



3Q22 RESULTS



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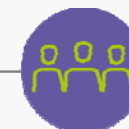
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\ 3Q22 vs. 3Q21 IFRS HIGHLIGHTS

TRAFFIC:

Consolidated vehicle traffic, excluding NovaDutra, RioSP and RodoNorte, **grew by 5.3% in the period.**

The number of passengers transported in airports **increased by 274.7%** in the period. Excluding the South and Central Blocks, the **increase was 41.9% in the period.**

The number of passengers transported in the mobility business **increased by 105.5%** in the period. Excluding ViaMobilidade L8/9, the **increase was 38.5% in the period.**

Adjusted EBITDA:

Adjusted EBITDA **grew by 45.1%**, with a margin of 73.6% (+11.0 p.p.). Same-basis¹ adjusted EBITDA **increased by 13.0%**, with a margin of 62.7% (-3.8 p.p.).

NET INCOME:

Net Income was R\$606.5 million, versus R\$183.9 million in 3Q21.

On the same base¹, **Net Income was R\$228.3 million**, versus R\$180 million in 3Q21.

\3Q22 vs. 3Q21 IFRS Highlights

Financial Indicators (R\$ MM)	IFRS			Proforma		
	3Q21	3Q22	Chg %	3Q21	3Q22	Chg %
Net Revenues ¹	2,573.1	3,175.2	23.4%	2,723.1	3,484.4	28.0%
Adjusted Net Revenues on the same basis ²	2,040.5	2,446.3	19.9%	2,190.0	2,631.2	20.1%
Adjusted EBIT ³	876.2	1,557.4	77.7%	957.3	1,782.9	86.2%
Adjusted EBIT Mg. ⁴	34.0%	49.0%	15.0 p.p.	35.2%	51.2%	16.0 p.p.
Adjusted EBITDA ⁵	1,611.8	2,338.1	45.1%	1,724.1	2,606.0	51.2%
Adjusted EBITDA Mg. ⁴	62.6%	73.6%	11.0 p.p.	63.3%	74.8%	11.5 p.p.
Adjusted EBITDA on the same basis ²	1,357.0	1,533.2	13.0%	1,469.2	1,676.6	14.1%
Adjusted EBITDA Mg. on the same basis ⁴	66.5%	62.7%	-3.8 p.p.	67.1%	63.7%	-3.4 p.p.
Net Income	183.9	606.5	229.8%	183.9	606.5	229.8%
Net Income on the same basis ²	180.0	228.3	26.8%	180.0	228.3	26.8%
Net Debt / Adjusted EBITDA LTM (x)	2.4	1.6		2.5	1.6	
Adjusted EBITDA ⁵ / Interest and Monetary Variation (x)	3.8	2.8		3.7	3.0	

1. Net revenue excludes construction revenue.

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

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

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

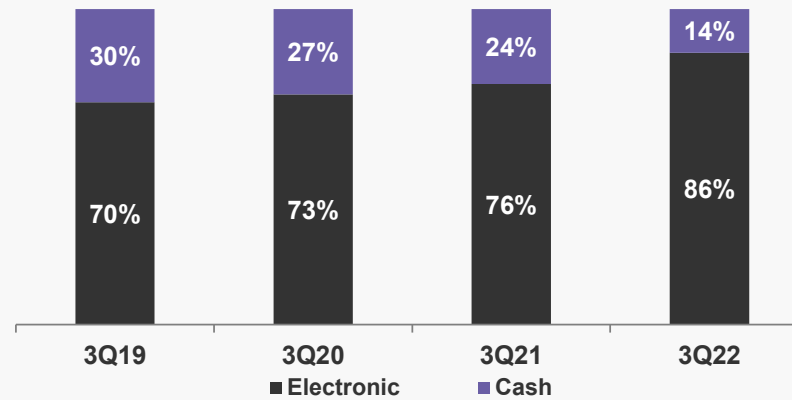
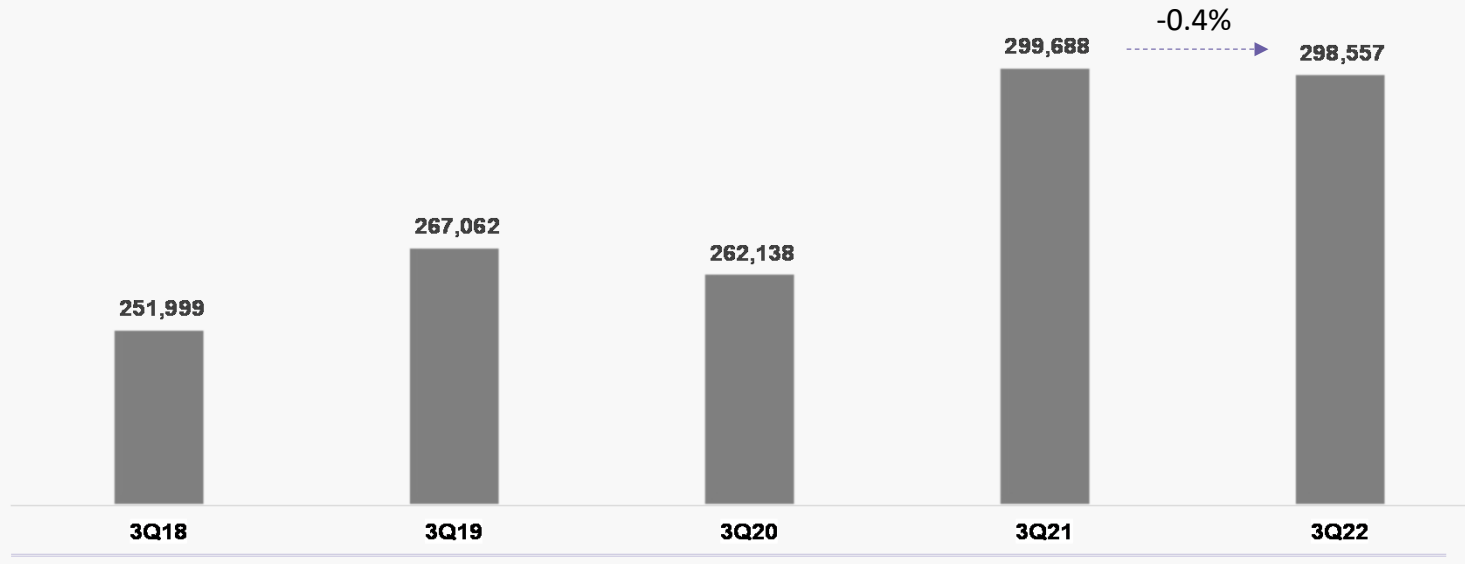
5. Calculated by excluding non-cash expenses: depreciation and amortization, provision for maintenance, and accrual of prepaid concession expenses.



