,506	615,785	-	-	(9,264)	-	-	738,027
ViaQuatro (Concession right generated upon the acquisition)	537,496	(13,264)	-	-	-	-	-	524,232
ViaRio	79,699	2,466	-	-	-	-	-	82,165
RS Holding	625,575	58,062	-	-	(3,500)	-	-	680,137
ViaCosteira	449,756	9,607	-	529,284	-	-	-	988,647
Linhas 8 e 9	-	(1,099)	-	52,807	-	-	-	51,708
Total	9,600,132	816,509	13,508	828,851	(401,261)	(56,285)	243,458	11,044,912

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

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

	06/30/2021				12/31/2020		06/30/2020	
	Total assets	Total current and non-current liabilities	Total gross income for the period	Net income (loss) for the period	Total assets	Total current and non-current liabilities	Total gross income for the period	Net income (loss) for the period
Aeris Holding	953,599	1,136,468	102,627	(62,369)	1,130,223	1,260,298	101,443	(84,182)
Aeropuertos	1	94,727	-	(26,507)	1	72,950	-	(35,777)
Alba Concessions	1	2	-	(1,633)	7,537	-	-	10
Alba Participations	1,543	1	-	(3)	1,605	1	-	(37)
ATP	3,494	19,008	1,842	(1,270)	3,460	17,704	3,341	(2,784)
AutoBAn	3,429,000	2,844,843	1,128,911	288,057	3,098,277	2,598,056	983,942	322,995
Barcas	218,425	647,343	16,440	(53,296)	239,390	615,012	38,898	(75,063)
BH Airport	2,356,943	2,285,297	109,146	(99,349)	2,320,619	2,149,624	104,954	(60,049)
CAI	49,837	16,142	-	(39,649)	89,977	16,770	-	(34,861)
CAP	342,664	297,834	38,138	(39,649)	376,946	292,171	60,933	(34,861)
CARE	5	6,106	-	-	5	6,343	-	-
CCR Costa Rica	20,009	108,656	-	(30,405)	20,787	83,677	-	(41,039)
CCR Costa Rica Concesiones y Participaciones	30,679	108,657	-	(31,471)	32,900	83,677	-	(42,163)
CCR España Concesiones	431,714	109,423	-	(105,046)	521,121	84,782	-	(124,871)
CCR España Emprendimientos	983,080	477	-	46,374	975,514	927	-	(63,497)
CCR Infra SP	2,385,219	3,756	-	287,576	2,469,212	9,849	-	524,430
CCR Lam Vias	3,551	8,777	-	(18,280)	11,179	8,125	-	(16,297)
CCR Mobilidade	1,440	5	-	(77)	4,052	2,540	-	(978)
CCR USA	198,477	3,334	-	34,281	197,960	28,375	-	(9,838)
CCR ViaSul	1,342,311	71,625	337,538	70,981	1,295,947	88,729	296,686	62,973
CHS	593,789	60,188	-	3,652	507,322	52,244	-	(25,962)
CIP	1,206	479	-	(99)	1,212	386	-	(117)
CPA	41,346	2,218	-	(21,297)	62,567	2,212	-	(19,114)
CPC	4,647,089	505,090	82,158	(37,609)	4,631,471	495,519	87,002	(240,082)
Desarrollos	-	116,791	-	(32,681)	-	89,943	-	(44,111)
Five Trilhos	24,271	1,095	9,248	2,739	28,403	3,228	9,430	7,860
Green Airports	220,784	1,213	-	7,366	222,258	1,259	-	6,749
IBSA	435,479	437,904	-	(2)	438,166	440,683	-	(2)
IBSA Finance	434,568	435,106	-	-	437,239	437,798	-	-
Inovap 5	826	179	-	6	811	170	-	(23)
Linha 15	2,357	4	-	(17)	2,998	628	-	(2,214)
Linhas 8 e 9	1,659,592	1,594,956	-	(1,373)	-	-	-	-
Metrô Bahia	5,507,306	3,823,726	451,799	89,517	5,354,997	3,760,934	371,343	34,942
MSVia	1,669,790	1,050,129	159,173	25,363	1,715,245	1,120,947	152,035	(44,933)
MTH	30,374	107	2,046	1,175	31,853	435	2,042	1,087
NovaDutra	861,737	374,719	430,541	37,568	593,257	135,101	603,597	318
Parques	-	-	-	-	-	-	-	(5)
Ponte	4,829	1,902	-	(362)	5,646	2,357	-	2,033
Quicko	10,002	3,440	11	(13,744)	6,800	4,197	-	(10,292)
Quiport Holdings	494,744	1	-	(6,084)	519,688	108	-	(36,605)
RodoAnel Oeste	2,156,152	832,046	155,049	18,935	2,250,532	938,041	122,908	3,372
RodoNorte	743,068	734,399	529,939	(176,910)	1,034,899	1,170,778	551,036	14,928
RS Holding	1,307,845	626,582	-	59,189	1,269,522	643,948	-	11,917
Samm	243,442	173,417	46,869	55	256,573	186,603	54,786	3,407
SJO Holding	311,762	99,199	-	(31,993)	324,388	72,823	-	(42,608)
SPAC	36,734	1	-	(50,721)	87,462	8	-	(30,663)
SPCP	405,186	55	-	(154)	405,299	14	-	(74)
SPVias	1,786,260	1,503,895	344,368	59,553	1,692,181	1,412,441	335,902	78,757
TAS	391,718	341,028	282,057	87,776	340,671	372,648	195,967	(9,863)
Terminal	40,015	5,794	-	(1,622)	41,572	4,463	-	(2,189)
ViaCosteira	1,018,066	27,320	193,450	10,985	494,960	44,483	4,101	382
ViaLagos	283,066	245,368	71,581	21,383	269,578	246,836	55,504	12,560
ViaMobilidade	890,826	779,278	184,560	11,890	924,083	824,425	148,038	302
ViaOeste	1,036,243	964,542	535,413	(98,692)	683,925	437,245	448,461	113,860
ViaQuatro	2,893,035	1,909,006	1,414,893	821,046	1,694,096	1,518,760	218,580	16,591
VLT Carioca	2,080,195	1,639,652	120,399	22,535	1,969,243	1,593,046	116,648	(13,518)
Subtotal	45,015,694	26,053,310	6,748,196	1,025,638	41,095,629	23,434,321	5,067,577	70,801
Parent company	13,159,632	4,952,463	56,044	644,901	13,277,776	5,536,613	56,503	147,555
Eliminations	(21,850,616)	(3,232,535)	(142,141)	(871,816)	(20,924,785)	(3,462,076)	(144,940)	(135,371)
Consolidated	36,324,710	27,773,238	6,662,099	798,723	33,448,620	25,508,858	4,979,140	82,985

b) Investments in joint ventures - Consolidated

Joint ventures (a)	Place of formation and operation	Percentage of Interest		Core business
		06/30/2021	12/31/2020	
Corporación Quiport	Ecuador	46.50%	46.50%	Airport Concession
Quiama BVI	British Virgin Islands	50.00%	50.00%	Holding
IAF	Espanha	46.50%	46.50%	Holding
ViaRio	Brazil (RJ)	66.66%	66.66%	Highway concession
Renovias	Brazil (SP)	40.00%	40.00%	Highway concession
Controlar	Brazil (SP)	49.57%	49.57%	Services

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

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

	Equity (unsecured liability) of joint ventures		Investments (provision for unsecured liability)		Net income (loss) for the period from joint ventures		Equity income (loss)	
	06/30/2021	12/31/2020	06/30/2021	12/31/2020	06/30/2021	06/30/2020	06/30/2021	06/30/2020
Corporación Quiport	1,035,292	1,086,931	480,253	504,153	(12,424)	(72,314)	(5,665)	(33,512)
Quiama BVI	13,638	15,052	6,820	7,528	6,614	5,606	3,307	2,803
IAF	20,546	21,499	9,552	9,995	(116)	7,017	(54)	3,263
ViaRio	124,088	120,426	81,797	79,331	3,662	(8,007)	2,466	(5,257)
Renovias	141,972	93,202	56,783	37,275	87,255	72,040	34,902	28,816
Controlar	(982)	(808)	(465)	(379)	(174)	(221)	(86)	(109)
Total	1,334,554	1,336,302	634,740	637,903	84,817	4,121	34,870	(3,996)
Concession right generated in business acquisition	-	-	137,446	153,410	-	-	(12,979)	(12,339)
Total net investment of provision for unsecured liability	1,334,554	1,336,302	772,186	791,313	84,817	4,121	21,891	(16,335)

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

	Opening balance	Equity income (loss)	Dividends and interest on own capital	Equity valuation adjustment	Closing balance
	12/31/2020			06/30/2021	
Corporación Quiport	504,153	(5,665)	-	(18,235)	480,253
Quiama BVI	7,528	3,307	(3,503)	(512)	6,820
IAF	9,995	(54)	-	(389)	9,552
ViaRio	79,331	2,466	-	-	81,797
Renovias	37,275	34,902	(15,394)	-	56,783
Controlar	(379)	(86)	-	-	(465)
Total	637,903	34,870	(18,897)	(19,136)	634,740
Concession right generated in business acquisition	153,410	(12,979)	-	(2,985)	137,446
Total net investment of provision for unsecured liability	791,313	21,891	(18,897)	(22,121)	772,186

b.3) Summarized financial information of joint ventures

The summary financial information for the joint ventures as of the period ended June 30, 2021 and for the year ended December 31, 2020 follows:

Summarized balance sheet

	06/30/2021					
	Corporación					
	Quiport	Quiama	IAF	ViaRio	Renovias	Controlar
Assets						
Current assets						
Cash and cash equivalents	140,864	1,844	5,511	29,267	106,257	998
Other assets	239,739	11,450	101,395	35,372	42,070	212
Total current assets	380,603	13,294	106,906	64,639	148,327	1,210
Non-current assets	3,718,404	818	2,046,081	914,099	39,545	16
Total Assets	4,099,007	14,112	2,152,987	978,738	187,872	1,226
Liabilities						
Current Liabilities						
Financial liabilities (1)	-	-	88,434	48,996	-	-
Other Liabilities	189,789	474	79,976	9,482	41,967	4
Total current liabilities	189,789	474	168,410	58,478	41,967	4
Non-current liabilities						
Financial liabilities (1)	-	-	1,959,187	535,289	-	-
Other Liabilities	2,873,926	-	4,844	260,883	3,933	2,204
Total non-current liabilities	2,873,926	-	1,964,031	796,172	3,933	2,204
Shareholders' Equity	1,035,292	13,638	20,546	124,088	141,972	(982)
Total liabilities and shareholders' equity	4,099,007	14,112	2,152,987	978,738	187,872	1,226

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

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

Summarized income statements

	06/30/2021							
	Corporación		Quiama		IAF	ViaRio	Renovias	Controlar
	Quiport	Quiama BVI	Ecuador					
Revenue	284,113	7,928	34,448	-	74,064	220,320	-	
Depreciation and amortization	(39,159)	-	-	-	(15,841)	(13,070)	-	
Financial Income	6,453	-	-	131,845	496	822	34	
Financial Expenses	(135,664)	(6)	(32)	(129,154)	(25,049)	(80)	-	
Income (loss) from operations before taxes	(12,424)	6,614	134	266	5,663	131,442	(174)	
Income tax and social contribution	-	-	-	(382)	(2,001)	(44,187)	-	
Income (loss) with operations	(12,424)	6,614	134	(116)	3,662	87,255	(174)	
Other comprehensive income	230,952	21,314	256	2,217	-	-	-	
Comprehensive income for the period	218,528	27,928	390	2,101	3,662	87,255	(174)	

	06/30/2020							
	Corporación		Quiama		IAF	ViaRio	Renovias	Controlar
	Quiport	Quiama BVI	Ecuador					
Revenue	283,744	6,904	35,578	-	58,996	192,965	-	
Depreciation and amortization	(85,385)	-	-	-	(15,896)	(12,940)	-	
Finance income	7,652	-	-	128,299	1,456	628	20	
Finance costs	(132,783)	(8)	(44)	(118,363)	(30,589)	(1,008)	-	
Income (loss) from operations before taxes	(72,314)	5,606	126	9,391	(12,037)	108,960	(221)	
Income tax and social contribution	-	-	-	(2,374)	4,030	(36,920)	-	
Income (loss) with operations	(72,314)	5,606	126	7,017	(8,007)	72,040	(221)	
Other comprehensive income	352,673	7,442	150	3,989	-	-	-	
Comprehensive income for the period	280,359	13,048	276	11,006	(8,007)	72,040	(221)	

c) Other relevant information

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

a) RodoNorte

i. Administrative proceeding of liability imposition and provisional suspension of the right to bid

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

On a precautionary and incidental basis, through Resolution No. 67, on December 20, 2019, also issued by CGE/PR, subject matter of the Material Fact on January 6, 2020, the temporary suspension of the concessionaire's right to participate in new bids and enter into new agreements with the government of the State of Paraná was ordered. The concessionaire filed action for a writ of mandamus no. 0008852-94.2020.8.16.0000 before the Court of Appeals of Paraná aiming at ruling out the aforementioned injunction. Before the final trial of the said action, CGE Resolution No. 67, on December 20, 2019, was revoked by CGE Resolution No. 78, on December 10, 2020. On April 8, 2021, a judgment was rendered dismissing the action due to the supervening mootness.

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

The decision that had granted the injunction, on September 17, 2020, to determine the stay of the PAR, while the leniency agreement was in force, was revoked on October 27, 2020. Within the scope of the PAR, a final decision is awaited to be rendered by the Office of the Controller General of the State of Paraná.

ii. Law no. 13.103/2015 (suspension of charging the tariff on suspended axle)

Through the action, RodoNorte seeks a court decision ordering DER/PR to restore the balance of the concession agreement due to the loss of revenue caused by the exemption granted by the Concession Grantor, as of May 28, 2018, considering the enactment of Provisional Measure No. 833/2018, later converted into Law No. 13.711, of 2018.

On October 17, 2019, a decision was initially rendered rejecting the request for urgent relief as it considered that there was no proof of danger in the delay. This decision was later upheld at the time of trial of the Interlocutory Appeal filed by RodoNorte.

After the presentation of answers and reply, on September 8, 2020, a request for provisional relief was presented by RodoNorte for DER and the State of Paraná to be ordered to rebalance the losses actually suffered by the concessionaire with the exemption of the collection of tariff of suspended axles, without prejudice to the continuation of the action so that the expert evidence is carried out and the value of the imbalance that must be rebalanced in a single, complete and final manner for the entire period of the concession is duly determined, under the terms of the concession agreement.

On February 17, 2021, the request for provisional relief was partially granted to order DER and the State of Paraná to carry out and finish the technical studies necessary to challenge the calculated amounts, indicate the amounts they deem uncontroversial, or justify with reasons, also through calculations, the inexistence of losses due to default in forty-five (45) business days. On March 1, 2021, DNIT and ANTT filed motions for clarification in order to clarify in the decision regarding the provisional relief that the obligations established therein are aimed solely to the defendants DER/PR and the State of Paraná.

On April 26, 2021, RodoNorte filed a challenge to the motions for clarification filed by DNIT and ANTT. On May 11, 2021, a motion was filed by the State of Paraná with a copy of the proceeding in which the claim for economic and financial rebalancing was considered and rejected, providing its opinion for the lack of liquidity of the credits claimed by RodoNorte. On May 31, 2021, a motion was filed by RodoNorte requesting the granting of the previously claimed relief.

On June 2, 2021, a motion was filed by the State of Paraná and DER requesting the rejection of the request for granting the relief, as well as that RodoNorte should produce evidence. On June 18, 2021, RodoNorte expressed its opinion on the request presented by the State of Paraná and DER.

iii. Annulment of amendment to the concession agreement (2000 and 2002)

Lawsuit no. 2005.70.00.007929-7 filed by the State of Paraná and the Paraná Highway Department (DER) aims at annulling the addenda to the concession agreement (2000 and 2002), which reestablished the toll tariffs and restored the balance of the concession agreement. Initially, the lawsuit was suspended, contingent on the final judgment of the lawsuit on the unilateral reduction of tariff, which has already been definitely judged with resolution of the merit. On March 7, 2014, a new term of suspension of the case for a period of 180 days was granted, in view of the possibility of settlement between the parties. At the end of the suspension period, the action resumed its normal course.

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

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

On March 5, 2021, the State filed an appeal from final judgment, which is awaiting trial. On April 27, 2021, RodoNorte filed its brief on the appeal from final judgment. The appeal from final judgment is pending trial.

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

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

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

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

v. Lawsuit No. 5061296-37.2020.4.04.7000 - toll fee adjustment contractually provided set forth for 2020

Considering the preliminary decision rendered in administrative proceeding No. 16.844.752-3, RodoNorte filed a Lawsuit against the Federal Government, ANTT, State of Paraná, DER/PR and AGEPAR, on December 11, 2020, to ensure the annual adjustment of the toll fee provided for in the concession agreement.

On December 16, 2020, a decision was rendered rejecting the request for preliminary injunction. On December 23, 2020, an interlocutory appeal was filed by RodoNorte. On January 16, 2021, the request for preliminary injunction filed in the interlocutory appeal was rejected. The interlocutory appeal was provided in a session held on April 22, 2021. On April 30, 2021, AGEPAR filed motions for clarification claiming nullity of the appellate decision, which is awaiting judgment.

Resuming the course of the original case records, at the lower court, objections were filed by the Federal Government, DER/PR, State of Paraná and AGEPAR. On April 27, 2021, RodoNorte filed a reply and requested a summary judgment on the merits, as it understands that this is a legal matter and, in the alternative, safeguarding the right to produce expert evidence in the event that a procedural instruction is determined. The other parties also stated that they did not have other evidence to produce. A pretrial order is awaited.

b) AutoBAn

i. Modifying Amendment Term No. 16/06

The State of São Paulo and the concessionaire are discussing, in different lawsuits, the validity, or not, of the Modifying Amendment Term no. 16/06 ("TAM"), in view of the administrative decision regarding the invalidity of said TAM in which this adopted data relating to the financial projections at the time the concession agreement was executed to implement economic and financial rebalancing.

