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Earnings Release

3Q25

EARNING RELEASE PRESENTATION

Thursday, November 6, 2025 – 11 am (Brasília time) -
Portuguese (with simultaneous translation into English
and Brazilian sign language interpreter)

The conference call will take place on Zoom webinar at:

<https://us02web.zoom.us/j/84757520251?pwd=eEF2dzkySytGRjRtOHRzSFFoNjhUdz09>

Zoom ID: 855896

* The audio presentation will be available on November 6, 2025 in the
Investor Relations website: <https://ri.loginlogistica.com.br/>

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3Q25 HIGHLIGHTS

Consolidated

- Historical record for consolidated NOR: R\$ 794.4 million;
- Company's fourth consecutive profitable quarter;
- Log-In is among Exame¹ magazine's ranking: "Melhores e Maiores 2025" ("Best and Biggest 2025") in the Transportation, Logistics, and Logistics Services segment.

Coastal Shipping and Integrated Solutions

- Historical record of cabotage volume: 71.6 thousand TEUS;
- Historical record of Coastal Shipping NOR: R\$ 533.4 million;
- Historical Cabotage NOR record: R\$ 308.6 million;
- Second consecutive quarter with record volume of intermodal operations: 43.2 thousand operations.

Vila Velha Terminal (TVV)

- 33.5% increase in terminal productivity² compared to 3Q24 (end of the retrofit project);
- First operation of a vessel carrying 4,500 tons of bitumen, bringing cargo diversification to TVV and the state of Espírito Santo;
- TVV operated its largest ship in history: a vessel from China, with a deadweight tonnage of 83,000 tons, operated at the Public Berth with the support of the terminal's MHCs for unloading fertilizers.

Road Cargo Transportation

- 8 p.p. increase in level of service, when compared to 3Q24;
- 6.6% expansion of client portfolio, compared to 3Q24;
- Tecmar was awarded in the *Supply Chain Excellence Awards 2024*, promoted by Panasonic, in the categories: speed and least effort.

ESG

- *Programa +*: 2nd place in the category Best Strategy of Employer Branding combined with inclusion and diversity;
- Unilog-In was internationally recognized as Best Corporate Learning University by the Brandon Hall Group. In partnership with CrossKnowledge, Unilog-In won the silver award;
- For the fourth consecutive year, Log-In's Legal Department was recognized with the AB2L Infinite Certificate for Legal Innovation;
- Approval of the Company's Internal Human Rights Policy.

¹Font: <https://exame.com/mm/maiores/?uf=ri&página=7>.

² Container handling per hour.

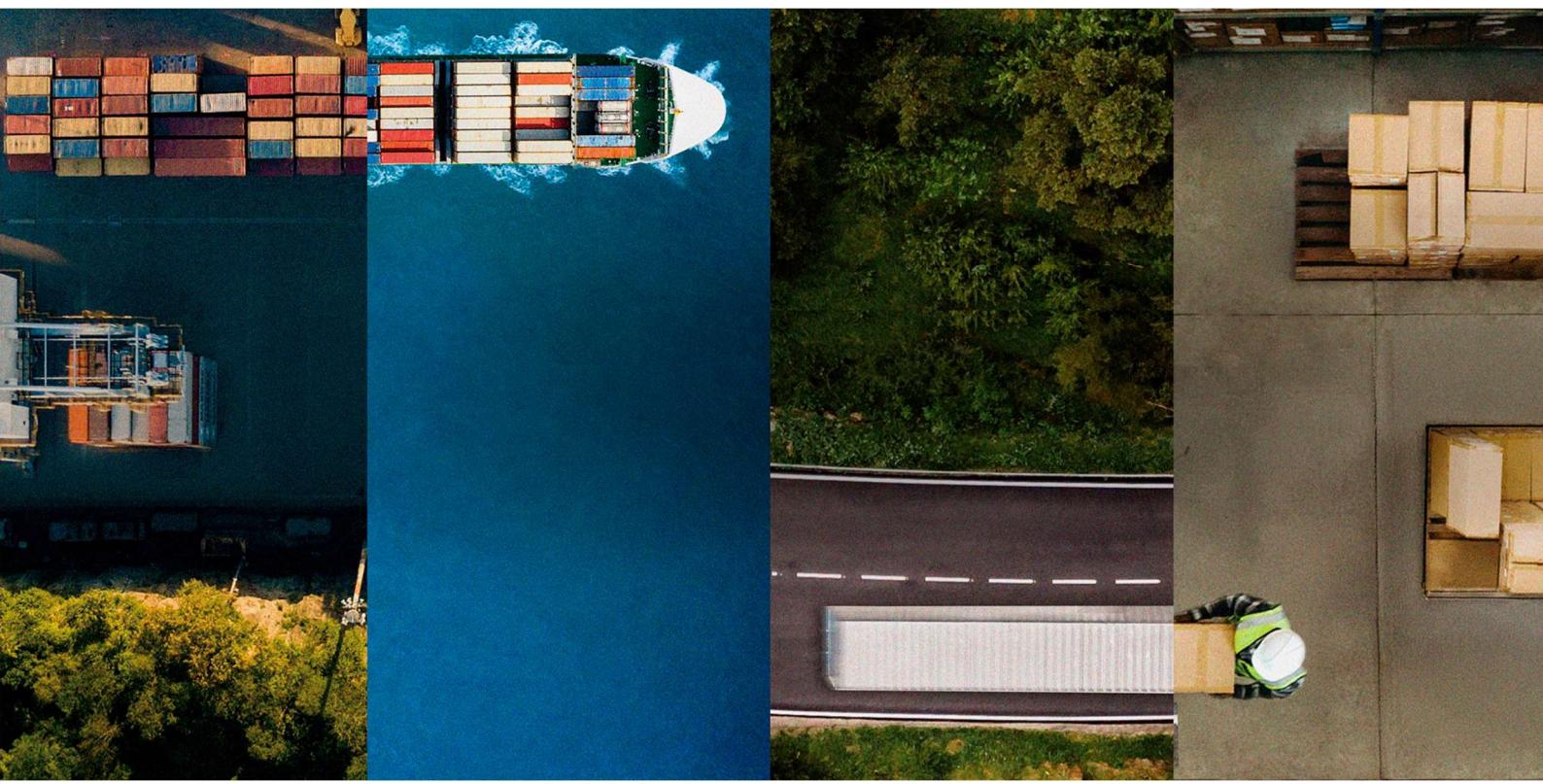
FINANCIAL AND OPERATIONAL SUMMARY¹

Economic and Financial Data R\$ Million	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Consolidated						
Net Operating Revenue	794.4	707.3	12.3%	2,217.2	2,010.9	10.3%
Adjusted EBITDA ²	155.2	164.3	-5.6%	489.5	457.3	7.1%
Adjusted EBITDA Margin	19.5%	23.2%	-3.7 p.p.	22.1%	22.7%	-0.7 p.p.
Coastal Shipping						
Net Operating Revenue	533.4	447.8	19.1%	1,483.0	1,249.2	18.7%
Adjusted EBITDA ²	105.0	129.8	-19.1%	344.2	334.5	2.9%
Adjusted EBITDA Margin	19.7%	29.0%	-9.3 p.p.	23.2%	26.8%	-3.6 p.p.
TVV						
Net Operating Revenue	95.0	96.1	-1.2%	282.2	288.4	-2.1%
Adjusted EBITDA ²	39.0	41.5	-6.1%	116.9	126.9	-7.9%
Adjusted EBITDA Margin	41.0%	43.2%	-2.1 p.p.	41.4%	44.0%	-2.6 p.p.
Integrated Solutions						
Net Operating Revenue	17.3	12.4	39.6%	45.0	43.0	4.7%
EBITDA	6.4	5.5	16.1%	19.4	20.7	-6.3%
EBITDA Margin	36.8%	44.3%	-7.5 p.p.	43.0%	48.0%	-5.1 p.p.
Road Cargo Transportation						
Net Operating Revenue	148.6	151.0	-1.6%	407.0	430.3	-5.4%
Adjusted EBITDA ²	(2.4)	1.3	-278.9%	(0.6)	25.5	-102.4%
Adjusted EBITDA Margin	-1.6%	0.9%	-2.5 p.p.	-0.1%	5.9%	-6.1 p.p.
Operational Data	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Coastal Shipping - Total Containers ('000 TEU)	201.4	198.6	1.4%	576.8	559.4	3.1%
TVV - Containers Handling ('000)	53.9	57.9	-6.8%	165.0	176.5	-6.5%
TVV - General Cargo Handling ('000 Tons)	245.8	130.6	88.3%	542.3	433.5	25.1%
Fleet - Nominal Capacity (TEU)*	24,366	24,366	0.0%	24,366	24,366	0.0%

* Capacity of the fleet in operation by the end of the period covered by this report.

¹ EBITDA calculation considers earnings before income tax, social contribution, financial result and amortization expenses. The calculation of Adjusted EBITDA represents the EBITDA result and disregards only the non-recurring events related to "AFRMM". It is worth pointing out that - as a market practice - adjusted EBITDA is not audited by independent auditors, since it is a non-GAAP metric and every company can calculate this indicator according to their own criteria.

² Adjusted EBITDA in 3Q25 is composed of EBITDA plus cut-off in the amount of R\$ 5.6 million, of which R\$ 6.2 million in Coastal Shipping and -R\$ 0.7 million in Road Cargo Transportation. According to CPC 47, the cut-off is an accounting adjustment due to the accounting of only the portion of the service rendered, cancelling the effect of the portion of the service not yet concluded in the period, and which, in turn, had its transport document recorded by the total amount at the beginning of service provision.



