

ANNUAL AND SUSTAINABILITY REPORT /2013

ANSWERS TO GLOBAL REPORTING INITIATIVE (GRI) INDICATORS

> CCR, THIS IS THE WAY WE GET THERE



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PROFILE	DESCRIPTION	TYPE	REPORTED	ANSWER
PROFILE INDICATORS				
1.1	Message from the President	Core	Fully	See Attachment "Message from the President"
1.2	Impacts, risks, and opportunities	Core	Fully	See Attachment "Opportunities and Risks" and "Legal Notes and Risk Factor" at: http://ri.ccr.com.br/grupoccr/web/conteudo_pt.asp?idioma=0&conta=28&tipo=47180
2.1	Name of the organization	Core	Fully	CCR Group - For more information about the CCR Group, visit: http://www.grupoccr.com.br/grupo/sobre-o-grupo
2.2	Brands, products, and/or services	Core	Fully	See Attachment "Map of Shareholding Structure", "Operations Map", "Size of the Organization" - For more information, visit: "Companies of the CCR Group" at: http://www.grupoccr.com.br/negocios/empresas-do-grupo
2.3	Operational structure	Core	Fully	See Attachment "Map of Shareholding Structure", "Operations Map", "Size of the Organization" - For more information, visit: "Companies of the CCR Group" at: http://www.grupoccr.com.br/negocios/empresas-do-grupo
2.4	Location of organization's headquarters	Core	Fully	CCR Group's corporate headquarters is located in the city of São Paulo, SP – Brazil - For more information about the CCR Group, visit "Talk to Us": http://www.grupoccr.com.br/contato .
2.5	Geographic presence	Core	Fully	CCR Group, in addition to its operations across Brazil, it has international operations in four countries: Costa Rica, Curaçao (Dutch Antilles), Ecuador and Holland. - For more information, see attachment: "Map of Shareholding Structure", "Operations Map", "Size of the Organization"
2.6	Legal form	Core	Fully	The CCR Group is a publicly traded company. In 2002, it was the first company to enter Novo Mercado, the most demanding segment of the São Paulo Stock Exchange - BM&FBovespa.
2.7	Markets served	Core	Fully	See Attachment "CCR Group's Ownership Interest and Operational Control Map", "CCR Group's Operation Map," and "CCR in Numbers"
2.8	Scale of the organization	Core	Fully	See Attachment "CCR Group's Ownership Interest and Operational Control Map", "CCR Group's Operation Map," and "CCR in Numbers"
2.9	Changes during the reporting period	Core	Fully	In 2013, there were no changes associated with shareholding structure of the CCR Group. Nevertheless, there were changes in the size of the Group as a result of new businesses. - For more information about new businesses, visit "Trajetória de Pioneirismo" at http://www.grupoccr.com.br/ri2013/home/#!/capitulos/perfil/empresas_do_grupo/
2.10	Awards and certifications	Core	Fully	2013 brought many achievements and acknowledgments to the CCR Group. The company was chosen by Exame Magazine's Sustainability Guide as the most sustainable company in the infrastructure industry. In addition, several of its highways were featured as among the best in the country in Guia Quatro Rodas and the CNT Ranking (Confederação Nacional do Transporte - National Transportation Confederation). For more information, also see PR5.
3.1	Reporting period	Core	Fully	See "About the Report"
3.2	Previous report	Core	Fully	The previous annual and sustainability report for the CCR Group was published in 2012. - For more information: See "About the Report" and "Sustainability Reports" at: http://www.grupoccr.com.br/sustentabilidade/relatorio-sustentabilidade
3.3	Reporting cycle	Core	Fully	See "About the Report"
3.4	Contact information	Core	Fully	See "About the Report" and "Talk to Us" at: http://www.grupoccr.com.br/contato

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3.5	Process for defining report content	Core	Fully	See "About the Report"
3.6	Boundary of the report	Core	Fully	See "About the Report"
3.7	Scope of the report	Core	Fully	See "About the Report"
3.8	Basis for the development of the report	Core	Fully	See "About the Report"
3.9	Data measurement techniques and calculation basis	Core	Fully	See "About the Report" Data measurement techniques and the calculation basis are described in their respective indicators.
3.10	Re-statement of information	Core	Fully	There have been no significant changes over previous reporting periods.
3.11	Significant changes	Core	Fully	There have been no significant changes over previous reporting periods.
3.12	GRI Summary	Core	Fully	See "Table of Contents" and "GRI Table of Contents" at: http://www.grupoccr.com.br/ri2013/home/downloads/CCR_SUST_Relatorio_GRI_CCR_2013-pt_br.pdf
3.13	External assurance	Core	Fully	See "About the Report"
4.1	Governance structure	Core	Fully	The CCR Group has an administrative framework in the corporate center and in the business units. In the corporate area, the Board of Directors is responsible for defining general strategic policies and, among other attributions, for establishing policies and guidelines and for electing and overseeing the management of the company's directors. In turn, the Executive Board follows the guidelines established by the Board of Directors in the daily activities of the organization. The main attributions of the Audit, Governance, Strategy and Sustainability, New Business, Finance, and Human Resource committees are the in-depth analysis of matters from their areas and the preparation of expert opinions, to support the decisions of the Board. There is also a temporary Supervisory Board, which is responsible for inspecting the processes of the Group. Each of the business units is formed by a board and committees, which report directly to the corporate bodies and are formed t by shareholders. The Engellog, EngellogTec, and Actua divisions operate mainly in the provision of services to business units. This model, which centralizes services and fosters synergies and the exchange of best practices, is part of CCR's intellectual capital and one of its main competitive differentials. See Attachment "CCR Group's Organizational Chart" - For more information, visit: "Departments and Committees" at http://ri.ccr.com.br/grupoccr/web/conteudo_pt.asp?idioma=0&conta=28&tipo=47156
4.2	Indicate whether the Chair of the highest governance body is also an executive officer	Core	Fully	The Chair of the highest governance body is not an executive officer.
4.3	Independent board members	Core	Fully	The Board of Directors is composed of 11 effective members, including two independent members: Luiz Alberto Colonna Rosman and Luiz Carlos Vieira da Silva. To learn more about the Board of Directors, visit: http://ri.ccr.com.br/grupoccr/web/conteudo_pt.asp?idioma=0&conta=28&tipo=47156
4.4	Communication channels with the board	Core	Fully	The CCR Group, as a publicly-traded company with shares listed on the stock exchange, is committed to providing all relevant information about its performance and strategies to the financial market. To this end, it maintains a calendar of events and communications, visits national and international investors, and constantly updates its Investor Relations website. Through this channel, shareholders can communicate with the company's senior management; this can also be done during the General Shareholder Meeting.

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4.5	Pay for performance in sustainability	Core	Fully	The Board of Directors and the Supervisory Board receive a fixed remuneration. Among the directors, the focus on business results is promoted through the sharing of the profits obtained when goals are met or exceeded, as a complement to their salaries. In 2011, a sustainability criterion was included in the variable remuneration of the main directors for the first time: the return of the company to the portfolio of BM&FBovespa's Corporate Sustainability Index (ISE). In 2013, other criteria related to the subject were incorporated into the variable remuneration goals, such as the reduction in water and energy consumption and in the number of accidents.
4.6	Conflicts of interest	Core	Fully	In case of potential conflicts of interest, the company's Shareholders' Agreement establishes that the controlling shareholders involved and the members they appointed to the Board of Directors must abstain from voting in Preliminary Meetings. To learn more, visit: http://mrm.comunique-se.com.br/arq/163/arq_163_39330.pdf?bcsi_scan_7f73a9d1b05f4e20=0&bcsi_scan_filename=arq_163_39330.pdf and Policies, By-laws and Shareholders' Agreements in http://ri.ccr.com.br/grupoccr/web/conteudo_en.asp?idioma=1&conta=44&tipo=47204
4.7	Qualifications of board members	Core	Fully	CCR's senior management is composed of: • BOARD OF DIRECTORS: It is responsible for defining general strategic policies and, among other attributions, for establishing general policies and guidelines and for electing and overseeing its management. • EXECUTIVE BOARD: It is responsible for the daily administrative routines of the company. Its members are elected by the Board of Directors for a two-year term and are eligible for re-election. • SUPERVISORY BOARD: It is responsible for analyzing the processes of the company. It is temporary and is composed of three effective members and their respective alternates. • SIX COMMITTEES: Audit, Strategy and Sustainability, Finance, Governance, New Businesses, and Human Resources. These committees are responsible for assessing the proposals that are submitted by the Executive Board and that depend on the approval of the Board of Directors. The teams of these committees include one representative of each controlling shareholder, one member of the board, and one independent board member. To learn more, visit: http://ri.ccr.com.br/grupoccr/web/conteudo_pt.asp?idioma=0&conta=28&tipo=47156
4.8	Values, Codes, and external principles	Core	Fully	Beliefs We believe in the importance of the partnership between the private sector (entrepreneurs, investors, financiers) and the government for the development of the country's infrastructure industry; We believe in cutting-edge corporate activity based on the boldness of proactivity, on the safety of predictability, on the soundness of simplicity, on the reliability of information, and on the seriousness of negotiations; We believe in the legitimate pursuit of economic-financial results; We believe in the provision of high-quality public services to meet the needs of citizens as a basis for business continuity; We believe in social responsibility and in the preservation of life and the environment; We believe in the human ability to create, undertake, and transform, working as a team with a corporate mindset, leading organizations to overcome challenges and limits; We believe in participative management and in pay for performance, based on the assessment of individual contribution to enable the commitment of people and to add value to the business. Values Altruism - the path for the growth of people and of the company. Integrity - the basis for personal and professional relationships Boldness - proactivity, creativity, and persistence to seek challenges and overcome limits Respect - for others, for life, and for nature Autonomy - freedom of action with responsibility Codes of Conduct and Relevant Internal Principles: • Shareholders' Agreement • Code of Ethics • Social Responsibility Policy • Bylaws To view these documents, visit: http://ri.ccr.com.br/grupoccr/web/conteudo_pt.asp?idioma=0&conta=28&tipo=47157

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4.9	Performance of the board	Core	Fully	In 2010, pursuant to a decision by the Board of Directors, CCR created the Corporate Sustainability Program, which aims to introduce the sustainability vision in the company's daily activities in the long term. This program foresees three implementation phases: the identification of CCR's level of maturity and of its operations in terms of social and environmental issues; the engagement of the internal audience and the development of initiatives that seek to handle negative externalities; and the improvement of communications about the topic, generating value for the Group. In the following year, a decisive step was taken when the Strategy Committee changed its name to the Strategy and Sustainability Committee. Thus, this committee became responsible for supporting senior management in the preparation and implementation of sustainability principles and practices. In the corporate sphere, the Executive Sustainability Committee, composed of the president, vice presidents, and other leaders, proposes guidelines based on the strategies defined by the senior management. In turn, business units have sustainability committees that are formed by their presidents and their finance, environmental, and people management directors, in addition to leaders from other departments, such as the Legal Department, Contract Management Department, and Communications Department. These committees are responsible for developing and implementing the action plans that materialize the processes of the company that focus on sustainability. The results are analyzed at the end of the year by the Executive Sustainability Committee. All these groups hold periodic meetings that aim at the evolution of the social and environmental issue in the strategies and decisions made by the Group. See attachment "Bodies and Governance" and "Governance Model" at: http://www.grupoccr.com.br/ri2012/home/#!/capitulos/governanca/
4.10	Self-evaluation of the board	Core	Fully	The Board of Directors, the committees, the CEO, and the Secretary of the Board are assessed annually by the Governance Committee through questionnaires based on the practices established in the statement of operating principles of the Board of Directors. The other directors are assessed annually by the CEO, based on a performance review and on the achievement of goals.
4.11	Precautionary principle	Core	Partially	CCR is committed to social, economic, and environmental development and uses the precautionary principle; that is, no activity involving severe and/or irreversible risk is initiated until effective measures are adopted to mitigate social, economic, and environmental degradation. The CCR Group seeks qualified businesses based on three principles: address the interests of the Grantor, the satisfaction of end users of the projects, and the promotion of adequate return to investors, enabling solutions for investments and services in infrastructure and contributing to the social, economic, and environmental development of the regions where it operates.
4.12	Social charters, principles, and initiatives	Core	Fully	The company has not become a signatory to any other specific charter because it believes that, at this time, its commitment to the principles of the Global Compact and of Conselho Empresarial de Desenvolvimento Sustentável (Brazilian Corporate Council for Sustainable Development - CEBDS) is sufficient.
4.13	Membership in associations	Core	Fully	See Attached Table "Membership in Associations" CCR understands that its participation in these entities is strategic; however, the company does not hold positions in the governance body or in specific committees nor does it make substantial payments to any of these associations.
4.14	List of stakeholder groups	Core	Fully	See "About the Report"
4.15	Identification of stakeholders	Core	Fully	See "About the Report"
4.16	Stakeholder engagement	Core	Fully	The stakeholder engagement process was conducted in 2012 and 2013. For a description of the process, see "About the Report"
4.17	Stakeholder demands	Core	Fully	See "About the Report"

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PERFORMANCE INDICATORS				
EC1	Direct economic value generated and distributed, including revenues, operating costs, employee compensation, donations and other community investments, retained earnings, and payments to capital providers and governments.	Core	Fully	See Attachment EC1
EC2	Financial implications and other risks and opportunities for the organization's activities due to climate change.	Core	Partially	Although the CCR Group is aware of the impacts of climate change on its businesses and is preparing for these impacts, it has not yet conducted in-depth studies on their financial implications.
EC3	Coverage of the organization's defined benefit plan obligations.	Core	Fully	CCR's pension plan is a defined contribution plan. The monthly contribution to the benefit is from 1% to 8% of the nominal wage, with a minimum limit of R\$32.55 (value adjusted annually through the collective bargaining agreement). The company matches the contribution. Employees can also make voluntary contributions in the amount and frequency they choose; however, these will not be matched by the company. Joining the complementary pension plan is voluntary; however, a priori, all employees are eligible and the rule governing the participation of the company and of each employee is equal for all. In 2013, CCR earmarked R\$6,904,503.96 to the private pension plan, which already has 2,804 participants. The mathematical reserves of the plan are R\$139,663,455.23.
EC4	Significant financial assistance received from government.	Core	Fully	In 2013, the total value arising from tax incentives and allocated to social, economic, and environmental projects was R\$21,213 million.
EC6	Policy, practices, and proportion of spending on locally-based suppliers at significant operating units	Core	Fully	Given the characteristics of CCR's business, local purchases are preferred due to cost and logistics issues and aspects related to human rights.
EC7	Procedures for local hiring and ratio of senior management hired from the local community at significant operating units.	Core	Partially	To the CCR Group, the term local entails the states of São Paulo, Rio de Janeiro, and Paraná. There is still no specific procurement policy that defines and deals with local suppliers.
EC8	Development and impact of infrastructure investments and services provided primarily for public benefit through commercial, in-kind, or pro bono engagement.	Core	Partially	See Attachment - EC8

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LABOR PRACTICES				
LA1	Total workforce by employment type, employment contract, and region, broken down by gender.	Core	Fully	See Tables in "Attachment LA1"
LA2	Total number and rate of new employee hires and employee turnover by age group, gender, and region.	Core	Fully	See Tables in "Attachment LA2"
LA15	Return to work and retention rates after parental leave, by gender.	Core	Fully	See Tables in "Attachment LA15"
LA4	Percentage of employees covered by collective bargaining agreements.	Core	Fully	The collective bargaining agreement is negotiated annually and covers 98.67% of the company's total workforce.
LA5	Minimum notice period regarding operational changes, including whether it is specified in collective bargaining agreements.	Core	Fully	Communication with unions is based on transparency. The scope of the collective bargaining agreements does not establish a deadline to inform employees of any operational changes. However, whenever necessary, entities are notified at least three weeks in advance.
LA7	Rates of injury, occupational diseases, lost days, and absenteeism, and number of work-related fatalities by region.	Core	Partially	See Table in "Attachment - LA7" Rates are reported in hours. The CCR Group still does not calculate injury and occupational disease rates.
LA8	Education, training, counseling, prevention, and risk-control programs in place to assist workforce members, their families, or community members regarding serious diseases.	Core	Partially	The corporate program De Bem Com a Vida started in 2006, in response to an extensive mapping of the health of the company's internal audience. Based on a series of indicators that pointed out that the internal audience had a tendency to develop various diseases and wellbeing-related issues, De Bem Com a Vida offers a unique view on quality of life to its employees through educational, assistance, sports, and leisure initiatives and activities. Under the program, several fronts have helped the internal audience to adopt healthier habits. Deixando de Fumar (Quit Smoking), for example, is a program that has helped reduce the rate of employees who smoke from 12% to 6% over the past five years, through counseling and lectures given in the Business Units. In the same way, the program Coração Saudável (Healthy Heart) monitors employees who have high blood pressure, cholesterol, diabetes, and stress. The prevention of chronic diseases through balanced nutrition is also supported by the program Alimente-se Bem (Eat Well), developed in partnership with the Social Service for the Industry (SESI), which carries out nutritional consultations in Business Units. CCR also seeks to identify and reduce the risks to which teams are exposed. Employees who work at toll booths, for example, are at risk of developing repetitive strain injuries. Thus, various workplace exercise routines and physical activities are developed; in addition, employees receive guidance and their workplaces are ergonomically adapted.
LA10	Average hours of training per year per employee by employee category.	Core	Partially	We consider the operational category to be the employees in the Service Provider Group and the tactical and strategic category to be the employees of the Analysis and Management Group, all of whom are direct employees of the Group. Calculation basis for the Operational category - Training: Employee Onboarding GPS 1976 employees (average 4 hours); Improvement 7,706 employees (average 4 hours); Key Users 39 employees (160 hours); Specific technical courses 1,430 (technical/operational positions) (146 hours); SAP 419 employees (6 hours). Total hours 256,262/7,706 employees = 33.25. Calculation basis for the Tactical and Strategic category - Training: Employee Onboarding GAG 119 (average 4 hours); PDL 1st cycle (3 groups) 153 employees (96 hours); PDL 2nd cycle (6 groups) 232 employees (16 hours) = class hours 18,876 /830 employees = 22.74.