On July 14, 2021, due to the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, AutoBAn requested the withdrawal of all the resources related to the lawsuit. The ratification of the waivers and the close of the proceedings is awaited.

ii. Tariff adjustment for 2013

In view of the decision of the Government of the State of São Paulo, which decided not to transfer to users of state highways the tariff adjustments set for July 1, 2013, according to the concession agreements in force, with the establishment of compensatory measures considered insufficient by the concessionaire, a court order was requested seeking the full economic and financial rebalancing of the concession agreement. This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the Agreement, AutoBAn requested, on July 20, 2021, the suspension of the lawsuit.

iii. 2014 Tariff Adjustment

In view of the decision of the Government of the State of São Paulo, which decided not to transfer to users of state highways the tariff adjustments set for July 1, 2014, according to the concession agreements in force, with the establishment of compensatory measures considered insufficient by the concessionaire, a court order was requested seeking the full economic and financial rebalancing of the concession agreement. This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the Agreement, AutoBAn requested, on July 14, 2021, the suspension of the action.

iv. Change of the toll rates adjustment index

In view of the change in the toll rates adjustment indexes implemented on June 29, 2015, in which it was (i) adopted as toll tariff adjustment index of the concession agreement the index that, between IGP-M (General Market Price Index) and IPCA, presents the lowest percentage change in the period between the last adjustment date and the date of the adjustment that will be made; and (ii) established the procedure and form of contractual revision to verify the existence of any economic and financial imbalance and its restoration, resulting from the application of this change, and the economic and financial imbalance of the concession agreement in favor of the concessionaires will be entailed if any difference is identified between the annual revenue from toll fees earned through the adjusted tariffs and those actually charged by the concessionaires and the amount that would be received if the rates had been adjusted based on the accumulated variation in the IGP-M.

Due to ARTESP's delay to launch the first administrative proceeding for the two-year period - July 1, 2013 to June 30, 2015 - the concessionaire filed the Ordinary Procedure Lawsuit No. 1014628-22.2017.8.26.0053 against ARTESP and the State of São Paulo, requesting the due rebalancing for the aforementioned period.

This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the Agreement, AutoBAN requested, on July 14, 2021, the suspension of the action.

c) SPVias

i. Modifying Amendment Term No. 14/06

The State of São Paulo and the concessionaire are discussing, in different lawsuits, the validity or not of the Modifying Amendment Term No. 14/06 ("TAM"), in view of the administrative decision regarding the invalidity of said TAM which adopted data relating to the financial projections at the time of the execution of the concession agreement to implement economic-financial balance.

On July 14, 2021, due to the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, SPVias requested the discontinuance of all the appeals linked to the lawsuit. The ratification of the waivers and the close of the proceedings is awaited.

ii. Tariff Adjustment for 2013

In view of the decision of the Government of the State of São Paulo, which decided not to transfer to users of state highways the tariff adjustments set for July 1, 2013, according to the concession agreements in force, with the establishment of compensatory measures considered insufficient by the concessionaire, a court order was requested seeking the full economic and financial rebalancing of the concession agreement. This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the Settlement, SPVias requested, on July 14, 2021, the stay of the lawsuit.

iii. Change of the toll rates adjustment index

In view of the change in the toll rates adjustment indexes implemented on June 29, 2015, in which it was (i) adopted as toll tariff adjustment index of the concession agreement the index that, between IGP-M (General Market Price Index) and IPCA, presents the lowest percentage change in the period between the last adjustment date and the date of the adjustment that will be made; and (ii) established the procedure and form of contractual revision to verify the existence of any economic and financial imbalance and its restoration, resulting from the application of this change, and the economic and financial imbalance of the concession agreement in favor of the concessionaires will be entailed if any difference is identified between the annual revenue from toll fees earned through the adjusted tariffs and those actually charged by the concessionaires and the amount that would be received if the rates had been adjusted based on the accumulated variation in the IGP-M.

Due to ARTESP's delay to launch the first administrative proceeding for the two-year period - July 1, 2013 to June 30, 2015 - the concessionaire filed the Ordinary Procedure Lawsuit No. 1016435-77.2017.8.26.0053 against ARTESP and the State of São Paulo, requesting the due rebalancing for the aforementioned period.

This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the Settlement, SPVias requested, on July 14, 2021, the stay of the lawsuit.

d) Barcas

- i.** Action for termination of concession agreement (with request for interlocutory relief), action No. 0431063-14.2016.8.19.0001 filed by Barcas for declaration of the concession agreement termination for Public Services of Transportation of Passengers, Cargo and Vehicles in the State of Rio de Janeiro signed originally between Barcas and the State of Rio de Janeiro on February 12, 1998 for the operation for twenty-five years of the public service of waterway transportation of passengers and vehicles.

On October 8, 2018 a decision was handed down granting the request by Barcas to rule that AGETRANSP and the State of Rio de Janeiro must, within twenty days, aid the concessionaire in adapting and reorganizing the deficient timetables and lines so as to reduce any monthly losses.

On January 18, 2019, the State of Rio de Janeiro and AGETRANSP filed an interlocutory appeal. On September 10, 2019, the interlocutory appeal was recognized, although not granted, and the TJRJ (Court of Appeals of the State of Rio de Janeiro) ruled that the State of Rio de Janeiro arrange for the adaptation and reorganization of the deficient timetables and lines run by the plaintiff, which decision was final and unappealable.

A reply was filed in the 1st instant and, later, measures were defined to mitigate the recurring losses assumed by the concessionaire and, later, it was agreed in court to suspend the progress of the legal proceeding so as to begin a negotiation process aiming to find a global solution for the concession agreement.

On February 4, 2020, the Public Defender's Office of the State of Rio de Janeiro filed an interlocutory appeal against the 1st instance decision which permitted mitigating measures through implementing a new schedule of timetables of vessels. This appeal is still pending judgment.

On February 21, 2020, a joint petition was filed by the concessionaire and the State of Rio de Janeiro inserting the Memorandum of Understanding and the Instrument of Commitment and requesting the suspension of the case for 30 days. On April 21, 2020, a decision was handed down rectifying the case and not ratifying the joint petition to suspend the case and the agreement executed between the parties, and requiring the parties to make a statement with regards to the production of evidence.

On April 28, 2020, Barcas filed a petition to reconsider the ruling that failed to ratify the instrument of commitment and, at the same time, the request to suspend the process was reiterated.

On May 8, 2020, the concessionaire contested the motions for clarification against the rectifying decision, indicating that the discussion would be limited to Barcas's losses during execution of the concession agreement, which was rejected. In view of the rectifying decision, interlocutory appeals were filed.

On July 7, 2020, Barcas filed a petition reiterating its request for the production of economic-financial expert evidence, as well as supplementary documental evidence. On September 15, 2020, a decision was handed down ruling that the sentence of the interlocutory appeals against the rectifying decision was awaited in order to proceed with the action for termination. December 9, 2020, the Interlocutory Appeal filed by the Public Prosecution Office was not recognized. On July 13, 2021, the Public Prosecution Office filed motions for clarification against the appellate decision, against which Barcas filed a response.

On June 21, 2021, the interlocutory appeal filed by the Public Defender's Office, with the purpose of reuniting, once again, the action for termination and the public civil action that discusses changes in the schedule, was included in the trial agenda, having been heard and partially granted, especially, to order that the action for termination and the public civil action be brought together again, as well as to dismiss the possibility of the Defender's Office to file petitions in the action for termination. On July 9, 2021, Barcas filed motions for clarification against this decision.

e) MSVia

i. Fare Reduction and Arbitration

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

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

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

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

On April 27, 2021, ANTT filed a request for clarification in light of this decision, which is pending analysis. On May 25, 2021, MSVia filed a response to ANTT's request for clarification. On June 7, 2021, the Arbitral Tribunal granted the production of expert and oral evidence requested by the Plaintiffs.

On July 15, 2021, the Arbitral Tribunal dismissed ANTT's request for clarification, granting the deadline until July 30, 2021 for the parties to file a statement, specifying the evidence they intend to produce, which was complied with by both the Parties to the arbitration. The definition, by the Arbitral Tribunal, of the evidence that must be produced is pending.

ii. New Auction

On December 20, 2019, MSVia addressed a request to ANTT manifesting the intention to adhere to the “New Auction Process”, subject matter of Law 13.448/2017, emphasizing that such request was prepared based on the requirements under the terms of federal decree 9.957/2019, by which it is governed.

With this request, the concessionaire began proceedings related to the amicable return of the concession, with the highway system undergoing a new bidding process (New Auction) by the Concession Grantor. The technical and legal feasibility of the request was attested by ANTT through Resolution No. 337, of July 21, 2020, with the favorable opinion of the Board for the Investment Partnership Program (CPPI) of the Presidency of the Republic, according to CPPI Resolution No. 148, of December 2, 2020, and the subsequent publication of Decree No. 10.647, of 2021, by the Presidency of the Republic. On June 10, 2021, the 1st Addendum to the MSVia concession agreement was signed, which was published in the Official Gazette on June 14, 2021. The 1st Addendum includes guarantees from MSVia, described in note 1.

After execution of the contractual amendment, the new auction process is expected to be completed within 24 months, as set forth in law 13.448/2017.

f) NovaDutra

i. Fare Reduction

On December 19, 2019, ANTT's executive board, in an extraordinary session, by means of resolution No. 1903, ordered the fare reduction on the 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, as of 00:00 a.m. The preliminary injunction was obtained in a Writ of Mandamus (case No. 1000559-56.2020.4.01.3400), as per the decision of December 22, 2019, suspending the effects of the resolution and removing the fare reduction.

After the revocation of the act that implemented the fare reduction, on December 4, 2020, a decision was handed down dismissing the case without prejudice, given the supervening loss of the object and consequent lack of interest to act by NovaDutra. On June 2, 2021, the final and unappealable decision was certified by the court and the writ of mandamus was definitively shelved.

ii. Rebalancing - Weight Tolerance

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

On November 21, 2019, answers were filed by the Federal Government and by ANTT. On January 29, 2020, a decision was rendered in the scope of the aforementioned lawsuit rejecting the urgent relief. On February 21, 2020, NovaDutra filed a reply and a petition requesting the production of evidence. On March 6, 2020, an interlocutory appeal was filed, No. 5005479-63.2020.4.03.0000, in view of this decision that rejected the request for urgent relief. Considering the original deadline of the concession, NovaDutra submitted a request to discontinue the interlocutory appeal, on May 27, 2021. Analyses of the discontinuation request is pending.

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

iii. Rebalancing - Executive Project Remuneration

On December 13, 2019, NovaDutra filed a declaratory action (case No. 5026377-67.2019.4.03.6100), before the 5th Lower 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 dismiss the claimed illegality faced since the edition, by ANTT, of Administrative Proceeding No. 161/17, which authorized the advance payment of 50% of the remuneration due with the costs of preparing the executive projects pending approval by the ANTT.

On February 7, 2020, a decision was rendered within the scope of the aforementioned lawsuit, granting the request for interlocutory relief (presented on February 6, 2020), suspending the effectiveness of resolution No. 1.093, whose terms were ratified by ANTT's resolution No. 74, 4 of February, 2020, which had ordered the reduction by 5.26% of the basic toll tariff in all toll collection points included in the BR-116/RJ/SP, object of the concession agreement No. PG-137/95-00 signed by and between the Federal Government and NovaDutra, as of 00:00 a.m. on February 8, 2020.

Against the decision that granted the request for relief, the parties filed an interlocutory appeal, which was distributed to the 3rd Panel of the TRF of the 3rd Region under No. 5013536-70.2020.4.03.0000, and is reported by Federal Appellate Judge Nelton dos Santos, pending judgment.

In the 1st instance, the case records remain in the pre-trial phase. On July 1, 2020, NovaDutra filed counterarguments to the interlocutory appeal. On July 5, 2020, in the original proceeding, a reply was filed. On August 5, 2020, NovaDutra filed a request for the specification of evidence.

On May 15, 2021, a decision ordering NovaDutra's statement on the evidence required in the lawsuit and the Federal Government's statement on its legal standing was rendered. On June 21, 2021, NovaDutra filed a statement stating that it does not have additional evidence to produce. On June 18, 2021, the Federal Government filed a petition requesting the acknowledgment of its lack of standing to be sued and its exclusion from the lawsuit.

g) ViaOeste

i. Modifying Amendment Term No. 12/06

The State of São Paulo and the concessionaire are discussing, in different lawsuits, the validity or not of the Modifying Amendment Term No. 14/06 (“TAM”), in view of the administrative decision regarding the invalidity of said TAM which adopted data relating to the financial projections at the time of the execution of the concession agreement to implement economic-financial balance.

On July 14, 2021, due to the preliminary settlement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, ViaOeste requested the discontinuance of all the appeals linked to the lawsuit. The ratification of the waivers and the close of the proceedings is awaited.

ii. Tariff Adjustment for 2013

In view of the decision of the Government of the State of São Paulo, which decided not to pass on to the users of the state highways the tariff adjustments defined for July 1, 2013, according to the concession agreements in force, with the establishment of compensatory measures considered insufficient by the concessionaire, a lawsuit was filed seeking the full economic and financial balance of the Agreement. This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the Settlement, ViaOeste requested, on July 14, 2021, the stay of the action.

iii. 2014 Tariff Adjustment

In view of the decision of the Government of the State of São Paulo, which decided not to pass on to the users of the state highways the tariff adjustments defined in 2014, according to the concession agreements in force, with the establishment of compensatory measures considered insufficient by the concessionaire, a lawsuit was filed seeking the full economic and financial balance of the Agreement. This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the Settlement, ViaOeste requested, on July 14, 2021, the stay of the action.

iv. Change of the toll rates adjustment index

In view of the change in the toll rates adjustment indexes implemented on June 29, 2015, in which it was (i) adopted as toll tariff adjustment index of the concession agreement the index that, between IGP-M (General Market Price Index) and IPCA, presents the lowest percentage change in the period between the last adjustment date and the date of the adjustment that will be made; and (ii) established the procedure and form of contractual revision to verify the existence of any economic and financial imbalance and its restoration, resulting from the application of this change, and the economic and financial imbalance of the concession agreement in favor of the concessionaires will be entailed if any difference is identified between the annual revenue from toll fees earned through the adjusted tariffs and those actually charged by the concessionaires and the amount that would be received if the rates had been adjusted based on the accumulated variation in the IGP-M.

Due to ARTESP's delay to launch the first administrative proceeding for the two-year period - July 1, 2013 to June 30, 2015 - the concessionaire filed the Ordinary Procedure Lawsuit No. 1016978-80.2017.8.26.0053 against ARTESP and the State of São Paulo, requesting the due rebalancing for the aforementioned period. This lawsuit was included in the preliminary agreement entered into between the parties, disclosed in the Company's Material Fact on June 29, 2021, considering the recognition of the claim in favor of the concessionaire. In view of the Settlement, ViaOeste requested, on July 14, 2021, the stay of the action.

h) Controlar

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

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

On March 15, 2017, there was a decision of the Public Prosecution Office of the State of São Paulo reiterating the Municipal Government's motions, so that the contractual term issue may be immediately analyzed. On September 14, 2017, the court approved the Municipal Government's objections, acknowledging that there was an early termination of Agreement No. 34/SVMA/95, which led the City of São Paulo to be held liable for material damages to Controlar, except in case of any damages from the pursuit of the Public Civil Action for Administrative Misconduct No. 0044586-80.2011.8.26.0053.

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

On January 11, 2021, the court expert was ordered to comment on the criticisms presented by Controlar. On March 11, 2021, the court expert's statement was filed. On March 23, 2021, an order was issued for the parties to file a statement regarding the expert clarifications within 10 days. On June 23, 2021, Controlar filed its closing arguments. The company is waiting for the pronouncement of the court ruling.

i) Renovias

i. Change of the toll rates adjustment index

In view of the change in the toll rates adjustment indexes implemented on June 29, 2015, in which it was (i) adopted as toll tariff adjustment index of the concession agreement the index that, between IGP-M (General Market Price Index) and IPCA, presents the lowest percentage change in the period between the last adjustment date and the date of the adjustment that will be made; and (ii) established the procedure and form of contractual revision to verify the existence of any economic and financial imbalance and its restoration, resulting from the application of this change, and the economic and financial imbalance of the concession agreement in favor of the concessionaires will be entailed if any difference is identified between the annual revenue from toll fees earned through the adjusted tariffs and those actually charged by the concessionaires and the amount that would be received if the rates had been adjusted based on the accumulated variation in the IGP-M.

Due to ARTESP's delay to launch and implement the first administrative proceeding for the two-year period - July 1, 2013 to June 30, 2015 - Renovias, on May 12, 2017, 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 issued, extinguishing the action without judgment of the merit. Against this decision, Renovias filed an appeal on September 26, 2018 that is pending judgment.

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

On August 26, 2019, after the receipt of the case records at the lower court, the order that granted the production of expert evidence and ordered the presentation of certain documents by the State of São Paulo and ARTESP was rendered.

On March 25, 2020, the parties requested the stay of the case for 180 days, and the course of the lawsuit was resumed on May 20, 2021. The beginning of the pre-trial phase is pending.

ii. Tariff Adjustment for 2013

In view of the decision of the Government of the State of São Paulo, which decided not to pass on to the users of the state highways the tariff adjustments defined for July 1, 2013, according to the concession agreements in force, with the establishment of compensatory measures considered insufficient by the concessionaire, a lawsuit was filed seeking the full economic and financial balance of the concession agreement (case No. 1060269-33.2017.8.26.0053).

This lawsuit is at the pre-trial phase. On September 23, 2020, the judge ordered the summons of the parties regarding the expert report. On October 15, 2020, Renovias filed its statement, in compliance with the notification, On February 4, 2021, an order was rendered summoning the Expert to comment on the objections to the expert report. On July 14, 2021, the court expert filed his/her clarifications.

j) ViaMobilidade - Line 5 and 17

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

The popular action was filed on March 14, 2018, initially against only the State of São Paulo, Mr. Geraldo Alckmin and Mr. Clodoaldo Pelissioni. Subsequently, the inclusion of CCR as a defendant in the lawsuit was ordered, which only took place on November 12, 2020. There are other pending related lawsuits, in which CCR or ViaMobilidade are not a Party.