CONSOLIDATED RESULT

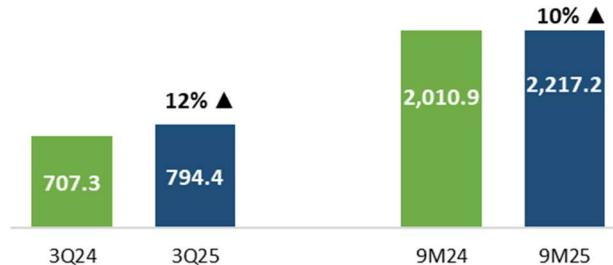
Consolidated Result R\$ Million	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Net Operating Revenue	794.4	707.3	12.3%	2,217.2	2,010.9	10.3%
Cost of Rendered Services	(620.4)	(542.5)	14.4%	(1,683.0)	(1,525.1)	10.4%
Operating Expenses	(48.2)	(39.2)	23.2%	(115.9)	(122.8)	-5.6%
AFRMM	23.8	22.0	8.2%	60.8	62.2	-2.3%
EBITDA	149.6	147.7	1.3%	479.3	425.2	12.7%
Adjusted EBITDA¹	155.2	164.3	-5.6%	489.5	457.3	7.1%
Depreciation and Amortization	(68.7)	(76.3)	-9.9%	(213.1)	(206.5)	3.2%
EBIT	80.8	71.3	13.3%	266.2	218.7	21.7%
Financial Result	(42.8)	(58.6)	-26.9%	(110.4)	(202.4)	-45.5%
Financial Income	12.0	11.0	8.9%	31.0	43.8	-29.3%
Financial Expenses	(59.8)	(64.8)	-7.6%	(179.2)	(202.1)	-11.3%
Exchange Variations	5.0	(4.8)	n.a.	37.8	(44.2)	n.a.
EBT	38.0	12.8	197.8%	155.8	16.2	858.9%
Income Tax and Social Contribution	(18.6)	(25.8)	-27.8%	(84.7)	(13.5)	526.2%
Profit (Loss)	19.4	(13.0)	n.a.	70.9	2.7	2510.5%

¹ Adjusted EBITDA in 3Q25 is composed of EBITDA plus cut-off in the amount of R\$ 5.6 million, of which R\$ 6.2 million in Coastal Shipping and -R\$ 0.7 million in Road Cargo Transportation. According to CPC 47, the cut-off is an accounting adjustment due to the accounting of only the portion of the service rendered, cancelling the effect of the portion of the service not yet concluded in the period, and which, in turn, had its transport document recorded by the total amount at the beginning of service provision.



Net Operating Revenue

Consolidated Net Operating Revenue
(NOR) (R\$ Million)



3Q25 x 3Q24

Historical record mark for consolidated NOR of R\$ 794.4 million, benefited by Coastal Shipping, as described below:

- Record high Coastal Navigation NOR: R\$ 533.4 million, positively impacted by the three trades:
 - Highest Feeder NOR for a third quarter, R\$ 186.2 million, due to higher demand for Feeder services on routes with better unit NOR, even despite the drop in volume resulting from the discontinuation of the Navegantes Shuttle Service (SSN) in 2Q25;
 - Cabotage revenue increased by 8.3% (vs. 3Q24), linked to an all-time high volume, as a result of the Company's commercial strategy to expand the customer base;
 - Increase in Mercosur revenue (+13.4% vs. 3Q24), resulting from higher volume (up 4.4% vs. 3Q24), favored by Argentina's economic recovery, and spot cargo, which benefited the quarter's NOR, discussed in greater detail in the Coastal Shipping section.

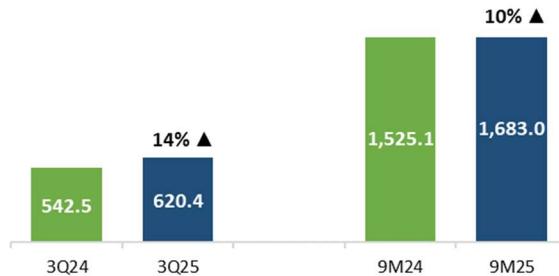
9M25 x 9M24

Growth of 10% in year-to-date, explained by the following events:

- In Coastal Shipping, the highlight was Feeder's NOR of R\$ 639.7 million, up 69.7% (vs. 9M24), mainly due to the increase in volume in 1Q25, in light of a heated market, and one more service in the trade when compared to 1Q24, the Navegantes Shuttle Service (SSN). In 2Q25 and 3Q25, Feeder's unit NOR was better, which boosted revenue, as mentioned earlier.

Cost of Services Provided

Consolidated Cost of Services Provided
(CSP) (R\$ Million)



3Q25 x 3Q24

Higher CSP mainly attributable to Coastal Shipping, which posted an increase of R\$ 88.5 million (+25.2%):

- In Coastal Shipping, variable costs grew by R\$ 71.8 million, +35.1% when compared to 3Q24. A significant amount of this is explained mainly by three factors: 1) higher container handling costs due to increased volume and operations at terminals with higher handling costs; 2) short-distance road transportation, which is linked to the increase in volume of intermodal operations; and 3) higher container expenses, which, in turn, increased due to a greater need to reposition empty containers;
- Coastal Shipping's fixed costs increased by R\$ 16.9 million (+11.5%), mainly on account of higher port costs in the quarter, which rose 155.3% (vs. 3Q24), impacted by the change in the mix of ports, the reorganization of the SEA service after the discontinuation of the SSN service, with one more vessel in operation as well as the addition of a port call in the city of Salvador. In addition, the schedule of port calls was normalized compared to the scenario in 3Q24, marked by port congestion and port call omissions.

9M25 x 9M24

Increase in year-to-date CSP explained by the following factor:

- The variation in Coastal Shipping CSP (+19.1% vs. 9M24), which was mainly related to higher variable costs seen in the last two quarters, 2Q25 and 3Q25, for the same reasons mentioned above: container handling, short-distance road transportation, and container expenses.

Operating Expenses

3Q25 x 3Q24

Increase of R\$ 9.0 million, mainly explained by the fact that:

- In 3Q25, there was a negative impact resulting from the reclassification of the purchase of ICMS court-ordered debt credits. In contrast, 3Q24 benefited mainly by the revision of expected credit losses (ECL) for customers with improved outlooks.

AFRMM

(Additional Freight for Renewal of the Merchant Marine)

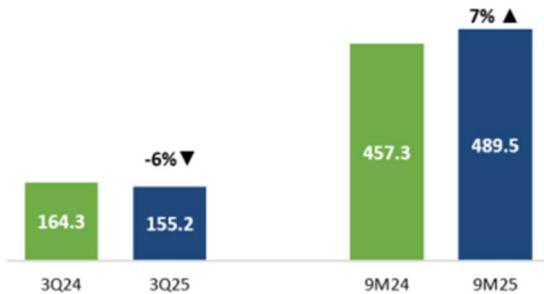
AFRMM R\$ MM	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Period AFRMM	23.8	22.0	8.2%	60.8	62.2	-2.3%
Total AFRMM	23.8	22.0	8.2%	60.8	62.2	-2.3%

- 8.2% increase in AF RMM generation compared to Q324, driven by increased volume of AFRMM-generating routes.

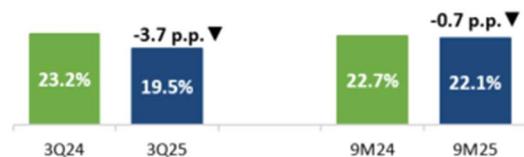
EBITDA

EBITDA R\$ Million	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
EBITDA	149.6	147.7	1.3%	479.3	425.2	12.7%
<i>EBITDA Margin</i>	<i>18.8%</i>	<i>20.9%</i>	<i>-2.0 p.p.</i>	<i>21.6%</i>	<i>21.1%</i>	<i>0.5 p.p.</i>
Adjusted EBITDA ¹	155.2	164.3	-5.6%	489.5	457.3	7.1%
<i>Adjusted EBITDA Margin</i>	<i>19.5%</i>	<i>23.2%</i>	<i>-3.7 p.p.</i>	<i>22.1%</i>	<i>22.7%</i>	<i>-0.7 p.p.</i>

¹ Adjusted EBITDA in 3Q25 is composed of EBITDA plus cut-off in the amount of R\$ 5.6 million, of which R\$ 6.2 million in Coastal Shipping and -R\$ 0.7 million in Road Cargo Transportation. According to CPC 47, the cut-off is an accounting adjustment due to the accounting of only the portion of the service rendered, cancelling the effect of the portion of the service not yet concluded in the period, and which, in turn, had its transport document recorded by the total amount at the beginning of service provision.

Adjusted EBITDA ² (R\$ Million)

Adjusted EBITDA Margin (%)



² Figures referring to Adjusted EBITDA

3Q25 x 3Q24

Adjusted EBITDA and adjusted EBITDA margin decreased by 5.6% and 3.7 p.p., respectively, in the year-over-year comparison, by virtue of the following factors:

- Coastal Shipping adjusted EBITDA was down by 19.1% vs. 3Q24, mainly due to two factors: Cabotage recorded a new all-time high volume in the quarter, but has been struggling with an imbalance between supply and demand, which puts pressure on unit revenue. In addition, the increase in volume led to higher costs supporting Coastal Shipping operations, mainly variable costs, as discussed in the section on Cost of Services Provided;

- The decrease in Adjusted EBITDA was partially offset by General and Administrative Expenses (G&A), which decreased by R\$ 21.0 million when compared to 3Q24, due to the reversal of expenses related to contingencies provisioned for during the period of Tecmar's acquisition and which did not materialize.