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LA13	Composition of governance bodies and breakdown of employees per category according to gender, age group, minority group membership, and other indicators of diversity.	Core	Fully	See Tables in "Attachment - LA13"
LA14	Ratio of basic salary and remuneration of women to men by employee category and by locations of significant operation.	Core	Fully	CCR establishes the remuneration of its employees based on employee categories and performance, regardless of their genders.

HUMAN RIGHTS

HR1	Percentage and total number of significant investment agreements that include clauses incorporating human rights concerns, or that have undergone human rights screening.	Core	Partially	All significant investment agreements and contracts include a human rights clause. Significant agreements are those with complex approval hierarchies. CCR Group's bylaws establish an approval hierarchy for agreements over R\$10 million (ten million reais). CCR has a social and environmental questionnaire, Principles of Supplier Conduct and clauses in its agreements (associated with the topic) as a way of committing to the responsibility of addressing the requirements concerning human rights. Nevertheless, the company does not have formal procedures in place to assess human rights in its suppliers.
HR2	Percentage of significant contractors, suppliers, and other business partners that have undergone screening on human rights and actions taken.	Core	Partially	CCR has a social and environmental questionnaire, Principles of Supply or Conduct and clauses in its agreements (associated with the topic) as a way of committing to the responsibility of addressing the requirements concerning human rights. Nevertheless, the company does not have formal procedures in place to assess human rights in its suppliers.
HR3	Total hours of employee training on policies and procedures concerning aspects of human rights that are relevant to operations, including the percentage of employees trained.	Core	Fully	The document considered to respond to this indicator was CCR's Code of Ethics, which considers policies and procedures associated with the professional conduct of its employees. Calculation basis: Programs considered: On boarding of new employees. Employees hired in 2013 = 2,095 employees (average of four training hours) = 8380 hours. The on boarding program is extended to all employees of the CCR Group. Consequently, all CCR Group employees at some point in time took part in training courses involving the content of policies and procedures associated with professional conduct and the group's code of ethics.
HR4	Total number of incidents of discrimination and corrective actions taken.	Core	Partially	On July 7, 2011, the CCR Group adhered to the principles of the Global Compact, an initiative of the United Nations (UN). Its participation in this commitment reflects CCR's concern about the promotion of management practices that are committed to the respect for human rights. CCR provides communication channels to address any cases of discrimination that may occur. In 2013, no such cases were reported in its operations.
HR5	Operations and significant suppliers identified in which the right to exercise freedom of association and collective bargaining may be at significant risk, and actions taken to support these rights.	Core	Partially	CCR has a social and environmental questionnaire, Principles of Supply or Conduct and clause in its agreements (associated with the topic) as a way of committing to the responsibility of addressing the requirements concerning rights of workers towards freedom of association and collective bargaining. However, it does not have formal procedures to assess this issue in its suppliers.

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HR6	Operations and suppliers identified as having significant risk for incidents of child labor, and measures taken to contribute to the elimination of child labor.	Core	Fully	The CCR group includes termination clauses in its service agreements to provide for cases in which there is evidence of the use of child labor. The company makes no distinction with regard to operations, since all Business Units present similar characteristics and risks. The prioritization of suppliers in terms of management risk is done based on the amount of the agreement. CCR has a social and environmental questionnaire, Principles of Supplier Conduct and clauses in its agreements (associated with the topic) as a way of committing to the responsibility of addressing the requirements concerning child labor. Nevertheless, the company does not have formal procedures to investigate child labor activities within its suppliers.
HR7	Operations and suppliers identified as having significant risk for incidents of forced or compulsory labor, and measures to contribute to the elimination of forced or compulsory labor.	Core	Fully	OThe CCR group includes termination clauses in its service agreements to provide for cases in which there is evidence of the use of compulsory labor. The company makes no distinction with regard to operations, since all Business Units present similar characteristics and risks. Prioritization of suppliers in terms of risk management is done based on the amount of the agreement. CCR has a social and environmental questionnaire, Principles of Supply or Conduct and clauses in its agreements (associated with the topic) as a way of committing to the responsibility of addressing the requirements concerning forced or bonded labor. Nevertheless, the company does not have formal procedures in place to investigate forced or bonded labor within its suppliers.
HR10	Percentage and total number of operations that have been subject to human rights reviews and/or impact assessments.	Core	Partially	On July 7, 2011, the CCR Group adhered to the principles of the Global Compact, an initiative of the United Nations (UN). Its participation in this commitment reflects CCR's concern about the promotion of management practices that are committed to the respect for human rights. In all its Operating Units, the company develops measures that prevent discriminatory practices and various other practices that do not respect these rights, pursuant to the principles of its Code of Ethics, to its Social Responsibility Policy, and to the commitments to which it subscribes. In all its Operating Units, the company develops measures that prevent discriminatory practices and various other practices that do not respect these rights, pursuant to the principles of its Code of Ethics, to its Social Responsibility Policy, and to the commitments to which it subscribes. CCR has a social and environmental questionnaire, Principles of Supplier Conduct and clauses in its agreements (associated with the topic) as a way of committing to the responsibility of addressing the requirements concerning human rights. CCR Group does not have a formal procedure to determine the percentage or number of operations subject to human rights revisions or evaluation of impacts.
HR11	Number of grievances related to human rights filed, addressed, and resolved through formal grievance mechanisms.	Core	Partially	As formal conduct procedures, CCR implements its Social Responsibility Policy and its Code of Ethics, which are intended to provide guidelines for prevention and punitive measures and to avoid cases of human rights violations. In addition, CCR has a communication channel, the Ombudsman office, for grievances and complaints. In 2013, no complaints concerning violations of human rights were registered.

SOCIETY

S01	Percentage of operations with implemented local community engagement, impact assessments, and development programs.	Core	Partially	One hundred percent of CCR's operations take into account their positive and negative impacts upon local communities. The relevance of its main externalities is validated by its priority stakeholders, including representatives of local communities. For investments that require licensing processes, CCR conducts all the studies required by environmental agencies, taking into account the significant environmental and social aspects. In relation to development programs, CCR has several initiatives that deal with basic education and health needs, such as "Estrada para Cidadania" (Road to Citizenship), "Estrada para a Saúde" (Road to Health), and "Projeto Sacolona" (Sacolona Project), among others. In the planning cycle, each unit develops specific action plans that result in mitigation activities and goals for each of the priority issues identified. CCR has a direct channel to communicate with its stakeholders through "Contact Us" at: http://www.grupoccr.com.br/contato/enviar-mensagem
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S09	Operations with adverse material impact on local communities	Core	Partially	CCR understands that all operations developed in its business generate impacts. To address negative impacts more effectively—that is, their main externalities— General Objectives and Guidelines are defined by the Board of Directors, which in turn are broken down into Action Plans within the Group's Business Units.
S010	Prevention and mitigation measures implemented in operations with potential for adverse material impact on local communities.	Core	Partially	CCR Group's prevention and mitigation measures are addressed according to the main externalities mapped: Waste, Traffic Jams, Road Safety, Consumption of Water and Energy, and Greenhouse Gas Emissions. In the annual strategic planning cycle, each unit develops specific action plans that result in activities and goals for each of the priority topics identified.
S02	Percentage and total number of business units analyzed for risks related to corruption	Core	Partially	<p>The CCR Group (holding and affiliated companies) is managed, among other internal rules and policies, by its code of ethics that has been approved by CCR's board of directors (original version issued on March 27, 2003, revised on June 29, 2011), which promotes best practices in terms of governance, transparency in communications and corporate security.</p> <p>The code of ethics is intended to guide the CCR Group in its objective to become a reliable, profitable and perennial business, consistently adding value, and maintaining a solid and respected public image. To this end, the code provides on risks associated with the anticorruption act, and especially in topics that refer to:</p> <ul style="list-style-type: none"> - Relationship with the government, society and community at large (item 2) - relationship with shareholders and investors x policy of information (item 3); - relationship with competitors (item 4); - Professional and personal integrity of employees (item 5); - commercial transactions and hiring of relatives (item 6). <p>The code also provides on the internal procedures to be adopted for cases of potential conflict of interest, or when suspecting or learning of facts that may be deleterious to the CCR Group, or which are or seem to be contrary to the principles of the said code of conduct (item 7). Nevertheless, aiming to achieve continuous improvement in its management processes and control over acts and practices of corruption pursuant to Law No.12,846/13, as instructed by the board of directors, as provided in item 8, the CCR Group is striving to review norms and internal procedures.</p> <p>Therefore, it is safe to say that CCR Group's business units are undergoing a process of implementation and structuring of risk assessments related to corruption.</p>
S03	Percentage of employees trained in the organization's anti-corruption policies and procedures.	Core	Partially	<p>Law 12,846 demonstrates that both society and the government are concerned about dealing with the anti-corruption topic. To this end, it stimulates companies to implement initiatives and to develop an internal control to fight this issue.</p> <p>CCR does not have specific training on risks associated with corruption, however, this topic is discussed in on boarding training sessions as well as training of company leaders. The CCR Group, in its Code of Ethics, guides the conduct of employees in relation to anti-corruption policies and procedures. In addition, it develops specific initiatives about the topic in one of its business units – RodoNorte.</p> <p>Through a collaborative process developed in conjunction with an organization called "Observatório Social" (Social Observatory), the company allows its employees to help with monitoring how public resources are used in municipalities and states. The Social Observatory aims to prevent corruption and to monitor the use of public resources. Through a joint action, the institution and CCR contribute to shared and transparent public management and to the development of a society that is proactive and conscientious about its political issues.</p>
S04	Actions taken in response to incidents of corruption.	Core	Fully	The CCR Group did not terminate or punish any employees due to corruption acts in 2013. In addition, the company did not register any lawsuits related to this type of incident nor did it terminate or cancel any agreements due to breaches pertaining to such conduct. CCR does not condone or tolerate in its operation any type of conduct that involves illegal practices by its employees, and such conduct results in immediate termination.

PROFILE	DESCRIPTION	TYPE	REPORTED	ANSWER
S05	Public policy positions and participation in public policy development and lobbying.	Core	Fully	CCR does not engage in lobbying activities. As a company involved in the concession business, it seeks to be associated with the main discussions related to public mobility, transportation, and infrastructure policies that drive the development of the country through entities that bring together the industries in which it operates. CCR is also a utilities company; therefore, it has a duty to work in line with the representatives of the grantor, to meet the requirements and the demands of the government, and to improve its services in an environment that respects agreements and businesses, generating benefits for Brazilian society. In addition to offices in Brasília and Rio de Janeiro, the Group interacts with the government through its Vice Presidency of Institutional Relations and similar departments in the Business Units. The company believes in the power to influence public policies through examples and best practices, showing the path to be followed. The CCR Group occasionally takes part in public hearings, which are open to the general public and, whenever relevant, it presents its suggestions.
S08	Monetary value of significant fines and total number of non-monetary sanctions for noncompliance with laws and regulations.	Core	Fully	<p>Fines over R\$100,000 are considered by CCR to be of significant value. There were no non-monetary penalties in 2013.</p> <p>In 2013, significant fines due to breach of concession agreements totaled R\$ 1,738,086.35. These amounts refer to the following units:</p> <ul style="list-style-type: none"> - SPVias: R\$1,054,152.49 - ViaOeste: R\$190,208.09 - Barcas: R\$466,649.87

PRODUCT RESPONSIBILITY

PR1	Life cycle stages of products and services in which health and safety impacts are assessed for improvement, and percentage of products and services subject to such procedures.	Core	Fully	<p>One hundred percent of the services provided by CCR throughout the lifecycle of the concession include health and safety procedures, already provided for in the agreements.</p> <p>CCR is not certified in health and safety at this time. CCR understands that ensuring the health and safety of the users of its services is its main social responsibility. The process of continuous improvement has been in place since the CCR Group was created, and it is being integrated into the strategic planning cycle. The pavement laboratory continuously develops improvements in health and safety aspects. Furthermore, in the advertising campaigns, the impacts of products and services on health and safety are assessed for improvements.</p>
PR3	Type of product and service information required by labeling procedures, and percentage of products and services subject to such requirements.	Core	Fully	Given the nature of CCR's business, this indicator does not apply.
PR5	Practices related to customer satisfaction, including results of surveys measuring customer satisfaction.	Additional	Fully	See Attachment - PR5
PR6	Programs for adherence to laws, standards, and voluntary codes related to marketing communications, including advertising, promotion, and sponsorship.	Core	Fully	CCR respects copyright laws and intellectual property rights in all its communication and advertising initiatives and in its entire production of content. Advertising actions comply with CCR's communications policy and with the standards set forth by the National Self-Regulatory Advertising Council (CONAR). These practices are continuously assessed during the execution of their activities.
PR9	Monetary value of (significant) fines for noncompliance with laws and regulations concerning the provision and use of products and services.	Core	Fully	<p>Fines over R\$100,000 are considered by CCR to be of significant value.</p> <p>In 2013, significant fines for infractions totaled R\$ 1,738,086.35.. These amounts refer to the following Units:</p> <ul style="list-style-type: none"> - SPVias: R\$1,054,152.49 - ViaOeste: R\$190,208.09 - Barcas: R\$466,649.87