The plaintiffs intend to have the concession agreement No. 003/2018 declared void due to (i) the claimed lack of legislative authorization to carry out the concession (ii) the claimed violation of the principle of administrative morality, since "majority member companies of CCR" would be involved in alleged acts of misconduct; and (iii) the claimed damage to public property arising from the economic-financial model chosen for the concession.

CCR was served in the case records of the popular action only on November 12, 2020, having filed its answer on December 14, 2020, in which it claims, preliminarily, to lack the standing to be sued in this action. On the merits, it demonstrated the legal grounds for the bidding and validity of the challenged acts.

On December 17, 2020, there was a decision granting the examination of the case records by the plaintiffs, so that they could comment on the CCR's answer.

On March 10, 2021, the plaintiffs filed a petition to reiterate the reasons presented in the complaint and to inform that they had no interest in producing additional evidence. On March 16, 2021, the Public Prosecution Office was made aware.

A pretrial decision or the continuation of the proceeding towards the judgment on the merits in the lower court is pending.

k) ViaRio

The following administrative proceedings relating to the implementation investments provided for in the concession agreement were initiated and are in progress within the scope of municipal bodies:

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

On June 5, 2020, ViaRio received a notification from the Municipal Transport Office of Rio de Janeiro (SMTR) to, within 10 days, present a previous defense regarding the claimed overprice of R\$ 1,049,116, indicated in the amount of the construction works for the implementation of the *Ligação Transolímpica*, object of concession agreement No. 038/2012. On July 28, 2020, the previous defense was filed, in which ViaRio pointed out the consummation of the statute of limitations, violation of the adversary proceeding, full defense and due process and, furthermore, points out the undue disregard of validly constituted legal instruments, the existence of serious technical failures in the re-budgeting proposed by the municipal authorities, as well as the contradiction to the principles of objective good faith, morality, legal certainty, and disrespect for contractual provisions and bid notices expressed in the redefinition of the value of the construction works several years after their completion. On February 22, 2021, the engineering expert evidence was filed.

On April 21, 2021, a letter was received from SMTR giving notice of the suspension of the overpricing process until the end of the pre-trial phase of the PAR determined by the decision rendered in the writ of mandamus filed by the concessionaire. Awaiting the provision of the copies for acknowledgment of the Public Prosecution Office's opinion on the grounds for the decision to stay the case.

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

On September 23, 2020, ViaRio received a notification from the Accounting Court of the Municipality to comment on the facts presented in the Complaint made by the Municipal Controller General on the facts dealt with in Administrative Proceeding No. 06/370.645/2011. The proceeding was converted into due diligence and, on October 15, 2020, ViaRio filed its statement in compliance with the notification. The visited municipal bodies also submitted the requested information and documentation to the Accounting Court of the Municipality.

Considering the due diligence, the 2nd General Controllershship of External Control, on December 10, 2020, presented a statement in favor of the dismissal of the complaint, suggesting subsequent shelving. On December 11, 2020, the General Controllershship agreed with the proposal to dismiss the complaint. The Special Prosecution Office gave an opinion, on January 21, 2021, stating that the complaint must be dismissed. On May 7, 2021, the virtual trial session at the Accounting Court of the Municipality was concluded, and the Complaint was dismissed. There was no appeal.

iii. Case No. 0189152-64.2020.8.19.0001 - Popular Action - nullity of the concession agreement

This is a Popular Action filed on September 30, 2020, against the Municipality of Rio de Janeiro and ViaRio, aiming at the nullity of concession agreement No. 38/2012 and its addenda, as well as the conviction of ViaRio to repair the alleged loss to the Treasury. On November 30, 2020, ViaRio was served with process, having filed its answer on February 1, 2021. On March 30, 2021, ViaRio stated that it did not have evidence to produce. On June 15, 2021, a judgment was rendered, accepting the preliminary argument regarding the statute of limitations to dismiss the lawsuit. On July 6, 2021, the Municipality of Rio de Janeiro filed motions for clarification, which are pending judgment.

iv. Administrative Accountability Proceeding No. 02/2020 (Municipal Controller General)

On September 23, 2020, ViaRio received notification about the establishment of Administrative Accountability Proceeding PAR/CGM No. 02/2020 regarding the facts dealt with in Administrative Proceeding No. 06/370.645/2011, with notification for the presentation of a written answer. After a request made by the concessionaire, an extension of the term was granted, so that the term could start after the concession of the copies of the administrative proceeding and the answer was filed on October 29, 2020. On September 5, 2020, an order informing the conclusion of the pre-trial phase, and notifying ViaRio to submit its closing arguments within fifteen (15) days was rendered.

In view of the decision that ordered the closure of the pre-trial phase, the Writ of Mandamus No. 0269876-55.2020.8.19.0001 was filed before the 14th Lower Public Treasury Court of Rio de Janeiro. After the concession of the preliminary injunction, the court ruling was rendered on November 24, 2020 to stay the decision that declared the PAR's pre-trial phase closed, ensuring ViaRio the right to submit an engineering expert evidence until February 22, 2021. On February 22, 2021, the engineering expert evidence was filed. The analysis and closure of the pre-trial phase in the administrative proceeding and subsequent presentation of final arguments are pending. The Attorney-General of the Municipality was summoned on January 10, 2021. On March 19, 2021, an administrative appeal was filed against the decision of the Integrity Program Evaluation Committee. In view of the dismissal of the complaint before the TCM, the opinion of the Municipal Controller General on the continuity of the PAR is pending.

In view of the cases reported in items “i” and “ii” above, and also in relation to the facts dealt with in this item “iv”, in addition to the legal statements submitted in the scope of each process, ViaRio jointly with the Compliance area of CCR carried out an internal verification with the support of a company specialized in forensic work and a company specialized in engineering, and adopted procedures to verify whether the facts claimed by the municipal authorities occurred. The work was completed, and no facts and/or circumstantial evidence were identified to ground said claims.

l) VLT Carioca

i. Concession agreement termination

On July 3, 2019, VLT Carioca filed an action for termination of the concession agreement (with a request for urgent relief), case 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*), requesting the termination of the Public-Private Partnership Contract, in the sponsored concession modality (CVL No. 010008/2013) signed by and between the parties, due to contractual defaults by the Concession Grantor and the municipality of Rio de Janeiro, as well as the ordering of the municipality to pay indemnity for losses and damages and loss of profits, to be determined upon the calculation of the award.

VLT Carioca also requests, in the preliminary injunction, that the Concession Grantor be ordered to immediately comply with certain legal and contractual obligations in arrears, as well as to implement the subsidiary guarantee of the concession agreement, enabling the continuity of the provision of the public service until the decision of the action becomes final and unappealable. On July 10, 2019, the preliminary injunction requested by VLT Carioca was rejected.

On September 26, 2019, after the presentation of the defendants' answer, the case was held under advisement. On October 9, 2019, VLT Carioca signed a Memorandum of Understanding (MOU) with the Concession Grantor, later ratified by the shareholders of VLT Carioca on December 19, 2019, and which, among other provisions, allowed Stage 3B to be inaugurated on October 26, 2019, and allowed the stay of the action, in due time, and according to the convenience of VLT Carioca.

On October 10, 2019, a decision granting the provisional interlocutory relief was rendered to order the defendants to implement and provide for the operationalization of the subsidiary guarantee of the concession agreement, to comply with the legal and contractual obligations assumed, under penalty of daily fine. The defendants filed motions against the provisional relief, which were rejected on January 7, 2020. Due to the rejection of the motions, the CDURP and the Municipal Government filed interlocutory appeals, respectively on February 7th and March 9, 2020.

On May 22, 2020, an injunction was granted, object of a request submitted by VLT Carioca, for the partial disbursement of the amount to be insured by the performance bond.

On July 3, 2020, the decision on the interlocutory appeal filed by CDURP was published, suspending the effects of the decision rendered on October 10, 2019. Against this decision, on July 9, 2020, VLT Carioca filed an internal interlocutory appeal with a request for reconsideration and, on July 24 and 29, 2020, VLT Carioca filed counterarguments to the interlocutory appeals filed by the CDURP and the Municipality, respectively. The Public Prosecution Office submitted favorable opinions to VLT Carioca, for the dismissal of the interlocutory appeals, both in October 2020. The interlocutory appeal of the Municipality was dismissed by the Court of Appeals of Rio de Janeiro (TJRJ) in a judgment session held on February 12, 2021. The interlocutory appeal filed by CDURP, on the other hand, is currently suspended, due to a request for examination by one of the judges.

On May 7, 2021, the Chief Justice of the Superior Court of Justice (STJ) granted the request made by the Municipality under the Stay of Injunction No. 2927, staying the appellate decision of the TJRJ, which confirmed the injunction granted at the court of original jurisdiction. On May 31, 2021, VLT Carioca filed an internal interlocutory appeal, in view of this decision, which is pending judgment.

Originally, on November 4, 2020, the parties' statement regarding the production of evidence was ordered. The CDURP, on November 19, 2020, informed that it has no more evidence to produce and the Municipality did not submit any statement regarding evidence, which was certified on December 7, 2020. On November 30, 2020, VLT Carioca requested the production of engineering expert evidence and accounting expert evidence, as well as supervening documentary evidence. The Public Prosecution Office, on December 9, 2020, did not oppose the requests for production of evidence made by VLT Carioca.

On January 12, 2021, a decision granting VLT Carioca's request for the production of supervening documentary evidence, within 10 days, and requesting its statement to clarify the request for production of engineering expert evidence and accounting expert evidence was rendered, which was complied with by VLT Carioca within the established term.

On January 14, 2021, the Public Prosecution Office was made aware of the decision. On February 18, 2021, a pretrial order was rendered to grant the production of the expert evidence and order the attachment of the documentary evidence directly to the electronic case records.

The questions and technical assistants were submitted by CDURP on May 13, 2021, by VLT Carioca on May 24, 2021, and by the Municipality on June 11, 2021. On June 25, 2021, the case records were sent to the expert.

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

On November 22, 2019, an arbitration proceeding was initiated by Odebrecht Mobilidade S.A. (OM) and Odebrecht Transport S.A. (OTP) against CIIS - Companhia de investimento em infraestrutura e serviços (CIIS) and the Concessionária do VLT Carioca S.A. (VLT Carioca), regarding the interpretation and scope of certain provisions provided for in the shareholders' agreement and other acts and agreements relating to the governance of VLT Carioca.

After the constitution of the Arbitral Tribunal, on October 13, 2020, the plaintiffs filed their initial claims, requesting the declaration of nullity of the corporate act that ratified the memorandum of understanding entered into with the Municipality of Rio de Janeiro on October 9, 2019 (MOU), and/or making it null and void, ordering that VLT Carioca adopt the necessary measures to proceed with the action for termination, as well as ordering the Defendants to compensate any losses and damages incurred by the Plaintiffs as a result of the execution of the MOU, declaring the termination of the shareholders' agreement in relation to the Plaintiffs or, subsidiarily, recognizing certain aspects of their political rights, and also determining the CIIS to assume financial guarantee obligations in proportion to the equity participation held by CIIS as a result of the dilution of the Plaintiff OM, among other associated requests.

On November 26, 2020, the CIIS filed its answer to the initial claims, requesting the recognition of the groundlessness of the claim made by the Plaintiffs, as well as making counterclaims, including the recognition that the MOU was validly executed by the management of VLT Carioca and ratified by its shareholders and the recognition of the validity of certain interpretations of the shareholders' agreement.

On the same date, VLT Carioca filed its answer to the initial claims pointing out that the Plaintiffs act in clear abuse of the minority, in a contradictory manner and contrary to the social interest relating to the continuity of the public service, requesting that the claims be dismissed. VLT Carioca also filed a counterclaim requesting that Plaintiff be ordered to pay a fine specifically provided for in the shareholders' agreement arising from the failure to monitor all approved capital contributions.

On March 29, 2021, the OM filed a reply in rebuttal to the counterclaims. On June 7, 2021, a decision granting the production of the evidence requested by the OM was rendered. On June 23, 2021, the CIIS filed a statement against the request for the production of evidence. On July 5, 2021, a decision establishing deadlines for the performance of the expert work was rendered. On July 12, 2021, the OM filed the list of documents it deems necessary for carrying out the expert work.

m) ViaLagos

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

This is a Popular Action filed on October 19, 2019, questioning the validity of contractual amendments entered into by ViaLagos, having as Defendants the concessionaire, the State of Rio de Janeiro, DER-RJ, AGETRANSP as well as certain individuals. The concessionaire was served with process on July 8, 2020. In short, the plaintiff claims violation of the bidding principle and the principle of the temporality of concessions.

In view of the decision that rejected the request for incidental injunction relief filed by Plaintiff, an interlocutory appeal was filed on July 3, 2020, for which and the TJ/RJ did not grant the staying effect requested. On July 8, 2021, an appellate decision dismissing the appeal filed by Plaintiff was rendered.

At the lower court, the State of Rio de Janeiro, DER-RJ and AGETRANSP filed the answer on August 18, 2020, defending the full validity of the amendments challenged by Plaintiff. On August 27, 2020, the concessionaire filed its answer.

On February 22, 2021, the plaintiff filed a statement (i) requesting the continuation of the lawsuit regardless of a position by the Public Prosecution Office, since the Prosecution Offices summoned to act as *custos legis* informed that they had no jurisdiction and (ii) reiterating its request for incidental injunction relief. On March 16, 2021, a decision ordering the statement of the Public Prosecution Office officiating the Court was rendered. On May 21, 2021, a decision ordering the statement of the parties regarding the production of evidence was rendered. Currently, the summons of ViaLagos to file its statement regarding the production of evidence is pending.

These Amendments are also challenged through Popular Action No. 0014659-83.2017.8.19.0011. In this action, the answer was filed on August 2, 2018. On July 20, 2020, ViaLagos was served with process, having filed a petition ratifying the answer. On July 31, 2020, the State of Rio de Janeiro and DER/RJ were served with process. On October 28, 2020, a decision certifying the elapse of the term for the DER/RJ to file its answer and ordering the statement of the Plaintiff was rendered.

On March 4, 2021, the Public Prosecution Office filed a statement (i) requesting the DER/RJ's decree of default, (ii) requesting the summons of the parties to file their statements regarding the documents attached by the TCE/RJ, (iii) reiterating its previous opinion and (iv) requesting that the documentation attached by TCE/RJ to the process be examined in the requested expert evidence. On May 21, 2021, the Public Prosecution Office filed a statement requesting the rectification of the decision so that a court expert could be appointed.

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

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

The interim financial statements of the investees and the parent company do not include adjustments arising from these processes, given that to date there has been no unfavorable outcome or trend for any of them, except for the topics related to "New auction" in the company MSVia, provisioning for contingencies in amount of R\$20,613 in RodoNorte, recorded in 2020 and topics related to the 2014 Tariff Adjustment, Change in the toll rates adjustment index, 2013 Tariff Adjustment and Modifying Amendment Term to the Subsidiaries ViaOeste, AutoBAN and SPVias.

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

12. Fixed assets - Consolidated

	Annual average depreciation rate %	12/31/2020		06/30/2021				
		Opening balance	Additions	Write-offs	Transfers (a)	Other (b)	Equity valuation adjustment	Closing balance
Cost value								
Furniture and fixtures		80,181	-	(1,248)	2,773	(282)	(666)	80,758
Machinery and equipment		571,376	942	(15,202)	29,642	(428)	(3,459)	582,871
Vehicles		167,636	-	(10,023)	24,218	(6)	(49)	181,776
Facilities and buildings		26,354	-	-	7,357	-	(402)	33,309
Land		418,207	-	(1,640)	(835)	-	-	415,732
Operating equipment		686,549	-	(10,215)	62,789	(571)	-	738,552
Vessels		56,822	-	-	-	-	(4,011)	52,811
Optical fiber		24,717	-	-	1,599	-	-	26,316
Construction in process		175,916	45,457	(380)	(117,162)	26	-	103,857
Total cost		2,207,758	46,399	(38,708)	10,381	(1,261)	(8,587)	2,215,982
Depreciation amount								
Furniture and fixtures	10	(46,136)	(3,333)	1,183	506	-	291	(47,489)
Machinery and equipment	12	(393,852)	(33,502)	13,874	501	-	2,786	(410,193)
Vehicles	24	(129,518)	(23,243)	9,891	164	-	26	(142,680)
Facilities and buildings	3	(9,419)	(908)	-	-	-	193	(10,134)
Operating equipment	13	(558,590)	(36,338)	9,943	(1,069)	-	-	(586,054)
Vessels	2	(48,295)	(640)	-	-	-	3,466	(45,469)
Optical fiber	5	(5,976)	(633)	-	-	-	-	(6,609)
Total depreciation		(1,191,786)	(98,597)	34,891	102	-	6,762	(1,248,628)
Grand total		1,015,972	(52,198)	(3,817)	10,483	(1,261)	(1,825)	967,354

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

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

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- (a) Reclassifications from fixed assets to intangible assets; and
- (b) The amount of R\$ 1,261 refers mainly to CIAP (ICMS Credit on Permanent Assets) of Sann, in the amount of R\$ 515, and Financial assets of BH Airport, in the amount of R\$310.

Loan costs in the amount of R\$1,127 in the semester ended June 30, 2021 (R\$1,347 in the semester ended June 30, 2020) were added to fixed assets. The average capitalization rate for the semesters ended June 30, 2021 and 2020 was 0.44% p.m. and 0.49% p.m., respectively (cost of loans divided by the average balance of loans, financing and debentures).