\ Traffic – Quarterly Variation (Pro forma*)



Consolidated - Equivalent Vehicles (thousand)

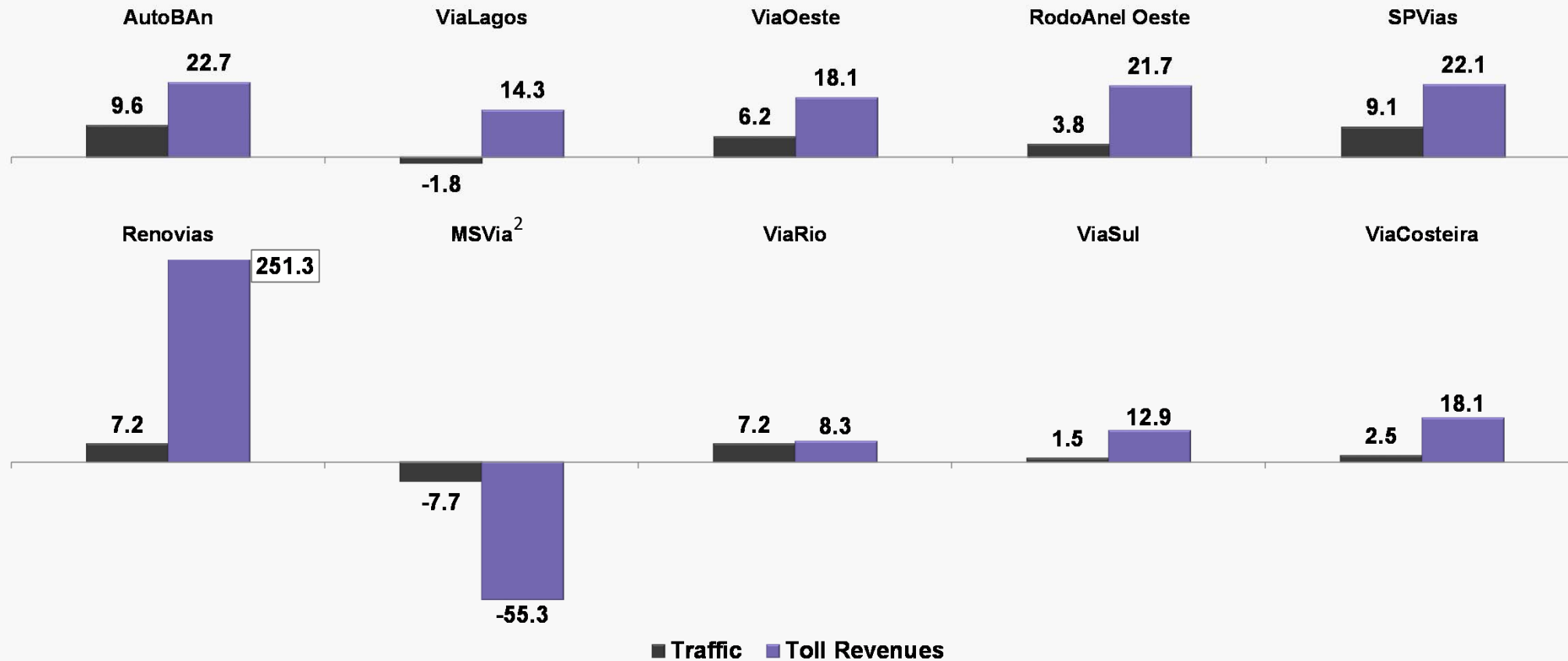


*Includes the proportional results of the jointly-controlled investees.



