



Earnings Release 3Q26

EARNINGS CONFERENCE CALL

Thursday, November 12, 2026 – 11 am (Brasília time) – Portuguese (with simultaneous interpretation into English and with Brazilian sign language interpreting)

The conference call will take place on Zoom Webinar at:

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

Zoom ID: 855896

* The audio recording of the presentation will be available on the Investor Relations website starting November 13, 2026 at https://ri.loginlogistica.com.br/

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Quarterly Message

In the third quarter of 2026, Log-In made significant progress across its main business units. In Coastal Shipping, cabotage revenue showed strong recovery, driven by higher unit prices, signaling a better supply and demand balance in the market. The period was also marked by the completion of the dry-docking cycle scheduled for 2026, an important milestone in investments aimed at improving fleet reliability and operating efficiency.

At TVV, the quarter was marked by intense container throughput and the highest EBITDA ever recorded for a third quarter. A highlight was the Penedo backland area reaching full operation, which expanded the terminal's warehousing and cargo-holding capacity.

In Road Cargo Transportation, the Company continued the initiatives under Tecmar's turnaround plan, focusing on improving profitability, operating efficiency, and levels of service.

On the ESG front, Log-In ranked 3rd place in the Logistics and Transportation category of the 2026 Excellence in People Management Award. The Company also made progress on its development and inclusion initiatives by launching Programa Origem (Origin Program), designed to advance the careers of black individuals. Additionally, training and development programs for maritime professionals are ongoing, contributing to upskilling, workforce renewal, and broader access to a career in our industry.

Financial and Operational Summary [1]

Economic and Financial Data R$ Million	3Q26	3Q25	3Q26 vs. 3Q25	9M26	9M25	9M26 vs. 9M25
Consolidated						
Net Operating Revenue	803.5	794.3	1.2%	2,260.7	2,217.2	2.0%
Adjusted EBITDA [2]	64.3	155.0	-58.5%	284.7	489.3	-41.8%
Adjusted EBITDA Margin	*8.0%*	*19.5%*	*-11.5 p.p.*	*12.6%*	*22.1%*	*-9.5 p.p.*
Coastal Shipping [3]						
Net Operating Revenue	533.9	550.7	-3.0%	1,480.1	1,528.0	-3.1%
Adjusted EBITDA [2]	104.7	111.4	-5.9%	258.1	363.5	-29.0%
Adjusted EBITDA Margin	*19.6%*	*20.2%*	*-0.6 p.p.*	*17.4%*	*23.8%*	*-6.4 p.p.*
TVV						
Net Operating Revenue	128.9	95.0	35.7%	369.9	282.2	31.1%
Adjusted EBITDA [2]	59.8	39.0	53.6%	177.4	116.9	51.8%
Adjusted EBITDA Margin	*46.4%*	*41.0%*	*5.4 p.p.*	*48.0%*	*41.4%*	*6.6 p.p.*
Road Cargo Transportation						
Net Operating Revenue	140.6	148.6	-5.3%	410.7	407.0	0.9%
Adjusted EBITDA [2]	(75.6)	(2.4)	n.a.	(74.2)	(0.6)	n.a.
Adjusted EBITDA Margin	*-53.8%*	*-1.6%*	*-52.1 p.p.*	*-18.1%*	*-0.1%*	*-17.9 p.p.*

Operational Data	3Q26	3Q25	3Q26 vs. 3Q25	9M26	9M25	9M26 vs. 9M25
Coastal Shipping - Total Containers ('000 TEU)	199.4	201.4	-1.0%	577.4	576.8	0.1%
TVV - Containers Handling ('000)	67.3	53.9	24.8%	175.7	165.0	6.5%
TVV - General Cargo Handling ('000 Tons)	252.5	245.8	2.7%	667.6	542.3	23.1%
Fleet - Nominal Capacity (TEU)*	22,967	24,366	-5.7%	23,631	24,366	-3.0%

* Capacity of the fleet in operation by the end of the period covered by this report. The reduction compared to 3Q25 and 9M25 reflects vessel dry-docking operations throughout the year.

[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 should be noted that - as a market practice - adjusted EBITDA is not audited by independent auditors, given that it is a non-GAAP metric and every company can calculate this indicator according to their own criteria.