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13. Intangible assets and intangible assets under construction – Consolidated

	12/31/2020	06/30/2021				
	<u>Opening balance</u>	<u>Write-offs</u>	<u>Transfers (a)</u>	<u>Other (e)</u>	<u>Equity valuation adjustment</u>	<u>Closing balance</u>
Cost value						
Rights of exploration of granted infrastructure	21,577,221	(410)	713,071	(47,033)	(96,201)	23,350,834
Rights of exploration of granted infrastructure - Barcas	272,143	-	-	7,032	-	279,175
Software licenses	267,971	-	41,225	(54)	(485)	309,191
Ongoing software licenses	74,225	(149)	(53,331)	-	-	35,236
Development costs of computer system	37,390	-	147	-	-	37,537
Assignment of optical fiber and connectivity	117,533	-	-	-	-	120,357
Concession right	1,613,314	-	-	-	-	2,608,700
Transmission of radiofrequency data	5,140	-	-	-	-	5,140
Concession right generated in business acquisition and goodwill						
Aeris	267,745	-	-	-	(9,627)	258,118
ViaQuatro	641,484	-	-	-	-	641,484
RodoNorte	14,988	-	-	-	-	14,988
SPVias	1,167,354	-	-	-	-	1,167,354
Barcas	11,382	-	-	-	-	11,382
ViaOeste	251,709	-	-	-	-	251,709
VLT Carioca	14,530	-	-	-	-	14,530
Quiport Holding	31,341	-	-	-	(1,173)	30,168
Curaçao International Airport	109,656	-	-	-	(2,512)	107,144
TAS (d)	106,437	-	-	-	(3,984)	102,453
Intangible assets	<u>26,581,563</u>	<u>(559)</u>	<u>701,112</u>	<u>(40,055)</u>	<u>(113,982)</u>	<u>29,345,500</u>

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	Annual average amortization rate %	12/31/2020		06/30/2021			
		Opening balance	Write-offs	Transfers (a)	Other (e)	Equity valuation adjustment	Closing balance
Amortization Value							
Rights of exploration of granted infrastructure	(b)	(9,702,342)	3	-	-	63,836	(11,141,866)
Rights of exploration of granted infrastructure - Barcas	(c)	(245,963)	-	-	-	-	(255,413)
Software licenses	21	(220,891)	-	(102)	-	148	(238,207)
Development costs of computer system	20	(36,794)	-	-	-	-	(37,089)
Assignment of optical fiber and connectivity	(f)	(59,344)	-	-	-	-	(68,057)
Concession right	(b)	(160,436)	-	-	-	-	(183,958)
Transmission of radiofrequency data	(f)	(3,996)	-	-	-	-	(4,262)
Concession right generated in business acquisition and goodwill							
Aeris (c)		(80,620)	-	-	-	4,021	(94,481)
ViaQuatro (b)		(103,989)	-	-	-	-	(117,253)
RodoNorte (b)		(13,787)	-	-	-	-	(14,443)
SPVias (b)		(529,416)	-	-	-	-	(564,312)
ViaOeste (b)		(208,604)	-	-	-	-	(218,798)
Barcas (c)		(9,056)	-	-	-	-	(9,594)
VLT Carioca (b) (g)		(735)	-	-	-	-	(1,028)
Quiport Holdings (c)		(6,333)	-	-	-	282	(6,696)
Curaçao International Airport (c)		(46,567)	-	-	-	1,085	(48,094)
Total amortization		(11,428,873)	3	(102)	-	69,372	(13,003,551)
Intangible assets		15,152,690	(556)	701,010	(40,055)	(44,610)	16,341,949
Intangible assets under construction		1,153,352	(28)	(711,493)	(8,719)	(4,687)	1,039,531

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

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		12/31/2019	12/31/2020					
	Annual average amortization rate %	Opening balance	Additions	Write-offs	Transfers (a)	Other (h)	Equity valuation adjustment	Closing balance
Amortization Value								
Rights of exploration of granted infrastructure	(b)	(7,493,305)	(1,920,232)	29,226	(230)	-	(317,801)	(9,702,342)
Rights of exploration of granted infrastructure - Barcas	(c)	(240,237)	(12,607)	6,916	-	(35)	-	(245,963)
Software licenses	21	(180,048)	(40,239)	-	-	-	(604)	(220,891)
Development costs of computer system	20	(35,932)	(862)	-	-	-	-	(36,794)
Assignment of optical fiber and connectivity	(f)	(45,643)	(13,701)	-	-	-	-	(59,344)
Concession right	(b)	(113,553)	(46,883)	-	-	-	-	(160,436)
Transmission of radiofrequency data	(f)	(3,183)	(813)	-	-	-	-	(3,996)
Concession right generated in business acquisition and goodwill								
Aeris (c)		(36,846)	(34,430)	-	-	-	(9,344)	(80,620)
ViaQuatro (b)		(76,425)	(27,564)	-	-	-	-	(103,989)
RodoNorte (b)		(12,511)	(1,276)	-	-	-	-	(13,787)
SPVias (b)		(460,220)	(69,196)	-	-	-	-	(529,416)
ViaOeste (b)		(188,505)	(20,099)	-	-	-	-	(208,604)
Barcas (c)		(7,980)	(1,076)	-	-	-	-	(9,056)
VLT Carioca (b)		(22)	(713)	-	-	-	-	(735)
Quiport Holding (c)		(3,945)	(1,236)	-	-	-	(1,152)	(6,333)
Curaçao International Airport (c)		(36,457)	(5,076)	-	-	-	(5,034)	(46,567)
Total amortization		<u>(8,934,812)</u>	<u>(2,196,003)</u>	<u>36,142</u>	<u>(230)</u>	<u>(35)</u>	<u>(333,935)</u>	<u>(11,428,873)</u>
Intangible assets		<u>16,309,013</u>	<u>(2,049,847)</u>	<u>(117,979)</u>	<u>1,091,991</u>	<u>(459,249)</u>	<u>378,761</u>	<u>15,152,690</u>
Intangible assets under construction		<u>1,198,626</u>	<u>1,031,173</u>	<u>(160)</u>	<u>(1,080,777)</u>	<u>(24,553)</u>	<u>29,043</u>	<u>1,153,352</u>

- (a) Reclassifications from fixed assets to intangible assets;
- (b) Amortization based on the economic benefit curve;
- (c) Straight-line amortization according to the concession period;
- (d) Not amortized. Undefined useful life;
- (e) The net value of reductions, in the amount of R\$ 48,774, refers mainly to: (i) in MSVia in the amount of R\$9,316, in accordance with Law No. 13,448/2017; (ii) expropriation in the companies ViaOeste and Metrô Bahia, in the amount of R\$5,979; and (iii) financial asset of BH Airport, in the amount of R\$25,453;
- (f) Straight-line amortization as agreements' term.
- (g) Refers to the remeasurement of the prior participation as a result of the acquisition of control on October 7, 2019;
- (h) It refers to the payment of R\$ 1,200,000 provided for under the Collective Preliminary Addendum No. 1, celebrated on June 29, 2021, between the concessionaires AutoBAN, ViaOeste and SPVias and the Concession Grantor. Amortization of this amount is calculated, considering the economic benefit curve, from the beginning of the extended terms of the concessions defined in the 2006 TAMs and subsequent ones, until the current term of termination of the concessions. Given that part of these terms has already elapsed, the balance of the corresponding amortization, in the amount of R\$ 531,437, was appropriated to the result on the same activation date, while the remaining portion of R\$ 668,563 will be amortized by the final term of each concession; and
- (i) The net value of reductions, in the amount of R\$ 483,802, mainly refers to (i) provision for loss in the amount of R\$ 305,947, due to MSVia's adherence to Law No. 13,448/2017 and; (ii) transfer of balance to financial assets of R\$178,547, related to construction works carried out by BH Airport, Metrô Bahia and Barcas, to be reimbursed by the respective Concession Grantors.

Loan costs in the amount of R\$53,460 in the semester ended June 30, 2021 (R\$43,001 in the semester ended June 30, 2020) were added to intangible assets. The average capitalization rate for the semesters ended June 30, 2021 and 2020 was 0.44% p.m. and 0.49% p.m., respectively (cost of loans divided by the average balance of loans, financing and debentures).

There were no hedge accounting gains/losses in this semester (in the 1st semester of 2020, gains of R\$2,300 were reduced).

14. Lease - Consolidated

a. Right-of-use in lease

	12/31/2020		06/30/2021		
	Opening balance	Additions / Re measurement	Depreciation	Equity valuation adjustment	Closing balance
Machinery and equipment	40,342	-	(7,672)	(1,503)	31,167
Vehicles	4,245	1,865	(1,620)	(48)	4,442
Facilities and buildings	103,366	-	(11,361)	(2,424)	89,581
Operating equipment	7,553	(1,053)	(1,532)	(75)	4,893
	<u>155,506</u>	<u>812</u>	<u>(22,185)</u>	<u>(4,050)</u>	<u>130,083</u>

b. Lease liability

	12/31/2020	06/30/2021					
	Opening balance	Reversal of present value adjustment present	Additions / Re measurement	Payments	Transfers	Equity valuation adjustment	Closing balance
Current	41,156	5,019	1,702	(24,978)	16,959	(1,387)	38,471
Non-current	127,558	65	(890)	-	(16,959)	(4,968)	104,806
	<u>168,714</u>	<u>5,084</u>	<u>812</u>	<u>(24,978)</u>	<u>-</u>	<u>(6,355)</u>	<u>143,277</u>

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

In the six-month period ended June 30, 2021, an amount of R\$1,573 was recognized as rental expense (R\$2,874 as of June 30, 2020), arising from leases not recognized as such, given their short-term nature.

Schedule - non-current

2022	28,789
2023	23,527
2024	20,678
2025	20,760
2026 onwards	11,052
	<u>104,806</u>

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

- (a) The actual cost of these transactions refers to costs incurred to issue securities and does not consider post-fixed rates since interest and principal will be settled at the end of the transaction and the applicable future rates are not known on the date of each transaction. These rates will only be known as each transaction period elapses. When a transaction has more than one series/tranche, it is presented at weighted average rate.

Guarantees:

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

Disbursements schedule (non-current)

	06/30/2021	
	Parent company	Consolidated
2022	-	323,883
2023	460,000	820,109
2024	-	370,121
2025 onwards	-	5,514,641
(-) Transaction costs	(1,132)	(74,711)
Total	458,868	6,954,043

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

In this semester, ended June 30, 2021, there was no funding or early settlement.

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

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16. Debentures and promissory notes

Company	Series	Contractual rates	Transaction cost effective rate (% p.a.)	Transaction costs incurred	Balances of unallocated costs 06/30/2021	Final maturity	06/30/2021	12/31/2020	
CCR	11th issuance - Series 2	CDI rate + 0.95% p.a.	1.0644% (a)	3,249	687	November 2022	666,227	664,562	(d)
CCR	11th issuance - Series 3	CDI rate rate + 1.50% p.a.	1.5812% (a)	1,910	891	November 2024	391,475	390,572	(d)
CCR	11th issuance - Series 4	IPCA + 6% p.a.	6.096% (a)	866	434	November 2024	209,309	200,143	(d)
CCR	12th Issuance	CDI rate + 1.80% p.a.	1.9673% (a)	6,388	4,535	December 2025	797,301	796,006	(j)
CCR	3rd Issuance (Promissory Notes)	CDI rate + 3.98% p.a.	4.8588% (a)	3,630	-	April 2021	-	416,879	(d)
CCR	13th Issuance	CDI rate + 3.20% p.a.	4.5603% (a)	7,748	3,753	May 2022	700,408	697,403	(d)
CCR	14th Issuance - Series 1	CDI rate + 2.20% p.a.	4.6700% (a)	3,580	3,240	December 2026	478,042	477,116	(d)
1a CCR	14th Issuance - Series 2 (c)	IPCA + 4.25% p.a.	4.6700% (a)	10,167	-	December 2028	383,680	473,031	(d)
1b CCR	15th Issuance - Series 1	IPCA + 4.88% p.a.	5.2606% (a)	18,180	18,180	November 2033	527,128	-	(d)
Subtotal Parent Company					31,720		4,153,570	4,115,712	
SPVias	6th Issuance - Single Series (c)	115% of the CDI rate	0.0460% (b)	1,291	-	August 2022	492,296	667,854	(d) (i)
SPVias	7th Issuance - Single Series	CDI rate + 0.81% p.a.	1.0062% (a)	598	50	August 2021	157,167	156,534	(h)
2b SPVias	8th Issuance - Single Series	CDI rate + 3.90% p.a.	4.1049% (a)	2,417	-	April 2023	-	433,681	(i)
2a SPVias	9th Issuance - Single Series	CDI rate + 2% p.a.	2.0026% (a)	4,074	3,764	March 2026	492,480	-	(d)
ViaLagos	5th Issuance - Single Series	CDI rate + 2.80% p.a.	3.0762% (a)	1,658	1,167	July 2023	218,449	217,431	(d)
Metrô Bahia	2nd issuance (Promissory Notes)	CDI rate + 0.76% p.a.	1.3207% (a)	321	-	January 2021	-	59,885	(e)
RodoAnel Oeste	6th Issuance - Single Series	120% of the CDI rate	0.076% (b)	3,171	523	April 2024	323,855	384,927	(e)
RodoAnel Oeste	6th Issuance - Single Series (c)	120% of the CDI rate	0.076% (b)	-	-	April 2024	326,795	385,127	(e)
Samm	12th Issuance (Promissory Notes)	CDI rate + 0.90% p.a.	1.4914% (a)	251	-	April 2021	-	43,908	(e)
3a Samm	13th Issuance (Promissory Notes)	CDI rate + 1,30% p.a.	1.7897% (a)	158	140	April 2022	35,235	-	(e)
ViaOeste	6th Issuance - Single Series	IPCA + 6.2959% p.a.	6.6313% (a)	3,706	356	November 2021	329,148	314,444	(i)

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Company	Series	Contractual rates	Transaction cost effective rate (% p.a.)	Transaction costs incurred	Balances of unallocated costs 06/30/2021	Final maturity	Balances			
							06/30/2021	12/31/2020		
RodoNorte	5th Issuance - Series 1	IPCA + 6.06% p.a.	6.3483% (a)	1,186	114	November 2021	122,027	116,597	(j)	
RodoNorte	6th Issuance - Series 2	IPCA + 4.4963% p.a.	4.6905% (a)	1,284	154	November 2021	236,228	220,942	(j)	
RodoNorte	7th Issuance - Series 1	112.50% of the CDI rate	0.2991% (b)	1,116	12	July 2021	50,634	100,829	(d)	
AutoBAN	8th Issuance - Single Series	IPCA + 5.4705% p.a.	5.8694% (a)	11,925	2,882	July 2022	871,443	832,758	(i)	
AutoBAN	9th Issuance - Single Series	109.50% of the CDI rate	0.0396% (b)	366	20	August 2021	341,930	337,182	(i)	
AutoBAN	10th issuance - single series	CDI rate + 1.20% p.a.	1.3001% (a)	2,798	1,675	October 2026	615,768	671,932	(i)	
AutoBAN	11th issuance - Single series	CDI rate + 2.62% p.a.	3.0340% (a)	4,499	3,169	July 2023	404,405	393,515	(i)	
ViaQuatro	5th Issuance - Series 1 (*)	CDI rate + 2.30% p.a.	2.5373% (a)	10,072	5,457	March 2028	738,574	767,602	(f) (g) (h)	
ViaQuatro	5th Issuance - Series 2 (*)	IPCA + 7.0737% p.a.	7.2943% (a)	5,534	3,151	March 2028	551,430	550,072	(f) (g) (h)	
ViaMobilidade	2nd Issue - Single Series (c)	9.76% p.a.	10.2606% (b)	20,919	-	April 2030	710,615	778,674	(e)	
RS Holding	5th Issuance - Single Series	CDI rate + 1.50% p.a.	1.8059% (a)	14,017	11,307	October 2031	623,878	635,461	(f)	
4a Linhas 8 e 9	1th issuance - Single series	CDI rate + 1.70% p.a.	1.8960% (b)	6,148	6,148	June 2023	1,594,583	-	(i)	
Total					71,809		13,390,510	12,185,067		
						Parent company	Consolidated			
						06/30/2021	12/31/2020	06/30/2021	12/31/2020	
Current										
Debentures and promissory notes						1,100,530	760,848	3,376,693	4,201,685	
Fair value						(18,327)	-	(24,021)	61,746	
Transaction costs						(7,768)	(9,699)	(19,015)	(29,170)	
						<u>1,074,435</u>	<u>751,149</u>	<u>3,333,657</u>	<u>4,234,261</u>	
Non-current										
Debentures and promissory notes						2,963,950	3,383,202	9,899,990	7,984,909	
Fair value						139,137	-	209,657	2,812	
Transaction costs						(23,952)	(18,639)	(52,794)	(36,915)	
						<u>3,079,135</u>	<u>3,364,563</u>	<u>10,056,853</u>	<u>7,950,806</u>	

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

- (a) Effective cost of these transactions refers to internal return rate (TIR) calculated considering contracted interest plus transaction costs. For applicable cases, variable contractual rates were not considered for TIR calculation purposes.
- (b) Effective cost of these transactions refers to transaction costs incurred upon issuance of securities and does not consider post-fixed rates, as applicable future CDI rates are not known on transaction dates. These rates will only be known as each transaction period elapses.
- (c) Transaction is being measured at fair value through result according to with hedge accounting methods (hedge of fair value). See note 23 for further details.
- (*) In the period ended, the debt previously recorded in its entirety in current liabilities was separated to meet the debt maturity schedule, considering the achievement of the covenants index and by contracting a letter of guarantee requested by the trustee.

Guarantees:

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

Disbursements schedule (non-current)

	06/30/2021	
	Parent company	Consolidated
2022	364,329	1,557,338
2023	590,267	3,508,124
2024	848,279	1,781,243
2025 onwards	1,439,349	3,472,599
(-) Fair value	(139,137)	(209,657)
(-) Transaction costs	(23,952)	(52,794)
Total	3,079,135	10,056,853

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

In this semester, ended June 30, 2021, the transactions described below took place:

1. CCR

- a. On January 13 and 19, 2021, swap agreements were signed to protect the 2nd series of this issuance, each agreement exchanging 50% of the IPCA debt + 4.25% p.a. for CDI rate + 1.76% p.a..
- b. On June 15, 2021, the 15th issuance of simple, unsecured, single series debentures, with the benefits of Law No. 12,431/2011, with payment of funds on June 29, 2021, in the nominal value of R\$ 545,000, in single series.