\ Traffic – Quarterly Variation (Pro forma¹)

3Q22 vs. 3Q21 toll and traffic revenue (%)



1. Includes the proportional results of the jointly-controlled investees.

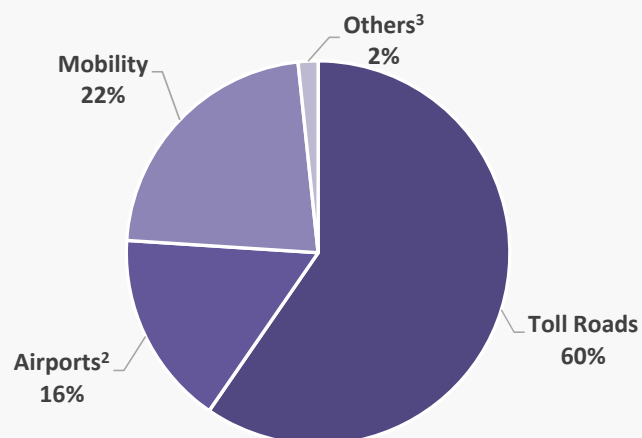
2. Due to the amendment to restart the bidding process of MSVia in June 2021, as of this date, revenue was 47.3% of the collected amount, impacting revenue



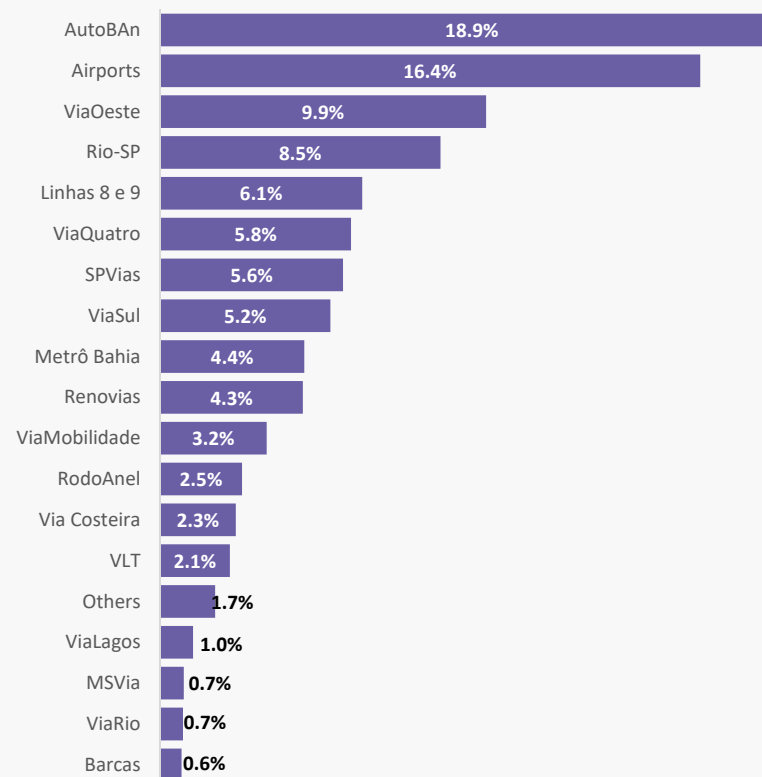
\ Revenue Analysis (Pro forma¹)

Gross Operating Revenue

Segments (% of total)



Assets⁴ (% of total)