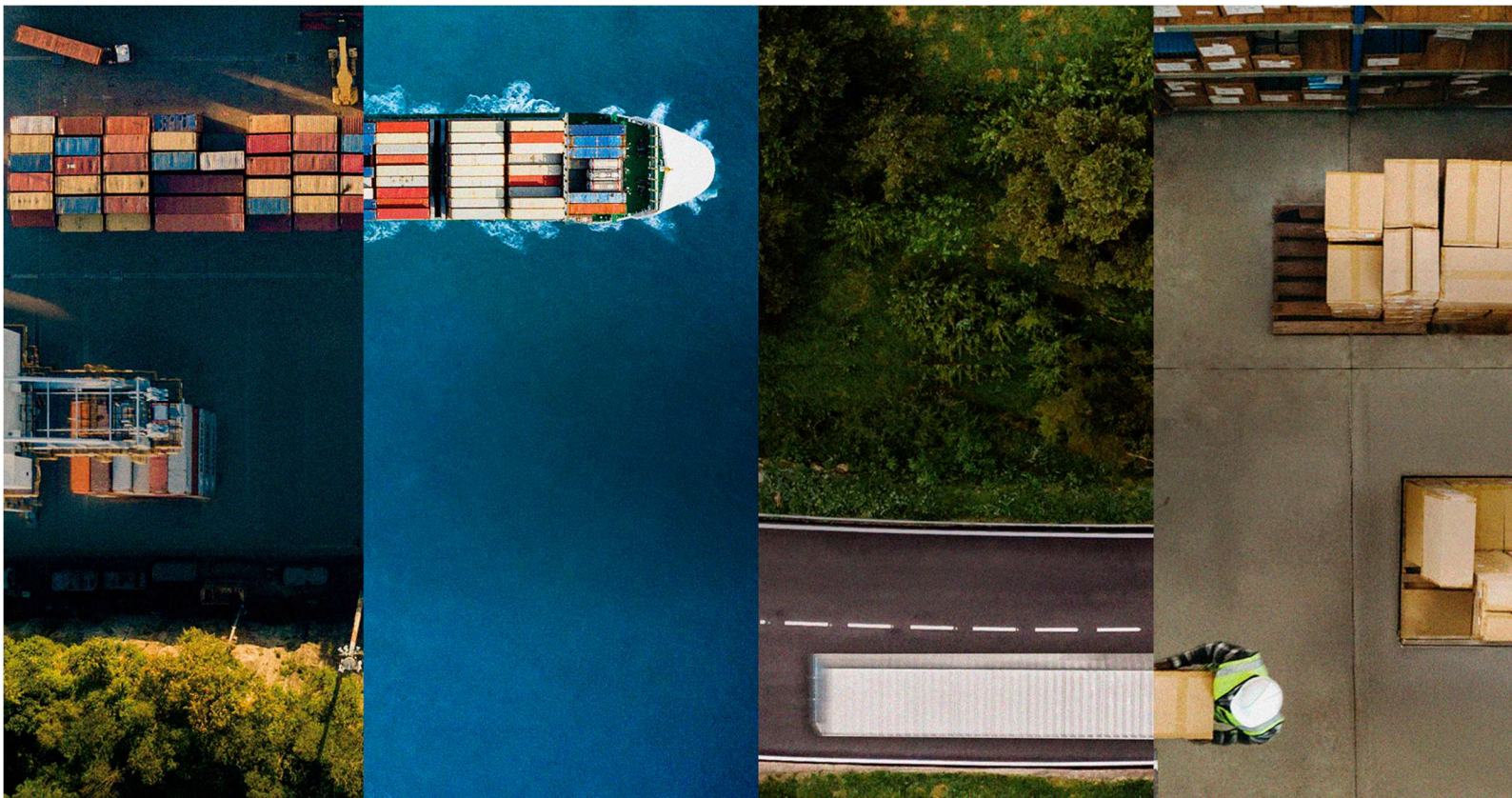
[2] Adjusted EBITDA is composed of EBITDA plus cut-off effects, in accordance with CPC 47, as well as non-recurring adjustments, as shown in the reconciliations presented in the Exhibits of this Earnings Release. Following industry practice, Adjusted EBITDA (a non-GAAP metric) is not audited by independent auditors.

[3] Starting from 1Q26, Coastal Shipping numbers now include the results of the Integrated Solutions business. For comparability purposes, the way we present 2025 data has been adjusted.