The debentures are remunerated at the IPCA + 4.88% p.a.. Principal will be repaid in annual installments from November 15, 2021 through November 15, 2033. The interest will be paid in semiannual and consecutive installments, as of November 15, 2021.

This issuance does not have collaterals.

There is provision for total optional anticipated redemption pursuant to Law No. 12,431/2011 and CMN Resolution 4,751, provided that the weighted average term of payments elapsed between the issuance date and the effective anticipated redemption date is greater than 4 years. The amount to be paid to debenture holders upon redemption will be as defined in the indenture.

The main criteria for early maturity are as follows: (i) non-payment of the debentures' pecuniary obligations, observing the applicable remediation period; (ii) payment of dividends and/or interest on own capital, in an amount exceeding the mandatory minimum dividend set forth in article 202 of the law 6.404/1976, and interest on capital attributable to the mandatory dividends, if the Net Debt/Adjusted EBITDA ratio of CCR Consolidated is greater than 4.5, assessed yearly, except if the Issuer elects to buy and submit to the trustee a bank guarantee in the amount corresponding to the debt represented by the outstanding debentures, issued by an authorized financial institution, as defined in the indenture and (iii) reduction of the Issuer capital representing more than 10% of its Shareholders' Equity without previous consent from debenture holders.

2. SPVias

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

The debentures are remunerated at the CDI rate + 2.00% p.a.. The principal will be repaid in 7 semiannual and consecutive installments, from March 29, 2022 to March 29, 2026, according to the percentages defined in the indenture. The interest will be paid in semiannual and consecutive installments, as of September 29, 2021.

The issue 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 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 the maturity date.

The main criteria for early maturity are as follows: (i) non-payment of the debentures' pecuniary obligations, observing the applicable remediation period; (ii) payment of dividends and/or interest on own capital, in an amount exceeding the mandatory minimum dividend set forth in article 202 of the law 6.404/1976, and interest on capital attributable to the mandatory dividends, if the Net Debt/Adjusted EBITDA ratio is greater than 4, except if the Issuer elects to buy and submit to the trustee a bank guarantee in the amount corresponding to the debt represented by the outstanding debentures, issued by an authorized financial institution, as defined in the indenture. Anticipated redemption of all debentures may occur, as of March 30, 2022, by the debt balance, with an increase in premium, as per the indenture.

- b. On April 1, 2021, the anticipated settlement of the 8th issuance of debentures took place.

3. Samm

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

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

This issuance is guaranteed by CCR.

4. Lines 8 and 9

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

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

This issuance has a corporate bond from CCR.

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

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

17. Provision for Consolidated civil, labor, social security, tax and contractual risks

The Company and its subsidiaries are parties to lawsuits and administrative proceedings before courts and governmental agencies, arising from the normal course of operations, involving tax, labor, civil and contractual matters.

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

	<u>12/31/2020</u>		<u>06/30/2021</u>			
	<u>Opening balance</u>	<u>Constitution</u>	<u>Reversal</u>	<u>Payments</u>	<u>Update of the processual and monetary basis</u>	<u>Closing balance</u>
Non-current						
Civil, administrative and others	72,038	11,673	(4,177)	(8,614)	3,865	74,785
Labor and social security	60,235	12,810	(1,734)	(5,582)	3,912	69,641
Tax	62,607	6,960	(139)	-	1,141	70,569
Contractual (a)	<u>132,980</u>	<u>26,767</u>	<u>-</u>	<u>-</u>	<u>9,002</u>	<u>168,749</u>
	<u>327,860</u>	<u>58,210</u>	<u>(6,050)</u>	<u>(14,196)</u>	<u>17,920</u>	<u>383,744</u>

- (a) Regarding the contractual proceeding, ANTT issued until June 30, 2021, 112 deficiency notices against MSVia, related to operational aspects and investment obligations provided for in the concession agreement, which total R\$ 400,024, of which the amount of R\$231,275 (R\$235,631 as of December 31, 2020) are assessed as a possible risk and R\$168,749 as a probable risk (R\$132,980 as of December 31, 2020) and, therefore, provisioned. On April 22, 2021, a decision was handed down in the records of Arbitration Process No. 24.957/GSS/PPF suspending the enforceability of said fines.

The Company and its subsidiaries have other risks related to tax, civil and labor risks that have been assessed by legal advisors as being a possible risk in the amounts indicated below for which no provision has been recorded in view of the fact that the accounting practices adopted in Brazil and IFRSs do not determine to book the calculation.

	<u>06/30/2021</u>	<u>12/31/2020</u>
Civil, administrative and contractual	437,246	430,875
Labor and social security	35,025	34,966
Tax	<u>1,080,702</u>	<u>1,019,896</u>
	<u>1,552,973</u>	<u>1,485,737</u>

The main proceedings related to tax issues are:

- (a) On November 21, 2017, SPVias filed the precautionary injunction No. 5003802-06.2017.4.03.6110, at the 1st Federal Court of Sorocaba - SP, against the Federal Government to offer a guarantee (court insurance) regarding alleged IRPJ and CSLL debts in the amount of R\$ 237,636 on June 30, 2021 (R\$ 224,330 on December 31, 2020), due to the amortization of goodwill expenses (concession right generated in the acquisition of subsidiary) in the 2014-2017 tax years, from the operations of investment acquisition at SPVias carried out among independent parties, with proof of price payment and appraisal report complying with the corporation law, after downstream merger. The injunction was granted by the Regional Federal Court of the 3rd Region, on January 12, 2018 for the acceptance of bank guarantee. On March 7, 2018, SPVias filed a lawsuit claiming the annulment of said tax debts, and the right to amortize said expenses for tax purposes for the future calendar years. The Federal Government challenged the lawsuit, and SPVias subsequently lodged its reply. On September 25, 2019, it was determined that a judicial expertise would be carried out. The presentation of an estimate of fees by the court expert is awaited. In addition to the guarantee of debts represented by the insurance, SPVias has also been proceeding with court deposits of the uncontested part related to the triggering events that occurred in the course of the lawsuit, whose total as on June 30, 2021 is R\$ 73,144 (R\$ 60,985 as on December 31, 2020).
- (b) On December 15, 2017, SPVias was notified of the drafting of an infraction notice through which the Brazilian Federal Revenue Office required differences in the IRPJ and CSLL of the 2012 and 2013 tax years, due to (i) the amortization of goodwill, (ii) financial costs with issuance of debentures, and (iii) isolated fines concerning differences in the calculation of monthly estimates. On January 16, 2018, SPVias filed a motion to deny, in which it stated that the debts related to the goodwill amortization were included in the Special Tax Regularization Program (law No. 13.496/2017) - PERT - already consolidated, and objected the portion referring to the disallowance of financial costs and individual fines, corresponding to the updated total amount of R\$ 277,154 on June 30, 2021 (R\$ 274,779 on December 31, 2020). On November 12, 2018, the subsidiary was notified of the decision of the 1st administrative procedure, which partially granted SPVias' challenge to reduce the debt under discussion in the portion corresponding to the qualification of the fine, reducing the updated debt under discussion to R\$ 161,494 (R\$ 160,996 as on December 31, 2020). Such reduction is subject to the mandatory review to be judged by the Administrative Council of Tax Appeals (CARF). In turn, SPVias also appealed to CARF defending the deductibility of the costs of the inspection. In a judgment session held on February 12, 2020, the judgment was converted into a diligence for the segregation of the amount of expenses related to the debentures transferred through merger of those issued by SPVias itself. Once the diligence is fulfilled, the judgment of the *ex officio* and voluntary appeals is awaited.
- (c) On September 3, 2019, SPVias was notified of the issuance of an infraction notice, through which the Brazilian Federal Revenue Office demanded differences in IRPJ and CSLL in the calendar year 2014, plus a qualified *ex-officio* fine (150%) , isolated fines and default interest, arising from the disallowance of expenses incurred with the payment of commission and interest on debentures issued, corresponding to the restated amount of R\$ 166,277 (R\$ 164,733 on December 31, 2020). On October 2, 2019, SPVias filed the challenge contesting the disallowance of said financial costs as well as the application of qualified and isolated fines. The assessment of the challenge is awaited.

- (d) On December 8, 2020, SPVias was notified of the issuance of an infraction notice, through which the Brazilian Federal Revenue Office demanded differences of IRPJ and CSLL in the calendar years of 2015 and 2016, plus ex-officio fine, individual fines and interest on late payment, corresponding to the updated amount of R\$ 258,563 (R\$ 255,442 on December 31, 2020), later complemented by an infraction notice issued to demand the difference between the simple punitive fine (75%) and the qualified one (150%), corresponding to the updated amount of R\$ 92,809 (R\$ 91,276 on December 31, 2020), totaling, therefore, the amount of R\$ 351,372 on June 30, 2021 (R\$ 346,718 on December 31, 2020), arising from the disallowance of expenses incurred with the payment of commission and interest on debentures issued. On January 12, 2021, SPVias filed the challenge contesting the disallowance of said financial costs as well as the application of qualified and individual fines. We are awaiting the analysis of the objections. Said notice comprises the disallowance of financial costs incurred with the 4th and 5th issuance of debentures, and the subsidiary continued to deduct expenses related to such issuances in the calendar years 2017 and 2020, which caused the reduction of the IRPJ and CSLL due in the period in the amount of R\$ 84,415. There is no questioning by the tax authorities regarding such expenses deducted in the calendar years 2017 to 2020 so far.

Further to making court deposits, the Company contracted legal guarantees amounting to R\$ 51,751 as on June 30, 2021 (R\$ 52,506 as on December 31, 2020) for the pending proceedings.

18. Maintenance Provision

	<u>12/31/2020</u>	<u>06/30/2021</u>				
	<u>Opening balance</u>	<u>Formation/Reversal of provision at present value</u>	<u>Reversal of adjustment to present value</u>	<u>Realization</u>	<u>Transfers</u>	<u>Closing balance</u>
Current	151,366	(50,882)	3,757	(52,832)	2,639	54,048
Non-current	<u>58,565</u>	<u>(18,240)</u>	<u>1,881</u>	<u>-</u>	<u>(2,639)</u>	<u>39,567</u>
	<u>209,931</u>	<u>(69,122)</u>	<u>5,638</u>	<u>(52,832)</u>	<u>-</u>	<u>93,615</u>

The 2021 and 2020 annual rates for the calculation of the present value is 6.49% p.a..

- (a) The net total of R\$ 69,122 includes the reversal of the amount of R\$ 93,559 related to the maintenance provision of MSVias, due to expectations arising from the adhesion to Law No. 13,448/2017 and execution of Addendum No. 1.

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

	12/31/2020	06/30/2021				Closing balance
	Opening balance	New acquisitions	Monetary variation	Payments	Transfer	
Current						
Taxes and contributions						
AutoBAAn	550	-	-	(339)	254	465
Samm	62	-	1	(31)	30	62
Barcas	189	-	2	(95)	94	190
VLT Carioca	83	-	2	(42)	41	84
Metrô Bahia	-	-	19	(87)	597	529
Fine with the Granting Authority						
MSV ^{ia}	965	-	18	(489)	483	977
	<u>1,849</u>	<u>-</u>	<u>42</u>	<u>(1,083)</u>	<u>1,499</u>	<u>2,307</u>
Non-current						
Taxes and contributions						
AutoBAAn	720	-	-	-	(254)	466
Samm	199	-	(2)	-	(30)	167
Barcas	381	-	(165)	-	(94)	122
VLT Carioca	80	5	2	-	(41)	46
Metrô Bahia	-	2,560	111	-	(597)	2,074
Fine with the Granting Authority						
MSV ^{ia}	2,130	-	20	-	(483)	1,667
	<u>3,510</u>	<u>2,565</u>	<u>(34)</u>	<u>-</u>	<u>(1,499)</u>	<u>4,542</u>

20. Shareholders' Equity

a. Basic and diluted earnings

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

	Parent company			
	04/01/2021 a 06/30/2021	01/01/2021 a 06/30/2021	04/01/2020 a 06/30/2020	01/01/2020 a 06/30/2020
Numerator				
(Loss) Profit	(44,039)	644,901	(142,127)	147,555
Denominator				
Weighted average shares - basic and diluted (in thousands)	2,020,000	2,020,000	2,020,000	2,020,000
Basic and diluted profit per share	(0.02180)	0.31926	(0.07036)	0.07305
	Consolidate d			
	04/01/2021 a 06/30/2021	01/01/2021 a 06/30/2021	04/01/2020 a 06/30/2020	01/01/2020 a 06/30/2020
Numerator				
(Loss) Profit	(44,039)	644,901	(142,127)	147,555
Denominator				
Weighted average shares - basic and diluted (in thousands)	2,020,000	2,020,000	2,020,000	2,020,000
Basic and diluted profit per share	(0.02180)	0.31926	(0.07036)	0.07305

21. Operating revenue

	Parent company			
	04/01/2021 a	01/01/2021 a	04/01/2020 a	01/01/2020 a
	06/30/2021	06/30/2021	06/30/2020	06/30/2020
Revenue from services rendering of related parties	27,997	56,044	27,533	56,503
Gross revenue	27,997	56,044	27,533	56,503
Income taxes	(3,402)	(6,838)	(3,408)	(6,883)
Deductions of gross revenues	(3,402)	(6,838)	(3,408)	(6,883)
Net operating revenue	24,595	49,206	24,125	49,620

	Consolidated			
	04/01/2021 a	01/01/2021 a	04/01/2020 a	01/01/2020 a
	06/30/2021	06/30/2021	06/30/2020	06/30/2020
Revenue from toll fees	1,642,471	3,392,223	1,397,433	3,170,989
Construction revenues (ICPC 01 R1)	251,777	519,939	224,987	479,501
Airport revenues	260,565	492,837	134,600	418,742
Metro revenues	274,056	542,530	215,185	523,875
Revenue from financial assets' remuneration	141,559	284,614	74,706	174,665
Accessory revenues	58,534	109,159	42,989	96,665
Revenue from waterways	7,540	15,897	8,620	37,515
Revenue from optical fiber services	21,979	42,802	29,990	51,168
Revenue from variable monetary consideration	8,714	17,414	8,321	16,642
Revenue from services rendering of related parties	2,755	6,295	4,086	8,711
Revenues from managing reward programs	11	11	-	-
Metro Revenue - Rebalancing (a)	98,517	1,238,378	-	-
Revenues from boarding passes	(280)	-	146	667
Gross revenue	2,768,198	6,662,099	2,141,063	4,979,140
Income taxes	(167,801)	(343,898)	(143,764)	(327,632)
Discount	(21,519)	(31,241)	(5,056)	(17,111)
Deductions of gross revenues	(189,320)	(375,139)	(148,820)	(344,743)
Net operating revenue	2,578,878	6,286,960	1,992,243	4,634,397

- (a) Refers to revenue arising from the economic-financial rebalancing of Phase I and financial compensation of Phase II, in accordance with Addenda 6 and 7 to ViaQuatro's concession agreement. For further details, see note 1 - Operating report.

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22. Financial result

	Parent company			
	04/01/2021 a 06/30/2021	01/01/2021 a 06/30/2021	04/01/2020 a 06/30/2020	01/01/2020 a 06/30/2020
Finance costs				
Interest on loans, financing, debentures and promissory notes	(57,780)	(117,306)	(51,453)	(89,439)
Monetary variation on loans, financing and debentures	(13,471)	(32,394)	-	(3,429)
Interest and monetary variations with related parties	(89)	(89)	-	-
Loss with derivative operations	(17,988)	(143,740)	-	-
Fair value of loans, financing and debentures (fair value option and hedge accounting)	(4,760)	(4,760)	-	-
Exchange-rate variations on foreign suppliers	(5)	(11)	(1)	(4)
Interest and monetary variation on the term of self-composition, leniency agreement and PIC	(859)	(1,863)	318	(1,205)
Adjustment to Present Value - Leases	(1)	(5)	-	-
Rates, commissions and other financial costs	(1,131)	(10,894)	(454)	(1,115)
	<u>(96,084)</u>	<u>(311,062)</u>	<u>(51,590)</u>	<u>(95,192)</u>
Financial Income				
Monetary variation on loans, financing and debentures	-	2,017	1,813	2,403
Interest and monetary variations with related parties	4,041	8,333	5,937	13,488
Gain with derivative operations	21,458	32,093	-	-
Fair value of loans, financing and debentures (fair value option and hedge accounting)	1,933	125,569	-	-
Revenue on financial investments	8,298	17,669	13,760	25,682
Exchange-rate variations on foreign suppliers	19	23	3	4
Interest and other financial income	494	1,083	766	2,037
	<u>36,243</u>	<u>186,787</u>	<u>22,279</u>	<u>43,614</u>
Net Finance (Cost)	<u>(59,841)</u>	<u>(124,275)</u>	<u>(29,311)</u>	<u>(51,578)</u>

	Consolidated			
	04/01/2021 a 06/30/2021	01/01/2021 a 06/30/2021	04/01/2020 a 06/30/2020	01/01/2020 a 06/30/2020
Financial Costs				
Interest on loans, financing, debentures and promissory notes	(292,396)	(567,671)	(297,897)	(611,607)
Monetary variation on loans, financing and debentures	(54,112)	(127,648)	-	(48,359)
Monetary variation on liabilities with Concession Grantor	(49,250)	(106,396)	11,676	(23,965)
Interest and monetary variations with related parties	(10,957)	(18,338)	(8,788)	(22,250)
Loss with derivative operations	(71,363)	(267,896)	(20,225)	(32,435)
Interest on Taxes and contributions in installments	10	(8)	(14)	46
Adjustment to present value - Provision for maintenance	(2,417)	(5,638)	(4,969)	(10,204)
Loan costs capitalization	27,037	54,587	13,852	44,348
Fair value of loans, financing and debentures (fair value option and hedge accounting)	(14,897)	(18,559)	(65,744)	(65,744)
Adjustment to present value of liabilities with concession grantor	(10,983)	(21,732)	(10,367)	(20,845)
Exchange-rate variations on foreign suppliers	(175)	(4,456)	(3,186)	(14,341)
Interest and monetary variation on the term of self-composition, leniency agreement and PIC	(1,088)	(3,341)	(2,061)	(8,595)
Adjustment to Present Value - Leases	(2,288)	(5,084)	(3,001)	(5,225)
Rates, commissions and other financial costs	(19,568)	(47,721)	(19,208)	(55,366)
	<u>(502,447)</u>	<u>(1,139,901)</u>	<u>(409,932)</u>	<u>(874,542)</u>
Finance income				
Monetary variation on loans, financing and debentures	-	7,889	22,643	30,969
Interest and monetary variations with related parties	12,004	15,850	4,159	10,837
Gain with derivative operations	82,445	109,640	93,622	103,193
Fair value of loans, financing and debentures (fair value option and hedge accounting)	11,983	204,193	496	12,329
Revenue on financial investments	35,083	58,111	34,445	73,871
Exchange-rate variations on foreign suppliers	5,943	6,020	1,021	1,062
Interest and other financial income	27,520	55,157	12,167	29,213
	<u>174,978</u>	<u>456,860</u>	<u>168,553</u>	<u>261,474</u>
Net Finance (Cost)	<u>(327,469)</u>	<u>(683,041)</u>	<u>(241,379)</u>	<u>(613,068)</u>

23. Financial instruments

The policy for contracting financial instruments, the methods and assumptions adopted in determining fair values, as well as the criteria for their records and hierarchical classifications are the same as disclosed in the notes to the financial statements as at December 31, 2020.