9M25 x 9M24

Adjusted EBITDA for 9M25 grew by 7.1% and adjusted EBITDA margin decreased slightly by 0.7 p.p. compared to 9M24, mainly due to:

- In 9M25, General and Administrative Expenses (G&A) benefited mainly from the reversal of expenses related to contingencies provisioned for during the period of Tecmar's acquisition, which did not materialize, and which totaled R\$ 83.5 million in the period;
- The positive variation in G&A Expenses offset the drop in adjusted EBITDA of the business units: Road Cargo Transportation, TVV, Coastal Shipping, and Integrated Solutions.

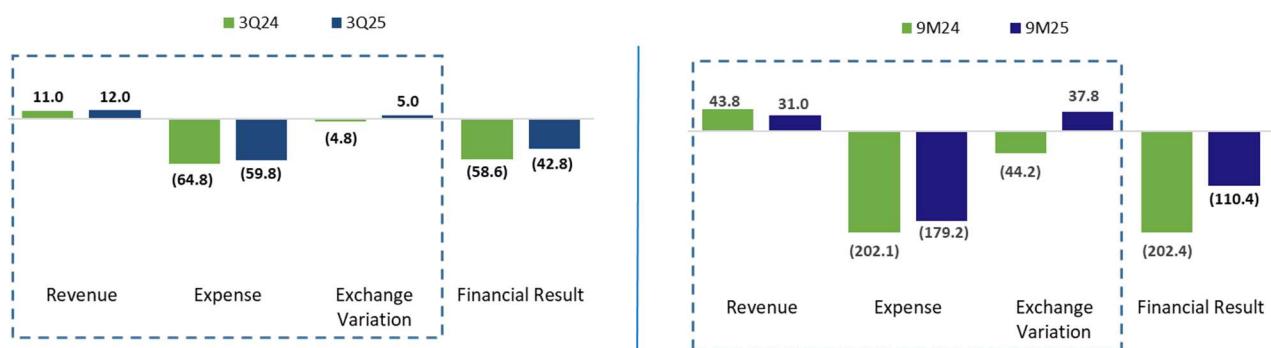
Revenue and Costs Pegged to the Dollar

Log-In group has revenues indexed to the US dollar in the Mercosur and Feeder trades of its Coastal Shipping business. From the standpoint of costs indexed to the dollar, the main items are bunker fuel, container leasing and Mercosur port duties. As shown in the table below, the Company has a positive operating balance in dollars, which is able to protect the current service of its dollar debt with BNDES.

	R\$ Million	3Q25	3Q24
Revenues subject to USD	267.0	259.9	
Costs subject to USD	(103.3)	(111.8)	
Operating Balance	163.7	148.0	

Financial Result

(R\$ Million)



To evaluate the Financial Result, above is a chart breaking down the effects of revenues, expenses and foreign exchange variation, which are explained by the following factors:

3Q25 x 3Q24

The Financial Result of 3Q25 showed a positive variation of R\$ 15.8 million when compared to 3Q24. The main impact on the Company's Financial Result was related to the exchange rate variation on assets and liabilities, which was higher by R\$ 9.9 million, since the Brazilian real appreciated against the US dollar between the end of the previous quarter and the current quarter. There was also an unrealized exchange rate gain on part of the balance of the long-term debt with BNDES, pegged to the US dollar, as shown in the table below. Financial revenue remained flat, considering the lower average cash available for financial investing in the quarter, which was offset by increased cash profitability. Financial expenses, in turn, were reduced by R\$ 4.9 million, due to the reversal of the monetary restatement of the provision for contingencies recognized at the time of Tecmar's acquisition.

9M25 x 9M24

In 9M25, the Financial Result showed a positive variation of R\$ 92.1 million, largely due to the positive impact of exchange rate fluctuations amounting to R\$ 82.0 million, mainly given the unrealized exchange rate gain on part of the balance of the long-term debt with BNDES, pegged to the US dollar. Financial expenses were down by R\$ 22.9 million, explained by the same reason described in the quarterly analysis. On the other hand, financial revenue decreased by R\$ 12.9 million, resulting from reduced financial investment balances, mainly in 1Q25.

Composition of Exchange Variation R\$ Million	3Q25	3Q24	9M25	9M24
BNDES Financing in USD for vessel constructions	6.9	6.2	44.6	(35.3)
Hedge Accounting	(4.8)	(14.4)	(34.4)	13.5
Container leasing	1.9	2.0	19.7	(13.7)
Sale and Lease Back	0.1	0.1	(0.1)	1.0
Receivables/Payable accounts and others	0.9	1.3	8.0	(9.7)
Total Exchange Variation	5.0	(4.8)	37.8	(44.2)

With regards the composition of exchange variation, most of it is derived from the portion of the BNDES loan in US dollars and this is mostly an accounting effect, with no relevant impact on the Company's short-term cash. This accounting effect stems from the variation of the outstanding balance of the future flow of long-term dollarized debts, with monthly maturities until 2034. On March 1, 2021, a Hedge Accounting strategy was adopted aiming to protect the Company's result from exposure to cash flow variability resulting from foreign exchange effects in the next 5 years, through non-derivative hedging instruments.

Profit (Loss) for the Period

Income Statement R\$ Million	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Net Revenue	794.4	707.3	12.3%	2,217.2	2,010.9	10.3%
Costs	(686.3)	(615.0)	11.6%	(1,883.8)	(1,718.8)	9.6%
Costs	(620.4)	(542.5)	14.4%	(1,683.0)	(1,525.1)	10.4%
Depreciation and Amortization	(65.9)	(72.4)	-9.1%	(200.8)	(193.8)	3.6%
Gross Profit	108.1	92.4	17.1%	333.4	292.0	14.2%
Net Operational Expenses	(27.3)	(21.0)	29.8%	(67.4)	(73.3)	-8.0%
Sales and Administrative	(32.3)	(37.1)	-13.1%	(99.4)	(101.9)	-2.5%
Other	(16.0)	(2.0)	692.8%	(16.5)	(20.9)	-21.0%
AFRMM	23.8	22.0	8.2%	60.8	62.2	-2.3%
Depreciation and Amortization	(2.9)	(3.9)	-26.1%	(12.4)	(12.7)	-2.9%
Net Income	80.8	71.3	13.3%	266.0	218.7	21.6%
Financial Result	(42.8)	(58.6)	-26.9%	(110.4)	(202.4)	-45.5%
Financial Income	12.0	11.0	8.9%	31.0	43.8	-29.3%
Financial Expenses	(59.8)	(64.8)	-7.6%	(179.2)	(202.1)	-11.3%
Exchange Variations	5.0	(4.8)	n.a.	37.8	(44.2)	n.a.
Profit before Income Tax and Social Contribution	38.0	12.8	197.8%	155.6	16.2	857.7%
Income Tax and Social Contribution	(18.6)	(25.8)	-27.8%	(84.7)	(13.5)	526.2%
Net Income (Loss)	19.4	(13.0)	n.a.	70.9	2.7	2510.5%

3Q25 x 3Q24

Net Income for the period explained by three aspects:

- Operating income grew 13.3% compared to 3Q24, reflecting greater operating efficiency and reduced depreciation;
- Regarding the financial result, two main drivers benefited net income for the quarter: an exchange rate variation of R\$ 9.9 million, given the positive variation in assets and liabilities pegged to the US dollar, and financial expenses which decreased by R\$ 4.9 million due to the reversal of the monetary restatement of the provision for contingencies, as explained previously;
- In the IR/CSLL line item (income tax and social contribution on net profit), the positive variation of R\$ 7.2 million stemmed mainly from the reduction in the current tax base, given the positive impact of the exchange rate variation on liabilities indexed to foreign currency in the reporting period.

9Q25 x 9Q24

Net Income for the period explained by:

- Operating income, which grew 21.6% compared to 9M24, reflecting greater efficiency in the Company's operations;
- The exchange rate variation, which totaled R\$ 82.0 million, mainly due to the unrealized exchange rate gain on part of the balance of the long-term debt with BNDES, pegged to the US dollar, as explained in the Financial Result section.

Integrated Logistics Solutions

(Coastal Shipping and Integrated Solutions)

The Company offers integrated logistics solutions for door-to-door container handling and transportation, i.e., by sea, complemented by road, from the cargo's point of origin to its final destination. It also offers integrated solutions such as customized operations for customers, and the operation of one intermodal terminal.

Coastal Shipping

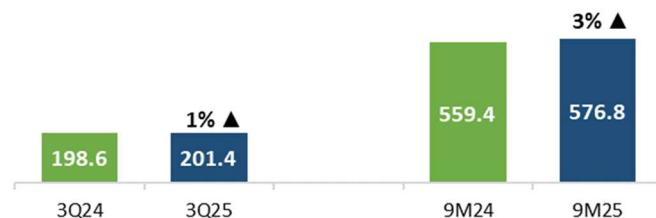
In the third quarter of 2025, the main highlight of Coastal Shipping was the historic record volume in Cabotage, which totaled 71,600 TEUs — an increase of +37.0% when compared to 3Q24. In the comparative period, 3Q24, Cabotage volume suffered with a scenario of port congestion and resulting port call omissions that affected the main Cabotage services (SAS and SEA). Cabotage was also impacted by the onset of the drought in the Amazon River Basin in September 2024. In 2025, the situation at the ports improved, having no restrictions in shipping in the North region. In terms of services, the Company increased its Cabotage operations in 2Q25, with a reflection in 3Q25. After discontinuing the Navegantes Shuttle Service (SSN) in April, the vessel was reallocated to the Amazonas Express Service (SEA), which began operating with four vessels and included a port call in the city of Salvador. As a result, Cabotage achieved its second consecutive record in volume and recovered its level of service. In addition, the Cabotage customer base posted an increment of 13%, even in the face of a more competitive market in 2025.