Consolidated Result

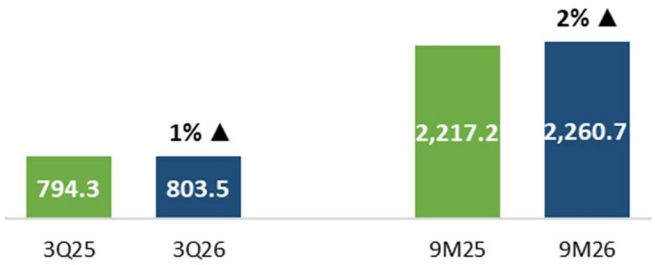
Consolidated Result R$ Million	3Q26	3Q25	3Q26 vs. 3Q25	9M26	9M25	9M26 vs. 9M25
Net Operating Revenue	**803.5**	**794.3**	**1.2%**	**2,260.7**	**2,217.2**	**2.0%**
Costs	(702.6)	(620.4)	13.2%	(1,907.7)	(1,683.0)	13.3%
Expenses	(79.1)	(48.2)	64.0%	(5.0)	(115.9)	-95.7%
Sales and Administrative	(61.5)	(32.3)	90.6%	(131.1)	(99.4)	31.9%
Other	(17.6)	(16.0)	10.3%	126.1	(16.5)	n.a.
AFRMM	24.5	23.8	3.0%	65.7	60.8	8.1%
EBITDA	**46.3**	**149.4**	**-69.0%**	**413.8**	**479.1**	**-13.6%**
Adjusted EBITDA [1]	**64.3**	**155.0**	**-58.5%**	**284.7**	**489.3**	**-41.8%**
Depreciation and Amortization	(78.3)	(68.7)	13.8%	(233.3)	(213.1)	9.4%
EBIT	**(32.0)**	**80.7**	**n.a.**	**180.5**	**266.0**	**-32.1%**
Financial Result	**(56.7)**	**(42.8)**	**32.5%**	**(135.6)**	**(110.4)**	**22.9%**
Financial Income	10.4	12.0	-13.7%	46.8	31.0	51.0%
Financial Expenses	(69.4)	(59.8)	16.0%	(209.2)	(179.2)	16.7%
Exchange Variations	2.4	5.0	-53.1%	26.8	37.8	-29.3%
EBT	**(88.7)**	**37.9**	**n.a.**	**44.9**	**155.6**	**-71.2%**
Income Tax and Social Contribution	(3.7)	(18.6)	-80.2%	(41.9)	(84.7)	-50.5%
Profit (Loss)	**(92.3)**	**19.2**	**n.a.**	**2.9**	**70.9**	**-95.8%**

[1] Adjusted EBITDA is composed of EBITDA plus cut-off effects, in accordance with CPC 47, as well as non-recurring adjustments, as shown in the reconciliations presented in the Exhibits of this Earnings Release. Following industry practice, Adjusted EBITDA (a non-GAAP metric) is not audited by independent auditors.



Net Operating Revenue

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



3Q26 x 3Q25

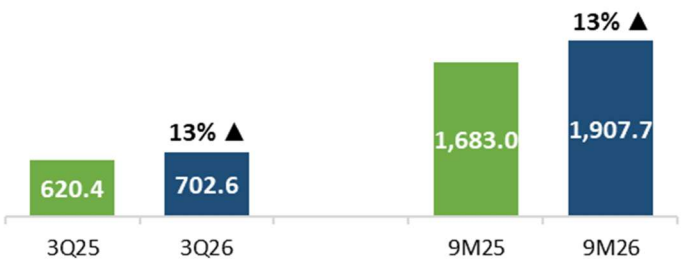
Consolidated NOR for 3Q26 remained in line with 3Q25. Performance was driven by TVV, with revenue growing 35.7%. This was driven primarily by revenue from warehousing and ancillary services. Full operation of the Penedo backland area expanded storage capacity for high value-added cargo, while record container throughput also contributed to the result. Coastal Shipping's NOR, meanwhile, was negatively impacted by a variation on Feeder cargo mix and a drop in Cabotage volume, resulting from a lower number of vessels in operation during the period. Road Cargo Transportation also recorded a decline in revenue, due to lower volume.

9M26 x 9M25

In 9M26, Consolidated Net Operating Revenue rose compared to the same period last year, driven primarily by TVV's performance. The terminal's revenue growth resulted from higher container throughput and, above all, increased revenue from warehousing and ancillary services, driven by the start of operations at the Penedo backland area and higher cargo retention, including high value-added cargo. Road Cargo Transportation posted revenue which remained virtually unchanged compared to the previous period, while revenue from Coastal Shipping showed a slight decrease due to the imbalance between supply and demand observed in the first half of the year.