1. Includes the proportional results of the jointly-controlled investees.

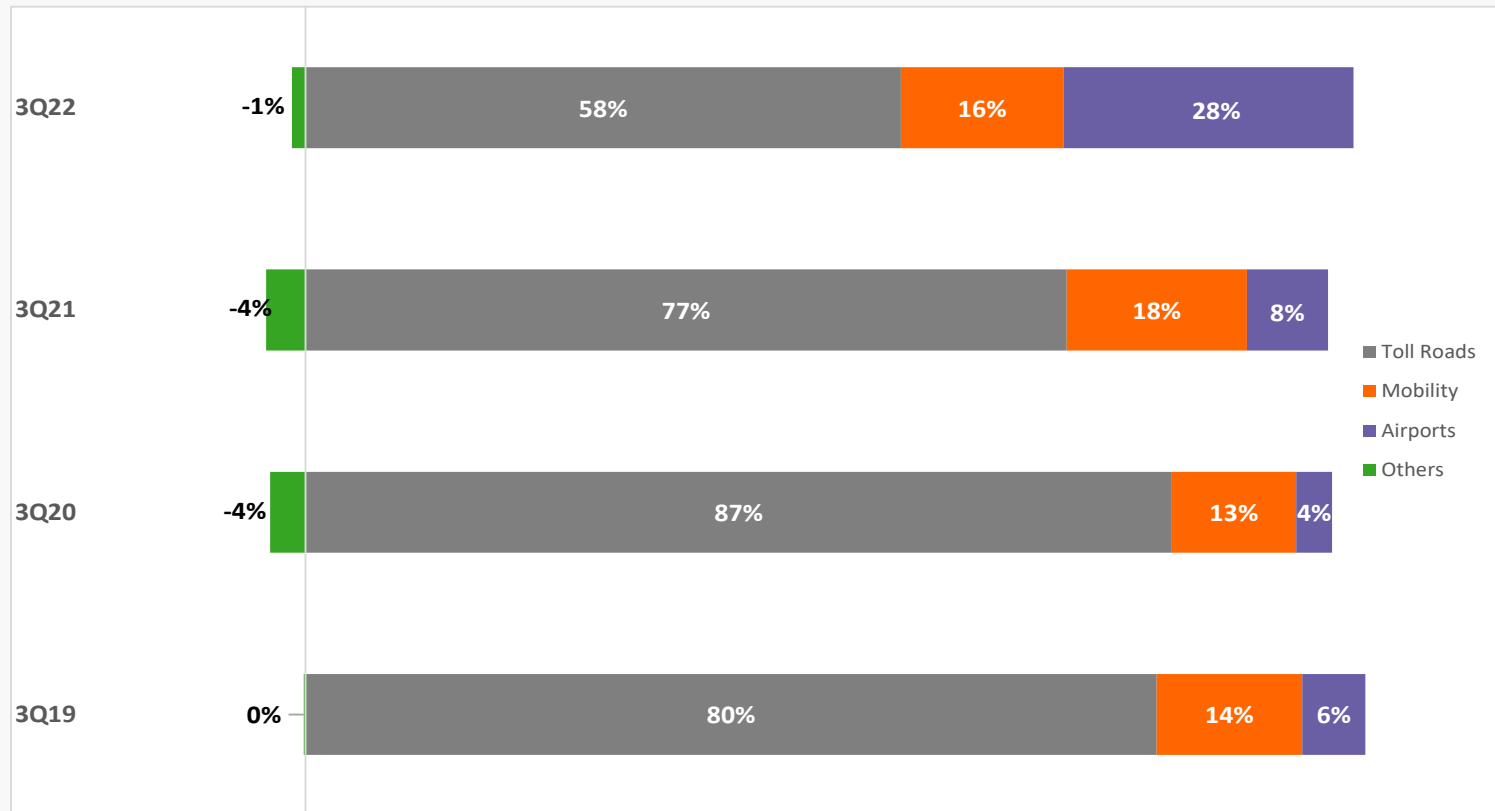
2. Considers TAS (Total Airport Service).

3. Service assets. Does not include eliminations.

4. Considers the recognition of R\$ 5.3 billion at AutoBAN, due to the Definitive TAM recognized in 1Q22.

\ Analysis of Revenue and EBITDA (Pro forma*)

EBITDA Breakdown



*Includes the proportional results of the jointly-controlled investees and holdings.

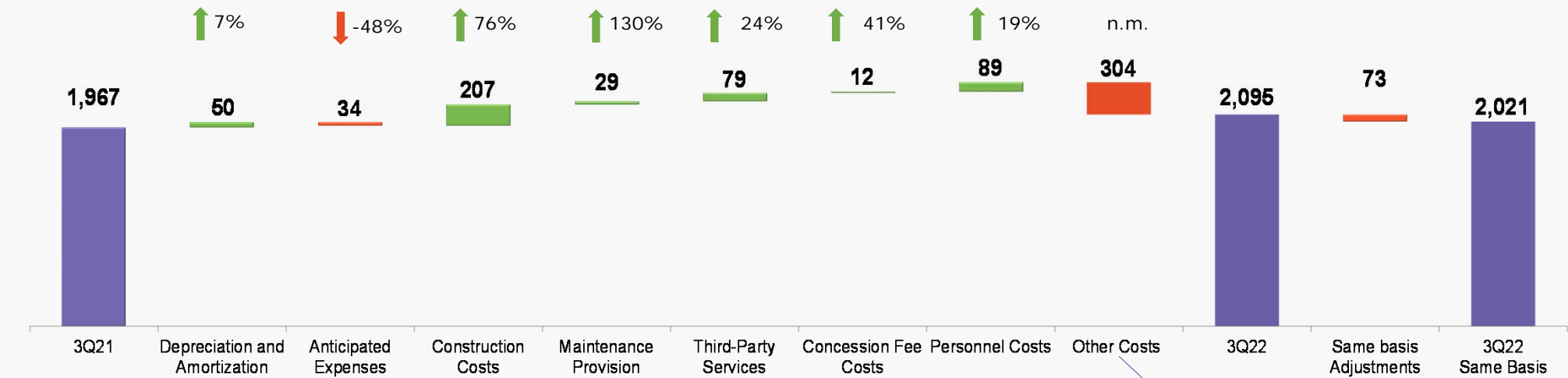


Evolution of IFRS Costs



Total costs (R\$ million)

Same-basis cash costs: R\$931.3M (33.6%)
Same-basis costs: 43.3%



The increase occurred mainly at ViaOeste due to the recognition of partial impairment of intangible assets, in the approximate amount of R\$320 million.

The reduction reflects the dilution of the appropriation to income due to the extensions of terms of AutoBAN and ViaOeste after the signing of the Definitive Collective Agreement with the Government of the State of São Paulo.