With regards to Feeder, despite a reduction in volume after the discontinuation of the Navegantes Shuttle Service (SSN), which had been created in response to a one-off demand by the market, this was partially offset by greater demand in the volumes to and from Manaus, currently covered by the SEA service.

The Company is maintaining its strategic focus on expanding its services, seeking to increase its share in its customers' logistics chain and strengthen its position in the market, while continuing to take advantage of the sector's growth opportunities.

Volumes

Containers ⁽¹⁾ (Thousand TEUs)



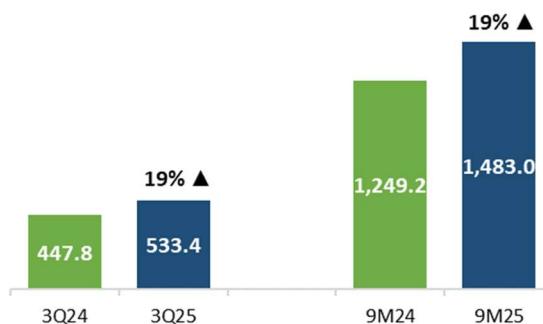
(1) Total Containers handled in the following services: South Atlantic Service (SAS), which serves a regular route covering ports between the Northeast of Brazil and Argentina; Amazonas Express Service (SEA) which runs express transportation from Manaus to Santos; and Shuttle Services, focusing on Feeder cargo: Shuttle Vitória (SSV) and Shuttle Rio (SSR). Volumes handled can be divided into the following categories: Cabotage (between Brazilian ports), Mercosur (between Brazil and other Mercosur countries) and Feeder (final trip of long-haul cargo between ports called by Log-In).

3Q25 x 3Q24

- Coastal Shipping posted a 1% increase in volume, explained by the following factors:
 - Historical record of Cabotage volume: 71,600 TEUs (+37.0% vs. 3Q24). This increase in volume reflects commercial efforts to expand the customer base and the recovery of the Company's level of service, following the critical period of port congestion, the consequent port call omissions, and other operational contingencies in 2024;
 - Mercosur posted an increase of 4.4%, mainly as a result of Argentina's economic recovery, particularly the growing volume of its imports;
 - On the other hand, Feeder volume decreased by 12.7% (vs. 3Q24) due to the discontinuation of the Navegantes Shuttle Service (SSN) in April 2025, as mentioned above. This decline in volume was partially offset by growing Feeder demand to and from Manaus;
 - In 3Q25, the standout segments were electronics/home appliances and food & beverages in the Cabotage trade, while in Mercosur, the highlights were chemicals and petrochemicals, electronics/home appliances, textiles, footwear, and similar items.

Coastal Shipping Revenue (NOR)

Total Coastal Shipping NOR¹ (R\$ Million)



¹ Total Coastal Shipping NOR takes into account revenues from Cabotage, Mercosur and Feeder.

3Q25 x 3Q24

- Coastal Shipping all-time high NOR, R\$ 533.4 million, driven by:
 - Highest Feeder NOR for a third quarter, R\$ 186.2 million. Despite the decrease in volume resulting from the discontinuation of the Navegantes Shuttle Service (SSN), Feeder demand increased on routes with better unit NOR;
 - Cabotage revenue increased by +8.3% (vs. 3Q24), linked to a historical record in volume, despite lower average revenue per container handled, due to the imbalance between supply and demand;
 - Increase in Mercosur revenue (+13.4% vs. 3Q24) driven by higher volume and spot shipments of goods that would usually be supplied by Asia but that were temporarily supplied by Brazil.

Cost of Services Provided (CSP) Coastal Shipping

Cost of Services Provided R\$ Million	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Cost of Services Provided	(439.3)	(350.8)	25.2%	(1,155.2)	(970.0)	19.1%
Cost of Services Provided (Container)	(439.3)	(350.8)	25.2%	(1,155.2)	(970.0)	19.1%
Variable Cost (Container)¹	(276.5)	(204.7)	35.0%	(672.2)	(535.2)	25.6%
<i>Contribution Margin (Container)²</i>	48.2%	54.3%	-6.1 p.p.	54.7%	57.2%	-2.5 p.p.
Fixed Costs (Container)⁽³⁾	(162.9)	(146.0)	11.5%	(483.1)	(434.8)	11.1%

¹Variable Cost (Containers) – Composed of the costs of container handling at the ports, short distance road transportation, container expenses, purchase of slots and other variable costs.

²Contribution Margin (Containers) - Variable Cost (Container) divided by Net Operating Revenue (Container).

³Fixed Costs (Containers) – Composed of *running* costs (maintenance, insurance and seafarers), fuel, port costs, chartering and other fixed costs.

Increase in CSP due to higher volumes transported, handling of empty containers, and change in the mix of operated ports, as detailed below:

3Q25 x 3Q24

- **Variable Costs (Containers)**
 - Variable costs of containers were 35.1% higher than in 3Q24, explained by the following factors:
 - Increase in container handling costs (+53.5% vs. 3Q24), due to the increase in volume handled in the period, operations at terminals with higher handling costs, and repositioning of empty containers;
 - 26.4% increase in short-distance road transport, directly related to the increase in volume of intermodal operations (+26.0% vs. 3Q24), which drove a higher volume of door-to-door Cabotage;
 - There was also an increase in container expenses (81.3%), associated with the repositioning of empty containers and depots located further away from port terminals.
- **Fixed Costs (Containers)**
 - Fixed costs increased by 11.5% in 3Q25, mainly as a result of:
 - Port costs which increased by 155.3% when compared to 3Q24, due to the mix of ports as well as the reorganization of the SEA service, after the discontinuation of the SSN service. This added another vessel for SEA and an additional port call in the city of Salvador. Moreover, port costs in 3Q24 had been lower given the impact of port call omissions related to a scenario of congestion at the ports in Brazil. This setback improved throughout 2025, resulting in normalization of port call schedules;
 - Increase in fuel costs linked mainly to one additional vessel in the SEA service and fewer port call omissions when compared to 3Q24, resulting in a higher number of miles sailed during the quarter.

Bunker

Bunker Average Price Million	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Bunker (US\$)	516	624	-17.3%	528	638	-17.2%
Exchange Rate (R\$)	5.45	5.54	-1.7%	5.65	5.24	7.9%
Bunker (R\$)	2,811	3,459	-18.7%	2,985	3,342	-10.7%

Average Bunker Price per Ton (R\$)

Price/Ton (R\$)

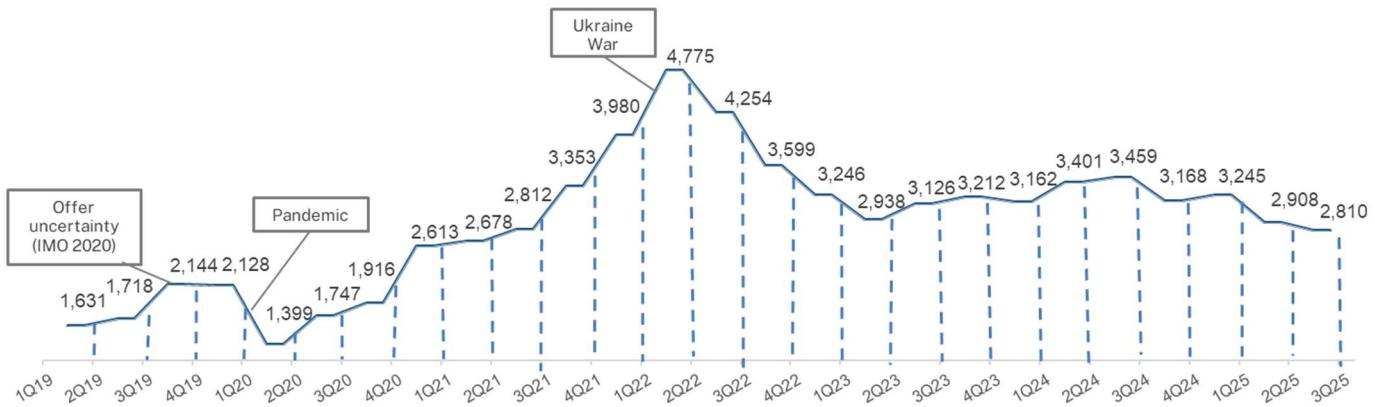


Chart from March 2019 to September 2025. Sources: Petrobras (quotation of bunker at the Santos port in US dollars) and the Brazilian Central Bank (BRL x US Dollar exchange rate – PTAX).

EBITDA

Coastal Shipping

Coastal Shipping EBITDA R\$ MM	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Net Operating Revenues	533.4	447.8	19.1%	1,483.0	1,249.2	18.7%
Cost of Services Provided	(439.3)	(350.8)	25.2%	(1,155.2)	(970.0)	19.1%
Operating Expenses	(19.1)	(4.1)	365.1%	(55.4)	(29.6)	86.9%
AFRMM	23.8	22.0	8.2%	60.8	62.2	-2.3%
Depreciation and amortization	(40.7)	(43.5)	-6.4%	(124.7)	(119.4)	4.4%
EBIT	58.0	71.4	-18.7%	208.4	192.3	8.4%
EBIT Margin	10.9%	15.9%	-5.06 p.p.	14.1%	15.4%	-1.3 p.p.
(+) Depreciation and amortization	40.7	43.5	-6.4%	124.7	119.4	4.4%
EBITDA	98.8	114.9	-14.0%	333.2	311.8	6.9%
EBITDA Margin	18.5%	25.7%	-7.1 p.p.	22.5%	25.0%	-2.5 p.p.
Non-recurring AFRMM	0.0	0.0	n.a.	0.0	0.0	n.a.
Cut off	6.2	14.9	-58.1%	11.0	22.7	-51.5%
Adjusted EBITDA¹	105.0	129.8	-19.1%	344.2	334.5	2.9%
Adjusted EBITDA Margin	19.7%	29.0%	-9.3 p.p.	23.2%	26.8%	-3.6 p.p.