Costs

(R$ Million)



3Q26 x 3Q25

Costs increased during the third quarter, primarily reflecting changes in the Road Cargo Transportation business (Tecmar) and at TVV. Tecmar's costs were affected by the write-offs of prior-period balances with low expectations of recovery, resulting from the ongoing implementation of the turnaround plan, as will be explained in the section dedicated to this business unit. Meanwhile, at TVV, costs rose in line with the terminal's higher activity level and costs associated with operating the Penedo backland area.

9M26 x 9M25

Year-to-date, the increase in costs of services provided was primarily driven by variations observed in the Coastal Shipping and Road Cargo Transportation business units.

As regards Coastal Shipping, the increase stemmed mainly from higher variable costs associated with container handling and the expansion of intermodal operations, particularly in 1Q26 and 2Q26. Tecmar's 9M26 results were impacted by the same factors described for the quarter. At TVV, the increase primarily reflected a higher volume of general cargo handled in 1Q26 and the costs associated with the start of operations at the Penedo backland area beginning in 2Q26.

Expenses

3Q26 x 3Q25

In 3Q26, the increase in expenses resulted primarily from write-offs recognized at Tecmar, related to the review and clean-up of balances recorded on the balance sheet as part of the turnaround plan.

9M26 x 9M25

In 9M26, expenses were positively impacted by R$ 155.4 million from the sale of vessels Log-In Pantanal and Log-In Resiliente, pursuant to the Notices to the Market published on April 29, 2026, and June 3, 2026, respectively. Excluding this one-off item, operating expenses were virtually flat year-over-year.

EBITDA

EBITDA R$ Million	3Q26	3Q25	3Q26 vs. 3Q25	9M26	9M25	9M26 vs. 9M25
EBITDA	46.3	149.4	-69.0%	413.8	479.1	-13.6%
EBITDA Margin	*5.8%*	*18.8%*	*-13.0 p.p.*	*18.3%*	*21.6%*	*-3.3 p.p.*
Adjusted EBITDA [1]	64.3	155.0	-58.5%	284.7	489.3	-41.8%
Adjusted EBITDA Margin	*8.0%*	*19.5%*	*-11.5 p.p.*	*12.6%*	*22.1%*	*-9.5 p.p.*

[1] Adjusted EBITDA is composed of EBITDA plus cut-off effects, in accordance with CPC 47, as well as non-recurring adjustments, as shown in the reconciliations presented in Exhibits V of this Earnings Release. Following industry practice, Adjusted EBITDA (a non-GAAP metric) is not audited by independent auditors

3Q26 x 3Q25

In 3Q26, adjusted EBITDA decreased when compared to 3Q25, primarily due to Tecmar, as a result of write-offs from prior periods, as will be explained in the section dedicated to this business unit. In addition, General and Administrative (G&A) expenses were impacted by lower reversal of unmaterialized contingencies recognized upon the acquisition of Tecmar, and the payment of an indemnification asset. These effects were partially offset by the strong performance of TVV, which posted a 53.7% increase in EBITDA for the quarter, driven by strong demand for container handling and warehousing services given the full utilization of the Penedo backland area.

9M26 x 9M25

Adjusted EBITDA and Adjusted EBITDA margin declined year-to-date, primarily reflecting the performance of the Coastal Shipping and Road Cargo Transportation business units. In Coastal Shipping, the decline stems from increased pressure on costs that outweighed the rise in net operating revenue (NOR) during the period. The results of Road Cargo Transportation, in turn, were primarily affected by third-quarter numbers.

In addition, in 9M25, adjusted EBITDA benefited, above all, from General and Administrative (G&A) expenses, as explained above.