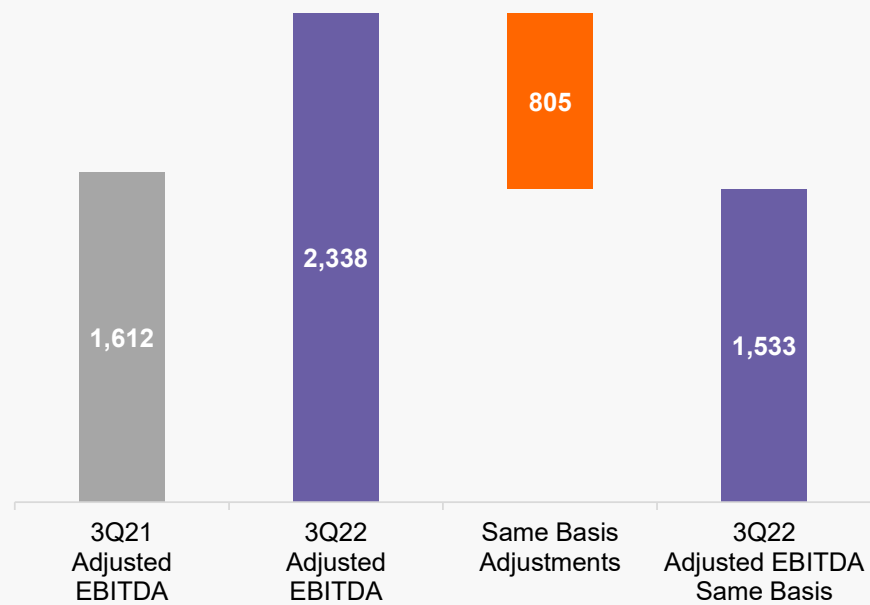
The variation reflects the increase of variable concessions, mainly due to higher airport revenues from Curaçao and BH Airport, in addition to higher highway revenues from AutoBAN and RodoAnel Oeste.

Increase, mainly due to the realization of provisions for legal contingencies at AutoBAN and increase in operating costs in the mobility business due to the increase in the number of passengers transported. In 3Q21, there were reversals of provisions for contingencies at AutoBAN and an update in the calculation of net indemnifiable amounts at MSVia (further details in the 3Q21 Release).



Evolution of IFRS EBITDA

In R\$ million



¹ The effects on same-basis EBITDA are described in the same-basis comparison section of the earnings release.



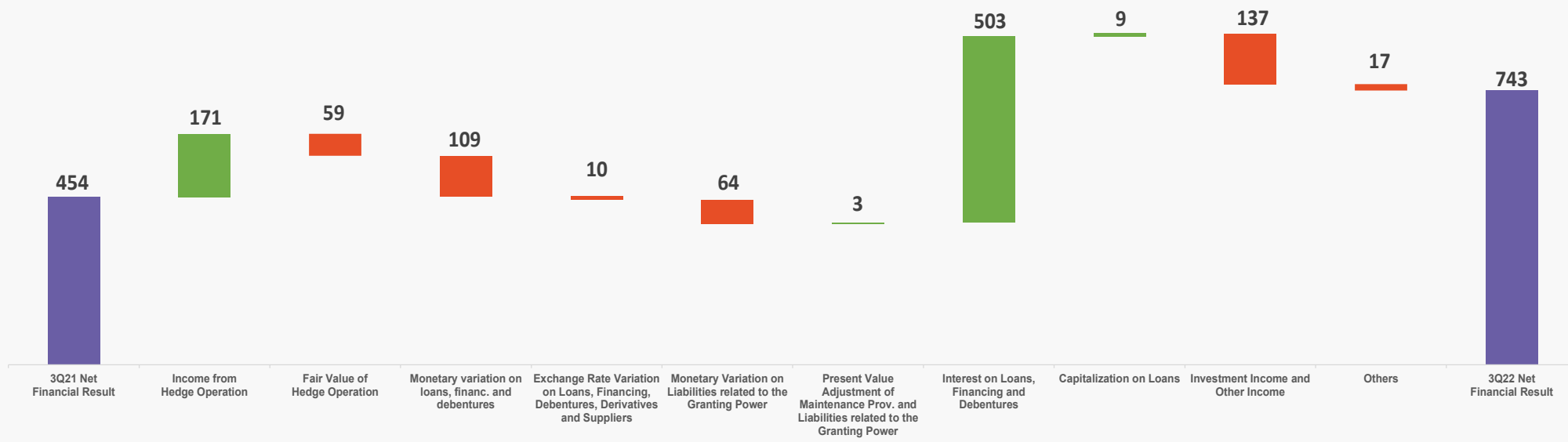


\ Financial Result - IFRS



In R\$ million

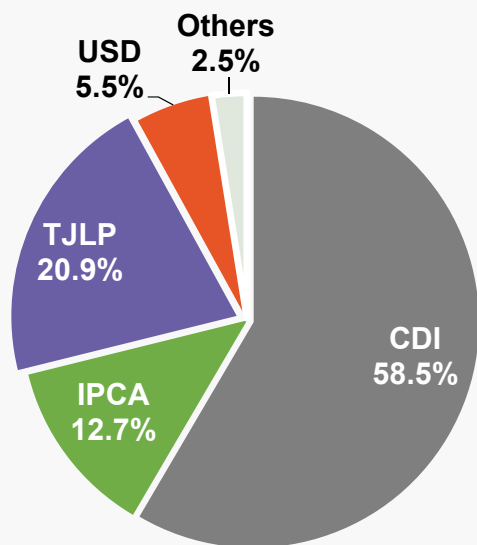
Average cash position in 3Q22 vs. 3Q21 = -7.9%
Variation in average CDI in 3Q22 vs. 3Q21 = 8.72 p.p.
Gross Debt = R\$29.1B (+5.7%)