¹Adjusted EBITDA in 3Q25 is composed of EBITDA plus cut-off in the amount of R\$ 6.2 million in Coastal Shipping. According to CPC 47, the cut-off is an accounting adjustment due to the accounting of only the portion of the service rendered, cancelling the effect of the portion of the service not yet concluded in the period, and which, in turn, had its transport document recorded by the total amount at the beginning of service provision.

3Q25 x 3Q24

Adjusted EBITDA and Adjusted EBITDA margin for Coastal Shipping decreased by 19.1% and 9.3 p.p., respectively, compared to the same period in 2024. This result was mainly impacted by Cabotage which, despite having recorded a historic high in volume for the quarter, has been suffering from an imbalance between supply and demand, which puts pressure on unit revenue. In addition, the increase in volume in the quarter brings along variable costs that support the operation, which accounted for 81.1% of the increase in the Coastal Shipping CSP.

9M25 x 9M24

Year-to-date, Coastal Shipping Adjusted EBITDA grew 2.9%, benefiting from higher NOR, with emphasis on Feeder. Adjusted EBITDA margin fell 3.6 p.p., mainly impacted by the lower margin recorded in 1Q25. This stemmed from a lower contribution margin from Feeder, even though Feeder's share increased in both 2Q25 and 3Q25. This effect was compounded with a 19.1% increase in CSP and an 86.8% increase in operating expenses for the Coastal Shipping business.



Integrated Solutions

In Integrated Solutions, Log-In offers customized solutions for customers in addition to sea transport, port services (TVV), road cargo operations (Tecmar and Oliva Pinto), and is responsible for the customer's entire logistics chain.

In 3Q25, new projects began, driven by the increased synergy between the business units, since Integrated Solutions is the result of the coordination of different services provided by other BUs and companies of the Log-In Group, leading to a significant indirect impact for the entire Company. In addition, this year, the Integrated Solutions business unit retained 100% of its customers and had some contract extensions, demonstrating the quality and consistency of the service offered.

EBITDA Integrated Solutions

EBITDA Integrated Solutions R\$ Million	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Net Operating Revenues	17.3	12.4	39.6%	45.0	43.0	4.7%
Cost of Rendered Services	(10.4)	(6.7)	54.6%	(24.3)	(22.0)	10.4%
Other Income (Expenses)	(0.6)	(0.2)	176.8%	(1.4)	(0.4)	292.9%
Depreciation and amortization	(1.0)	(1.0)	1.3%	(3.0)	(4.9)	-38.7%
EBIT	5.4	4.5	19.4%	16.3	15.7	3.9%
EBIT Margin	31.0%	36.2%	-5.3 p.p.	36.3%	36.6%	-0.3 p.p.
(+) Depreciation and amortization	1.0	1.0	1.3%	3.0	4.9	-38.7%
EBITDA	6.4	5.5	16.1%	19.4	20.7	-6.3%
EBITDA Margin	36.8%	44.3%	-7.5 p.p.	43.0%	48.0%	-5.1 p.p.

3Q25 x 3Q24

In 3Q25, earnings benefited mainly from new projects, which accounted for 50% of the increase in EBITDA for the quarter. On the other hand, an expansion of the cost base, driven by the execution of the new leadership's business plan, reduced the EBITDA margin for the period.

9M25 x 9M24

Year-to-date, the department of new projects saw EBITDA growth of 245% when compared to 9M24. In addition, the department continues to add value to the Company's other business units, integrating its customers' services into other logistics modes.

Vila Velha Terminal (TVV)

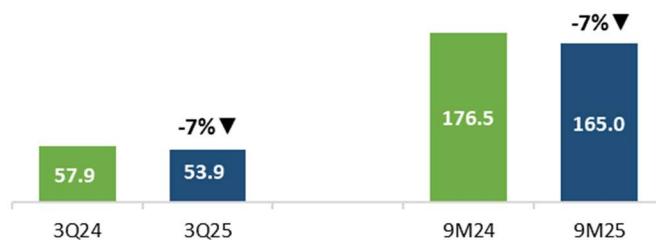
In the third quarter of 2025, TVV showed significant operational advances that reinforce its strategy of being a multipurpose terminal. The terminal's productivity¹ grew by 33.5% when compared to 3Q24, driven by the completion of retrofit works in September 2024. The first bitumen operation took place, expanding the diversity of cargo not only at the terminal, but also in the state of Espírito Santo. Also noteworthy is the operation of the largest bulk carrier ever received by TVV, a Panamax from China, with a deadweight tonnage of 83,000 tons, operated at the Public Berth with the support of the terminal's MHCs, which feature pioneering technology in Brazil, contributing to efficiency gains and competitiveness.

In terms of container handling volumes, the decline in coffee exports, one of primary products exported by the state of Espírito Santo, was affected by external factors, such as the level of coffee prices in the international market, which proved to be less favorable to Brazilian exports when compared to the levels observed in 2024. It is worth remembering that, in 2024, Espírito Santo recorded a historic high in coffee exports, which further expanded the comparative base for 2025. Granite (slabs), whose main consumer market is the United States, was impacted by the current geopolitical scenario.

General cargo volumes, in turn, grew during the period, driven by volumes of bulk, granite (block), and vehicles handled in the quarter, as a result of the recovery of customers who had been impacted by temporary restrictions in operational capacity (berth and yard) in 2024, strengthening the terminal's competitiveness in the regional scenario.

Volumes TVV

Container Handling (Thousand boxes)



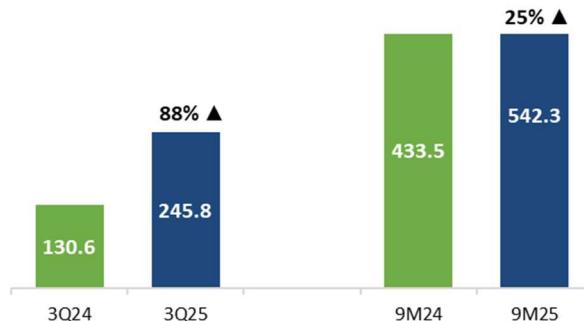
3Q25 x 3Q24

- In 3Q25, the volume of containers handled dropped, mainly on account of reduced coffee exports, one of the primary products exported by the state of Espírito Santo, given that the level of coffee prices in the international market in 2025 were not favorable for exports when compared to 2024 levels. Furthermore, there was a reduction in exports of granite (slabs) due to lower demand in the main consumer centers (USA), affected by the adverse geopolitical scenario during the period;

¹ Container handling per hour.

- The volume of container imports was in line with the comparative period, +0.4% vs. 3Q24. There were port call omissions by shipping lines, during the quarter, due to international geopolitical conflicts, which indirectly affected the flow of imports;
- Reduced empty containers and removals. This is a reflection of customer demand for the repositioning² of boxes to and from Vitória throughout the period.

General Cargo Handling (Thousand Tons)



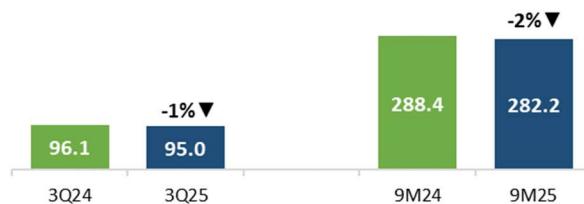
3Q25 x 3Q24

- In 3Q25, general cargo handling grew by 88%, benefited mainly by the segments of bulk, granite, vehicles, and steel products:
 - Bulk cargo totaled 156,100 tons (+77.1% vs. 3Q24), driven by the recovery of cargo in the market and the maneuvering of the largest vessel ever operated at the terminal, as mentioned above. The vessel from China brought a cargo of 33,000 tons of fertilizers, which was supported by TVV's MHCs in the operation;
 - The volume of granite was superior by 613.9% (vs. 3Q24), thanks to commercial efforts to win back customers who had been operating in other berths during the retrofit period, which was finalized in September 2024;
 - In regards to vehicles, volume grew 121.6% (vs. 3Q24), due to commercial efforts to gain customers who had not operated at the terminal in recent years;
 - There was a 9.3% increase in the steel products line, with the highlight being the volume of pipes for the offshore industry.

² At the Vila Velha Terminal there is a particularity due to the type of cargo handled: 40 TEU containers are used for imported full containers, which are not used for exporting the main products handled by TVV, coffee and granite, heavy cargo that is usually shipped in 20 TEU containers. As such, there is a need to reposition containers to/from other ports to meet the demand of products exported through the Terminal.

TVV Revenue (NOR)

Net Operating Revenue (NOR) TVV (R\$ Million)



3Q25 x 3Q24

TVV's NOR decreased by 1% compared to the same period last year, mainly due to:

- Reduction in container handling revenue and ancillary services revenue, directly related to the reduction in volumes;
- General cargo revenue grew by 71.0% in the quarter, given the resumption in volumes, as mentioned above, as well as revenue from the pipes operation, which has higher added value, partially offsetting the decline in TVV's NOR.

Cost of Services Provided (CSP) TVV

Cost of Services Provided R\$ Million	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Cost of services rendered	(53.1)	(50.0)	6.2%	(159.4)	(155.5)	2.5%
Loading and unloading	(22.7)	(23.2)	-2.1%	(69.1)	(75.9)	-8.9%
Personnel	(19.1)	(16.7)	14.3%	(57.3)	(50.1)	14.3%
Other	(11.2)	(10.0)	11.9%	(33.0)	(29.6)	11.8%

3Q25 x 3Q24

CSP increased by 6.2% in the period, as described below:

- The Personnel line item was impacted mainly by the 2024 collective bargaining agreement, which had an effect in 3Q25, as well as adjustments of benefits;
- In the loading and unloading line item, the lower cost is linked to the reduction in volume of containers handled, as previously mentioned.