Profit (Loss) for the Period

Income Statement R$ Million	3Q26	3Q25	3Q26 vs. 3Q25	9M26	9M25	9M26 vs. 9M25
Net Revenue	**803.5**	**794.3**	**1.2%**	**2,260.7**	**2,217.2**	**2.0%**
Costs of Services Provided	**(775.9)**	**(686.3)**	**13.1%**	**(2,126.2)**	**(1,883.8)**	**12.9%**
Costs	(702.6)	(620.4)	13.2%	(1,907.7)	(1,683.0)	13.3%
Depreciation and Amortization	(73.3)	(65.9)	11.3%	(218.5)	(200.8)	8.8%
Gross Profit	**27.6**	**108.0**	**-74.5%**	**134.5**	**333.4**	**-59.7%**
Net Operational Expenses	**(59.5)**	**(27.3)**	**118.0%**	**46.0**	**(67.4)**	**n.a.**
Sales and Administrative	(61.5)	(32.3)	90.6%	(131.1)	(99.4)	31.9%
Other	(17.6)	(16.0)	10.3%	126.1	(16.5)	n.a.
AFRMM	24.5	23.8	3.0%	65.7	60.8	8.1%
Depreciation and Amortization	(5.0)	(2.9)	72.5%	(14.7)	(12.4)	19.2%
Operating Income	**(32.0)**	**80.7**	**n.a.**	**180.5**	**266.0**	**-32.1%**
Financial Result	**(56.7)**	**(42.8)**	**32.5%**	**(135.6)**	**(110.4)**	**22.9%**
Financial Income	10.4	12.0	-13.7%	46.8	31.0	51.0%
Financial Expenses	(69.4)	(59.8)	16.0%	(209.2)	(179.2)	16.7%
Exchange Variations	2.4	5.0	-53.1%	26.8	37.8	-29.3%
Profit before Income Tax and Social Contribution	**(88.7)**	**37.9**	**n.a.**	**44.9**	**155.6**	**-71.2%**
Income Tax and Social Contribution	**(3.7)**	**(18.6)**	**-80.2%**	**(41.9)**	**(84.7)**	**-50.5%**
Net Income (Loss)	**(92.3)**	**19.2**	**n.a.**	**2.9**	**70.9**	**-95.8%**

3Q26 x 3Q25

Net Income for the third quarter is explained mainly by the reduction in Gross Profit, reflecting the impact of accounting adjustments in Road Cargo Transportation and the operational performance of the business units. In addition to this effect, net income was impacted by an increase in financial expenses, resulting mainly from the monetary restatement of contingencies, which varied by R$ 11.0 million compared to 3Q25.

9M26 x 9M25

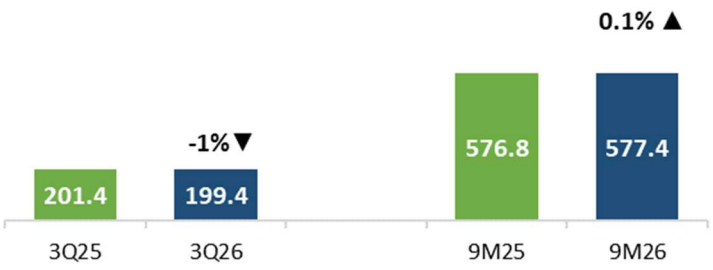
Operating Income for the period varied in line with the explanations provided earlier for 3Q26. Moreover, Net Income was also impacted by financial results, driven by higher interest expenses on loans and the monetary restatement of contingencies compared to 9M25.

Coastal Shipping and Integrated Solutions

In 3Q26, Coastal Shipping transported volumes remained in line year-over-year, despite the challenging environment in the quarter. Cabotage NOR performed well, reflecting higher average rates resulting from commercial strategies implemented since the beginning of the year. The quarter was also marked by the completion of the dry-docking cycle scheduled for 2026, an important milestone of the fleet maintenance program and investments aimed at improving operating efficiency. These dry-dockings contribute to boosting vessel reliability and availability, improving their operational performance, and reducing the need for corrective maintenance.

Volumes

- **Container Handling Volume[1] (thousand TEUs)**



Volume throughput held steady year-over-year. Cabotage and Mercosur volumes were hit by operational disruptions and blank sailings, stemming from adverse weather in the South region of Brazil, congestion at the ports and the operation of the fleet with one less vessel due to the planned dry-docking schedule. By contrast, Feeder posted slight growth in 3Q26, mainly on the Vitória Shuttle Service (SSV) and on operations bound for the North region, offsetting almost entirely the decline seen in the other trades.

[1] Total number of containers transported on regular cabotage services and regional routes, as well as supplementary operations (Feeder trade). 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.

Coastal Shipping EBITDA

Coastal Shipping EBITDA R$ MM	3Q26	3Q25	3Q26 vs. 3Q25	9M26	9M25	9M26 vs. 9M25
Net Operating Revenues	533.9	550.7	-3.0%	1,480.1	1,528.0	-3.1%
Costs	(435.7)	(449.7)	-3.1%	(1,240.7)	(1,179.5)	5.2%
Expenses	(37.9)	(19.7)	92.6%	79.8	(56.8)	n.a.
AFRMM	24.5	23.8	3.0%	65.7	60.8	8.1%
Depreciation and amortization	(40.9)	(41.7)	-2.0%	(126.3)	(127.8)	-1.1%
EBIT	**43.9**	**63.4**	**-30.7%**	**258.7**	**224.8**	**15.1%**
EBIT Margin	8.2%	11.5%	-3.3 p.p.	17.5%	14.7%	2.8 p.p.
(+) Depreciation and amortization	40.9	41.7	-2.0%	126.3	127.8	-1.1%
EBITDA	**84.8**	**105.1**	**-19.3%**	**385.0**	**352.5**	**9.2%**
EBITDA Margin	15.9%	19.1%	-3.2 p.p.	26.0%	23.1%	2.9 p.p.
Non-recurring AFRMM	0.0	0.0	n.a.	(171.7)	0.0	n.a.
Cut off	19.9	6.2	219.8%	44.8	11.0	306.5%
Adjusted EBITDA [1]	**104.7**	**111.4**	**-5.9%**	**258.1**	**363.5**	**-29.0%**
Adjusted EBITDA Margin	19.6%	20.2%	-0.6 p.p.	17.4%	23.8%	-6.4 p.p.