PROFILE	DESCRIPTION	TYPE	REPORTED	ANSWER
ENVIRONMENTAL				
EN1	Materials used by weight or volume.	Core	Fully	See Table in "Attachment - EN1"
EN2	Percentage of materials used that are recycled input materials.	Core	Fully	CCR does not have the means to determine the percentage of products used that are recycled input materials.
EN3	Direct energy consumption by primary energy source.	Core	Fully	See Table in "Attachment - EN3"
EN4	Indirect energy consumption.	Core	Fully	See Table in "Attachment - EN4"
EN5	Energy saved due to conservation and efficiency improvements.	Additional	Fully	See Table in "Attachment - EN5"
EN8	Total water withdrawal by source.	Core	Fully	See Table in "Attachment - EN8" Water consumption at the Engellog, EngelogTec, and Actua service units is included in the volume consumed by AutoBAN, due to condominium-related issues. Water consumption is not controlled in corporate offices (São Paulo, Rio de Janeiro, and Brasília) due to pro-rata share of expenses in the condominiums in which the offices are located. The SAMM Business Unit still does not manage this indicator in detail. Water consumption in this unit is provided in conjunction with other office expenses, which are included in the invoice billed by the condominium in which SAMM is located, in São Paulo.
EN9	Water sources significantly affected by withdrawal of water.	Additional	Fully	CCR understands that this indicator is not applicable to its type of business, since the CCR Group is not an intensive consumer of water; it does not withdraw water for production processes, and for administrative activities, water is provided by the public water supply or by low-flow artesian wells. In this way, no water source is significantly affected.
EN11	Location and size of land owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas.	Core	Partially	Some protected areas (national forests, state and municipal parks) are in the vicinity of and/or adjacent to highways under concession; thus, they are not managed by CCR. In the case of environmentally protected areas (APAs), some of the Group's highways cross municipalities considered APAs, such as APA Jundiá. See Table in "Attachment - EN11"
EN12	Description of significant impacts of activities, products, and services on biodiversity in protected areas and areas of high biodiversity value outside protected areas.	Core	Partially	The construction work required to expand the capacity of existing roads, the implementation of new segments, and even the operation of highways already operational produce immaterial impacts. Along the segment, which is over 2,000 km long, each expansion effort creates an area of direct activity that may affect wildlife and flora. However, the most significant impacts of the operation are short-lived and can be mitigated or offset. See Table in "Attachment - EN12"
EN16	Total direct and indirect greenhouse gas emissions by weight.	Core	Fully	See Table in "Attachment - EN16"
EN17	Other relevant indirect greenhouse gas emissions by weight.	Core	Fully	To determine the sources of emissions, the CCR Group adopts the GHG Protocol criteria. Depending on the nature of its business, the scope 3 sources listed in the Sustainability Report are the most significant considering the amount of CO2 emitted. See Table in "Attachment - EN17"

PROFILE	DESCRIPTION	TYPE	REPORTED	ANSWER
EN19	Emissions of ozone-depleting substances by weight.	Core	Fully	To date, 699 kg of HCFC-22 were emitted by the entire CCR Group; the volume of HCFC-22 emissions is equivalent to 1,047 tons of CO2 per year. There have been significant changes in relation to the emission rates reported in 2012, which were influenced especially by the change in the Group's profile, such as the inclusion of the Barcas Unit in 2013, which substantially contributed to increasing GHG emission rates.
EN20	NOx, SOx, and other significant air emissions by type and weight.	Core	Fully	CCR conducts its emissions inventory; however, it has concluded that its operations do not emit or utilize substances that impact the atmosphere. Emissions of particulate matter and NOx and SOx are not significant.
EN21	Total water discharge by quality and destination.	Core	Fully	CCR understands that this indicator is not applicable to its activities. The Group's business does not characterize it as an effluent generator, and the small amount of domestic sewage is discharged into the public sewer system or into septic tanks, which are cleaned regularly.
EN22	Total weight of waste by type and disposal method.	Core	Fully	See Tables in "Attachment - EN22"
EN23	Total number and volume of significant spills.	Core	Fully	No hazardous products were spilled in 2013.
EN25	Identification, size, protection status, and biodiversity level of water bodies and related habitats significantly affected by the reporting organization's discharges of water and runoff.	Additional	Fully	CCR's type of business is not characterized by intensive water consumption or generation of effluents. The company believes, therefore, that it does not significantly impact water bodies or habitats through the discharge of water and runoff.
EN26	Initiatives to mitigate environmental impacts of products and services, and extent of impact mitigation.	Core	Partially	The greatest environmental impacts associated with the activities of the CCR Group are: consumption of water, energy, and materials; generation of waste; and greenhouse gas emissions, which cause climate change. To manage these impacts, in 2012 the company implemented work fronts for each of these topic in all business units. The Sustainability Governance Portal was implemented in 2013, containing complete information about the environmental issues deemed relevant. With the specific purpose of reducing consumption of water and energy in highway concessionaires, CCR started to monitor these indicators and to adopt solutions, such as rainwater harvesting and the use of LED lights, in addition to running conscious consumption campaigns. A number of waste prevention initiatives were maintained, such as the use of environmentally friendly asphalt: a type of pavement that has increased durability, and use of recycled asphalt in new paving operations. CCR is also committed to taking part in the global effort to stabilize the volume of GHG in the atmosphere and to migrate to a low-carbon economy. Therefore, the company launched its own Corporate Policy on Climate Change in 2012 and it has maintained an inventory of the emissions associated with its activities since 2011, despite the fact that its operations do not emit or use any substances that may bring impacts to the atmosphere. To support and be part of this global effort, the company further integrates: BM&FBovespa's Carbon Efficient Index - ICO2, which gathers the shares of the companies listed in the IBrX-50 Index, adopting transparent practices in relation to greenhouse gas emissions (GHG); and the Carbon Disclosure Project (CDP), which is a global initiative that aims to communicate initiatives of companies in fighting climate changes. See Tables in "Attachment - EN26"

PROFILE	DESCRIPTION	TYPE	REPORTED	ANSWER
EN27	Percentage of products sold and their packaging materials that are reclaimed versus the total amount of products sold, by category.	Core	Fully	The CCR Group is a highway service provision, management, and maintenance company; therefore, it understands that this indicator does not apply to the type of business of the company.
EN28	Monetary value of significant fines and total number of non-monetary sanctions for noncompliance with environmental laws and regulations.	Core	Fully	The concessionaires SPVias, Rodoanel, Ponte, ViaLagos, Rodonorte and AutoBAN were not assessed any fines in 2013. The NovaDutra and ViaQuatro Concessionaires received fines which are under appeal. In 2013, Barcas received a Notice of Infraction, nevertheless the company managed to successfully appeal. RodoNorte, despite not having been assessed any fines in 2013, had a R\$ 10,000.00 fine pertaining to a Notice of Infraction assessed in 2010 and which had been under appeal. At AutoBan, the company had a fine assessed in 2010 totaling R\$ 7,448,100. the company was not successful appealing in the administrative sphere, and which is currently being analyzed at the 5th Court of the Public Treasury in São Paulo, in the arraignment phase. Today, considering monetary restatement, the fine totals approximately R\$ 9 million.
EN29	Significant environmental impacts of transporting products and other goods and materials used for the organization's operations, and transporting members of the workforce.	Additional	Fully	CCR does not transport products, goods, or materials used for the organization's operations that may cause significant environmental impacts. The transportation of members of the workforce is restricted to a few work sites and air travel, which is considered to have low relevance. The emissions arising from workforce transportation are included in the calculation of greenhouse gas emissions, which is based on the GHG methodology and listed in the annual inventory.



ABOUT THIS REPORT



Aware of the importance of accountability and transparency to the reputation and prosperity of the business, CCR has adopted best governance practices since its structuring in 1998, which ensures the creation of value to its shareholders and to society as a whole. This report is a cornerstone in the practice of this transparency and in the communication with its stakeholders.

This year, CCR's eighth Annual and Sustainability Report complies with the guidelines and instructions of the Guidance on Defining Report Content, issued by the Global Reporting Initiative (GRI), meeting the requirements of the G3.1 version of GRI for Level A+, in addition to being externally assured and submitted to the GRI Check. The company also adheres to the integrated reporting guidelines issued by the International Integrated Report Council (IIRC). This report focuses on the process for the creation and generation of value by the CCR Group for society, considering the six capitals: intellectual, financial, manufactured, natural, human, and social and relationship. This report aims to be both concise and complete: sufficiently concise to enable its stakeholders to make decisions and sufficiently complete to provide more details through references and links to other corporate reports. From a market standpoint, this report describes the business model and the decision-making process adopted by the leadership, the main risks and opportunities, the strategies implemented, its operational and business results, the value creation in the six capitals pursuant to IIRC, and finalizes with the perspectives.



The data associated with quantitative indicators relates to the period between January 1 and December 31, 2013 and refers to the following business and service units: Actua, AutoBAn, Barcas, CCR Corporativo (offices in São Paulo, Rio de Janeiro, and Brasília), Engelog, EngelogTec, NovaDutra, Ponte, RodoAnel, RodoNorte, SAMM, SPVias, ViaLagos, ViaOeste, and ViaQuatro. The ViaRio business units, the VLT, the Quito, San José, Curacao, and Confins airports, the Salvador – Lauro de Freitas Subway Line, and the MSVias highway were not included in the GRI indicators because their operations were incipient and because of the lack of information available. However, this fact did not have a significant impact on the reporting process and no information pertaining to previously reported processes was reformulated.

In addition to the complete version of the online report in a tablet friendly format, an online version for smartphones and a downloadable format are available. All formats are available in three languages: Portuguese, English, and Spanish.

The definition of the relevant topics for the Annual and Sustainability report was made through a systemic approach, based on the understanding that a successful company depends on a successful society. In turn, this is only possible if it is developed under favorable and healthy environmental conditions. The four sustainability principles proposed by The Natural Step were used as a starting point.

Based on the understanding of the systemic sustainability conditions, the main shortcomings of the current system were mapped, considering the key challenges currently faced by our society, such as climate change, reduction in biodiversity, and a vulnerable economy, among others. After the analysis of this macro-system, we evaluated the specific system in which the CCR Group is included: infrastructure and urban mobility. Through this work, we listed the key issues for the industry, and especially the way they affect the relationships with the company's main stakeholders. The purpose of this work was to understand how the company interacts with each of its audiences, the complexity of this dependence, and how value is created in the six capitals: financial, social and relationship, natural, manufactured, human, and intellectual.

After the consolidation of CCR Group's relationship map, each mapped group of stakeholders was consulted: community, suppliers, investors, press and media, users, and public authorities. This consultation allowed us to understand which relationships and topics are deemed relevant by CCR Group's stakeholders and how they helped in the prioritization of topics.

In order to prioritize the relationships and issues that are critical to CCR, we used the following filters: drivers of sustainability value, demand criteria, and analysis of the materiality of the topic.

The drivers of sustainability value relate to the value creation process, including risk, reputation, and efficiency. Risk refers to legal compliance, regulations applicable to the organization, and their inspection. Reputation concerns the way in which relationship audiences perceive the value created by the company. Efficiency involves productivity initiatives, change and optimization of processes, and innovation.

Demand criteria pertain to the level of demand of each relationship and topics to be addressed. We considered the legal requirements, formalized by laws and norms; imminent legal requirements – laws and rules that are about to be enacted; and finally, issues that are essential to society – social license to operate – and topics that are currently relevant for the environment in which the company is included.

The analysis of materiality considers both the scope, from local to regional and global, and the impact, related to the magnitude of the risk posed to health and life. At the end of the process, the following issues were prioritized and deemed critical to the value creation process for the CCR Group and for its main stakeholders.



ETHICAL CONDUCT: INCLUDING MATTERS INVOLVING ANTI-CORRUPTION MEASURES, CORPORATE RESPONSIBILITY, GOVERNANCE, AND TRANSPARENCY



WATER



ENERGY



EMISSIONS



MOBILITY, TRANSPORTATION, AND SERVICE



WASTE



HEALTH AND SAFETY

Relationship Map of the CCR System



Relevant Topics by Capital

INTELLECTUAL CAPITAL

- 1 - Reliability/reputation
- 2 - Internal training and qualification

SOCIAL AND RELATIONSHIP CAPITAL

- 3 - Supplier assessment
- 4 - Ethical conduct in the workplace
- 5 - Corruption and conflict of interest
- 6 - Exemption for public services
- 7 - Lack of inspection
- 8 - Aesthetic and visual impacts
- 9 - Interface with other transportation modes
- 10 - Involvement in public health
- 11 - Responsible investment practices
- 12 - Labor practices
- 13 - Service quality
- 14 - Resettlement and displacement
- 15 - Remuneration and benefits for the internal audience
- 16 - Corporate responsibility
- 17 - Noise
- 18 - Health and safety
- 19 - Transparency
- 20 - Vibration

FINANCIAL CAPITAL

- 21 - Access to capital (financing/investments)
- 22 - Supplier assessment
- 23 - Mobility, transportation, and service (traffic jams)
- 24 - Water consumption
- 25 - Energy consumption
- 26 - Materials consumption
- 27 - Corruption and conflict of interest
- 28 - Biodiversity management
- 29 - Waste management
- 30 - Responsible investment practices
- 31 - Use of more efficient technologies
- 32 - Real estate appreciation
- 33 - Remuneration and benefits for the internal audience

NATURAL CAPITAL

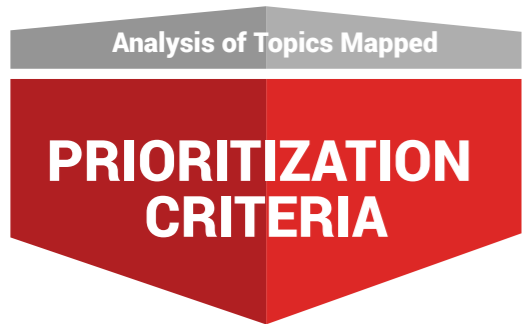
- 34 - Water consumption
- 35 - Energy consumption
- 36 - Materials consumption
- 37 - Biodiversity management
- 38 - Waste management
- 39 - Climate change
- 40 - Land use, occupation, and conservation

MANUFACTURED CAPITAL

- 41 - Infrastructure and resources
- 42 - Land use, occupation, and conservation
- 43 - Infrastructure of the service provided

HUMAN CAPITAL

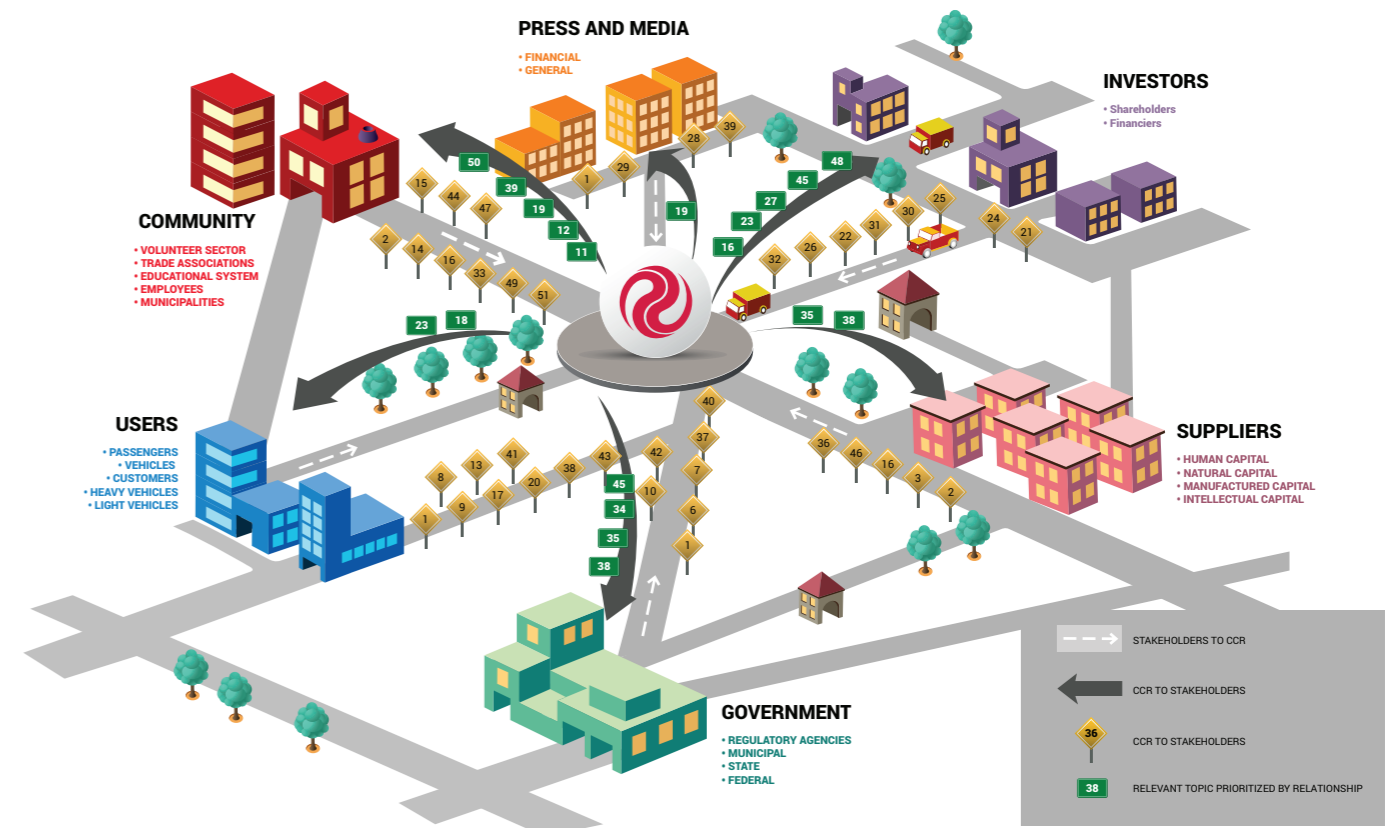
- 44 - Ethical conduct in the workplace
- 45 - Corporate governance
- 46 - Labor practices
- 47 - Remuneration and benefits for the internal audience
- 48 - Corporate responsibility
- 49 - Noise
- 50 - Health and safety
- 51 - Internal training and qualification