TVV EBITDA

EBITDA TVV R\$ million	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Net Operating Revenues	95.0	96.1	-1.2%	282.2	288.4	-2.1%
Cost of Services Rendered	(53.1)	(50.0)	6.2%	(159.4)	(155.5)	2.5%
Operational Expenses	(3.0)	(4.7)	-36.5%	(6.0)	(5.9)	0.5%
Depreciation and amortization	(8.5)	(7.2)	17.5%	(24.7)	(19.3)	28.2%
EBIT	30.5	34.2	-11.0%	92.1	107.6	-14.4%
EBIT Margin	32.1%	35.6%	-3.6 p.p.	32.6%	37.3%	-4.7 p.p.
(+) Depreciation and amortization	8.5	7.2	17.5%	24.7	19.3	28.2%
EBITDA	39.0	41.5	-6.1%	116.9	126.9	-7.9%
EBITDA Margin	41.0%	43.2%	-2.1 p.p.	41.4%	44.0%	-2.6 p.p.
Non recurring Events Adjustments	0.0	0.0	n.a.	0.0	0.0	n.a.
Adjusted EBITDA	39.0	41.5	-6.1%	116.9	126.9	-7.9%
Adjusted EBITDA Margin	41.0%	43.2%	-2.1 p.p.	41.4%	44.0%	-2.6 p.p.

3Q25 x 3Q24 and 9M25 x 9M24

EBITDA and EBITDA margin decreased by 6.1% and 2.2 p.p., respectively, as a result of the reduction in volume of container handling, which has a higher contribution margin, and increased costs, mainly linked to the impact of the collective bargaining agreement (ACT).



Road Cargo Transportation

The third quarter of 2025 was marked by the continuation of Tecmar's turnaround process and the implementation of its strategy to become a multimodal operator, with a focus on diversifying the business. In the Less than Truckload (LTL) segment, of which Tecmar maintains expertise, the restructuring plan was carried on based on three pillars: (1) level of service, focused on customer experience and service efficiency on the main routes; (2) cost review, with the implementation of technology and data-based decision making; and (3) volume increase, with a focus on customers with less operational complexity. This plan is already having a positive effect, with level of service improving by 8 p.p. vs. 3Q24, and the customer portfolio increasing by 6.6% vs. 3Q24. Also noteworthy are the continued synergy gains between Tecmar and Log-In, as well as record joint performance, having handled 1,676 TEUs, a 45.8% increase over the same period last year.

Among the business lines, Tecmar Norte (formerly known as Oliva Pinto) stands out, having contributed to the integration of the group's companies by offering storage services in the North region. On the other hand, the Full Truckload (FTL) and Less than Truckload (LTL) segments continue to face a competitive environment. Volumes are still below those recorded in 3Q24, although they have shown signs of recovery since the first quarter of 2025. Less than Truckload shipping, which is significant due to its broad reach — with 750 routes and 52 branches — has shown improvement in service levels, as mentioned above, since the end of 2024.

Road Cargo Transportation EBITDA

Road Cargo Transportation EBITDA	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Net Operating Revenues	148.6	151.0	-1.6%	407.0	430.3	-5.4%
Cost of Rendered Services	(137.3)	(132.0)	4.0%	(365.8)	(364.7)	0.3%
Other Income (Expenses)	(13.0)	(19.5)	-33.4%	(41.1)	(49.5)	-17.1%
Depreciation and amortization	(7.8)	(13.9)	-43.9%	(28.7)	(31.9)	-9.9%
Surplus value ¹	(2.4)	(2.4)	0.0%	(7.3)	(6.5)	13.0%
EBIT	(12.0)	(16.8)	-28.7%	(35.8)	(22.2)	61%
EBIT Margin	-8.1%	-11.1%	3.1 p.p.	-8.8%	-5.2%	-3.6 p.p.
(+) Depreciation and amortization	7.8	13.9	-43.9%	28.7	31.9	-10%
(+) Surplus value ¹	2.4	2.4	0.0%	7.3	6.5	13.0%
EBITDA	(1.7)	(0.5)	278.7%	0.2	16.1	-99.0%
EBITDA Margin	-1.2%	-0.3%	-0.9 p.p.	0.0%	3.7%	-3.7 p.p.
<i>Cut off</i>	0.7	0.9	-29.3%	0.1	2.8	-96.6%
<i>Non recurring Events Adjustments</i>	0.0	0.9	-100%	(3.5)	3.8	n.a.
<i>Acquisition Review - Oliva Pinto</i>	0.0	0.0	n.a.	4.0	2.8	41%
Adjusted EBITDA²	(1.1)	1.3	-179.5%	0.7	25.5	-97.2%
Adjusted EBITDA Margin	-0.7%	0.9%	-1.6 p.p.	0.2%	5.9%	-5.7 p.p.

¹goodwill/negative goodwill is the difference between the value paid for identifiable assets when the company was acquired, compared to the current market value of these assets.

²Adjusted EBITDA in 3Q25 is composed of EBITDA plus cut-off in the amount of R\$ -R\$ 0.7 million in Road Cargo Transportation. According to CPC 47, the cut-off is an accounting adjustment due to the accounting of only the portion of the service rendered, cancelling the effect of the portion of the service not yet concluded in the period, and which, in turn, had its transport document recorded by the total amount at the beginning of service provision.

3Q25 x 3Q24 and 9M25 x 9M24

- Road Cargo Transportation NOR posted a slight decrease of 1.6%, mainly due to a reduction in volume of Tecmar's two main businesses: Less than Truckload (LTL) and Full Truckload (FTL). The former continues to undergo a process of repositioning Tecmar in new segments and an effort to win back customers, while the latter was impacted by a more competitive market if compared to 3Q24;
- In 3Q25, even with the costs of new trucks operating at full capacity during the period, Tecmar's CSP increased by only 4.0%, demonstrating the improvement in cost management processes mentioned in the turnaround plan;
- Adjusted EBITDA for 3Q25 was lower than in 3Q24, mainly by virtue of the decline in revenue from Less than Truckload and Full Truckload services. Despite the positive results posted by Tecmar Norte and other business lines, the lower-than-expected results from the Less than Truckload and Full Truckload business had a significant impact on the cumulative total, given its relevance to Tecmar.



Investments and Debt

Investments (CAPEX)

CAPEX R\$ Million	3Q25	3Q24	9M25	9M24
Capital Investments	0.9	19.1	1.2	226.3
Current Investments	26.0	10.7	51.9	52.8
Total	26.9	29.9	53.2	279.1

3Q25 x 3Q24

In 3Q25, capital investments were made in technology, such as improvements to the Company's systems and Tecmar's ERP. The amount of current investments was used mainly for the purchase of materials for the docking of vessels scheduled for 2026, modernization of billing systems and the operational continuity of the vessels.

In 3Q24, capital investments totaled R\$19.1 million, mainly for the execution of the Fleet Expansion Project (Tecmar and Oliva Pinto) as well as the final phase of the retrofit under TVV's modernization project. The amount of current investments was used for the scheduled docking of vessel Log-In Discovery and the operational continuity of the vessels.

9M25 x 9M24

In 9M25, CAPEX was mainly composed of current investments, support projects, such as deployment of the ERP system at Tecmar, IT projects and the operational continuity of the vessels.

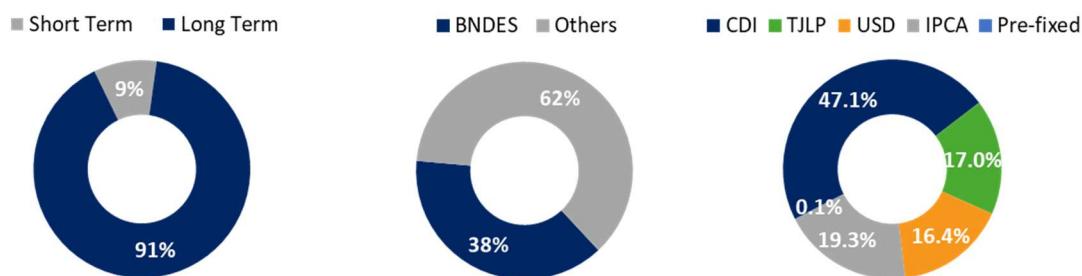
Regarding 9M24, CAPEX was used mainly for the payment installment for containership Log-In Experience as well as for the Fleet Expansion Project (Tecmar and Oliva Pinto).

Debt and Leverage in the Last 12 Months (LTM)

Debt R\$ Million	06/30/2024	09/30/2024	12/31/2024	03/31/2025	06/30/25	09/30/25
BNDES - Discontinued Vessels Construction	415.7	399.9	413.3	386.2	365.1	349.2
BNDES - Vessels in Operation	217.9	207.4	214.0	196.8	183.3	172.7
Working Capital	0.0	0.0	0.0	0.0	0.0	0.0
Debentures	276.7	236.9	212.4	220.1	219.1	513.8
Commercial Notes	652.6	724.1	728.9	753.8	712.0	443.6
Tecmar	0.0	0.0	0.0	0.0	89.7	88.6
Gross Debt¹	1,562.8	1,568.4	1,568.6	1,556.9	1,569.2	1,568.0
Cash	324.6	381.9	328.9	367.5	328.1	301.7
Net Debt	1,238.3	1,186.5	1,239.7	1,189.4	1,241.1	1,266.2
EBITDA LTM	550.8	544.8	633.1	654.9	685.3	687.2
Net Debt/EBITDA LTM	2.2 x	2.2 x	2.0 x	1.8 x	1.8 x	1.8 x

⁽¹⁾ Gross debt does not consider forfait, Tecmar's guaranteed account, cost of debentures and cost of commercial notes.