[1] Starting from 1Q26, Coastal Shipping numbers (Cabotage, Mercosur and Feeder) now include the results of the Integrated Solutions business. For comparability purposes, the way we present 2025 data has been adjusted.

[2]Adjusted EBITDA in 3Q26 is composed of EBITDA plus cut-off effects as well as non-recurring adjustments, as shown in the reconciliations presented in Exhibit V of this Earnings Release. Following industry practice, Adjusted EBITDA (a non-GAAP metric) is not audited by independent auditors.

Net Operating Revenue (NOR)

Coastal Shipping NOR declined during the quarter, primarily due to the performance of the Feeder trade, which, as its revenue is pegged to the U.S. dollar, was affected by the currency's depreciation despite lower volumes during the period. In addition, Mercosur revenue declined in line with the drop in volume, compounded by the impact of the U.S. dollar depreciation. Cabotage revenue, in turn, partially offset the decline in both Feeder and Mercosur NOR.

Costs

Costs of services provided showed a slight decrease during the period, reflecting a reduction in variable costs, while fixed costs increased. The decrease in variable costs was primarily due to lower volumes in the Cabotage and Mercosur trades, which led to lower container handling costs and expenses. Regarding fixed costs, the increase is mainly explained by expenses related to the chartering of the divested vessels (Log-In Pantanal and Log-In Resiliente), which began to fully impact the quarter. Additionally, although operating with one vessel less contributed to lower fuel consumption, this effect was more than offset by the rise in average bunker prices, resulting in higher fuel costs overall. The effects of collective bargaining agreements on costs related to maritime personnel (seafarers) also contributed to this cost variation, as the 2025 wage adjustments were accounted for starting in October.

Coastal Shipping EBITDA

The decline in adjusted EBITDA and adjusted EBITDA margin was primarily due to the results of the Feeder trade, which recorded lower profitability compared to the same period last year, due to the factors mentioned above. The chartering costs of the divested vessels, not present in the previous year, also impacted the results.

Vila Velha Terminal (TVV)

The third quarter of 2026 was marked by TVV's return to full operational capacity, as reflected in the growth in container throughput and high demand observed at the terminal. The expansion of warehousing infrastructure – with the Penedo backland area becoming fully operational during the quarter – provided greater flexibility for routing and holding cargo, helping to generate revenue from warehousing and higher value-added ancillary services. This performance reinforces TVV's position as a multipurpose terminal and confirms its ability to handle different types of cargo.

TVV Volumes

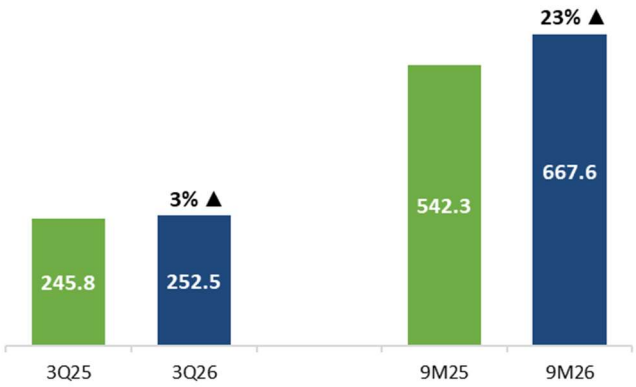
- **Container Handling (thousand boxes)**



Container throughput posted a record mark in 3Q26, driven primarily by container exports, particularly of coffee and rock. This is due to improved coffee prices on the international market and the realignment of the rock market in response to the tariff environment. In addition, there was an increase in imports of machinery and equipment for industrial projects. The rise in empty container handling was also favored by the repositioning[1] of flat-rack containers bound for China and by the demand for empty containers to meet the growing volume of exports.