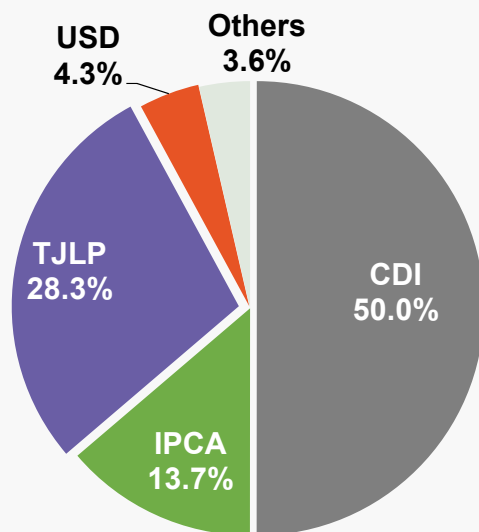
\ Debt - September-22 - IFRS

Gross debt hedged by index

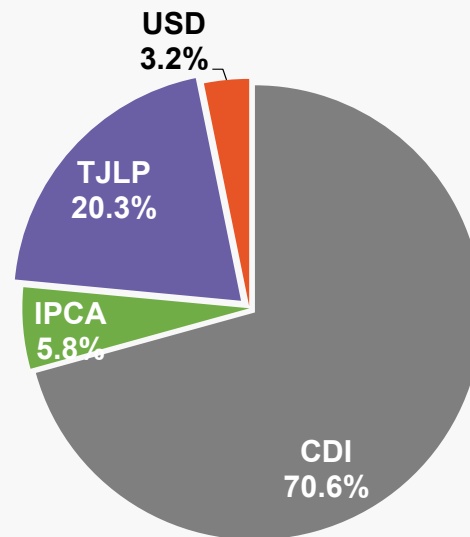


3Q22

Gross debt hedged by index



3Q21



3Q22

Debt and Leverage Position

Total Gross Debt:
R\$29.1bi
 (R\$30.7 bi - pro forma)

Net debt/adjusted EBITDA:
1.6 x
 (1.6 x pro forma)

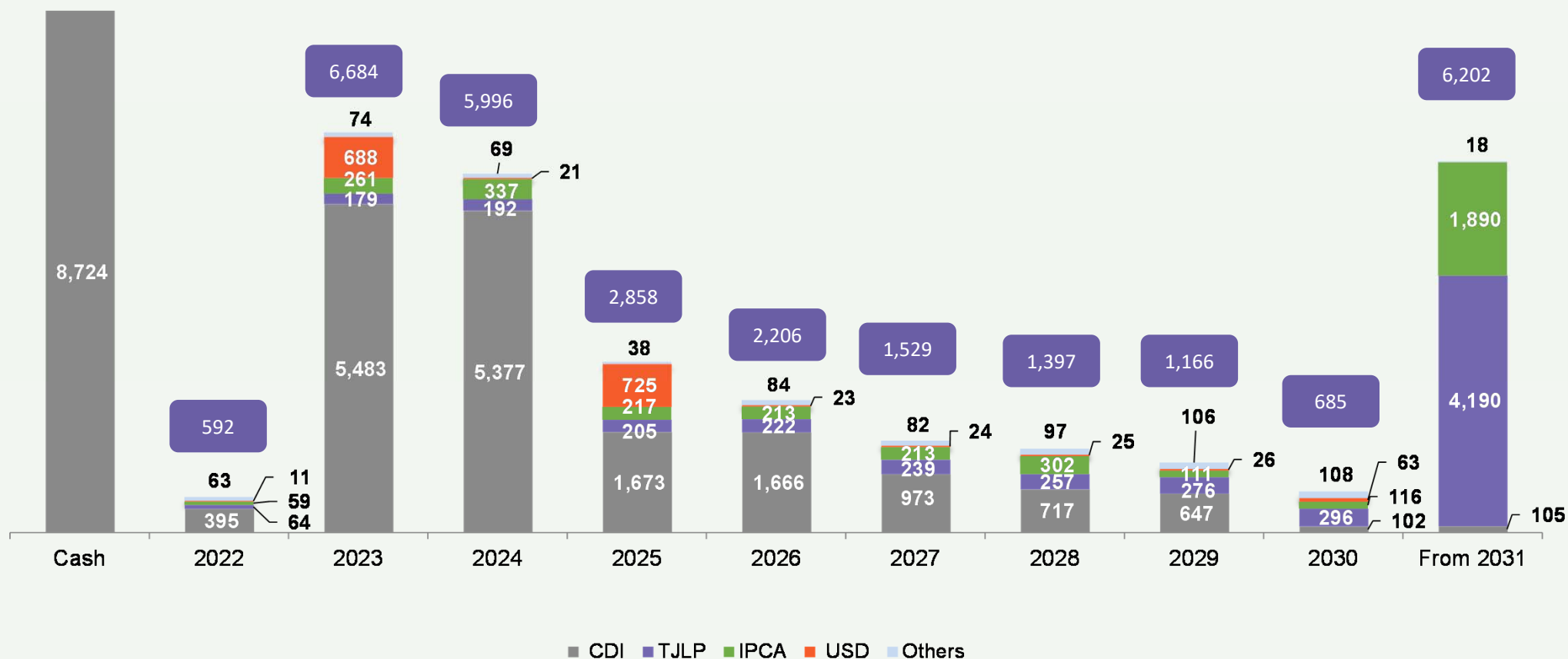
\ Debt Structure and Amortization in September 2022 - IFRS