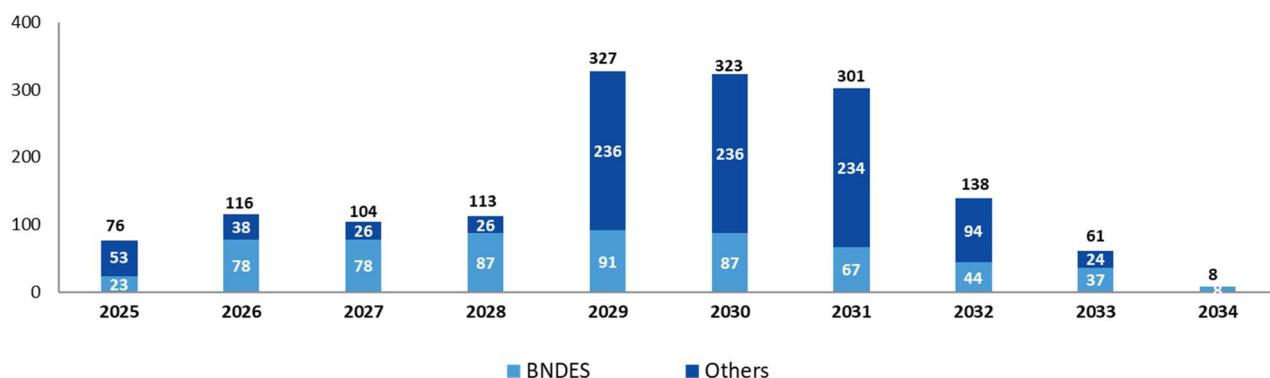
Breakdown of Debt by Duration, Creditor and Indexer



On September 30th, 2025, the Company had a net debt of R\$ 1,266.2 million and gross debt of R\$ 1,568.0 million, with an average cost of 11.55% p.a., 91% of which to be amortized over the long term. The Company's Net Debt/EBITDA ratio LTM stands at 1.8x, maintaining a robust and well-structured financial health in order to support its growth with financial discipline.

Debt Amortization Schedule

Principal Amortization Schedule (R\$ Million) – 3Q25³



The Company monitors market movements and is always looking for opportunities to manage current liabilities, improving its debt profile with issuances that have longer maturities and lower costs, in line with its credit risk.

³ Balance on September 30th, 2025.

ESG

Since 2020, the Company has been consolidating its ESG agenda with a focus on the sustainability of its business model and the creation of sustainable value. In 2022, Log-In adopted the concept of dual materiality to guide its strategy, considering both the impacts generated by the Company's operations on social and the environmental aspects and the risks and opportunities that these factors represent for its financial results. The initiatives implemented are part of Log-In's ESG roadmap, built with the commitment of the Company's leadership and widely disseminated throughout the organization.



Here are some of the main highlights of the quarter:

Environment (E)

- Participation in D°GREES Symposium 2025 (Corporate Decarbonization: Five Years of Reflection And Future Outlook), promoted by the University of Hamburg, with Log-In being part of a study of 19 companies from different regions of the world over the last 5 years;
- Tecmar's Full compliance in the SASSMAQ certification audit (System for the Assessment of Health, Safety, Environment, and Quality, a program developed by ABIQUIM – Brazilian Chemical Industry Association).

Social (S)

- Programa +: 2nd place in the category of Best Employer Branding Strategy combined with inclusion and diversity;
- Unilog-In was internationally recognized as Best Corporate Learning University by the Brandon Hall Group. In partnership with CrossKnowledge, Log-In won the silver award;
- 2nd place in the award for best practices in people management in the transportation and logistics segment;
- First internship program at Tecmar.

Governance (G)

- For the 4th consecutive year, Log-In's Legal Department was certified with the AB2L Infinite Certificate for Legal Innovation;
- Approval of the Company's Internal Human Rights Policy;
- Submission of the Company's action plans to compete for the seal issued by the *Pacto pela Sustentabilidade* (Sustainability Pact) of the Ministry of Ports and Airports of Brazil, an initiative created to promote ESG practices and reduce environmental impacts in the port and airport sector.

Subsequent Events

Real Estate Acquisition

On October 20th, 2025, Log-In announced to the market that its subsidiary, Tecmar Transportes Ltda., had signed a Private Instrument of Commitment for the Purchase and Sale of Real Estate to acquire a commercial property located in Manaus owned by Gradiente S.A.

The amount of the Operation is capped at R\$ 40,000,000.00 (forty million BRLs), net of charges, taxes, and other applicable costs, which will be paid after all the necessary conditions precedent for the completion of the Operation have been met.

The Company understands that the Operation will capture strategic synergies necessary for the expansion of Tecmar's business in the region, enabling the expansion of logistics services, including transportation, storage, and container pre-stacking, further consolidating itself as a relevant and efficient logistics solution for the industrial and retail sectors in the Manaus industrial hub.

Exhibit I – Consolidated EBITDA Composition

Composition of EBITDA R\$ Million	3Q25	3Q24	3Q25 vs. 3Q24	9M25	9M24	9M25 vs. 9M24
Coastal Shipping	98.8	114.9	-14.0%	333.2	311.8	6.9%
Vila Velha Terminal (TVV)	39.0	41.5	-6.1%	116.9	126.9	-7.9%
Integrated Solutions	6.4	5.5	16.1%	19.4	20.7	-6.3%
Road Cargo Transportation	(1.7)	(0.5)	278.7%	0.2	16.1	-99.0%
G&A and Other Expenses ¹	7.2	(13.8)	-152.6%	9.7	(50.3)	n.a.
EBITDA	149.6	147.7	1.3%	479.3	425.2	12.7%
Cut off ²	5.6	15.8	-64.8%	9.8	25.5	-61.6%
Non recurring Events Adjustments ³	0.0	0.9	-100.0%	(3.5)	3.8	n.a.
Acquisition Review - Oliva Pinto ⁴	0.0	0.0	n.a.	4.0	2.8	5.7%
Adjusted EBITDA	155.2	164.3	-5.6%	489.5	457.3	7.1%

¹ **G&A and Other Expenses - amounts not allocated to the businesses:** General and Administrative Expenses of the group.

² **Cut off:** according to CPC 47, the cut-off is an accounting adjustment due to the accounting of only the portion of the service rendered, cancelling the effect of the portion of the service not yet concluded in the period, and which, in turn, had its transport document recorded by the total amount at the beginning of service provision. In this quarter, a deferral of R\$ 5.6 million was recognized, of which R\$ 6.2 million to Coastal Shipping and -R\$ 0.7 million to Road Cargo Transportation.

³ **Adjustments for Non-Recurring Events:** There were no adjustments for non-recurring effects in 3Q25.

⁴ **Acquisition Review - Oliva Pinto:** Accounting recognition of non-receivables in the Oliva Pinto Group related to expenses between former related parties.

Exhibit II – Reconciliation of Profit (Loss) with EBITDA

EBITDA Reconciliation R\$ Million	3Q25	3Q24	9M25	9M24
Profit (Loss)	19.4	(13.0)	70.9	2.7
Income Taxes	18.6	25.8	84.7	13.5
Net Financial Result	42.8	58.6	110.4	202.4
Depreciation and Amortization	68.7	76.3	213.1	206.5
EBITDA	149.6	147.7	479.3	425.2
Non recurring Events Adjustments ¹	0.0	0.9	(3.5)	3.8
Cut off ²	5.6	15.8	9.8	25.5
Acquisition Review - Oliva Pinto ³	0.0	0.0	4.0	2.8
Adjusted EBITDA	155.2	164.3	489.5	457.3

¹ **Adjustments for Non-Recurring Events:** There were no adjustments for non-recurring effects in 3Q25.

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³ **Acquisition Review - Oliva Pinto:** Accounting recognition of non-receivables in the Oliva Pinto Group related to expenses between former related parties.

Exhibit III – Consolidated Cash Flow

Statement of Cash Flows		06/30/2025	06/30/2024
		R\$ Milion	
Profit (loss) for the period		70.9	2.7
Adjustments for:			
Income, equity method		0.0	0.0
Depreciation and amortization		212.9	206.9
Income tax and social contribution		84.7	(32.5)
Provision (reversal) for risks and monetary restatement		(117.9)	(7.1)
Recognition (reversal) of expected credit losses		(0.1)	(4.1)
Operating provisions		33.5	5.2
Expense on stock option plan		0.0	0.6
Interest, charges and exchange variation, net		196.7	138.0
Funds from subsidy - AFRMM invested		(60.8)	62.2
Income on financial applications		(27.4)	(38.1)
Provision of participation in profit or loss		24.9	19.2
Recoverable claims		(2.2)	(0.1)
Goodwill and negative goodwill in the acquisition of a new business		10.0	11.8
Other		8.4	(7.2)
Changes in assets and liabilities			
Trade and related party accounts receivable		(51.0)	(27.1)
Inventories		(6.3)	(12.8)
Recoverable taxes		(45.6)	(32.2)
Merchant Marine Fund (AFRMM)		16.9	(69.9)
Other Assets		(59.4)	(36.2)
Escrow deposits		7.2	(4.0)
Payroll and social charges		(8.0)	(12.9)
Taxes and contributions payable		(6.1)	65.5
Suppliers and amount payable to related parties		124.8	578.8
Contingencies payments		(3.9)	(4.0)
Other liabilities		(6.6)	9.6
Income tax and social contribution paid		(24.1)	(36.5)
Cash flows from operating activities		371.5	775.8
Acquisition of equity interest		(29.2)	(13.4)
Additions to fixed assets and intangibles		(121.8)	(295.7)
Financial investments and redemptions net		4.4	103.7
Cash flows from investment activities		(146.6)	(205.5)
Cash flows from financing activities		(275.1)	(685.5)
Increase (reduction) in cash and equivalents		(50.2)	(115.1)
Cash and equivalents at beginning of period		289.8	436.4
Cash and equivalents at end of period		239.6	321.3