- ✓ Sustainability Drivers
- ✓ Demand Criteria
- ✓ Materiality Analysis



Relationship Map and Relevant Topics



INTELLECTUAL CAPITAL

- 1 - Reliability/reputation
- 2 - Internal training and qualification

SOCIAL AND RELATIONSHIP CAPITAL

- 3 - Supplier assessment
- 4 - Ethical conduct in the workplace
- 5 - Corruption and conflict of interest
- 6 - Exemption for public services
- 7 - Lack of inspection
- 8 - Aesthetic and visual impacts
- 9 - Interface with other transportation modes
- 10 - Involvement in public health
- 11 - Responsible investment practices
- 12 - Labor practices
- 13 - Service quality
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- 15 - Remuneration and benefits for the internal audience
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FINANCIAL CAPITAL

- 21 - Access to capital (financing/investments)
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- 26 - Materials consumption
- 27 - Corruption and conflict of interest
- 28 - Biodiversity management
- 29 - Waste management
- 30 - Responsible investment practices
- 31 - Use of more efficient technologies
- 32 - Real estate appreciation
- 33 - Remuneration and benefits for the internal audience

NATURAL CAPITAL

- 34 - Water consumption
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- 37 - Biodiversity management
- 38 - Waste management
- 39 - Climate change
- 40 - Land use, occupation, and conservation

MANUFACTURED CAPITAL

- 41 - Infrastructure and resources
- 42 - Land use, occupation, and conservation
- 43 - Infrastructure of the service provided

HUMAN CAPITAL

- 44 - Ethical conduct in the workplace
- 45 - Corporate governance
- 46 - Labor practices
- 47 - Remuneration and benefits for the internal audience
- 48 - Corporate responsibility
- 49 - Noise
- 50 - Health and safety
- 51 - Internal training and qualification



GLOBAL COMPACT ANSWERS

LINK BETWEEN GLOBAL COMPACT
AND GRI INDICATORS

HUMAN RIGHTS

- Principle 1: Businesses should support and respect the protection of internationally proclaimed human rights
- Principle 2: Make sure that businesses are not complicit in human rights abuses.

The CCR Group adopts principles of good governance and management, committed to the respect and protection of human rights. Corporate responsibility toward this topic is expressed in key documents, such as the Code of Ethics and the Supplier Conduct Principles, which include policies and procedures related to the professional conduct of its employees and suppliers.

Internally, human rights topics – such as discrimination, ethical conduct, and social responsibility – are covered during onboarding of new employees. In 2013, a total of 2,092 individuals were trained in content pertaining to discrimination and ethical behavior.

All operations of the CCR Group take into account their positive and negative impacts on local communities. To this end, all service agreements have termination clauses that deal with substantiated incidents of child, bonded, and/or forced labor.

The CCR Group has a social and environmental questionnaire that aims to assess and monitor the sustainability practices of its suppliers, including human rights. Through this document, the company enforces the importance of the topic in its value chain.

In order to address any incidents of discrimination and violation of human rights, CCR has communication channels for its audiences, such as “Fale Conosco” (Talk to Us).

The Group’s information about the management of Principles 1 and 2 can be found in the following GRI indicators:

PRINCIPLE 1	
INDICATORS	SUSTAINABILITY REPORT'S PAGE
HR1	9
HR2	9
HR3	9
HR4	9
HR5	9
HR6	9
HR7	10
LA4	7
LA13	47
LA14	8
S01	10

PRINCIPLE 2	
INDICATORS	SUSTAINABILITY REPORT'S PAGE
HR1	9
HR2	9

LABOUR

- Principle 3: Businesses should uphold the freedom of association and the effective recognition of the right to collective bargaining;
- Principle 4: the elimination of all forms of forced and compulsory labour;
- Principle 5: the effective abolition of child labour; and
- Principle 6: the elimination of discrimination in respect of employment and occupation.

The CCR Group has a Code of Ethics and a Social Responsibility Policy that establish the procedures and guidelines related to the professional conduct of its employees and audiences. Internally, human rights topics – such as discrimination, ethical conduct, and social responsibility – are covered during onboarding of new employees. In 2013, a total of 2,092 individuals were trained in content pertaining to discrimination and ethical behavior.

Given the characteristics of CCR’s business, the company prioritizes the hiring of local labor, especially as agents and supervisors. Most members of senior management were hired locally for entry level positions and received training within the organization throughout their professional careers. In terms of employee remuneration, CCR establishes wages based on employee categories and performance, regardless of gender.

CCR respects freedom of association for its employees. All employees are entitled to take part in collective bargaining processes. The collective bargaining agreement is reviewed annually and communication with unions is based on transparency. In order to prevent discrimination and ensure respectful conduct, all service agreements have termination clauses that deal with substantiated incidents of child, bonded, and/or forced labor.

The Group’s information about the management of Principles 3, 4, 5, and 6 can be found in the following GRI indicators:

PRINCIPLE 3	
INDICATORS	SUSTAINABILITY REPORT'S PAGE
HR5	9
LA4	7
LA5	7

PRINCIPLE 4	
INDICATORS	SUSTAINABILITY REPORT'S PAGE
HR1	9
HR2	9
HR3	9
HR7	10

PRINCIPLE 5	
INDICATORS	SUSTAINABILITY REPORT'S PAGE
HR1	9
HR2	9
HR3	9
HR6	9

PRINCIPLE 6	
INDICATORS	SUSTAINABILITY REPORT'S PAGE
HR1	9
HR2	9
HR4	9
LA2	7
LA13	47
LA14	8
EC7	7

ENVIRONMENT

- Principle 7: Businesses should support a precautionary approach to environmental challenges;
- Principle 8: undertake initiatives to promote greater environmental responsibility; and
- Principle 9: encourage the development and diffusion of environmentally friendly technologies.

The CCR Group develops its natural capital through activities that relate to the most significant global and environmental impacts, such as the consumption of water, energy, and materials; waste generation; and greenhouse gas emissions, which cause climate change.

Management of these impacts is addressed in all Business Units through specific goals and plans. Concessionaires also have an electronic tool – called Sustainability Governance Portal – which gathers data and information on the company’s social and environmental performance, enabling CCR to have a systemic and in-depth vision of social and environmental impacts, which has a positive effect on decision-making and on the management of its actions.

With the purpose of reducing water and energy consumption in highway concessionaires, CCR started to monitor these indicators and to adopt solutions, such as rainwater harvesting and the use of LED light bulbs, in addition to conducting conscious consumption campaigns.

In terms of waste management, CCR continued with a series of initiatives to reduce waste generation, such as the use of rubberized asphalt: a type of pavement that has increased durability, is produced with discarded tires, and is recycled to be used for paving.

CCR is also committed to taking part in the global effort to stabilize the volume of GHG in the atmosphere and to migrate to a low-carbon economy. Therefore, the company launched its own Corporate Policy on Climate Change in 2012; in addition, it has conducted, since 2011, an inventory of emissions associated with its activities, despite the fact that our operations do not emit or use any substances that could bring significant impacts to the atmosphere.

To support and be part of this global effort, the company also integrates the following: the BM&FBovespa’s Carbon Efficient Index – ICO2 – which has in its portfolio shares of companies listed in the IBrX-50 index that adopt transparent practices in relation to greenhouse gas emissions (GHG); and the Carbon Disclosure Project (CDP), which is a global initiative that aims to disseminate the actions taken by companies to fight climate change.

The Group’s information about the management of Principles 7, 8, and 9 can be found in the following GRI indicators:

PRINCIPLE 7	
INDICATORS	SUSTAINABILITY REPORT’S PAGE
EC2	6

PRINCIPLE 9	
INDICATORS	SUSTAINABILITY REPORT’S PAGE
EN2	12
EN5	52-53
EN26	14 / 60-61
EN27	14
EN28	15

PRINCIPLE 8	
INDICATORS	SUSTAINABILITY REPORT’S PAGE
EN1	50
EN2	12
EN3	51
EN4	52
EN5	52-53
EN8	53
EN9	13
EN11	13 / 54
EN12	13
EN16	56
EN19	13
EN20	13
EN21	14
EN22	58
EN23	14
EN25	14
EN26	14 / 60-61
EN27	14
EN28	15
EN29	15
EC2	6
PR3	12

ANTI-CORRUPTION

- Principle 10: Businesses should work against corruption in all its forms, including extortion and bribery.

Aware of how important accountability and transparency are for the reputation and prosperity of the business, the CCR Group has been using its Governance Manual as one of the key documents to ensure best governance practices and corporate security.

The Governance Manual seeks to guide the CCR Group toward the goal of becoming a reliable, profitable, and long-lasting business, permanently adding value and enabling it to maintain a solid and respected public image. In addition, it also guides the conduct of its employees in relation to anti-corruption policies and procedures.

As a company involved in the concession business, the CCR Group seeks to be associated with the main discussions related to the public mobility, transportation, and infrastructure policies that drive the development of the country through entities that gather the industries in which it operates.

With the purpose of enhancing management and control of corruption practices, the CCR Group has been reviewing its internal rules and procedures, aiming to structure and implement corruption risk assessments in all its business units.

The Group's information about the management of Principle 10 can be found in the following GRI indicators:

PRINCIPLE 10	
INDICATORS	SUSTAINABILITY REPORT'S PAGE
S02	11
S03	11
S04	11
S05	11

FUTURE OUTLOOK

CCR seeks to develop and enable infrastructure solutions that contribute to local, social, economic, and environmental development. To this end, the principles of the Global Compact will continue to help us in advancing our actions and decision-making processes.

One of the challenges for the coming fiscal period lies in how CCR communicates with its audiences. Therefore, according to a global trend that suggests the integration of corporate reports, CCR is part of the select group of companies that are part of the initiative implemented by the IIRC – the International Integrated Reporting Council – which aims to disclose the strategy, governance, performance, and perspectives of an organization in a summarized manner, considering the external context and the creation of value in the short, medium, and long terms.

To learn more about the future perspectives of the CCR Group, visit: <http://www.grupoccr.com.br/ri2013/home/#!/lang/en>



ATTACHMENT



1.1 MESSAGE FROM THE PRESIDENT



In 2013, the CCR Group made heavy investments in infrastructure under its management. The group improved internal organization, obtained significant financial results, and secured important businesses, pointing to the further strengthening of the company despite the fact that the year presented a challenging economic environment.

The growth of the Brazilian economy remained below the rates expected by analysts. Throughout the year, the base interest rate and the exchange rate increased. In the social setting, popular protests for better public transportation occurred, and as a consequence, some readjustments to the fares in the sector were cancelled. Meanwhile, in the political setting, the federal government was slow in making the bidding processes for highways and airports attractive to private investments.

CCR relied on its principles to excel in the performance of its attributions in this scenario.

In recent years, the company has been following a business diversification strategy, which has proven successful. In the highway concession segment, for example, which is and shall remain our core business, we operate various types of highways, from predominantly tourist highways to those used mainly to transport agricultural and industrial products.

This growth in traffic, in comparison with the general economy and in addition to the company's good financial management and our shared management model, has given us the largest net profit in our history: R\$ 1.35 billion. We also achieved a record payment of dividends, which exceeded R\$ 1.3 billion. Another financial indicator that we should highlight is EVA (Economic Value Added), which grew by 40% over 2012 and demonstrates the value added we generate to our shareholders.

In addition to highways, business diversification entails that CCR is on the lookout for opportunities in other segments, such as the airport, waterway, and light-rail-vehicle (VLT) industries, including the subway sector, in which we have been operating since 2006. In 2013, our method of working has already resulted in improvements in the operations of our international airports and of Barcas, in Rio de Janeiro, initiated at the beginning of the year.

We secured new businesses that reinforce our pursuit of increased diversification. The Salvador - Lauro de Freitas Subway Line, in Bahia; the Confins International Airport, in Minas Gerais; the segment of the BR-163 highway, in Mato Grosso do Sul; and the ViaRio Expressway and the VLT, both in Rio de Janeiro, pose implementation challenges for the company and present great potential to increase mobility in Brazil.

Internally, we have been preparing to become an even larger and more diversified company; therefore, we created three new departments in the new business area, which will handle the highway, rail, and airport segments specifically. In the personnel area, we are making investments to attract, retain, and develop the best professionals in the market. We are also advancing in the incorporation of sustainability into our daily routines for an improved assessment of social and environmental risks and opportunities and for a closer relationship with the communities where we operate.

From this point on, we must be all the more selective in the development of new businesses. The first principle is the balance between the interests of the grantor, users, and our shareholders. The second principle is discipline in the use of capital, which ensures that we are capable of delivering on our promises. By adhering to these two guidelines, we will continue to fulfill CCR Group's mission of enabling infrastructure investments, contributing to the social, environmental, and economic development of the regions where we operate.

Renato Vale
President of the CCR Group



1.2 DESCRIPTION OF KEY IMPACTS, RISKS, AND OPPORTUNITIES

Opportunities in 2013

At the end of 2012, CCR's senior management established three opportunity horizons for the coming years. Below is a description of how the company sought to meet the objectives planned in the quest for new achievements.



1 1-2 YEAR HORIZON: GROWTH OF ITS CORE BUSINESS

In order to reach this objective, which refers to the highway segment, CCR intended to make new and duly rebalanced investments in its current concessions when required by the grantor; make acquisitions in the secondary market; and participate in bidding processes for new highways in the primary market.

To enable new investments in highways under its concession, required by the respective grantors, the CCR Group considers that the extension of contracts is critical to provide legal assurance to CCR NovaDutra and CCR Ponte. This has been the object of much debate, but no conclusions have been reached. (For more details, see the table Political Risks in 2013.)

In the secondary market, composed of highway concessions already bid, there were no interesting opportunities for acquisition.

In the primary market (highways still under public management), however, CCR secured an important deal by winning the bidding process for the modernization and operation of the Mato Grosso do Sul stretch of BR-163. **Companhia de Participações em Concessões (CPC, part of the CCR Group) won the bidding process, proposing a toll fee of R\$ 4.381 for each 100 kilometers, 52.74% below the cap established by the call to bid. Another five groups took part in the bidding process.** The stretch granted has 847.2 kilometers and crosses 20 municipalities in the state.

Its environmental impact will be reduced, considering that the highway crosses productive areas and the engineering is facilitated by its slightly undulating topography. **The concession is for a term of 30 years** and the concessionaire will be responsible for the recovery, maintenance, conservation, operation, improvement, and expansion of its capacity.

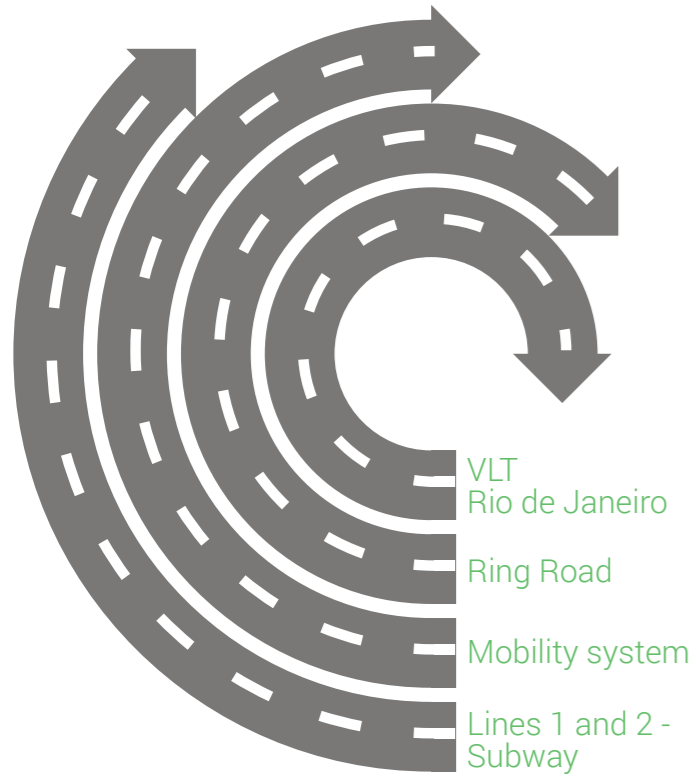


2 2-5 YEAR HORIZON: EXPANSION OF CURRENT BUSINESSES

This medium-term horizon includes the closing of the deal involving data transmission via fiber-optic cables installed alongside the highways; taking STP (Serviço de Tecnologia de Pagamento) to a new level; the materialization of opportunities abroad; and the focus on urban mobility, subway lines, and other means of public transportation.