[1] The Vila Velha Terminal has a particularity due to the type of cargo handled: laden imports use 40-foot (2-TEU) containers, which cannot be reused for exports of the main products handled by TVV, coffee and granite. These are heavy cargo, generally loaded into 20-foot (1-TEU) containers. As a result, containers must be repositioned from/to other ports to meet export demand at the Terminal.

- **General Cargo Handling (thousand tons)**



General cargo throughput was driven mainly by greater bulk operations, notably fertilizers, reflecting commercial opportunities captured throughout the period and facilitated by the use of MHCs (Mobile Harbor Cranes), TVV's differentiator for this type of operation. Vehicle handling also grew compared with the same period of the previous year. On the other hand, granite and steel product handling activities were affected by a high number of containership calls, which strained the terminal's berth capacity, as well as by competitive pressures.

TVV EBITDA

TVV EBITDA R$ MM	3Q26	3Q25	3Q26 vs. 3Q25	9M26	9M25	9M26 vs. 9M25
Net Operating Revenues	128.9	95.0	35.7%	369.9	282.2	31.1%
Costs	(67.2)	(53.1)	26.6%	(186.6)	(159.4)	17.1%
Expenses	(1.9)	(3.0)	-35.6%	(5.9)	(6.0)	-1.3%
Depreciation and amortization	(15.8)	(8.5)	85.7%	(43.4)	(24.7)	75.4%
EBIT	**44.1**	**30.5**	**44.6%**	**134.0**	**92.1**	**45.5%**
EBIT Margin	34.2%	32.1%	2.1 p.p.	36.2%	32.6%	3.6 p.p.
(+) Depreciation and amortization	15.8	8.5	85.7%	43.4	24.7	75.4%
EBITDA	**59.8**	**39.0**	**53.6%**	**177.4**	**116.9**	**51.8%**
EBITDA Margin	46.4%	41.0%	5.4 p.p.	48.0%	41.4%	6.6 p.p.
Non recurring Events Adjustments	0.0	0.0	n.a.	0.0	0.0	n.a.
Adjusted EBITDA	**59.8**	**39.0**	**53.6%**	**177.4**	**116.9**	**51.8%**
Adjusted EBITDA Margin	46.4%	41.0%	5.4 p.p.	48.0%	41.4%	6.6 p.p.

- **Net Operating Revenue (NOR)**

TVV's NOR increased during the period, driven primarily by growth in revenue from warehousing and ancillary services, with a notable contribution from the Penedo backland area, which operated for a full quarter and expanded the terminal's cargo-holding capacity. Performance was also boosted by the storage of high value-added cargo. In addition, container throughput revenue kept pace with growing volumes.

- **Costs**

Costs of services provided increased during the period, in line with the terminal's higher level of activity. This increase was primarily due to more loading and unloading operations, higher personnel expenses given the effect of the collective bargaining agreement, and increased costs needed to support capacity expansion required by operations at the Penedo backland area.

- **TVV EBITDA**

Highest EBITDA for a third quarter, with this metric posting a 53.6% increase and a 5.4 percentage point rise in EBITDA margin, driven by revenue growth and a greater contribution from warehousing and container handling activities. This result reflects a combination of higher operating throughput, commercial opportunities captured, and cost growing below revenue growth. This operating leverage contributed to the terminal's EBITDA margin expansion.

Road Cargo Transportation

In 3Q26, as part of Tecmar's turnaround plan, the Company completed the centralization of its accounting, finance, and financial planning departments, which enabled a detailed review of balance sheet balances and processes at the transaction level. Based on this review, expected credit losses (ECL) and a provision for freight damage were recognized, with no cash effect, in line with the adoption of the Company's new accounting policies. Additionally, there was a significant variation resulting from the write-off of advances related to operations. These effects were classified as recurring, negatively impacting Tecmar's earnings by R$ 71.9 million in 3Q26.

Excluding this adjustment, EBITDA for the quarter was negative R$3.7 million, compared with negative R$2.4 million in 3Q25. Exceptionally, due to the adjustments mentioned, the commentary on NOR, costs and EBITDA will be presented with a view that disregards the effects of the write-offs recorded, allowing for an analysis of Tecmar's operating performance in 3Q26.

Setting aside the effects of the write-offs, the Company made progress in implementing Tecmar's turnaround plan, focusing on reviewing customer portfolio, optimizing the profile of the cargo transported, increasing operating efficiency, improving cost management and discipline, and enhancing levels of service. This improvement is also reflected in the higher OTIF (On Time In-Full) performance for the Company's intermodal first- and last-mile legs, resulting from greater synergy among Log-In's business units.