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

Financial instruments by category

	Parent company					
	06/30/2021			12/31/2020		
	Fair value through profit or loss	Financial assets measured at amortized cost	Financial liabilities measured at amortized cost	Fair value through profit or loss	Financial assets measured at amortized cost	Financial liabilities measured at amortized cost
Assets						
Cash and banks	979	-	-	301	-	-
Financial investments	1,613,920	-	-	2,779,822	-	-
Restricted investments - reserve account	-	-	-	2,153	-	-
Receivables from derivative operations	293	-	-	-	-	-
Accounts receivable – related party	-	19,923	-	-	19,278	-
Loans - related parties	-	167,607	-	-	397,946	-
Advance for capital increase - related parties	-	93,789	-	-	57,088	-
Dividends and interest on capital	-	9,592	-	-	56,336	-
Liabilities						
Loans, financing and leases (a)	-	-	(460,517)	-	-	(982,536)
Debentures (a)	(383,680)	-	(3,769,890)	-	-	(4,115,712)
Leases	-	-	(70)	-	-	-
Suppliers and other accounts payable	-	-	(56,195)	-	-	(68,066)
Payables from derivative operations	(103,568)	-	-	-	-	-
Suppliers and accounts payable – related parties	-	-	(369)	-	-	(3,711)
Related parties - Advances for future capital increases	-	-	(9,544)	-	-	(1,916)
Dividends and interest on own capital	-	-	(280)	-	-	(45,640)
	1,127,944	290,911	(4,296,865)	2,782,276	530,648	(5,217,581)

	Consolidated					
	06/30/2021			12/31/2020		
	Fair value through profit or loss	Financial assets measured at amortized cost	Financial liabilities measured at amortized cost	Fair value through profit or loss	Financial assets measured at amortized cost	Financial liabilities measured at amortized cost
Assets						
Cash and banks	387,247	-	-	460,882	-	-
Financial investments	5,917,316	-	-	5,720,293	-	-
Restricted investments - reserve account	219,807	-	-	79,678	-	-
Accounts receivable	-	6,148,820	-	-	4,714,578	-
Advances to suppliers (b)	-	19,518	-	-	30,448	-
Accounts receivable - related parties	-	164,931	-	-	160,395	-
Loans - related parties	-	-	-	-	7,064	-
Related parties - Advances for future capital increases	-	1,067	-	-	1,047	-
Trade receivables - operations with derivatives	-	22,927	-	-	74,450	-
Liabilities						
Loans, financing and leases (a)	-	-	(7,242,454)	-	-	(7,718,916)
Debentures and promissory notes (a)	(1,913,386)	-	(11,477,124)	(1,831,655)	-	(10,353,412)
Suppliers and other accounts payable	-	-	(2,311,742)	-	-	(925,738)
Leases	-	-	(143,277)	-	-	(168,714)
Loans granted to third parties	-	-	(106,228)	-	-	(104,916)
Loans - related parties	-	-	(424,501)	-	-	(411,001)
Suppliers and accounts payable - related parties	-	-	(83,813)	-	-	(123,033)
Related parties - Advances for future capital increases	-	-	(64,898)	-	-	(44,716)
Dividends and interest on own capital	-	-	(4,367)	-	-	(47,189)
Accounts payable - operations with derivatives	-	-	(119,996)	-	-	(1,981)
Liabilities with concession grantor	-	-	(1,797,471)	-	-	(1,671,941)
	4,610,984	6,357,263	(23,775,871)	4,429,198	4,987,982	(21,571,557)

(a) Transaction costs net values.

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

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

- **Cash and banks, financial investments and restricted investments - reserve account -** The fair value of cash and banks are identical to the book balances. Financial investments in investment funds are valued at the amount of the fund quota on the date of the quarterly financial statements, which correspond to their fair value (level 2). Financial investments in Bank Deposit Certificates (CDBs) and similar instruments have daily liquidity with repurchase at "paper curve" and therefore the Company understands that their fair value is the same as their book value.
- **Accounts receivable, accounts receivable - related parties, suppliers and other accounts payable, suppliers and accounts payable - related parties, advance for future capital increases - related parties, advances to supplier, mutual loans and onerous assignment - related parties, loans assigned to third parties, dividends and interest on equity -** The fair values are close to the accounting balances, given the short term for settlement of operations, except: (i) financial assets receivable from the Concession grantor, whose book values are considered equivalent to fair values, as they are financial instruments with unique characteristics, present in the concession agreement, such as a solid structure of guarantees and legal frameworks related to the sector; and (ii) mutual loans and onerous assignment – related parties, which are intragroup financial instruments, with exclusive characteristics.
- **Accounts receivable and payables with derivatives -** Fair values (level 2) were calculated by projecting cash flows up to transactions' maturities using future rates obtained from public sources (e.g.: B3 and Bloomberg) plus spread defined in contract and brought to present value at risk-free rate (pre DI).
- **Financing, leases, and obligations with concession grantor -** Carrying amounts of these financial instruments equivalent to fair values, as they are financial instruments with exclusive characteristics deriving from specific financing sources.
- **Loans, debentures, and promissory notes measured at amortized cost -** In the event criterion for recognition of these liabilities at fair values (level 2) were adopted, balances would be as follows:

	Parent company				Consolidated			
	06/30/2021		12/31/2020		06/30/2021		12/31/2020	
	Carrying amount	Fair value	Carrying amount	Fair value	Carrying amount	Fair value	Carrying amount	Fair value
Loans (a) (b)	462,840	491,656	985,438	1,026,561	462,840	491,656	985,438	1,026,561
Debentures and promissory notes (a) (b)	3,801,610	3,994,555	4,144,050	4,392,996	11,548,933	11,844,295	11,419,497	11,107,452

- (a) Carrying amounts are gross of transaction costs.
- (b) Fair values are classified in level 2, according to detailed definition in the "Fair value hierarchy" item, below.

Fair values were calculated by projecting cash flows up to transaction maturities using future rates obtained from public sources (e.g.: B3 and Bloomberg) plus spread defined in contract and brought to present value at risk-free rate (pre DI).

- **Debentures measured at fair value through result (fair value option and hedge accounting)** - Some of the Company's subsidiaries obtain funding through issue of debentures and entered into swap contracts, swapping the contractual remuneration for a percentage of the CDI rate. The Company's management understands that measurement of these debts at fair value (level 2) (fair value option/hedge accounting), would result in more relevant information and would reduce accounting mismatch in income, caused by measurement of derivative at fair value and debt at amortized cost. Had these debentures been measured at amortized cost, the carrying amount would be R\$ 1,916,064 as on June 30, 2021 (R\$ 1,767,100 as on December 31, 2020), as detailed below:

<u>Company</u>	<u>Series</u>	<u>Contract rate</u>	<u>Contractual Rate - Swap</u>	<u>Amortized cost (a)</u>
CCR	Debentures - 14th Issuance - Series 2	IPCA + 4.25% p.a.	CDI rate + 1.76% p.a.	383,680
SPVias	6th issuance - Single Series	115% of the CDI rate	CDI rate rate + 0.4050% p.a.	489,630
ViaMobilidade	2nd issuance - Single Series	9.76% p.a.	CDI rate rate + 1.44% p.a.	715,959
RodoAnel Oeste	6th issuance - Single Series	120% of the CDI rate	CDI rate rate + 0.9940% p.a.	326,795
				<u>1,916,064</u>

(a) Gross values from transaction costs.

See note 16 for further details on the transactions.

Fair value hierarchy

The Company and its subsidiaries have balances under financial instruments measured at fair value, which are qualified below:

	<u>Parent company</u>		<u>Consolidated</u>	
	<u>06/30/2021</u>	<u>12/31/2020</u>	<u>06/30/2021</u>	<u>12/31/2020</u>
Level 2:				
Financial investments and reserve account	1,613,920	2,781,975	6,137,123	5,799,971
Derivatives receivable / payable	(103,275)	-	(97,069)	72,469
Debentures payable	-	-	(1,913,386)	(1,831,655)

Different levels are defined as follows:

- Level 1: Prices charged (unadjusted) in active markets for identical assets and liabilities;
- Level 2: different inputs of the prices traded in active markets included at Level 1 that are observable for the asset or liability, either directly (as prices) or indirectly (derived from prices); and
- Level 3: Assumptions, for assets or liabilities, which are not based on observable market data (non-observable inputs).

Derivative financial instruments

The main purpose of the pending operations with derivatives are intended to protect against fluctuations in other indexes and interest rates, without a speculative nature. Accordingly, they are characterized as hedging instruments and recorded at fair value through result.

CCR contracted swap transactions to hedge the entire 2nd series of the 5th issuance of debentures against inflation risks.

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

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

RodoAnel Oeste contracted swap transactions to hedge the 50% of the 6th issuance of debentures against inflation risks.

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

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

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Breakdown of balances of derivative financial instruments for hedge

	Counterparty	Contract start date	Expiration Date	Position (Reference Values)	Reference value (Notional) (1)		Reference value (Notional) (1)		Fair value	
					Foreign currency		Local currency		Local currency	
					06/30/2021	12/31/2020	06/30/2021	12/31/2020	06/30/2021	12/31/2020
<u>SWAP</u>										
CCR										
Asset position	JPMorgan	01/13/2021	12/15/2028	IPCA + 4.25% p.a.	-	-	9,493	-	189,285	-
Liability position				CDI rate rate + 1.76% p.a.					(240,413)	
Asset position	Merrill Lynch	01/19/2021	12/15/2028	IPCA + 4.25% p.a.	-	-	-	-	193,906	-
Liability position				CDI rate rate + 1.76% p.a.					(246,346)	
SPVias										
Asset position	Santander	07/31/2020	08/15/2022 (2)	115% of the CDI rate	-	-	791,960	791,960	492,296	667,854
Liability position				CDI rate rate + 0.4050% p.a.					(490,772)	(667,805)
ViaMobilidade										
Asset position	Unibanco	04/03/2020	04/01/2030 (2)	9,76% a.a.	-	-	700,000	700,000	710,605	778,674
Liability position				CDI + 1,44% a.a.					(707,847)	(705,726)
RodoAneI Oeste										
Asset position	Merrill Lynch	12/14/2020	04/26/2024 (2)	120% of the CDI rate	-	-	384,000	384,000	326,795	384,066
Liability position				CDI rate rate + 0.9940% p.a.					(323,519)	(384,594)
<u>NDF</u>										
ViaSul										
Asset position	Unibanco	05/03/2021	09/01/2021		1,600	-	9,493	-	(1,352)	-
Liability position										
<u>Call option</u>										
CCR										
Asset position	JPMorgan	04/22/2021	07/20/2021	USD	18,514	-	100,474	-	-	-
Liability position										
Asset position	Merrill Lynch	04/22/2021	07/20/2021	Euro	133,321	-	791,034	-	293	-
Liability position										
TOTAL OUTSTANDING OPERATIONS ON JUNE 30, 2021					153,435	-	2,786,454	1,875,960	(97,069)	72,469
TOTAL OPERATIONS SETTLED DURING THE QUARTER ENDED JUNE 30, 2021 AND 2020									-	-
TOTAL OPERATIONS									(97,069)	72,469

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Counterparty	Contract start date	Expiration Date	Position (Reference Values)	Gross amounts contracted and settled		Accumulated effect				Result			
				Local Currency Received/(Paid)		Amounts receivable/ (received)		Amounts payable/ (paid)		Gain/(Loss) in result		Gain/(Loss) in comprehensive income	
				06/30/2021	06/30/2020	06/30/2021	12/31/2020	06/30/2021	12/31/2020	06/30/2021	06/30/2020	06/30/2021	06/30/2020
SWAP													
CCR													
Asset position	JPMorgan	01/13/2021	12/15/2028	IPCA + 4.25% p.a.	57	-	-	-	(51,128)	-	(51,071)	-	-
Liability position				CDI rate rate + 1.76% p.a.									
Asset position	Merrill Lynch	01/19/2021	12/15/2028	IPCA + 4.25% p.a.	31	-	-	-	(52,440)	-	(52,409)	-	-
Liability position				CDI rate rate + 1.76% p.a.									
SPVias													
Asset position	Santander	07/31/2020	08/15/2022 (2)	115% of the CDI rate	(403)	-	1,524	587	-	(538)	1,072	-	-
Liability position				CDI rate rate + 0.4050% p.a.									
ViaMobilidade													
Asset position	Unibanco	04/03/2020	04/01/2030 (2)	9,76% a.a.	21,115	-	17,834	72,948	(15,076)	-	(49,075)	72,572	-
Liability position				CDI + 1,44% a.a.									
RodoAnel Oeste													
Asset position	Merrill Lynch	12/14/2020	04/26/2024 (2)	120% of the CDI rate	(784)	-	3,276	915	-	(1,443)	3,020	-	-
Liability position				CDI rate rate + 0.9940% p.a.									
NDF													
ViaSul													
Asset position	Unibanco	05/03/2021	09/01/2021		-	-	-	-	(1,352)	-	(1,352)	-	-
Liability position													
Call option													
CCR													
Asset position	JPMorgan	04/22/2021	07/20/2021	USD	(920)	-	-	-	-	-	(920)	-	-
Liability position													
Asset position	Merrill Lynch	04/22/2021	07/20/2021	Euro	(7,540)	-	293	-	-	-	(7,247)	-	-
Liability position													
TOTAL OUTSTANDING OPERATIONS ON JUNE 30, 2021					11,556	-	22,927	74,450	(119,996)	(1,981)	(157,982)	72,572	-
TOTAL OPERATIONS SETTLED DURING THE QUARTER ENDED JUNE 30, 2021 AND 2020					(274)	73,299	-	-	-	-	(274)	(1,814)	-
TOTAL OPERATIONS					11,282	73,299	22,927	74,450	(119,996)	(1,981)	(158,256)	70,758	-
TOTAL CURRENT OPERATIONS							20,054	39,329	(19,129)	(1,981)			
TOTAL NON-CURRENT OPERATIONS							2,873	35,121	(100,867)	-			

(1) When the derivative has intermediate maturities, the referred to notional value is the prevailing tranche. and

(2) The agreements have semi-annual maturities in April and October of each year, up to the final maturity.

Result (loss) from derivative financial instruments for hedge purpose

	Consolidated	
	06/30/2021	06/30/2020
Exchange risks	(9,793)	-
Interest risks	(148,463)	70,758
Total	(158,256)	70,758

Sensitivity analysis

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

We present below, the sensitivity analyses as to variations in foreign currencies and interest rates.

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

For the A and B stress sensitivity analysis the Company adopted 25% and 50%, respectively, which are applied to present the situation showing sensitivity relevant to the variable risk.

Sensitivity analysis of exchange-rate variation on foreign currency

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

Operation	Maturity dates up to	Exposure in R\$ (1)	Risk	Consolidated- Effects in R\$ on the result		
				Probable scenario	Scenario A 25%	Scenario B 50%
ViaSul						
Dollar Commitments	June 2021	9,484	USD exchange rate increase	-	1,248	3,619
Future Cash Flow NDF Hedge	June 2021	(9,484)	USD exchange rate decrease	-	(1,248)	(3,619)
Total Effects of Gain or (Loss)				-	-	-
Currency on 06/30/2021:		Dollar ⁽²⁾		5.9200	7.4000	8.8900

(1) The exposure values do not cover adjustments to fair value and are not deducted from transaction costs.

(2) Refers to the currency sales rate on 06/30/2021, disclosed by the Central Bank of Brazil.

Sensitivity analysis of variations in the interest rates

Below, we state amounts resulting from inflation variations and interest on loan agreements, financing, debentures and promissory notes with post-fixed rates, in a 12-month period, that is, up to June 30, 2022 or up to the final maturity date of each operation, the one that occurs first.