In 2013, the CCR Group advanced in this objective and identified opportunities in urban mobility projects. CCR focused on five of the various concession and public-private partnership projects announced for 2013. The company won the bidding processes for the concession of Lines 1 and 2 of the Salvador subway system and formed the consortium chosen for the PPP that will build and operate the VLT in the city of Rio de Janeiro.

In two other projects, for the ring road around the city of Rio de Janeiro and the multi-mode transportation system in Florianópolis, the company won the bidding process to conduct the studies that precede that call to bid. In relation to the bidding process for Line 6 of the subway system of the city of São Paulo, the Group, after assessing the terms of the bidding procedures, decided not to participate.



VLT, Rio de Janeiro:

CCR took part in a Public-Private Partnership (PPP) consortium that will be responsible (for 25 years) for the services, supply and implementation work, operation, and maintenance of the light-rail-vehicle (VLT) system for passenger transportation in the port and central areas of Rio de Janeiro. The project's estimated cost is R\$ 1.2 billion, of which R\$ 532 million will come from the Growth Acceleration Program (Programa de Aceleração do Crescimento – PAC). The project will include 28 kilometers of track, distributed across six lines, with 42 stations and stops. This consortium is formed by Actua Assessoria S.A., a subsidiary of CCR's; Invepar; Odebrecht TransPort S.A. and Riopar Participações S.A. (each holding 24.4375% of shares); Benito Roggio Transporte S.A. (2.00%); and RATP do Brasil Operações, Participações e Prestações de Serviços para Transporte Ltda. (0.25%).

Rio de Janeiro Ring Road:

CCR was selected by the municipality of Rio de Janeiro in a call for Expression of Interest (EOI) to conduct the technical studies required to enable a concession or a public-private partnership for the completion and integration of the ring road around the city.

Mobility system in the city Florianópolis:

In the bidding process promoted by the Government of the state of Santa Catarina, CCR was authorized to develop a project to help solve the mobility issues of the capital city. The suggestion foresees a maritime operation to transport passengers and vehicles between the continent and the island on which most of Florianópolis is located. The works are expected to start in 2014, for the duration of 18 months, and the system should enter into operation in mid-2015. The company anticipates an investment of R\$ 941 million.

Lines 1 and 2 of the Salvador – Lauro de Freitas Subway System:

Lines 1 and 2 of the Salvador – Lauro de Freitas Subway System: Through the PPP established with the state government of Bahia, CCR will invest R\$ 2.8 billion in the construction and operation of 33.2 kilometers of Lines 1 and 2 of this system. The concession is for a term of 30 years. CCR decided to submit a proposal because it assessed that the civil works offer controlled risks, there was an executive project for Line 1 and a basic project for Line 2, and a full guarantee of consideration. It is a brownfield project, with revenues obtained in the first year of contract and proper financial effort, which does not compromise CCR's participation in other projects. The agreement foresees a readjustment of tariffs at 85% of the IPCA index, and at 15%, of the electricity price indexes. The concessionaire will also receive an annual consideration of R\$ 127.6 million.

3 5-10 YEAR HORIZON – ENTRANCE IN MARKETS FURTHER FROM THE COMPANY'S CORE BUSINESS

On this horizon, CCR believes that the main opportunities will be found in the Brazilian transportation market, airports, parking lots in major cities, and highway concessions in other states.

CCR also identified opportunities for this long-term objective in 2013. In addition to winning the concession of BR-163, in the state of Mato Grosso do Sul, CCR took part in the bidding process for two airports. For the Galeão International Airport, in the city of Rio de Janeiro, CCR submitted a proposal that it deemed appropriate for the risk presented by the operation and for the potential revenue it offered; however, the company was not awarded the concession.

Conversely, CCR won the bidding process for the Tancredo Neves International Airport – best known as Confins Airport – in Minas Gerais through a consortium formed by international companies that have extensive experience in this field. In the next 30 years, the company will manage and execute improvement works in the airport which, in addition to being one of the largest in the country, presents major potential for generating revenue. Obtaining an asset in this segment in Brazil means achieving one of the goals established in CCR Group's Strategic Planning.



RISK FACTORS



Relative to Brazil:

- Most of CCR's operations are primarily located in Brazil; therefore, the country's economic and political scenarios could adversely affect its financial condition, operating results, and share prices.
- Inflation and the measures adopted by the government to control it may significantly contribute to creating economic uncertainty in the country and to increasing volatility in Brazil's capital market.
- The high volatility of the Brazilian Real to the U.S. dollar may significantly affect the results of the company given the fact that its obligations are made in this currency, increasing the costs for funding and decreasing its market price per share in other foreign currencies.
- CCR is subject to interest rate risks because the company utilizes substantial financing.
- The perception of the risk offered by emerging economies may limit CCR's access to international capital markets, hinder its capacity to finance operations, and cause a drop in its market price per share in other foreign currencies.



Relative to highway concessions and to CCR's business

- CCR operates in a highly regulated environment, and its operating results may be adversely affected by measures taken by the government.
- The grantor has discretionary power to determine terms and conditions applicable to the concessions of the company; therefore, CCR may be subject to unplanned increases not considered in the costs or reductions not considered in the revenues.
- CCR's financial condition and its operating results can be adversely affected if any mechanisms for re-establishing the economic-financial balance fail to generate an increase in its cash flow, as a result of increased cost or a reduction in the tariffs.
- The termination of its concession agreements by the grantor may prevent the realization of the full value of specific assets and cause a loss of future profit without the appropriate compensation.
- A reduction in the use of vehicles, which may arise from adverse changes in economic conditions or from a rise in fuel prices, would adversely affect the operating results of the company.
- If the Brazilian inflation rate has a substantial increase, the difficulty in increasing toll fees may affect the operating results and the market price per share.
- Increased competition may reduce CCR's revenues.



Relative to CCR and its shares

- There may be a conflict between the interests of majority shareholders and those of other shareholders.
- CCR may not be capable of raising a sufficient volume of resources in the form of debt or capital to invest in new businesses and to comply with its strategy.
- The company's growth, whether through bidding processes or through the acquisition of concessionaires, may be adversely affected by future regulatory measures or by governmental policies related to the Brazilian highway concession program.
- CCR's capacity to distribute dividends is subject to limitations.

Risk Management

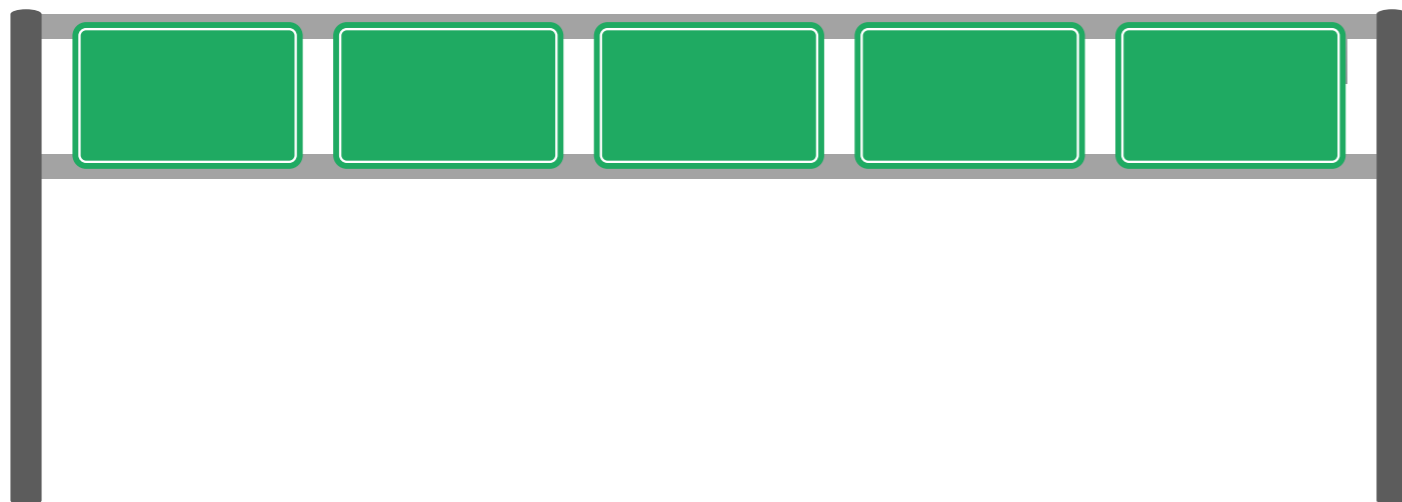
THE PROPER MANAGEMENT OF THESE RISKS IS CRITICAL FOR THE COMPANY TO SUCCEED IN ITS STRATEGIES AND GENERAL OBJECTIVES AND IN PURSUING ITS CONTINUITY.

In its first years, when it only operated highway concessions, no regulatory framework had been established for the sector, which required rates of return on investment that were substantially higher than those currently in effect. In addition, the concession model was new to highway users, which increased uncertainties about the future.

Since then, **there have been major changes in this scenario**. In regulatory terms, Brazil has established laws that govern highway concessions. The economy entered a growth cycle, increasing income and the traffic of vehicles. Private investments contributed to improving the highways under concession, consolidating this model as necessary to face the deficit in infrastructure.



Conversely, in addition to possible changes in this scenario, this safer environment has greatly increased competition in the industry, which has led CCR to adopt a business diversification strategy that allows the company to seize opportunities in other segments and to reduce its exposure to toll revenue. This diversification was also pursued in the highway portfolio. Currently, the company manages highways with a predominantly industrial and services flow, such as **Bandeirantes, Anhanguera, Dutra, Castelo Branco, and Raposo Tavares**; a predominately tourist flow, such as **Via Lagos highway**; and daily commuting highways, such as **Ponte Rio-Niterói**. This diversification reduces the fluctuation in the CCR Group's revenue in case of a negative performance in a given sector of the economy.



Compared with the 1990s, the current scenario also offers additional environmental risks, considering that the laws have become stricter in relation to the protection of biomes and the generation of waste and noise and requiring more operating permits. **Social pressure has also increased, considering that privately held companies, especially utility companies,** are expected to meet the demands of the communities located within its operational area of influence, despite not being directly associated with their activities. In order to identify and manage environmental and social risks with more assertiveness, CCR implemented the Programa Corporativo de Sustentabilidade (Corporate Sustainability Program) (see the Strategy section).

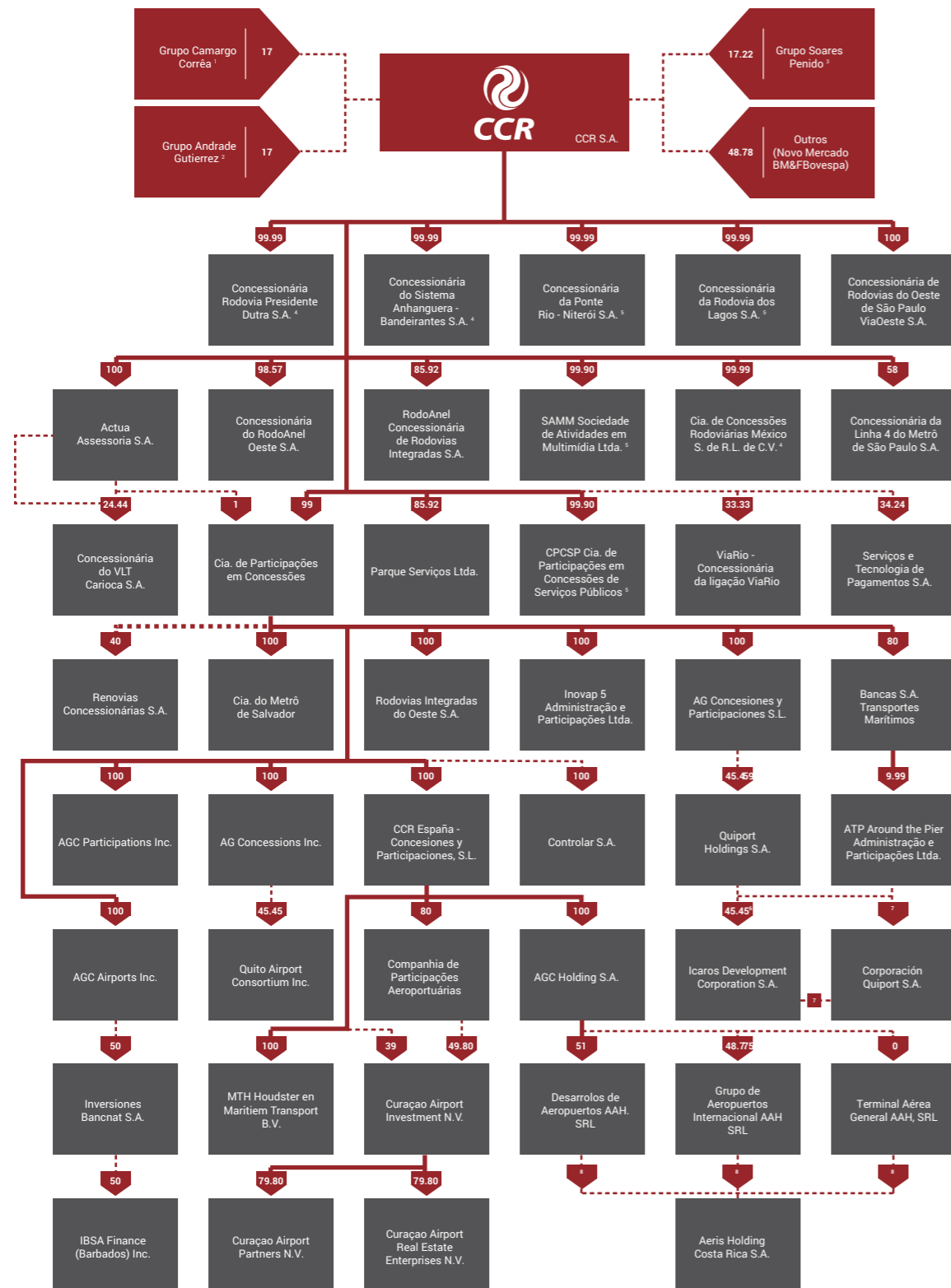
Finally, political and regulatory risks remain, as shown in the 2013 retrospective (see table).



2.2 - Brands, products and/or services

2.3 - Operational Structure

Map of shareholding structure



Date of organizational chart: 10/25/2013, as per the CVM Reference Form of 2013 (version 11) of CCR S.A.: 1. Camargo Corrêa Investimentos em Infraestrutura S.A. (15.24%) and VBC Energia (1.76%); 2. Andrade Gutierrez Concessões S.A. (16.61%) and AGC Participações Ltda. (0.39%); 3. Soares Penido Obras Construção e Investimentos S.A. (5.29%); 4. Cia de Participações e Concessões complements the company capital; 5. Actua Assessoria Ltda. complements the company capital; 6. Of preferred shares; 7. Joint ownership (45.50%) in company capital; 8. Joint ownership (48.75%) in company capital.