Exhibit IV – Consolidated Balance Sheet (R\$ million)

ASSETS		LIABILITIES			
	09/30/25	09/30/24			
CURRENT ASSETS			CURRENT LIABILITIES		
Cash and cash equivalents	239.6	321.3	Financings and Debentures	283.6	249.5
Financial Applications	29.7	28.5	Lease Obligations	106.0	86.3
Accounts Receivable	402.0	351.0	Suppliers and Operating Provisions	311.0	232.2
Related party	48.5	41.7	Related parts	20.4	15.7
Inventories	77.5	73.6	Tax Liabilities	113.2	74.5
Recoverable Taxes	130.9	84.1	Payroll and Related Charges	90.8	76.6
AFRMM	14.1	15.4	Acquisition of equity interest	35.2	40.7
Recoverable claims	4.7	2.3	Others	7.6	16.7
Others	148.7	83.0		<u>968.0</u>	<u>792.2</u>
	<u>1,095.8</u>	<u>1,000.9</u>			
NON-CURRENT ASSETS			NON-CURRENT LIABILITIES		
Financial Applications	32.4	32.2	Financings and Debentures	1,407.0	1,424.7
Accounts Receivable	68.5	-	Acquisition of equity interest	76.4	95.9
Deferred Income Taxes	523.7	487.9	Leasing Obligations	242.1	187.4
Recoverable Taxes	-	-	Provision for Risks	136.0	268.2
Escrow Deposits	22.1	29.0	Deferred Income Taxes	93.3	33.7
Indemnified asset	206.6	214.3	Operating Provisions	-	-
AFRMM	173.3	105.5	Others	3.1	3.9
Right of Use - Leasing	347.6	260.2		<u>1,957.9</u>	<u>2,013.8</u>
Others	0.1	3.9			
	<u>1,374.3</u>	<u>1,132.9</u>			
Investments			SHAREHOLDER'S EQUITY		
Fixed Assets	1,408.1	1,492.0	Capital Stock	1,324.2	1,324.2
Intangible	113.7	115.7	Capital Reserves	38.4	38.4
	<u>1,521.9</u>	<u>1,607.7</u>	Treasury Shares	(50.9)	(50.9)
	<u>2,896.1</u>	<u>2,740.7</u>	Cumulative Results & Translation Adjustments	(246.3)	(368.0)
			Hedge reserve	10.2	0.0
			Cumulative conversion adjustments	(9.8)	(8.3)
			Non-controlling Shareholders Interest	<u>1,065.8</u>	<u>935.4</u>
TOTAL ASSETS	<u>3,991.9</u>	<u>3,741.5</u>	TOTAL LIABILITIES	<u>3,991.9</u>	<u>3,741.5</u>



Exhibit V – Reconciliation of 3Q25 EBITDA

Economic and Financial Data R\$ Million		3Q25	3Q24	3Q25 vs. 3Q24
Consolidated				
Net Operating Revenue		794.4	707.3	12.3%
<i>Cut off</i>		5.6	15.8	-64.8%
Non recurring Events Adjustments		0.0	0.9	-100.0%
Acquisition Review - Oliva Pinto		0.0	0.0	n.a.
Adjusted EBITDA ¹		155.2	164.3	-5.6%
<i>Adjusted EBITDA Margin</i> ²		19.5%	23.2%	-3.7 p.p.
Coastal Shipping				
Net Operating Revenue		533.4	447.8	19.1%
<i>Cut off</i>		6.2	14.9	-58.1%
Non recurring Events Adjustments		0.0	0.0	n.a.
Adjusted EBITDA ¹		105.0	129.8	-19.1%
<i>Adjusted EBITDA Margin</i> ²		19.7%	29.0%	-9.3 p.p.
TVV				
Net Operating Revenue		95.0	96.1	-1.2%
EBITDA		39.0	41.5	-6.1%
Non recurring Events Adjustments		0.0	0.0	n.a.
Adjusted EBITDA ¹		39.0	41.5	-6.1%
<i>Adjusted EBITDA Margin</i> ²		41.0%	43.2%	-2.1 p.p.
Integrated Solutions				
Net Operating Revenue		17.3	12.4	39.6%
EBITDA		6.4	5.5	16.1%
<i>EBITDA Margin</i>		36.8%	44.3%	-7.5 p.p.
Road Cargo Transportation				
Net Operating Revenue		148.6	151.0	-1.6%
EBITDA		(1.7)	(0.5)	278.7%
<i>Cut off</i>		(0.7)	0.9	n.a.
Non recurring Events Adjustments		0.0	0.9	-100.0%
Acquisition Review - Oliva Pinto		0.0	0.0	n.a.
Adjusted EBITDA ¹		(2.4)	1.3	-278.9%
<i>Adjusted EBITDA Margin</i> ²		-1.6%	0.9%	-2.5 p.p.

¹ Adjusted EBITDA in 3Q25 is composed of EBITDA plus cut-off in the amount of R\$ 5.6 million, of which R\$ 6.2 million in Coastal Shipping and -R\$ 0.7 million in Road Cargo Transportation. According to CPC 47, the cut-off is an accounting adjustment due to the accounting of only the portion of the service rendered, cancelling the effect of the portion of the service not yet concluded in the period, and which, in turn, had its transport document recorded by the total amount at the beginning of service provision.



Log-In Logística Intermodal S.A.

Log-In plans, manages and operates logistics solutions through an intermodal network that allows geographical coverage throughout Brazil and the Mercosur. With customized solutions and a qualified team, Log-In reduces its customers' logistics costs, redesigning their operations and optimizing the entire cargo handling process. The Company's Intermodal Services include the following activities:

- Coastal Shipping: maritime transportation encompassing ports in the Brazilian coast and the Mercosur, integrated to short-distance road transportation to provide customers with a door-to-door solution;
- Port Terminal: management and operation of a container port terminal, the Vila Velha Terminal (TVV), in the State of Espírito Santo;
- Integrated Solutions: Log-In offers customized solutions for customers in addition to sea transport, port services (TVV) and road operations (Tecmar and Oliva Pinto), and is responsible for the customer's entire logistics chain. Currently, there is one Intermodal Terminal (Itajaí) with warehousing and cross-docking operations, integrated with Coastal Shipping services and Terminals;
- Road transport of Less-Than-Truckload (LTL) and containers - Tecmar and Tecmar Norte, formerly known as Oliva Pinto - companies acquired during 2022.

The Company currently operates with the following services in Coastal Shipping: South Atlantic Service (SAS), which serves a regular route connecting Brazil (Northeast, Southeast and South regions) to Mercosur countries; Amazonas Express Service (SEA), the only express shipping service from Manaus to Santos, and Shuttle Services for feeder cargo: Shuttle Vitória (SSV) and Shuttle Rio (SSR). In 2022, Tecmar Transportes was acquired, a company that operates in the road transport sector with more than 20 years of experience in the market, and the Oliva Pinto Group was acquired by Tecmar Transportes in 1Q23. Oliva Pinto operates in the business of road transport, logistics handling and cargo storage/warehousing.

On September 30th, 2025, the Company's fleet, considering own and chartered vessels, totaled a nominal capacity of 24,366 TEUs. The vessels were allocated to services as follows in the detailed table below:

Ship	Type	Nominal Capacity (TEU)	Service
Log-In Polaris	Owned	2.700	Amazonas Express Service (SEA)
Log-In Experience	Owned	3.158	
Log-In Jacarandá	Owned	2.800	
Log-In Evolution	Owned	3.158	
Log-In Discovery	Owned	2.550	Atlântico Sul Service (SAS)
Log-In Endurance	Owned	2.800	
Log-In Jatobá	Owned	2.800	
Log-In Pantanal	Owned	1.700	Shuttle Rio Service (SSR)
Log-In Resiliente	Owned	2.700	Shuttle Vitória Service (SSV)

* Capacity of the fleet in operation at the end of the reporting period.

Log-In uses an extensive and integrated transport network, allowing it to serve Brazil's most important regions, which jointly account for 70% of the country's GDP, as well as to meet the trade demand between these regions, offering innovative and efficient solutions for transporting the products of Log-In's more than 1.5 thousand customers, including the most relevant Brazilian and multinational companies with operations in Brazil and the Mercosur.

Maritime transportation is the most indicated for long-haul cargo transportation, also contributing to reduce environmental impacts. In Brazil, excluding deforestation, the transportation sector is the main emission channel of CO2 in the atmosphere, with road transportation being the main responsible for such emissions. In a continental country like Brazil, the emission of polluting gases can be significantly reduced through a more diversified transport matrix, which includes more maritime transportation.

Log-In is currently focusing on its long-term growth strategy, which includes organic and inorganic growth initiatives that may contribute to strengthen its business model, in line with the Company's goal to become a benchmark in logistics solutions in Brazil and the Mercosur.

Statements contained in this report concerning business prospects, projections of operating and financial results and references to Log-In's growth potential are mere forecasts and were based on management's expectations and estimates regarding the Company's future performance. Although the Company believes that such forecasts are based on reasonable assumptions, it does not assure that they will be achieved. The expectations and estimates underlying Log-In's future prospects are highly dependent on market behavior, Brazil's economic and political situation, existing and future state regulations, industry and international markets and, therefore, are subject to changes beyond the control of the Company and its management. Log-In is under no obligation to release any updates or revisions to the expectations, estimates and forecasts contained in this report arising from future information or events.