Amortization 2023-2031

Amortization (R\$ MM)	2023	2024	2025	2026	2027	2028	2029	2030	From 2031
ViaLagos	222.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AutoBan	109.3	107.8	807.8	980.5	165.0	0.0	0.0	0.0	0.0
ViaOeste	465.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RodoAnel Oeste	156.7	364.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SPVias	211.8	176.4	298.8	378.8	80.0	0.0	0.0	0.0	0.0
MSVia	48.0	48.0	48.0	48.0	48.0	48.0	48.0	48.0	395.9
Via Sul	1.2	2.4	2.5	4.5	6.7	7.0	7.2	7.6	132.9
RioSP	0.0	1,050.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ViaQuatro	215.9	190.8	190.8	190.8	190.8	178.0	0.0	0.0	0.0
VLT	38.9	42.5	46.5	50.8	55.5	60.7	66.3	72.5	467.1
Metrô Bahia	72.6	79.4	86.8	94.9	103.8	113.5	124.1	135.7	2,985.4
ViaMobilidade - L5/17	72.1	67.2	35.7	81.2	79.1	94.5	103.6	105.0	0.0
ViaMobilidade - L8/9	2,707.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
San Jose	0.0	0.0	702.9	0.0	0.0	0.0	0.0	0.0	0.0
Curaçao	20.1	21.0	21.9	22.8	23.8	24.8	25.9	63.2	0.0
BH Airport	20.3	21.9	23.8	25.7	27.9	30.2	32.7	35.4	226.5
South Block	0.0	2,152.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Central Block	0.0	753.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pampulha	0.0	11.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Others	2,321.8	907.4	592.8	328.5	749.2	840.7	758.5	217.6	1,994.8
TOTAL	6,684.1	5,995.8	2,858.3	2,206.5	1,529.8	1,397.4	1,166.3	685.0	6,202.6

\ Debt Structure and Amortization in September 2022 - IFRS

Unhedged Amortization Schedule (R\$M)





\ Fundraising in 3Q22

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

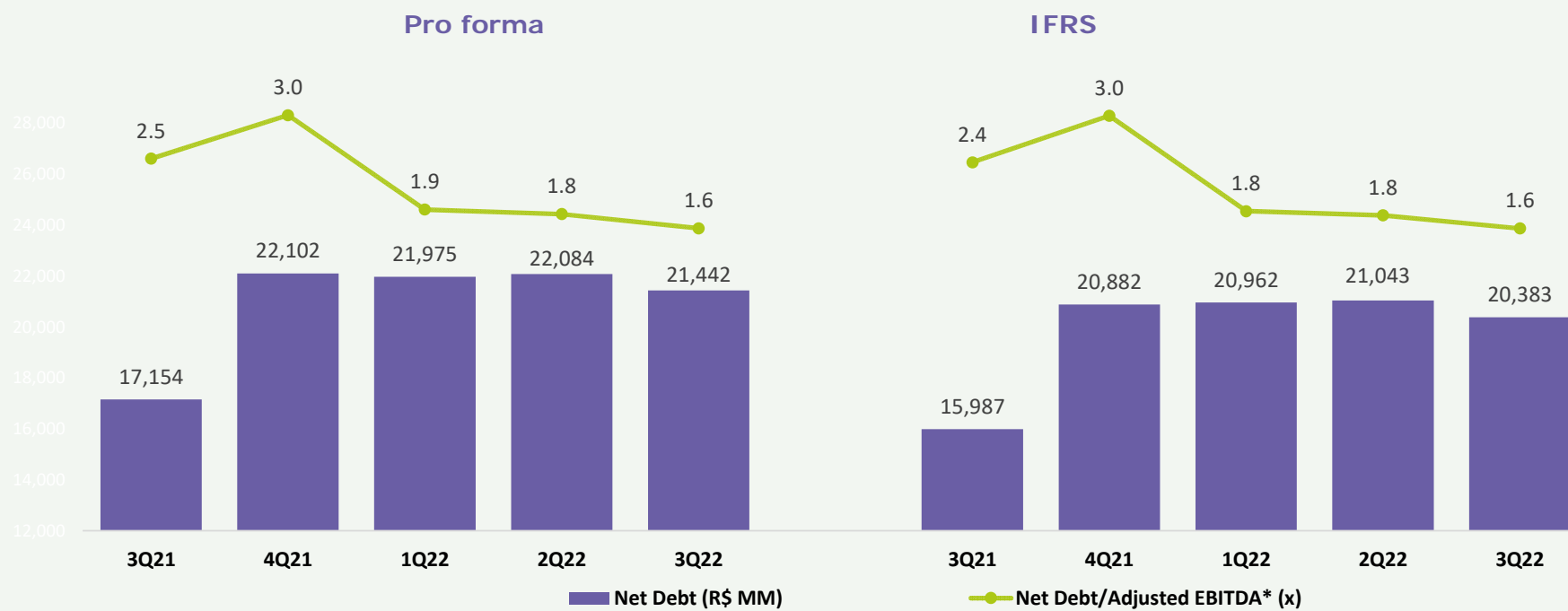
Fundraising in the third quarter totaled R\$1,3 Bn.