2.5 - Geographic Presence

2.7 - Markets Served

Operations map



2.8 - Scale of the Organization

Size of the organization



4.1 - Governance Structure

CCR Group's Organizational Chart

Board of Directors
11 effective members

Committees
Audit Committee
Governance Committee
Strategy and Sustainability Committee
New Business Committee
Finance Committee
Human Resources Committee

Board of Directors
- President (Renato Alves Vale – 15 years with CCR)
- Vice President (José Braz Cioffi – 15 years with CCR)
- Management Vice President (Italo Roppa – 15 years with CCR)
- Planning and Control Committee (Paulo Yukio Fukuzaki – 8 years with CCR)
- New Business Director (Leonardo Couto Vianna – 15 years with CCR)
- Finance and Investor Relations Director (Arthur Piotto Filho – 14 years with CCR)
- Corporate Development Director (Antonio Linhares da Cunha – 14 years with CCR)
- Legal Director (Marcus Rodrigo de Senna – 14 years with CCR)
- Institutional Relations Director (Ricardo Antônio Mello Castanheira – 2 years with CCR)

Supervisory Board
3 members
Convenes extraordinarily
In service as of August 2014



4.9 – Performance of the Board

Sustainability Governance Bodies and Organization



4.13 - Membership in Associations

ENTITIES AND ASSOCIATIONS IN WHICH CCR PARTICIPATES

ASSOCIAÇÃO BRASILEIRA DE COMPANHIAS ABERTAS	ABRASCA
ASSOCIAÇÃO BRASILEIRA DE COMUNICAÇÃO EMPRESARIAL	ABERJE
ASSOCIAÇÃO BRASILEIRA DAS EMPRESAS DE CONCESSIONÁRIA DE RODOVIAS	ABCR
ASSOCIAÇÃO BRASILEIRA DE INFRAESTRUTURA E INDÚSTRIA DE BASE	ABIDB
ASSOCIAÇÃO DOS ANALISTAS PROFISSIONAIS DE INVESTIMENTO DO MERCADO DE CAPITAIS DE SÃO PAULO	APIMEC/SP
ASSOCIAÇÃO DOS ANALISTAS PROFISSIONAIS DE INVESTIMENTO DO MERCADO DE CAPITAIS DE MINAS GERAIS	APIMEC/MG
ASSOCIAÇÃO DOS ANALISTAS PROFISSIONAIS DE INVESTIMENTO DO MERCADO DE CAPITAIS DA REGIÃO SUL	APIMEC/Sul
ASSOCIAÇÃO DOS DIRIGENTES DE VENDAS E MARKETING DO BRASIL	ADVB
ASSOC. NACIONAL DE TRANSPORTES DE CARGAS	NTC&Logística
BM&F BOVESPA S.A.	BOVESPA
CÂMARA AMERICANA DO COMÉRCIO	AMCHAM
CENTRO DAS INDÚSTRIAS DO ESTADO DE SÃO PAULO	CIESP
CONFEDERAÇÃO NACIONAL DA INDÚSTRIA	CNI
COMISSÃO DE VALORES MOBILIÁRIOS	CVM
CONSELHO EMPRESARIAL BRASILEIRO PARA O DESENVOLVIMENTO SUSTENTÁVEL	CEBDS
CONSELHO REGIONAL DE ADMINISTRAÇÃO DE SÃO PAULO	CRA-SP
CONSELHO REGIONAL DE ENGENHARIA DE SÃO PAULO	CREA-SP
FEDERAÇÃO DAS INDÚSTRIAS DO ESTADO DO PARANÁ	FIEP
FEDERAÇÃO DAS INDÚSTRIAS DO ESTADO DE SÃO PAULO	FIESP
FEDERAÇÃO DAS INDÚSTRIAS DO ESTADO DO RIO DE JANEIRO	FIRJAN
FUNDAÇÃO DE AMPARO À PESQUISA DO ESTADO DE SÃO PAULO	FAPESP
GLOBAL COMPACT – UNITED NATIONS	UNGC
INTERNATIONAL BRIDGE, TUNNEL AND TURNPIKE ASSOCIATION	IBTTA
INSTITUIÇÃO BRASILEIRA DE EXECUTIVOS DE FINANÇAS	IBEF
INSTITUTO BRASILEIRO DE GOVERNANÇA CORPORATIVA	IBGC
INSTITUTO BRASILEIRO VEICULAR	IBV
INSTITUTO DE ENGENHARIA	IE

EC1 - Direct economic value generated and distributed, including revenues, operating costs, employee compensation, donations and other community investments, retained earnings, and payments to capital providers and governments.

Financial Information (in R\$ thousands)

INFORMATION	AMOUNT
NET INCOME	6,016,558.00
PROFIT/LOSS	1,367,884.00
NET MARGIN	22.74%
NET EQUITY	3,485,541.00
RETURN ON EQUITY	39.24%
TOTAL ASSETS	14,033,010.00
RETURN ON ASSETS	9.75%
NET LIQUIDITY	-1,521,384.00
ADJUSTED EBITDA	3,486,096.00
ADJUSTED EBITDA MARGIN	67.00%
INTEREST-BEARING DEBT/EQUITY CAPITAL	2.37
OPERATING MARGIN	22.74%
NET DEBT	6,995,933.00
CASH BALANCE	1,265,675.00
RETURN ON INVESTMENTS	13.05%
LEVERAGE	2.01

EC8 - Development and impact of infrastructure investments and services provided primarily for public benefit through commercial, in-kind, or pro bono engagement.

The investments the CCR Group has made in social, cultural, and environmental projects comply with its Corporate Social Responsibility Policy issued in 2006 and are directly associated with the company's commitment to contribute to the sustainable development of society.

Given the businesses secured in 2013, CCR now interacts with over 100 municipalities that surround its operations. Contributing to the social and economic development of these communities is part of the company's mission. Therefore, by maintaining a transparent relationship with municipal governments and civil entities, the company seeks to identify the main local needs and to find means to take part in their fulfillment.

In 2013, CCR invested a total of R\$21.213 million in 110 cultural, social, or sports actions, which benefited over 1.3 million people in 123 municipalities. Of this total, 68% came from tax incentives offered by the

Rouanet Law, 16% by the Sports Incentive Law, and 16% by specific funds.

One of the highlights of 2013 was the sponsoring of Uma história de amor e fúria (In loose translation: “A Story of Love and Fury”), an animated film directed and written by Luiz Bolognesi, which was shortlisted for the Oscars. Also in the cultural area, another new initiative was “BuZum!”, a bus that took educational plays to 77 municipalities throughout the year.

Other important projects were maintained, such as Estrada para a Cidadania (Road to Citizenship), developed in partnership with Municipal Departments of Education to raise the awareness of children about traffic safety, accident prevention, the environment, and citizenship. In 2013, the program reached 2,206 public municipal schools, approximately 12,000 teachers, 292,000 students, 490 teacher workshops, and 98 cities.

LA1: Total workforce by employment type, employment contract, and region, by gender.

TYPE	MEN	WOMEN	TOTAL
FTE	4,940	3,383	8,323
APPRENTICES	67	106	173
INTERNS	43	52	95
DIRECTORS	35	1	36
EXPATS	1	0	1
SELF-EMPLOYED PROFESSIONALS	20	1	21
TOTAL	5,106	3,543	8,649

REGION	MEN	WOMEN	TOTAL
SÃO PAULO	3,381	2,839	6,220
RIO DE JANEIRO	1,328	410	1,738
PARANÁ	397	294	691
TOTAL	5,106	3,543	

HOURS WORKED BY GENDER	MEN	WOMEN	TOTAL
Full time	5,104	3,538	8,642
Part time	2	5	7
TOTAL	5,106	3,543	8,649

EMPLOYMENT CONTRACT	MEN	WOMEN	TOTAL
Fixed-term/Temporary Employment Agreement	161	234	395
Indefinite-term/Permanent Employment Agreement	4,945	3,309	8,254
TOTAL	5,106	3,543	8,649

PROPORTION OF POSITIONS BY GENDER	MEN	WOMEN
FTE	57.12%	39.11%
APPRENTICES	0.77%	1.23%
INTERNS	0.50%	0.60%
DIRECTORS	0.40%	0.01%
EXPATS	0.01%	0.00%
SELF-EMPLOYED PROFESSIONALS	0.23%	0.01%
TOTAL	59.04%	40.96%

EMPLOYEES (BY GENDER, AGE, AND REGION)	14-19 years old	20-29 years old	30-39 years old	40-49 years old	Over 50 years old	TOTAL	
SÃO PAULO	MEN	86	944	1,277	666	408	3,381
	WOMEN	148	1,197	1,071	349	74	2,839
RIO DE JANEIRO	MEN	23	396	402	230	277	1,328
	WOMEN	30	129	190	46	15	410
PARANÁ	MEN	10	111	161	77	38	397
	WOMEN	10	141	93	42	8	294
TOTAL	MEN	119	1,451	1,840	973	723	5,106
	WOMEN	188	1,467	1,354	437	97	3,543
	TOTAL	307	2,918	3,194	1,410	820	8,649

LA2: Total number and rates of new employee hires and employee turnover by age group, gender, and region.

NEW HIRES IN 2013	14-19 years old	20-29 years old	30-39 years old	40-49 years old	Over 50 years old	TOTAL	
SÃO PAULO	MEN	95	396	264	75	28	858
	WOMEN	153	590	323	89	20	1,175
RIO DE JANEIRO	MEN	27	166	103	47	40	383
	WOMEN	39	41	47	9	1	137
PARANÁ	MEN	11	46	23	2	1	83
	WOMEN	11	72	21	3	0	107
TOTAL	MEN	133	608	390	124	69	1,324
	WOMEN	203	703	391	101	21	1,419
	TOTAL	336	1311	781	225	90	2,743

NEW HIRES TERMINATED IN 2013		14-19 years old	20-29 years old	30-39 years old	40-49 years old	Over 50 years old	TOTAL
SÃO PAULO	MEN	28	78	54	12	3	175
	WOMEN	29	127	72	19	3	250
RIO DE JANEIRO	MEN	1	23	7	5	1	37
	WOMEN	2	3	2	0	0	7
PARANÁ	MEN	1	13	1	1	0	16
	WOMEN	2	12	4	1	0	19
TOTAL	MEN	30	114	62	18	4	228
	WOMEN	33	142	78	20	3	276
	TOTAL	63	256	140	38	7	504

TERMINATIONS (TOTAL) IN 2013		14-19 years old	20-29 years old	30-39 years old	40-49 years old	Over 50 years old	TOTAL
SÃO PAULO	MEN	50	275	297	127	75	824
	WOMEN	38	448	346	112	22	966
RIO DE JANEIRO	MEN	10	100	53	33	37	233
	WOMEN	5	37	32	2	2	78
PARANÁ	MEN	2	38	29	14	8	91
	WOMEN	2	46	26	12	1	87
TOTAL	MEN	62	413	379	174	120	1,148
	WOMEN	45	531	404	126	25	1,131
	TOTAL	107	944	783	300	145	2,279

TURNOVER RATE		14-19 years old	20-29 years old	30-39 years old	40-49 years old	Over 50 years old	TOTAL
SÃO PAULO	MEN	0.008	0.039	0.032	0.012	0.006	0.097
	WOMEN	0.011	0.060	0.039	0.012	0.002	0.124
RIO DE JANEIRO	MEN	0.002	0.015	0.009	0.005	0.004	0.036
	WOMEN	0.003	0.005	0.005	0.001	0.000	0.012
PARANÁ	MEN	0.001	0.005	0.003	0.001	0.001	0.010
	WOMEN	0.001	0.007	0.003	0.001	0.000	0.011
TOTAL	MEN	0.011	0.059	0.044	0.017	0.011	0.143
	WOMEN	0.014	0.071	0.046	0.013	0.003	0.147
	TOTAL	0.026	0.130	0.090	0.030	0.014	0.290

LA15: Return to work and retention rates after parental leave, by gender.

PARENTAL LEAVE	EMPLOYEES ENTITLED TO PARENTAL LEAVE IN 2013	EMPLOYEES WHO TOOK PARENTAL LEAVE IN 2013	EMPLOYEES WHO RETURNED TO WORK AFTER PARENTAL LEAVE ENDED	% OF RETURN TO WORK AFTER PARENTAL LEAVE ENDED	EMPLOYEE RETENTION, FOR AT LEAST 1 YEAR, AFTER RETURN TO WORK	% OF RETENTION, FOR AT LEAST 1 YEAR, AFTER RETURN TO WORK
MEN	5,024	226	226	100.00%	241	-
WOMEN	3,403	225	214	95.11%	239	-
TOTAL	8,427	451	440	-	480	-

LA7: Rates of injuries, occupational diseases, lost days, absenteeism, and work-related fatalities by region and gender.

LOST-DAYS RATE - BY REGION

São Paulo	Rio de Janeiro	Paraná
0.000014	0.000006	0.000003

ABSENTEEISM RATES - BY REGION

São Paulo	Rio de Janeiro	Paraná
0.000131	0.000124	0.000069

Total number of work-related fatalities over the total of employees and contractors - by gender/region

TOTAL NUMBER OF FATALITIES IN 2013	Total	Employees	Contractors
CCR*	0	0	0
AutoBAn	3	1	2
Barcas	0	0	0
NovaDutra	0	0	0
Ponte	0	0	0
RodoAnel	0	0	0
RodoNorte	2	0	2
SPVias	0	0	0
SAMM	0	0	0
ViaLagos	0	0	0
ViaOeste	0	0	0
ViaQuatro	0	0	0

Additional Information:
 The data regarding the total number of fatalities in 2013 was collected directly with the responsible in each unit of the CCR.
 The CCR Group does not calculate work-related injury and occupational disease rates.
 Engelog / EngelogTec / Actua did not record any employee/contractor fatalities in 2013
 *São Paulo, Rio de Janeiro, and Brasília offices and service units (Engelog, EngelogTec, and Actua)

LA13: Composition of the groups responsible for corporate governance and breakdown of employees per employee category by gender, age group, minorities, and other diversity indicators.

POSITION BY GENDER AND AGE GROUP (%)		14-19 years old	20-29 years old	30-39 years old	40-49 years old	Over 50 years old	TOTAL
APPRENTICES	MEN	0.58%	0.20%	0.00%	0.00%	0.00%	0.78%
	WOMEN	1.08%	0.15%	0.00%	0.00%	0.00%	1.23%
SELF-EMPLOYED PROFESSIONALS	MEN	0.00%	0.00%	0.04%	0.05%	0.15%	0.23%
	WOMEN	0.00%	0.00%	0.00%	0.00%	0.01%	0.01%
FTE	MEN	0.78%	16.13%	21.21%	11.11%	7.90%	57.12%
	WOMEN	1.06%	16.26%	15.64%	5.04%	1.11%	39.11%
DIRECTORS	MEN	0.00%	0.00%	0.01%	0.09%	0.30%	0.41%
	WOMEN	0.00%	0.00%	0.00%	0.01%	0.00%	0.01%
INTERNS	MEN	0.02%	0.45%	0.02%	0.00%	0.00%	0.50%
	WOMEN	0.04%	0.56%	0.01%	0.00%	0.00%	0.60%
EXPATS	MEN	0.00%	0.00%	0.00%	0.00%	0.01%	0.01%
	WOMEN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
TOTAL	MEN	1.38%	16.78%	21.28%	11.25%	8.36%	59.04%
	WOMEN	2.17%	16.96%	15.66%	5.05%	1.12%	40.97%
	TOTAL	3.55%	33.74%	36.93%	16.30%	9.48%	100.00%

POSITION BY GENDER AND AGE GROUP FOR PERSONS WITH DISABILITIES (%)		14-19 years old	20-29 years old	30-39 years old	40-49 years old	Over 50 years old	TOTAL
APPRENTICES	MEN	0.01%	0.00%	0.00%	0.00%	0.00%	0.01%
	WOMEN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
SELF-EMPLOYED PROFESSIONALS	MEN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	WOMEN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
FTE	MEN	0.00%	0.31%	0.34%	0.23%	0.42%	1.29%
	WOMEN	0.04%	0.12%	0.16%	0.09%	0.06%	0.46%
DIRECTORS	MEN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	WOMEN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
INTERNS	MEN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	WOMEN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
EXPATS	MEN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	WOMEN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
TOTAL	MEN	0.01%	0.31%	0.34%	0.23%	0.42%	1.31%
	WOMEN	0.04%	0.12%	0.16%	0.09%	0.06%	0.46%
	TOTAL	0.05%	0.43%	0.50%	0.32%	0.47%	1.77%