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Operation	Risk	Maturity dates up to	Companies	Exposure in R\$ (8) (9)	Consolidated - Effects in R\$ on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
Santander (Working Capital)	CDI RATE ⁽²⁾	May 2023	CCR	462,839	(35,935)	(40,904)	(45,872)
Debentures - 11th Issuance - 2nd Series	CDI RATE ⁽²⁾	November 2022	CCR	666,913	(34,276)	(41,261)	(48,246)
Debentures - 11th Issuance - 3rd Series	CDI RATE ⁽²⁾	November 2024	CCR	392,365	(22,413)	(26,545)	(30,677)
Debentures - 11th Issuance - 4th Series	IPC-A ⁽³⁾	November 2024	CCR	209,742	(30,872)	(35,471)	(40,070)
Debentures - 12th Issuance	CDI RATE ⁽²⁾	December 2025	CCR	801,835	(48,308)	(56,777)	(65,246)
Debentures - 13th Issuance	CDI RATE ⁽²⁾	May 2022	CCR	704,160	(47,723)	(54,526)	(61,323)
Debentures - 14th Issuance - 1st Series	CDI RATE ⁽²⁾	December 2026	CCR	481,281	(31,001)	(36,104)	(41,207)
Debentures - 14th Issuance - 2nd Series	IPC-A ⁽³⁾	December 2028	CCR	545,307	(74,214)	(86,128)	(98,042)
Financial investment (CDB) ⁽⁷⁾	CDI RATE ⁽²⁾		CCR	1,597,007	52,665	65,793	78,903
Financial investment (Menkar II) ⁽⁷⁾	CDI RATE ⁽²⁾		CCR	16,910	686	858	1,029
Swap IPCA x CDI rate (asset)	IPC-A ⁽³⁾	December 2028	CCR	(249,204)	32,167	37,570	42,973
Swap IPCA x CDI (liability)	CDI RATE ⁽²⁾	December 2028	CCR	240,595	(14,395)	(16,935)	(19,475)
Swap IPCA x CDI rate (asset)	IPC-A ⁽³⁾	December 2028	CCR	(254,971)	10,816	10,816	10,816
Swap IPCA x CDI (liability)	CDI RATE ⁽²⁾	December 2028	CCR	246,532	(14,750)	(17,353)	(19,956)
15th Issuance	IPC-A ⁽³⁾	December 2028	CCR	504,489	(65,120)	(76,058)	(86,996)
Net effect					<u>(322,673)</u>	<u>(373,025)</u>	<u>(423,389)</u>
Debentures - 8th Issuance	IPC-A ⁽³⁾	July 2022	AutoBAn	874,324	(121,668)	(140,427)	(159,187)
Debentures - 9th Issuance	CDI RATE ⁽²⁾	August 2021	AutoBAn	341,950	(2,243)	(2,792)	(3,336)
Debentures - 10th Issuance	CDI RATE ⁽²⁾	October 2026	AutoBAn	617,443	(33,341)	(39,824)	(46,306)
Debentures - 11th Issuance	CDI RATE ⁽²⁾	July 2023	AutoBAn	407,574	(28,036)	(32,375)	(36,715)
ISS in installments	Selic ⁽⁶⁾		AutoBAn	932	(39)	(48)	(58)
Financial investment (Menkar II) ⁽⁷⁾	CDI RATE ⁽²⁾		AutoBAn	399,111	16,197	20,244	24,290
Financial investment (CDB) ⁽⁷⁾	CDI RATE ⁽²⁾		AutoBAn	152,545	553	689	823
Net effect					<u>(168,577)</u>	<u>(194,533)</u>	<u>(220,489)</u>
Debentures - 6th Issuance	IPC-A ⁽³⁾	November 2021	ViaOeste	329,504	(17,855)	(20,341)	(22,798)
Financial investment (Menkar II) ⁽⁷⁾	CDI RATE ⁽²⁾		ViaOeste	234,387	9,512	11,889	14,265
Net effect					<u>(8,343)</u>	<u>(8,452)</u>	<u>(8,533)</u>

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Operation	Risk	Due up to	Companies	Exposure in R\$ (8) (9)	Consolidated - Effects in R\$ on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
Debentures - 5th Issuance - 1st Series	CDI RATE ⁽²⁾	March 2028	ViaQuatro	744,031	(48,700)	(56,597)	(64,494)
Debentures - 5th Issuance - 2nd Series	IPC-A ⁽³⁾	March 2028	ViaQuatro	554,581	(86,472)	(98,539)	(110,606)
Financial investment (Itaú Soberano) ⁽⁷⁾	CDI RATE ⁽²⁾		ViaQuatro	14,695	528	659	791
Financial investment (CDB) ⁽⁷⁾	CDI RATE ⁽²⁾		ViaQuatro	113,139	3,760	4,696	5,630
Net effect					<u>(130,884)</u>	<u>(149,781)</u>	<u>(168,679)</u>
Debentures - 6th Issuance	CDI RATE ⁽²⁾	April 2024	RodoAnel Oeste	648,755	(32,440)	(40,591)	(48,758)
CDI rate rate x CDI rate rate Swap (long side)	CDI RATE ⁽²⁾	April 2024	RodoAnel Oeste	(324,377)	16,220	20,295	24,379
CDI rate x CDISwap (liability)	CDI RATE ⁽²⁾	April 2024	RodoAnel Oeste	324,565	(16,830)	(20,230)	(23,631)
Mutual loan RodoAnel West x third-party	CDI RATE ⁽²⁾	November 2024	RodoAnel Oeste	117,360	(5,119)	(6,401)	(7,683)
Financial investment (Menkar II) ⁽⁷⁾	CDI RATE ⁽²⁾		RodoAnel Oeste	137,627	5,585	6,981	8,376
Net effect					<u>(32,584)</u>	<u>(39,946)</u>	<u>(47,317)</u>
Debentures - 5th Issuance	IPC-A ⁽³⁾	November 2021	RodoNorte	122,141	(6,514)	(7,434)	(8,345)
Debentures - 6th Issuance - 2nd Series	IPC-A ⁽³⁾	November 2021	RodoNorte	236,382	(9,629)	(11,150)	(12,652)
Debentures - 7th Issuance	CDI RATE ⁽²⁾	July 2021	RodoNorte	50,646	(157)	(195)	(233)
Leniency Agreement	Selic ⁽⁶⁾	November 2021	RodoNorte	141,147	(5,858)	(7,322)	(8,786)
Financial investment (Menkar II) ⁽⁷⁾	CDI RATE ⁽²⁾		RodoNorte	105,655	4,288	5,359	6,430
Net effect					<u>(17,870)</u>	<u>(20,742)</u>	<u>(23,586)</u>

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Operation	Risk	Due up to	Companies	Exposure in R\$ (8) (9)	Consolidated - Effects in R\$ on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
Debentures - 6th Issuance	CDI RATE ⁽²⁾	August 2022	SPVias	489,630	(23,439)	(29,321)	(35,212)
Debentures - 7th Issuance	CDI RATE ⁽²⁾	August 2021	SPVias	157,217	(701)	(844)	(985)
Debentures - 9th Issuance	CDI RATE ⁽²⁾	March 2026	SPVias	496,244	(30,931)	(36,182)	(41,434)
CDI rate rate x CDI rate rate Swap (long side)	CDI RATE ⁽²⁾	August 2022	SPVias	(489,630)	23,439	29,321	35,212
CDI rate x CDISwap (liability)	CDI RATE ⁽²⁾	August 2022	SPVias	489,596	(22,383)	(27,484)	(32,584)
Financial investment (Menkar II) ⁽⁷⁾	CDI RATE ⁽²⁾		SPVias	104,184	4,228	5,284	6,341
Net effect					<u>(49,787)</u>	<u>(59,226)</u>	<u>(68,662)</u>
BNDES	TJLP ⁽⁵⁾	October 2042	Metrô Bahia	3,768,574	(314,916)	(361,586)	(408,262)
Financial investment (Menkar II) ⁽⁷⁾	CDI RATE ⁽²⁾		Metrô Bahia	243,517	9,883	12,352	14,821
Financial investment (CDB) ⁽⁷⁾	CDI RATE ⁽²⁾		Metrô Bahia	5,912	241	301	362
Financial investment (Santander) ⁽⁷⁾	CDI RATE ⁽²⁾		Metrô Bahia	673	32	40	47
Net effect					<u>(304,760)</u>	<u>(348,893)</u>	<u>(393,032)</u>
Debentures - 5th Issuance	CDI RATE ⁽²⁾	July 2023	ViaLagos	219,616	(15,518)	(17,861)	(20,203)
Financial investment (Menkar II) ⁽⁷⁾	CDI RATE ⁽²⁾		ViaLagos	33,140	1,345	1,681	2,017
Net effect					<u>(14,173)</u>	<u>(16,180)</u>	<u>(18,186)</u>
Promissory Notes - 12th Issuance	CDI RATE ⁽²⁾	April 2021	Samm	35,376	(1,482)	(1,763)	(2,043)
Financial investment (Menkar II) ⁽⁷⁾	CDI RATE ⁽²⁾		Samm	25,475	1,034	1,292	1,550
ICMS in Installments	Selic ⁽⁶⁾		Samm	155	(6)	(8)	(10)
Net effect					<u>(454)</u>	<u>(479)</u>	<u>(503)</u>
BNDES	TJLP ⁽⁵⁾	March 2039	MSVia	669,725	(46,739)	(55,032)	(63,326)
CEF (BNDES TRANSFER)	TJLP ⁽⁵⁾	March 2039	MSVia	53,049	(3,702)	(4,359)	(5,016)
CEF (FINISA)	TJLP ⁽⁵⁾	March 2039	MSVia	127,361	(8,888)	(10,465)	(12,043)
Infraction Notice - Concession Grantor	Selic ⁽⁶⁾		MSVia	2,644	(110)	(137)	(165)
Financial investment (Menkar II) ⁽⁷⁾	CDI RATE ⁽²⁾		MSVia	31,163	1,265	1,581	1,897
Financial investment (Itaú Soberano) ⁽⁷⁾	CDI RATE ⁽²⁾		MSVia	25,189	905	1,130	1,355
Financial investment (CDB) ⁽⁷⁾	CDI RATE ⁽²⁾		MSVia	5,853	49	61	73
Net effect					<u>(57,220)</u>	<u>(67,221)</u>	<u>(77,225)</u>

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Operation	Risk	Due up to	Companies	Exposure in R\$ (8) (9)	Consolidated - Effects in R\$ on the result		
					Probable scenario	Scenario A 25%	Scenario B 50%
BNDES	TJLP ⁽⁵⁾	December 2035	BH Airport	446,274	(32,548)	(38,075)	(43,601)
Financial investment (CDB) ⁽⁷⁾	CDI RATE ⁽²⁾		BH Airport	110,506	3,793	4,737	5,681
Net effect					(28,755)	(33,338)	(37,920)
5th Issuance - Debentures	CDI RATE ⁽²⁾	October 2031	RS Holding	635,185	(36,283)	(42,972)	(49,661)
Financial investment (CDB) ⁽⁷⁾	CDI RATE ⁽²⁾		RS Holding	29,772	621	777	932
Net effect					(35,662)	(42,195)	(48,729)
Loan Facility Agreement	Libor 6 months ⁽⁴⁾	July 2021	TAS	40,518	(11)	(14)	(17)
Loan Facility Agreement	Libor 6 months ⁽⁴⁾	October 2022	TAS	45,264	(615)	(781)	(951)
Net effect					(626)	(795)	(968)
Pre-FixedSwap x CDI rate (liability)	CDI RATE ⁽²⁾	April 2030	ViaMobilidade	707,847	(39,992)	(47,441)	(54,891)
Financial investment (CDB) ⁽⁷⁾	CDI RATE ⁽²⁾		ViaMobilidade	93,039	3,026	3,785	4,537
Net effect					(36,966)	(43,656)	(50,354)
Financial investment (Menkar II) ⁽⁷⁾	CDI RATE ⁽²⁾		Barcas	12,121	492	615	738
Consolidated Debt - Installment Plan - Law 11941/09	Selic ⁽⁶⁾		Barcas	311	(13)	(16)	(19)
Mutual loan Barcas x JCA Holding	CDI RATE ⁽²⁾	December 2021	Barcas	2,381	(64)	(80)	(95)
Mutual loan Barcas x CPC	CDI RATE ⁽²⁾	December 2021	Barcas	330,226	(13,154)	(15,980)	(18,804)
Mutual loan Barcas x Riopar	CDI RATE ⁽²⁾	December 2021	Barcas	1,823	(49)	(61)	(73)
Net effect					(12,788)	(15,522)	(18,253)
BNDES	TJLP ⁽⁵⁾	November 2035	VLT Carioca	860,546	(72,634)	(83,289)	(93,948)
Financial investment (CDB) ⁽⁷⁾	CDI RATE ⁽²⁾		VLT Carioca	30,069	1,153	1,441	1,727
Financial investment (Itaú Soberano) ⁽⁷⁾	CDI RATE ⁽²⁾		VLT Carioca	21	1	1	1
INSS in installments	Selic ⁽⁶⁾		VLT Carioca	131	(5)	(7)	(8)
Mutual loan VLT Carioca x Invepar	CDI RATE ⁽²⁾	December 2027	VLT Carioca	147,339	(10,879)	(12,455)	(14,031)
Mutual loan VLT Carioca x Odebrecht	CDI RATE ⁽²⁾	December 2027	VLT Carioca	147,339	(10,879)	(12,455)	(14,031)
Mutual loan VLT Carioca x CIIS	CDI RATE ⁽²⁾	December 2027	VLT Carioca	147,339	(10,879)	(12,455)	(14,031)
Mutual loan VLT Carioca x Riopar	CDI RATE ⁽²⁾	December 2027	VLT Carioca	147,324	(10,878)	(12,454)	(14,030)
Net effect					(115,000)	(131,673)	(148,351)
Debentures – 1th issuance	CDI RATE ⁽²⁾	July 2023	Linhas 8 e 9	1,600,731	(94,772)	(111,662)	(128,552)
Financial investment (CDB) ⁽⁷⁾	CDI RATE ⁽²⁾		Linhas 8 e 9	645,700	27,480	34,355	41,231
Net effect					(67,292)	(77,307)	(87,321)

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			Consolidated - Effects in RS on the result			
Operation	Risk	Companies	Exposure in RS (8) (9)	Probable scenario	Scenario A 25%	Scenario B 50%
Financial investment (CDB) ⁽¹⁰⁾	CDI RATE ⁽²⁾	ViaCosteira	641,079	18,365	13,792	9,205
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	ViaCosteira	26,344	1,069	802	535
Financial investment (CDB) ⁽¹⁰⁾	CDI RATE ⁽²⁾	ViaSul	449,940	20,382	15,232	10,118
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	ViaSul	74,564	3,026	2,270	1,513
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	CIP	148	6	4	3
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	CIIS	1,247	51	38	25
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	SPCP	7,888	320	240	160
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	Inovap 5	750	30	23	15
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	ATP	2,028	82	62	41
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	Ponte	3,777	153	115	77
Financial investment (CDB) ⁽¹⁰⁾	CDI RATE ⁽²⁾	Linha 15	173	6	5	3
Financial investment (CDB) ⁽¹⁰⁾	CDI RATE ⁽²⁾	CPA	42	1	1	1
Financial investment (Itaú Soberano) ⁽¹⁰⁾	CDI RATE ⁽²⁾	SPAC	183	7	5	3
Financial investment (Itaú Soberano) ⁽¹⁰⁾	CDI RATE ⁽²⁾	Five Trilhos	3,494	125	94	63
Financial investment (Itaú Soberano) ⁽¹⁰⁾	CDI RATE ⁽²⁾	Quicko	2,289	82	62	41
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	Infra SP	18,597	755	566	377
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	NovaDutra	185,871	6,675	5,010	3,342
Financial investment (CDB) ⁽⁶⁾	CDI RATE ⁽²⁾	NovaDutra	158,076	6,415	4,812	3,208
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	CPC	51,220	2,079	1,559	1,040
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	LamVias	3,384	137	103	69
Financial investment (Menkar II) ⁽¹⁰⁾	CDI RATE ⁽²⁾	Mobilidade	721	29	22	15
				<u>59,795</u>	<u>44,817</u>	<u>29,854</u>
Total effect of gain or (loss)				<u>(1,344,619)</u>	<u>(1,578,147)</u>	<u>(1,811,643)</u>
Effects on loans, financing, debentures, promissory notes, and derivatives				(1,485,804)	(1,729,686)	(1,973,520)
Effect on loans				(61,901)	(72,341)	(82,778)
Effect on installment obligations				(173)	(216)	(260)
Effect on lenience agreement				(5,858)	(7,322)	(8,786)
Effect on financial investments				209,117	231,418	253,701
Total effect from gain or (loss)				<u>(1,344,619)</u>	<u>(1,578,147)</u>	<u>(1,811,643)</u>
The interest rates considered were ⁽⁴⁾:						
	CDI RATE ⁽²⁾			4.15%	5.18%	6.22%
	IPC-A ⁽³⁾			8.35%	10.44%	12.53%
	Libor 6 months ⁽⁴⁾			0.16%	0.20%	0.24%
	TJLP ⁽⁵⁾			4.61%	6.10%	7.32%
	Selic over ⁽⁶⁾			4.15%	5.18%	6.22%
	CDI RATE ⁽²⁾			4.15%	3.11%	2.08%

- (1) Presented rates aforementioned were used as calculation basis. They were used for calculation over 12 months:

Items (2) to (6) below detail the assumptions used in obtaining the rates of the probable scenario:

- (2) Refers to the rate as on June 30, 2021, disclosed by B3;
- (3) Refers the accumulated annual changes in the past 12 months, disclosed by Brazilian Institute of Geography and Statistics (IBGE);
- (4) Refers to 6-month Libor rates on 06/30/2021, disclosed by the Intercontinental Exchange (ICE);
- (5) Refers to the rate on 06/30/2021, disclosed by the BNDES;
- (6) Refers to the rate on 06/30/2021, disclosed by the Central Bank of Brazil;
- (7) As the concept is the net debt, the scenario to measure the impact on cash over financial investments is the same for the indebtedness; that is, raising interest rates. In this scenario, financial investments have an advantage since they are post-fixed.
- (8) The exposure amounts do not include adjustments to fair value, are not deducted from transaction costs and do not consider the balances of interest on 06/30/2021, when they do not affect the calculations of subsequent effects;
- (9) The stress scenarios consider a depreciation of the risk factors (CDI rate, TJLP, IPCA, Libor for 6 months and Selic rate); and
- (10) For such cases, in which the investee has no debt and/or derivatives, the CDI rate reduction rate was considered in all the scenarios to determine the adverse effect on the result of the sensitivity on the earnings rate of the financial investments.

24. Commitments subject to concession agreements

a. Commitments with Concession Grantor

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

Refers to part of the public services price, represented by the variable amount, maturing up to the last business day of the subsequent month, equivalent to 3% of the monthly gross revenue. In July 2013 (except October 2013), the rate was changed to 1.5% of the monthly gross revenue, as authorized by the Concession Grantor (see further details in note 11c).