\ Net Debt/EBITDA

Net Debt/adjusted EBITDA (Last 12 months) *

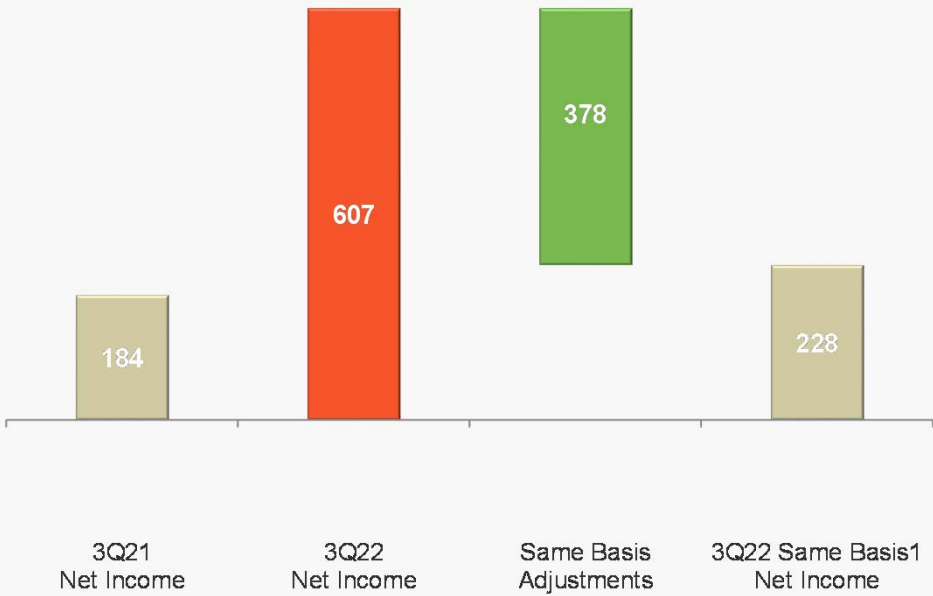


* The calculation of the Net Debt/adjusted EBITDA ratio considered adjusted EBITDA as from 2Q20 and operating adjusted EBITDA for the other periods (as disclosed in previous earnings releases).



\ Net Income

In R\$ million



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

\ Total Investments and Maintenance (IFRS)

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

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



ENVIRONMENTAL SOCIAL GOVERNANCE

ESG HIGHLIGHTS

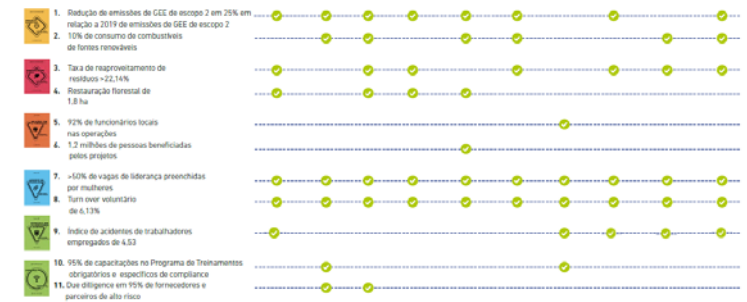
2021 Annual Report with SASB Indicators



New Materiality Matrix



Master Plan approved by the Board of Directors and ESG Goals linked to variable compensation



11th consecutive year in the following indexes:

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Índice Carbono Eficiente **IC02**

Quarterly publication of the ESG Panel on the IR website



Grade "A" on MSCI ESG Ratings



Launch of the Sustainability Program for the supply chain - ECOVADIS



ESG HIGHLIGHTS



Submission of Greenhouse gas emission reduction targets to SBTi – *Science-Based Targets*

Adhesion to the *Ambição Net Zero* Movement, an initiative of the Global Compact



MOVIMENTO *AMBIÇÃO NET ZERO*



Publication of the Greenhouse Gas Emissions Inventory and participation in the Brazilian GHG Protocol Program for 10 years. Has been certified with the Gold Seal since 2013.



Climate Risk Diagnosis under construction, following TCFD recommendations



Participation in the Carbon Disclosure Program (CDP)



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