ETHNIC ORIGIN BY GENDER AND AGE GROUP (%)		14-19 years old	20-29 years old	30-39 years old	40-49 years old	Over 50 years old	TOTAL
CAUCASIANS	MEN	0.81%	12.12%	15.76%	8.68%	6.13%	43.50%
	WOMEN	1.35%	12.59%	12.14%	4.06%	0.99%	31.14%
PARDO	MEN	0.37%	3.03%	3.79%	1.86%	1.72%	10.78%
	WOMEN	0.61%	3.24%	2.66%	0.76%	0.81%	8.08%
INDIGENOUS	MEN	0.00%	0.04%	0.02%	0.01%	0.01%	0.08%
	WOMEN	0.00%	0.02%	0.04%	0.01%	0.00%	0.07%
AFRO-DESCENDANTS	MEN	0.20%	1.24%	1.56%	0.60%	0.41%	4.00%
	WOMEN	0.20%	1.04%	0.76%	0.20%	0.04%	2.23%
ASIANS	MEN	0.00%	0.07%	0.13%	0.08%	0.08%	0.36%
	WOMEN	0.00%	0.04%	0.06%	0.01%	0.01%	0.12%
TOTAL	MEN	1.38%	16.49%	21.26%	11.24%	8.35%	58.71%
	WOMEN	2.16%	16.93%	15.66%	5.04%	1.85%	41.64%
	TOTAL	3.54%	33.42%	36.92%	16.28%	10.20%	100.4%

POSITION BY GENDER AND ETHNIC ORIGIN (%)		Caucasians	Afro-descendants	Pardo	Asians	Indigenous	TOTAL
APPRENTICES	MEN	0.46%	0.10%	0.21%	0.00%	0.00%	0.77%
	WOMEN	0.73%	0.13%	0.35%	0.00%	0.00%	1.20%
SELF-EMPLOYED PROFESSIONALS	MEN	0.23%	0.00%	0.00%	0.00%	0.00%	0.23%
	WOMEN	0.01%	0.00%	0.00%	0.00%	0.00%	0.01%
FTE	MEN	41.99%	3.89%	10.78%	0.35%	0.07%	57.07%
	WOMEN	29.89%	2.08%	6.93%	0.12%	0.07%	39.08%
DIRECTORS	MEN	0.38%	0.00%	0.00%	0.01%	0.01%	0.41%
	WOMEN	0.01%	0.00%	0.00%	0.00%	0.00%	0.01%
INTERNS	MEN	0.42%	0.01%	0.07%	0.00%	0.00%	0.50%
	WOMEN	0.50%	0.02%	0.08%	0.00%	0.00%	0.60%
EXPATS	MEN	0.01%	0.00%	0.00%	0.00%	0.00%	0.01%
	WOMEN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
TOTAL	MEN	43.50%	4.00%	11.05%	0.36%	0.08%	58.99%
	WOMEN	31.14%	2.23%	7.35%	0.12%	0.07%	40.91%
	TOTAL	74.63%	6.23%	18.41%	0.48%	0.15%	99.9%

PR5 - Practices related to customer satisfaction, including results of surveys measuring customer satisfaction.

The management of the relationship between CCR and its external audiences, especially users, members of the communities surrounding its operations, the government, and its shareholders, is critical for the permanent evolution of the company.

In 2013, the CCR Group decided to make more investments in communications in order to better explain to users and society at large about the benefits of its operations in partnership with the grantor.

The most noticeable result of this strategy is Rádio CCR NovaDutra, created to broadcast information about traffic, safety guidelines, and the cities located along the highway; it is on the air 24/7. This educational and cultural radio station operates non-stop and on the same frequency, FM 107.5, across the 402 kilometers that connect the two largest cities in the country. Another important communications initiative is the Compromisso Barcas (Barcas Commitment) which lists, in a transparent manner, the measures that can be taken by the concessionaire, pursuant to the agreement in effect, to improve the waterway transportation system in Rio de Janeiro. Completing the communication highlights for 2013 were the new websites developed for the highway concessionaires. The Internet pages were totally redesigned to underline their nature as services providers for users.

To ensure the satisfaction of the users of CCR and to maintain the reputation of its brand, periodic surveys are conducted by Instituto Datafolha. In addition to this initiative, the work developed by the company is assessed through annual surveys conducted by CNT, Confederação Nacional do Transporte (National Confederation of Transportation). In 2013, the highways under CCR Group's concession were also featured among the best in Brazil.

Below, we present recognition and highlights of the CCR Group in 2013:

Company Highlights

- Ranked first in the Highlight category
 - Awarded in the Sustainability and Novo Mercado categories for the second consecutive year
 - Guia Quatro Rodas – 2013/2014 edition – CCR Highways among the best in the country
 - Bandeirantes Highway (CCR AutoBAn) – Ranked first for the eighth consecutive year
 - Castello Branco Highway (CCR ViaOeste) – Ranked fourth
 - Adhemar de Barros Highway (Renovias) – Ranked fifth
 - Anhanguera Highway (CCR AutoBAn) – Ranked ninth
 - CNT Ranking (National Transportation Confederation) – CCR highways among the best in the country
 - Bandeirantes Highway (CCR AutoBAn) – Ranked first
 - Anhanguera Highway (CCR AutoBAn) – Ranked second
 - Castelo Branco Highway (CCR ViaOeste) – Ranked fourth
 - João Mellão Highway (CCR SPVias) – Ranked fourth
 - Presidente Dutra Highway (CCR Nova Dutra) – Ranked eighth
- In addition to earning high rankings, the reviews received by all highways managed by CCR ranged between “excellent” and “good.”

Guia Exame Sustentabilidade

- Most sustainable highway in the infrastructure industry, featuring the Estrada Sustentável (Sustainable Highway) project.

EN1: Materials used by weight or volume.

CONSUMPTION OF MATERIALS	
MATERIAL	VOLUME (IN TONS)
HMAC (HOT MIX ASPHALT CONCRETE)	15,490
GUARD RAILS	4,102
72-STRAND FIBER OPTIC CABLE	10
TIRES	7,270
PAINT	208
PVC RODS	18
COARSE AGGREGATE	107
CRUSHER RUN AGGREGATE	64,955
ASPHALT CEMENT	9,481
RUBBER ASPHALT CONCRETE 15%	1,786
TOTAL	103,427

EN3 : Direct energy consumption by primary energy source (GJ)

TYPE	SOURCE	TOTAL	CCR*	AUTOBAN	BARCAS	NOVADUTRA	PONTE
RENEWABLE	ETHANOL	27,901.75	697.29	1,388.47	2.65	13,632.86	58.38
NON-RENEWABLE	ACETYLENE	285.67	-	1.31	340.51	-	-
NON-RENEWABLE	DIESEL	558,258.01	1.70	37,780.74	370,206.70	64,293.88	3,853.56
NON-RENEWABLE	COMPRESSED NATURAL GAS	179.12	-	-	-	6.52	-
NON-RENEWABLE	GASOLINE	44,329.08	2,643.51	15,671.31	565.21	1,186.70	1,808.06
NON-RENEWABLE	LPG	3,725.50	-	144.44	57.72	221.21	-
NON-RENEWABLE	PROPANE	0.20	-	-	-	-	-
NON-RENEWABLE	LUBRICANTS	0.15	-	-	-	-	-
RENEWABLE	ELECTRICITY	-	-	16.42	-	13.78	-
TOTAL		634,749.84	3,342.50	55,009.27	371,104.71	79,354.96	5,720.00

TYPE	SOURCE	RODOANEL	RODONORTE	SPVIAS	SAMM	VIALAGOS	VIAOESTE	VIAQUATRO
RENOVÁVEL	ETHANOL	1,781.98	29.74	454.60	94.59	4.19	9,679.92	77,1
NÃO-RENOVÁVEL	ACETYLENE	2.19	-	2.53	-	-	-	-
NÃO-RENOVÁVEL	DIESEL	3,833.33	29,059.68	29,388.10	326.24	2,779.16	14,972.11	1,763,42
NÃO-RENOVÁVEL	COMPRESSED NATURAL GAS	25.85	98.53	-	-	-	48.22	-
NÃO-RENOVÁVEL	GASOLINE	2,099.76	5,360.02	8,802.79	677.13	1,965.87	2,567.74	980,97
NÃO-RENOVÁVEL	LPG	-	65.85	76.12	-	2,672.18	-	487,97
NÃO-RENOVÁVEL	PROPANE	-	-	-	-	-	-	0,2
NÃO-RENOVÁVEL	LUBRICANTS	-	-	-	-	-	0.15	-
RENOVÁVEL	ELECTRICITY	1.62	-	31.84	-	1.35	5.35	-
TOTAL		7,744.72	34,613.83	38,753.66	1,097.96	7,422.75	27,273.49	3,309.66

* São Paulo, Rio de Janeiro, and Brasília offices and service units (Engellog, EngellogTec, and Actua)

EN4: Indirect energy consumption by primary source (GJ)

TYPE	SOURCE	TOTAL	CCR*	AUTOBAN	BARCAS	NOVADUTRA	PONTE
NON-RENEWABLE	ENERGY	349,025.68	995.86	33,374.31	4,968.40	27,952.35	13,033.71

TYPE	SOURCE	RODOANEL	RODONORTE	SPVIAS	SAMM	VIALAGOS	VIAOESTE	VIAQUATRO
NON-RENEWABLE	ENERGY	17,757.67	9,793.26	422.88	12,996.63	1,849.68	22,020.88	203,860.05

São Paulo, Rio de Janeiro, and Brasília offices and service units (Engellog, EngellogTec, and Actua)

EN5: Energy saved due to conservation and efficiency improvements**ENERGY SAVED DUE TO CONSERVATION AND EFFICIENCY IMPROVEMENTS**

UNIT	TOTAL ENERGY SAVED (KW/H)	COMMENT
CCR*	-	All service units and corporate offices are included in the Campanha de Consumo Consciente (Conscious Consumption Campaign), which aims to raise the awareness of employees about the conscious use of water, energy, and materials through adhesive notices displayed in administrative facilities, in addition to other actions. EngellogTec, which is the Group's technology services unit, also executes various projects for the implementation of LED light bulbs in all CCR Group's business and service units, in order to decrease energy consumption. In 2013, energy consumption was reduced in all three business units (Actua, Engellog, and EngellogTec). The difference in energy consumption in 2013 over 2012 was -10.32% for Actua, -28.65% for EngellogTec, and -18.24% for EngellogTec.
AutoBAn	1,177,004.00	-
Barcas	0	The unit underwent several changes in 2013; thus, there were no actions or projects for reducing energy consumption.
NovaDutra	24,839	In 2013, NovaDutra installed LED light bulbs in toll plazas.
Ponte	0	In 2013, energy consumption over 2012 was not reduced due to the construction work executed at the feeder substation and to the increase in the number of air-conditioning units.
RodoAnel	496,253.55	In 2013, LED-lighting systems were installed in the awnings of the 13 toll plazas.
RodoNorte	3,250.00	-

SAMM	0	Since the unit is in the technical and commercial operation process, it still was not possible to advance in projects to reduce energy consumption. However, the possibility of replacing the light bulbs currently in use by LED options is being analyzed.
SPVias	200,524.09	-
ViaLagos	31,688	In 2013, 48 LED floodlights were replaced, which contributed to a reduction in energy consumption at the concessionaire.
ViaOeste	46,625.09	In 2013, LED lighting systems were installed in the awnings of the 8 toll plazas.
ViaQuatro	-	ViaQuatro, given its specificity, uses energy as its main source of activity. The energy saved is directly linked to Programa de Oferta de Trens (Train Offer Program), as well as the energy saving measures taken by the concessionaire. ViaQuatro adjusts train availability according to the increased and/or reduced demand from users throughout the day, seeking to save energy in low-demand periods.
TOTAL	1,980,183.73	

* São Paulo, Rio de Janeiro, and Brasília offices and service units (Engellog, EngellogTec, and Actua)

EN8: Total water withdrawal by source.

TOTAL WATER WITHDRAWAL BY SOURCE (IN M³)

SOURCE	TOTAL	CCR*	AUTOBAN	BARCAS	NOVADUTRA	PONTE
Surface Water	0	-				
Groundwater	129,311.2	-	25,526.00		26,217.00	
Rainwater Harvesting	281.00	-				281.00
Municipal Water Supply or Other Water Supply Companies	141,221.92	-	17,311.00	53,711.12	17,033.80	9,618.00
Total		-	42,837.00	53,711.12	43,250.80	9,899.00

SOURCE	RODOANEL	RODONORTE	SAMM	SPVIAS	VIALAGOS	VIAOESTE	VIAQUATRO
Surface Water	-	-	-	-	-	-	-
Groundwater	11,423.00	17,728.00	-	25,101.20	3,393.00	19,923.00	-
Rainwater Harvesting	-	-	-	-	-	-	-
Municipal Water Supply or Other Water Supply Companies	638.00	3,057.00	-	2,642.00	-	8,350.00	28,861.00
Total	12,061.00	20,785.00	-	27,743.20	3,393.00	28,273.00	28,861.00

* São Paulo, Rio de Janeiro, and Brasília offices and service units (Engellog, EngellogTec, and Actua)

- Note:
- 1) Due to pro-rata share of expenses in the condominiums in which the São Paulo, Rio de Janeiro, and Brasília offices are located, they still do not manage this indicator in detail.
 - 2) Water consumption at the Engellog, EngellogTec, and Actua service units is included in the volume consumed by AutoBAN, due to condominium-related issues.
 - 3) The SAMM Business Unit still does not manage this indicator in detail. Water consumption in this unit is provided in conjunction with other office expenses, which are included in the invoice billed by the condominium in which SAMM is located, in São Paulo.2

EN11: Location and size of land owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas

PROTECTED AREAS - NOVADUTRA

Parque Florestal da Mata do Amador - Pirai
Parque Natural Municipal Curió de Paracambi
Parque Natural Municipal Jardim Jurema - São João do Meriti/RJ
APA- Área de Proteção Ambiental do Guandu
Floresta Nacional Mário Xavier
Floresta Nacional de Lorena
Parque nacional do Itatiaia

PROTECTED AREAS - AUTOBAN

Parque Estadual ARA Valinhos e Campinas
Parque Estadual Cantareira
Parque Estadual Jaraguá
Parque Estadual Juquery
Parque Municipal Anhanguera
Parque Ecológico Monsenhor Emílio José Salim
APA Jundiáí
APA Cajamar
APA Cabreúva

PROTECTED AREAS - RODOANEL

APA da várzea do Tiête
Parque Estadual Jaraguá
Parque das Nascentes - Cotia
Parque dos Paturis - Carapicuíba
Parque Municipal Anhanguera

PROTECTED AREAS - RODONORTE

Parque Estadual Vila Velha - Ponta Grossa
Parque Estadual do Guartelá - Tibagi
Parque Estadual Colônia Mineira - Apucarana
Horto Florestal Geraldo Russi - Tibagi
Reserva Florestal Córrego da Biquinha - Tibagi
Reserva Florestal de Saltinho - Imbaú

PROTECTED AREAS - SPVIAS

Apa Corumbataí- Botucatu-Tejupá
Floresta Nacional de Capão Bonito
Floresta Nacional de Capão Bonito
Floresta Nacional de Ipanema
Parque Estadual Carlos Botelho

PROTECTED AREAS - VIAOESTE

APA da Várzea do Tiête
APA da Ituparanga
Floresta Nacional de Ipanema

PROTECTED AREAS - VIALAGOS

APA de Sapatiba
APA Bacia do Rio São João/Mico Leão Dourado

PROTECTED AREAS - BARCAS

Ilha de Paquetá - APAC
APA Tamoios - Ilha Grande e Angra dos Reis
APA Mangaratiba

EN12: Description of significant impacts of activities, products, and services on biodiversity in protected areas and areas of high biodiversity value outside protected areas.