During the semester ended June 30, 2021, the amount of R\$ 32,767 was paid to the Concession Grantor relating to the variable concession fee right, (R\$ 29,237 in the semester ended June 30, 2020).

Variable concession fee - Curaçao Airport (CAP)

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

During the semester ended June 30, 2021, the amount of R\$ 4,811 was paid to the Concession Grantor, (R\$ 8,037 in the semester ended June 30, 2020).

Variable concession fee - BH Airport

Refers to the amount payable to the Concession Grantor as variable concession fee contribution resulting from the adoption of the rate of 5% of gross revenue of the Concessionaire less percentage of 26.4165% on tariff revenues related to merger of ATAERO to regulated income, net of PIS and COFINS.

The variable contribution is paid on annual basis in May. On June 30, 2021, the amount provisioned is R\$ 4,214, related to the semester ended June 30, 2021. The balance on December 31, 2020, in the amount of R\$ 7,108, was offset against the balance of financial assets receivable from the Concession Grantor, in accordance with ANAC Decision No. 284, of February 11, 2021.

Variable concession fee - ViaMobilidade

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

During the semester ended June 30, 2021, the amount of R\$ 1,583 was paid to the Concession Grantor, (R\$ 1,300 in the semester ended June 30, 2020).

b. Commitments related to concessions

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

	<u>06/30/2021</u>	<u>12/31/2020</u>
AutoBAn (d)	401,636	17,226
NovaDutra (c)	-	24,158
RodoAnel Oeste (a)	464,575	436,263
RodoNorte	145,409	270,437
SPVias (d)	427,079	16,259
ViaLagos	50,216	51,068
ViaOeste (d)	957,282	358,811
MSVia (e)	166,244	175,219
BH Airport (a) (b)	374,601	300,311
ViaQuatro (a)	95,064	121,602
ViaMobilidade (a) (b)	37,606	52,079
ViaSul	3,870,728	4,014,607
ViaCosteira	1,731,568	1,910,436
	<u>8,722,008</u>	<u>7,748,476</u>

- (a) The amounts represent 100% of the concessionaire.
- (b) They refer to the best estimate of mandatory investments to be made by the Concessionaires, not considering additional triggers. The values are restated by the IPCA and IPC-Fipe, respectively, to BH Airport and ViaMobilidade up to the date of the last tariff restatement.
- (c) No investments are planned from 2021 due to the end of the concession agreement term.
- (d) The amounts include the investments formalized in the Preliminary Agreement on June 29, 2021. See note 1 for further details.

- (e) The value of future investment commitments contemplates the provisions of Addendum No. 1.

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

c. Variable concession fee

	<u>06/30/2021</u>	<u>12/31/2020</u>
Current		
AutoBAn	2,860	3,023
ViaOeste	1,344	1,368
RodoAnel Oeste	357	371
SPVias	936	1,082
CAP	608	-
BH Airport	4,214	7,108
ViaMobilidade	614	579
	<u>10,933</u>	<u>13,531</u>

d. Fixed contribution - BH Airport

Refers to the annual amount payable to the Concession Grantor as result of the offering made in the auction object of the concession.

	<u>06/30/2021</u>		<u>12/31/2020</u>	
	<u>Nominal value</u>	<u>Present value (Book)</u>	<u>Nominal value</u>	<u>Present value (Book)</u>
Current	95,920	94,626	91,691	89,930
Non-current	<u>2,317,404</u>	<u>1,691,912</u>	<u>2,215,236</u>	<u>1,568,480</u>
	<u>2,413,324</u>	<u>1,786,538</u>	<u>2,306,927</u>	<u>1,658,410</u>
	<u>Nominal value</u>	<u>Present value (Book)</u>	<u>Nominal value</u>	<u>Present value (Book)</u>
2021	95,920	94,626	91,691	89,930
2022	95,919	93,202	91,690	48,342
2023	95,919	90,610	91,690	49,366
2024	95,919	88,119	91,690	50,258
2025 onwards	<u>2,029,647</u>	<u>1,419,981</u>	<u>1,940,166</u>	<u>1,420,514</u>
	<u>2,413,324</u>	<u>1,786,538</u>	<u>2,306,927</u>	<u>1,658,410</u>

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

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

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As of the Addendum No. 007/2020 execution, the maturity dates of installments from 2021 to 2025 were postponed, which changed from May to December.

As of 2026, the maturity date will return to the month of May.

25. Operating segments

	Lam Vias	Infra SP	Mobility	Airport	Unallocated	Consolidated
Information from 04/01/2021 to 06/30/2021						
Revenue from Toll Fees	590,444	1,052,027	-	-	-	1,642,471
Construction Revenues (ICPC 01)	166,899	31,617	38,031	15,230	-	251,777
Revenue from boarding passes issued	-	-	(280)	-	-	(280)
Revenue from optical fiber services	21,979	-	-	-	-	21,979
Airport Revenues	-	-	-	260,565	-	260,565
Revenue from financial assets' remuneration	-	-	141,559	-	-	141,559
Accessory revenues	15,232	15,650	17,604	10,048	-	58,534
Revenue from variable monetary consideration	-	-	8,714	-	-	8,714
Revenue from waterways	-	-	7,540	-	-	7,540
Revenue from subway	-	-	274,056	-	-	274,056
Revenue from services rendering of related parties	36	-	60	1,082	1,577	2,755
Revenue from subway - rebalancing	-	-	98,517	-	-	98,517
Finance income	18,061	10,784	94,878	16,084	35,171	174,978
Finance costs	(43,002)	(81,249)	(190,311)	(91,801)	(96,084)	(502,447)
Depreciation and amortization	(263,504)	(689,436)	(64,664)	(79,140)	(11,852)	(1,108,596)
Income (loss) from reportable segments after income and social contribution taxes	56,877	(6,477)	88,206	(64,942)	(119,299)	(45,635)
Income and social contribution taxes	(45,672)	26,316	(58,398)	35,543	(7,468)	(49,679)
Equity income (loss)	1,043	12,632	-	2,296	(51)	15,918
Information from 01/01/2021 to 06/30/2021						
Revenue from Toll Fees	1,306,623	2,085,600	-	-	-	3,392,223
Construction Revenues (ICPC 01)	389,500	43,028	58,328	29,083	-	519,939
Revenue from boarding passes issued	-	-	-	-	-	-
Revenue from optical fiber services	42,802	-	-	-	-	42,802
Airport Revenues	-	-	-	492,837	-	492,837
Revenue from financial assets' remuneration	-	-	284,614	-	-	284,614
Accessory revenues	26,718	31,098	41,295	10,048	-	109,159
Revenue from variable monetary consideration	-	-	17,414	-	-	17,414
Revenue from waterways	-	-	15,897	-	-	15,897
Revenue from subway	-	-	542,530	-	-	542,530
Revenue from services rendering of related parties	73	-	121	2,721	3,380	6,295
Revenue from subway - rebalancing	-	-	1,238,378	-	-	1,238,378
Finance income	29,560	23,624	198,548	21,164	183,964	456,860
Finance costs	(84,742)	(162,005)	(389,191)	(192,901)	(311,062)	(1,139,901)
Depreciation and amortization	(623,924)	(835,169)	(123,677)	(159,678)	(22,285)	(1,764,733)
Income (loss) from reportable segments after income and social contribution taxes	7,883	344,885	897,097	(213,222)	(237,920)	798,723
Income and social contribution taxes	(67,605)	(133,416)	(482,436)	65,033	(3,003)	(621,427)
Equity income (loss)	2,466	25,089	-	(5,576)	(86)	21,891
Information from 04/01/2020 to 06/30/2020						
Revenue from Toll Fees	598,492	798,941	-	-	-	1,397,433
Construction Revenues (ICPC 01)	129,238	27,987	48,716	19,046	-	224,987
Revenue from boarding passes issued	-	-	146	-	-	146
Revenue from optical fiber services	29,990	-	-	-	-	29,990
Airport Revenues	-	-	-	134,600	-	134,600
Revenue from financial assets' remuneration	-	-	74,706	-	-	74,706
Accessory revenues	13,390	11,734	17,865	-	-	42,989
Revenue from variable monetary consideration	-	-	8,321	-	-	8,321
Revenue from waterways	-	-	8,620	-	-	8,620
Revenue from subway	-	-	215,185	-	-	215,185
Revenue from services rendering of related parties	34	-	1,862	2	2,188	4,086
Finance income	37,056	18,871	89,537	3,625	19,464	168,553
Finance costs	(61,217)	(58,881)	(201,862)	(36,381)	(51,591)	(409,932)
Depreciation and amortization	(273,010)	(150,851)	(62,842)	(86,756)	(11,011)	(584,470)
Income (loss) from reportable segments after income and social contribution taxes	(30,219)	225,987	(87,316)	(180,406)	(118,252)	(190,206)
Income and social contribution taxes	(4,195)	(100,943)	2,975	23,835	(6,739)	(85,067)
Equity income (loss)	(4,210)	6,636	-	(43,238)	(60)	(40,872)

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	Information from 01/01/2020 to 06/30/2020					
Revenue from Toll Fees	1,350,447	1,820,542	-	-	-	3,170,989
Construction Revenues (ICPC 01)	287,047	42,028	105,871	44,555	-	479,501
Revenue from boarding passes issued	-	-	667	-	-	667
Revenue from optical fiber services	51,168	-	-	-	-	51,168
Airport Revenues	-	-	-	418,742	-	418,742
Revenue from financial assets' remuneration	-	-	174,665	-	-	174,665
Accessory revenues	26,006	25,148	45,511	-	-	96,665
Revenue from variable monetary consideration	-	-	16,642	-	-	16,642
Revenue from waterways	-	-	37,515	-	-	37,515
Revenue from subway	-	-	523,875	-	-	523,875
Revenue from services rendering of related parties	73	-	4,217	2	4,419	8,711
Finance income	61,923	43,805	109,393	9,218	37,135	261,474
Finance costs	(124,912)	(158,741)	(363,913)	(131,439)	(95,537)	(874,542)
Depreciation and amortization	(531,353)	(290,316)	(117,866)	(159,222)	(21,690)	(1,120,447)
Income (loss) from reportable segments after income and social contribution taxes	75,222	581,608	(104,610)	(244,083)	(225,152)	82,985
Income and social contribution taxes	(56,701)	(264,997)	(30,568)	51,460	(2,084)	(302,890)
Equity income (loss)	(5,257)	19,457	-	(30,426)	(109)	(16,335)

	Information on June 30, 2021					
Reporting segment assets	5,796,068	9,044,935	13,374,427	3,424,333	4,684,949	36,324,710
Net investment of unsecured liability in associated companies and joint ventures	81,797	56,783	-	634,071	(465)	772,186
CAPEX	460,404	1,255,085	1,129,881	24,312	5,244	2,874,926
Liabilities of the disclosable segments	(3,274,595)	(6,115,519)	(9,772,190)	(3,638,313)	(4,972,621)	(27,773,238)

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

26. Cash flows statements

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

	Parent company	
	06/30/2021	06/30/2020
Recoverable taxes	1,988	(1,584)
Suppliers	-	10,241
Dividends and interest on own capital received	62,723	-
Net cash flow from operating activities	64,711	8,657
Advance for capital increase - related parties	43,357	-
Capital increase in investees and other investment activities	(349,538)	-
Mutual Loans with Related Parties	241,470	-
Additions of intangible assets	-	(10,241)
Net cash effect from investment activities	(64,711)	(10,241)
Loans - related parties	-	1,584
Net cash effect from financing activities	-	1,584

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	Consolidated	
	06/30/2021	06/30/2020
Recoverable taxes	-	(4,447)
Financial Assets	(18,585)	(67,078)
Taxes and contributions payable	-	2,428
Suppliers - related parties	4,957	5,587
Suppliers	5,848	(160)
Preliminary Agreement	1,200,000	-
Other accounts payable	(160)	(1,845)
Net cash flow from operating activities	1,192,060	(65,515)
Additions of intangible assets	(1,210,645)	(5,587)
Other fixed assets and intangible assets	18,585	72,804
Loans - related parties	-	726
Net cash effect from investment activities	(1,192,060)	67,943
Loans - related parties	-	(2,428)
Net cash effect from financing activities	-	(2,428)

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

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c. Reconciliation of financing activities

Parent Company

	Loans and financing	Debentures	Dividends payable	Interest of non- controlling share holders	Operations with derivatives	Interest earning - reserve account	Leases	Total
Opening balance	(982,536)	(4,115,712)	(45,640)	-	-	2,153	(92)	(5,141,827)
Changes in cash flows from financing								
Funding (net of transaction costs)		(526,820)	-	-	-	-	-	(526,820)
Payments of principal and interest	533,556	504,299	-	-	-	-	22	1,037,877
Settlement of operations with derivatives	-	-	-	-	8,372	-	-	8,372
Dividends paid	-	-	181,478	3,110	-	-	-	184,588
Redemptions/investments (reserve account)	-	-	-	-	-	(2,153)	-	(2,153)
Total variations in financing cash flows	533,556	(22,521)	181,478	3,110	8,372	(2,153)	22	701,864
Other variations								
Interest, monetary and exchange-rate variation	(11,537)	(136,146)	-	-	-	-	-	(147,683)
Result of operations with derivatives and fair value	-	120,809	-	-	(111,648)	-	-	9,161
Other variations not affecting cash	-	-	(136,118)	-	(292)	-	-	(136,410)
Total other variations	(11,537)	(15,337)	(136,118)	-	(111,940)	-	-	(274,932)
Closing balance	(460,517)	(4,153,570)	(280)	3,110	(103,568)	-	(70)	(4,714,895)

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Consolidated

	Loans and financing	Debtures	Loans, financing and leases	Dividends payable	Interest of non- controlling shareholders	Operations with derivatives	Advance for future capital increases - related parties	Leases	Interest earning - reserve account	Total
Opening balance	(7,718,916)	(12,185,067)	(411,001)	(47,189)	(198,599)	72,469	(44,716)	(168,714)	79,678	(20,622,055)
Changes in cash flows from financing										
Funding (net of transaction costs)	(9,522)	(2,641,430)	(1,800)	-	-	-	-	-	-	(2,652,752)
Payments of principal and interest	709,683	1,675,891	1,827	-	-	-	-	26,103	-	2,413,504
Settlement of operations with derivatives	-	-	-	-	-	(11,282)	-	-	-	(11,282)
Dividends paid	-	-	-	178,823	3,110	-	-	-	-	181,933
Advance for future capital increases	-	-	-	-	-	-	(20,182)	-	-	(20,182)
Interest of controlling shareholders	-	-	-	-	5,008	-	-	-	-	5,008
Redemptions/investments (reserve account)	-	-	-	-	-	-	-	-	140,129	140,129
Total variations in financing cash flows	700,161	(965,539)	27	178,823	8,118	(11,282)	(20,182)	26,103	140,129	56,358
Other variations										
Interest, monetary and exchange-rate variation	(261,892)	(425,538)	(15,907)	-	-	-	-	-	-	(703,337)
Result of operations with derivatives and fair value	-	185,634	-	-	-	(158,257)	-	-	-	27,377
Reversal of the adjustment to present value	-	-	-	-	-	-	-	(5,084)	-	(5,084)
Other variations not affecting cash	38,193	-	2,380	(136,001)	(153,822)	1	-	4,418	-	(244,831)
Total other variations	(223,699)	(239,904)	(13,527)	(136,001)	(153,822)	(158,256)	-	(666)	-	(925,875)
Closing balance	(7,242,454)	(13,390,510)	(424,501)	(4,367)	(344,303)	(97,069)	(64,898)	(143,277)	219,807	(21,491,572)

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

Voluntary Disclosure and Settlement

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

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

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

Leniency Agreement

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

Collaboration Incentive Program

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

The Company entered into agreements, the balance of which payable on June 30, 2021 is R\$ 37,182, which results from the balance of R\$ 41,000 on December 31, 2020, restated by the IPCA and deducted from the amounts already paid.

The balance of R\$ 37,182 will be paid as follows: (i) R\$ 23,791, until November 2023; and (ii) R\$ 437 referring to the balance of pecuniary penalties, which is being paid in 3 semiannual installments, the first installment having been paid on the date of ratification of each individual agreement of each employee. In the semester ended June 30, 2021, the Company incurred expenses of R\$ 1,959 related to reimbursement to the participants.

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

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

28. Subsequent events

- **BNDES renewal of the standstill – VLT Carioca**

On July 2, 2021, BNDES approved the renewal of the standstill, staying the payment of the installments maturing between July 15, 2021 and December 15, 2021; considering that the amounts of the stayed installments were incorporated into the debt balance and redistributed in the remaining installments of the debt, maintaining the final term of the agreement.

- **BNDES renewal of the standstill – BH Airport**

On July 6, 2021, BNDES approved the payment of installments' suspension maturing between July 15, 2021 and December 15, 2021, without additional costs to the contracted amounts. In addition to the suspension of payments, the alteration of the contract's amortization system to the Price table and balance disbursement linked to the reserve account, whose balance should be recomposed within six months after resumption of payment of installments, were approved.

- **Debentures – ViaOeste**

On July 7, 2021, the 8th issuance of nominative, book-entry, simple, non-convertible, single series, unsecured debentures of total nominal value R\$ 450,000, maturing on July 7, 2023, with remuneration at CDI rate + 1.35% p.a.. Interest will be paid semiannually and principal upon maturity. This issuance has a corporate bond from CCR.

Among the main restriction clauses, the Issuer shall not pay dividends if the Net Debt/ EBITDA ratio is greater than 4, calculated semiannually.

- **Swap Contracting - CCR**

On July 13, 2021, three swap contracts were signed to hedge 100% of the 15th issuance of debentures, exchanging IPCA + 4.88% p.a. per:

1st transaction: R\$ 180,000 CDI rate + 1.37% p.a.

2nd transaction: R\$ 115,000 CDI rate + 1.40% p.a.

3rd transaction: R\$ 250,000 CDI rate + 1.37% p.a.