IMPACTS ON BIODIVERSITY AND MEASURES TAKEN

IMPACTS ON BIODIVERSITY	ACTIONS AND MEASURES TAKEN TO MITIGATE AND REDUCE IMPACTS
IMPACTS ON WILDLIFE	Implementation of wildlife crossings
	Training of service team
	Rescue or scaring away of wildlife
	Transfer of seized animals to specialized institutions
	Specialized monitoring and handling of injured animals
IMPACTS ON FLORA	Implementation of wildlife crossings
	Compensatory planting of native species to restore degraded areas

IMPACTS ON BIODIVERSITY

IMPACTS ON BIODIVERSITY	ACTIONS AND MEASURES TAKEN TO MITIGATE AND REDUCE IMPACTS
INTERVENTION IN WATER RESOURCES	Risk management plan, including emergency action plan for accidents involving hazardous products
	Implementation of containment berms in environmentally sensitive spots
	Monitoring of water quality
	Restoration of permanent preservation area through compensatory planting
	Use of temporary production systems to contain solid waste
	Erosion prevention
FIRE OUTBREAKS	Replacement of groundcover in cut and fill slopes
	Highway monitoring through closed-circuit TV
CLEARCUTTING	Availability of water tank trucks and of fire fighting team
	Compensatory planting
NOISE	Restoration of degraded areas
	Mitigation through the implementation of noise barriers

EN16: Total direct and indirect greenhouse gas emissions, by weight. (in TCO2e)

TOTAL DIRECT AND INDIRECT GREENHOUSE GAS EMISSIONS, BY WEIGHT (IN TCO2E)

SOURCE	EMISSIONS	TOTAL	CCR*	AUTOBAN	BARCAS	NOVADUTRA	PONTE
ENERGY	INDIRECT	9,302.26	26.53	889.41	130.17	747.02	348.79
FLEETS	DIRECT	47,115.55	159.73	3,632.67	30,929.83	4,725.49	383.87
GENERATORS	DIRECT	299.1	-	63.87	117.38	36.74	5.87
INFRASTRUCTURE	DIRECT	616.03	-	8.99	0.15	203.96	0.14
WATER CONSUMPTION	DIRECT	-	-	-	-	-	-
MAINTENANCE	DIRECT	58.16	-	01.11	25.83	-	-
WASTEWATER	DIRECT	175.38	-	43.19	-	11.60	20.89
TOTAL		57,566.50	186.26	4,639.24	31,203.36	5,724.81	759.57

FONTE

EMISSIONS	RODOANEL	RODONORTE	SAMM	SPVIAS	VIALAGOS	VIAOESTE	VIAQUATRO	
ENERGY	INDIRECT	475.44	260.56	11.18	345.11	49.80	582.70	5,435.56
FLEETS	DIRECT	375.10	2,439.84	64.27	2,664.53	318.04	1,240.89	181.29
GENERATORS	DIRECT	34.00	10.10	0.42	7.74	2.78	13.97	6.24
INFRASTRUCTURE	DIRECT	-	4.40	-	25.88	169.05	0.59	202.87
WATER CONSUMPTION	DIRECT	-	-	-	-	-	-	-
MAINTENANCE	DIRECT	0.17	-	-	-	-	-	30.88
WASTEWATER	DIRECT	14.02	19.76	-	25.74	11.04	29.14	-
TOTAL		898.73	2,734.66	75.87	3,069.18	550.71	1,867.29	5,856.84

* São Paulo, Rio de Janeiro, and Brasília offices and service units (Engelog, EngelogTec, and Actua)

EN17: Relevant indirect greenhouse gas emissions, by weight (in tCO2e)

OTHER RELEVANT INDIRECT GREENHOUSE GAS EMISSIONS, BY WEIGHT (IN TCO2E)

TYPE	TOTAL	CCR*	AUTOBAN	BARCAS	NOVADUTRA	PONTE	RODOANEL
Air Travel	1,103.21	853.86	4.48	75.73	27.59	57.61	-
Maintenance	2,672.87	-	283.83	85.60	726.64	40.81	91,38
Infrastructure	40.10	-	-	30.80	2.91	6.39	-
Operation and Maintenance - Contractors	14,183.46	-	2,772.36	-	6,868.23	106.23	237,25
Workforce Transportation	2,046.93	-	595.97	14.46	130.60	48.26	149,63
Freight Transportation	15,458.60	-	39.77	14,857.07	34.82	11.41	6,36
Wastewater	176.47	2.68	25.68	90.59	-	2.24	-
Special-Hazardous Waste	3.23	-	0.24	-	1.67	0.08	-
Non-hazardous Non-recyclable Waste	5,245.93	-	431.10	-	1,859.07	443.72	103,84
Non-hazardous Recyclable Waste	48.70	-	48.21	-	-	0.45	-
Emissions by the Production Chain	11,793.86	72.64	928.39	5,853.98	1,695.66	94.36	315,78
TOTAL	52,773.37	929.18	5,130.03	21,008.24	11,347.18	811.56	904,23

TYPE	RODONORTE	SAMM	SPVIAS	VIALAGOS	VIAOESTE	VIAQUATRO
Air Travel	45.04	4.53	1.00	7.99	5.22	20.17
Maintenance	933.85	-	253.91	11.97	244.52	0.36
Infrastructure	-	-	-	-	-	-
Operation and Maintenance - Contractors	1,599.80	-	1,328.56	321.68	949.35	-
Workforce Transportation	322.41	-	562.97	-	218.57	4.06
Freight Transportation	7.46	0.00	16.71	1.36	389.28	94.34
Wastewater	3.92	1.08	1.57	-	-	48.70
Special-Hazardous Waste	0.26	-	0.66	0.12	0.20	-
Non-hazardous Non-recyclable Waste	104.85	-	629.45	26.05	1,647.85	0.01
Non-hazardous Recyclable Waste	-	-	-	0.05	-	-
Emissions by the Production Chain	1,073.31	20.27	640.12	96.59	949.16	53.59
TOTAL	4,090.92	25.88	3,434.96	465.82	4,404.15	221.22

* São Paulo, Rio de Janeiro, and Brasília offices and service units (Engelog, EngelogTec, and Actua)

EN22 Total weight of waste by type and disposal method (in tons)

TOTAL WEIGHT OF HAZARDOUS WASTE BY TYPE AND DISPOSAL METHOD (IN TONS)

DISPOSAL METHOD	TOTAL	CCR*	AUTOBAN	BARCAS	NOVADUTRA	PONTE	RODOANEL
REUSE	0.03	-	-	-	-	-	0.03
RECYCLING	533.50	-	211.90	-	262.99	0.04	-
INCINERATION	5.01	-	0.40	-	2.82	0.13	-
LANDFILL	1.35	-	-	-	1.00	-	-
OTHERS	46.39	-	-	-	2.88	10.86	-
TOTAL	586.28	-	212.30	-	269.69	11.02	0.03

DISPOSAL METHOD	RODONORTE	SAMM	SPVIAS	VIALAGOS	VIAOESTE	VIAQUATRO
REUSE	-	-	-	-	-	-
RECYCLING	-	-	57.25	-	-	1.32
INCINERATION	-	-	1.12	0.21	0.34	-
LANDFILL	0.35	-	-	-	-	-
OTHERS	7.50	-	-	-	13.75	11.40
TOTAL	7.85	-	58.37	0.21	14.08	12.72

TOTAL WEIGHT OF NON-HAZARDOUS WASTE BY TYPE AND DISPOSAL METHOD (IN TONS)

DISPOSAL METHOD	TOTAL	CCR*	AUTOBAN	BARCAS	NOVADUTRA	PONTE	RODOANEL
COMPOSTING	2.68	-	2.68	-	-	-	-
REUSE	1,692.58	-	-	-	687.58	-	-
RECYCLING	178,196.13	-	247.03	-	175,373.36	10.20	13.31
RECOVERY	-	-	-	-	-	-	-
INCINERATION	0.61	-	-	-	-	0.46	-
LANDFILL	11,435.07	-	2,473.09	-	3,098.45	741.76	173.06
OTHERS	15,627.47	-	-	-	2.40	0.37	18.00
TOTAL	206,954.5	-	2,722.8	-	179,161.8	752.8	204.4

DISPOSAL METHOD	RODONORTE	SAMM	SPVIAS	VIALAGOS	VIAOESTE	VIAQUATRO
COMPOSTING	-	-	-	-	-	-
REUSE	1,005.00	-	-	-	-	-
RECYCLING	151.75	-	2,345.05	1.35	-	54.09
RECOVERY	-	-	-	-	-	-
INCINERATION	-	-	-	0.15	-	-
LANDFILL	139.80	-	839.27	39.00	2,727.54	1,203.10
OTHERS	-	-	-	-	15,606.69	-
TOTAL	1,296.5	-	3,184.3	40.5	18,334.2	1,257.2

* São Paulo, Rio de Janeiro, and Brasília offices and service units (Engellog, EngellogTec, and Actua)

Note: Total Weight of Non-hazardous Waste

1) The waste generated at the Service Units (Engellog, EngellogTec, and Actua) is included in the volume generated by AutoBAN, due to condominium-related issues.

Corporate offices (São Paulo, Rio de Janeiro, and Brasília) are not included in this control due to their being located in condominiums

EN26: Initiatives to mitigate environmental impacts of products and services and extent to which they were reduced

The CCR Group maintains a series of initiatives to mitigate its environmental impacts in the regions where it operates. On highways, there are several projects to avoid the generation of waste, such as the use of environmentally friendly asphalt, a type of pavement with increased durability, and use of recycled asphalt in new paving operations.

Below, we present examples of initiatives that reduce the volume of waste generated using rubberized asphalt made with scrap tires, reuse of materials, and pavement recycling.

AUTOBAN M² TOTAL M³

			M ²	TOTAL M ³
SP-330	3rd Intervention for pavement recovery - km 50 to km 62	Rubberized warm-mix asphalt - Experimental segment	13,860.00	277.2
		Rubberized asphalt made from scrap tires	110,240.00	2204.8
	3rd Segment km 13-19 N/S 3 lanes - Gap-graded rubberized asphalt (2.0 cm)	Rubberized asphalt made from scrap tires	129,600.00	2592
	3rd Segment km 62-71 N/S 3 lanes - Gap-graded rubberized asphalt (2.0 cm)	Rubberized asphalt made from scrap tires	194,400.00	3888
	3rd Segment km 71-76 N/S 1 lane - Gap-graded rubberized asphalt (2.0 cm)	Rubberized asphalt made from scrap tires	36,000.00	720
		Number of tires	-	37,513

NOVADUTRA M² TOTAL M³

			M ²	TOTAL M ³
BR-116	Implementation of side road in São José dos Campos	Rubberized asphalt made from scrap tires	41,667	3,750.00
		Number of tires	-	11,291

RODONORTE			M ²	TOTAL M ³
BR-277 BR-376	Pavement recovery BR 277 and BR 376	Pavement recycling*	23,446.72	4,689.34
		Volume of new materials not consumed (gravel)	-	3,750.00
		Rubberized asphalt made from scrap tires	621,219.15	24,848.77
		Number of tires	-	93,183

*Recycling used on site

SP-VIAS			M ²	TOTAL M ³
SP-127	2nd Intervention for pavement recovery - km 105+900 to 148+350	Recycling of base and sub-base pavements	11,140.50	3,342.15
		Volume of material reused*	-	2,339.51

* Material removed, through scraping, from portions of damaged pavement and added to the new mixture at the plant

VIAOESTE			M ²	TOTAL M ³
SP-270	Pavement recovery – km 92 to km 115 – 2nd Intervention	Recycling of base and sub-base pavements	12,535.80	2,507.16
		Volume of material reused*	-	1,775.01

* Material removed, through scraping, from portions of damaged pavement and added to the new mixture at the plant

*(Convenience Translation into English from the
Original Previously Issued in Portuguese)*

CCR S.A.

*Independent Auditors' Limited Assurance
Report on the GRI (G3.1) Indicators Included
in the GRI Table of Contents of the 2013
Annual and Sustainability Report*

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INDEPENDENT AUDITORS' LIMITED ASSURANCE REPORT ON THE GRI (G3.1) INDICATORS INCLUDED IN THE GRI TABLE OF CONTENTS OF THE 2013 ANNUAL AND SUSTAINABILITY REPORT

To the Management and Shareholders of
CCR S.A.
São Paulo - SP

Introduction

We have been engaged by the Management of CCR S.A. (the "Group") to present our limited assurance report on the compilation of the information related to the Global Reporting Initiative - GRI indicators ("GRI Indicators"), included in the GRI table of contents of the Group's 2013 Annual and Sustainability Report, for the year ended December 31, 2013.

Management's responsibility

Management is responsible for the preparation and fair presentation of the GRI Indicators information, included in the GRI table of contents of the 2013 Annual and Sustainability Report, in accordance with the GRI criteria, as set out in its version G3.1, and for such internal control as Management determines is necessary to enable the preparation of the information that is free from material misstatement, whether due to fraud or error.

Auditors' responsibility

Our responsibility is to express a conclusion on the information related to the GRI Indicators, included in the GRI table of contents of the 2013 Annual and Sustainability Report, based on our limited assurance engagement conducted in accordance with Technical Bulletin 07/12, approved by the Federal Accounting Council (CFC), and developed based on the NBC TO 3000 - Assurance Engagements Other than Audits or Reviews of Historical Financial Information, issued by the CFC, which is equivalent to international standard ISAE 3000, issued by the International Federation of Accountants - IFAC. Those standards require that we comply with ethical principles, including independence requirements, and that our work be performed to obtain limited assurance that the information related to the GRI Indicators, included in the GRI table of contents of the 2013 Annual and Sustainability Report, taken as a whole, is free of material misstatement.

A limited assurance engagement conducted in accordance with NBC TO 3000 (ISAE 3000) primarily consists of making inquiries of the Group's Management and other Group's staff in charge of preparing the information related to the GRI Indicators, included in the GRI table of contents of the 2013 Annual and Sustainability Report, and applying analytical procedures to obtain evidence that enables us to express a limited assurance conclusion on the information taken as a whole. A limited assurance engagement also requires that we perform additional procedures in the event matters come to our attention that cause us to believe that the information related to the GRI Indicators, included in the GRI table of contents of the 2013 Annual and Sustainability Report, taken as a whole, may contain material misstatements.

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The selected procedures were based on our understanding of aspects relating to the compilation and presentation of the information related to the GRI Indicators, included in the GRI table of contents of the 2013 Annual and Sustainability Report, and other engagement circumstances, as well as on our consideration of areas where material misstatements might exist. These procedures encompassed the following:

- (a) Plan the work, considering the relevance, volume of quantitative and qualitative information and the operating systems and internal controls based on which the information related to the GRI Indicators, included in the GRI table of contents of the Group's 2013 Annual and Sustainability Report, was prepared.
- (b) Obtain an understanding of the computation method and the procedures performed for compiling the indicators by interviewing the line managers responsible for the relevant information.
- (c) Apply analytical procedures on the quantitative information and making inquiries about qualitative information and its relationship with the indicators disclosed in the information related to the GRI Indicators, included in the GRI table of contents of the 2013 Annual and Sustainability Report.
- (d) Match financial indicators to the financial statements and/or accounting records.

We believe that the evidence we have obtained during our work is sufficient and appropriate to provide a basis for our limited assurance conclusion.

Scope and limitations

The procedures applied in a limited assurance engagement are substantially less in scope than those applied to an assurance engagement whose objective is to provide an opinion on the information related to the GRI Indicators, included in the GRI table of contents of the 2013 Annual and Sustainability Report. Consequently, these procedures do not enable us to obtain assurance that all matters that might be identified in an assurance engagement designed to provide an opinion came to our attention. Had we performed an engagement the objective of which would be expressing an opinion, we could have identified other matters and material misstatements that might exist in the information related to the GRI Indicators, included in the GRI table of contents of the 2013 Annual and Sustainability Report. Accordingly, we do not express an opinion on this information.

Nonfinancial data is subject to more inherent limitations than financial information, given both its nature and the methods used for determining, calculating or estimating such data. Qualitative interpretations of materiality, relevance and accuracy of the data are subject to individual assumptions and judgments. Additionally, we did not perform any work over data for prior reporting periods or over projections and goals.

Conclusion

Based on our work described in this report, nothing has come to our attention that causes us to believe that the information related to the GRI Indicators, included in the GRI table of contents of the 2013 Annual and Sustainability Report, is not compiled, in all material respects, in accordance with Global Reporting Initiative - GRI guidelines, version G3.1.

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Other matters

The information included in the 2013 Annual and Sustainability Report has not been subject to limited assurance procedures performed by us or any other auditors to verify its compliance with the guidelines and preparation framework criteria of the Global Reporting - Initiative GRI, version G3.1. Accordingly, we do not express an opinion or provide any other type of assurance on the information included in the 2013 Annual and Sustainability Report other than the GRI table of contents thereof.

São Paulo, May 28, 2014

Deloitte Touche Tohmatsu
DELOITTE TOUCHE TOHMATSU
Auditores Independentes

José Roberto P. Carneiro
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Engagement Partner



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