Road Cargo Transportation EBITDA

Road Cargo EBITDA R$ MM	3Q26	3Q25	3Q26 vs. 3Q25	9M26	9M25	9M26 vs. 9M25
Net Operating Revenues	140.6	148.6	-5.3%	410.7	407.0	0.9%
Costs	(174.2)	(137.3)	26.9%	(415.5)	(365.8)	13.6%
Expenses	(40.1)	(13.0)	208.6%	(67.2)	(41.1)	63.6%
Depreciation and amortization	(10.5)	(7.8)	34.8%	(30.8)	(28.7)	7.2%
Surplus value [1]	(2.4)	(2.4)	0.0%	(7.3)	(7.3)	0.0%
EBIT	**(86.6)**	**(12.0)**	**n.a.**	**(110.1)**	**(35.8)**	**n.a.**
EBIT Margin	-61.6%	-8.1%	-53.5 p.p.	-26.8%	-8.8%	-18.0 p.p.
(+) Depreciation and amortization	10.5	7.8	34.8%	30.8	28.7	7%
(+) Surplus value [1]	2.4	2.4	0.0%	7.3	7.3	0.0%
EBITDA	**(73.7)**	**(1.7)**	**n.a.**	**(72.0)**	**0.2**	**n.a.**
EBITDA Margin	-52.4%	-1.2%	-51.2 p.p.	-17.5%	0.0%	-17.6 p.p.
Cut off	(1.9)	(0.7)	188.7%	1.4	(1.2)	n.a.
Non recurring Events Adjustments	0.0	0.0	n.a.	(7.6)	(3.5)	115%
Acquisition Review - Oliva Pinto	0.0	0.0	n.a.	4.0	4.0	0%
Adjusted EBITDA [2]	**(75.6)**	**(2.4)**	**n.a.**	**(74.2)**	**(0.6)**	**n.a.**
Adjusted EBITDA Margin	-53.8%	-1.6%	-52.1 p.p.	-18.1%	-0.1%	-17.9 p.p.

[1] Surplus value/deficit value is the difference between the amount paid for identifiable assets when the company was acquired, compared to the current market value of these assets.

[2] Adjusted EBITDA is composed of EBITDA plus cut-off effects, in accordance with CPC 47, as well as non-recurring adjustments, as shown in the reconciliations presented in the Exhibits of this Earnings Release.

Net Operating Revenue (NOR)

Excluding the effect of the write-offs, NOR showed a slight decline in the period, reflecting lower volumes transported in the less-than-truckload (LTL) and full-truckload (FTL) segments. Despite lower volumes, revenue declined by a smaller proportion, reflecting improved pricing and cargo mix under the Company's turnaround plan.

- **Costs**

Disregarding the effects of the write-offs, cost of services provided declined in the period, mainly reflecting some operating efficiency initiatives implemented under the ongoing execution of Tecmar's turnaround plan, such as actions aimed at optimizing loading/unloading and transfer/freight costs, even in a scenario of fuel costs under pressure due to higher diesel prices compared with the same period of the previous year.

- **Road Cargo Transportation EBITDA**

Excluding the effects of the write-offs, Adjusted EBITDA was negative R$3.7 million, compared with negative R$2.4 million in 3Q25, reflecting lower revenues and the continued impacts of the actions under the turnaround plan. Despite this result, costs fell by a larger proportion than revenue, evidencing progress in cost discipline and greater operating efficiency.

The Company continues to advance the actions aimed at improving Tecmar's profitability, service level and operational management.

Investments and Debt

Investments (CAPEX)

CAPEX R$ MM	3Q26	3Q25	9M26	9M25
Capital Investments	1.7	0.9	4.7	1.2
Current Investments	43.4	26.0	119.5	51.9
Total	**45.1**	**26.9**	**124.2**	**53.2**

3Q26 x 3Q25

In 3Q26, capital investments were primarily directed toward improving the Company's operational and technological infrastructure. The increase in current investments compared to the same period last year reflected, above all, the completion of dry-docking projects, which concluded the cycle scheduled for 2026 and are part of the investments aimed at fleet maintenance, reliability, and operating efficiency.

In 3Q25, by contrast, investments were concentrated mainly on the purchase of materials for these dry-docking operations, in addition to the modernization of billing systems and the operational continuity of the vessels.

9M26 x 9M25

In 9M26, CAPEX consisted mainly of current investments for the dry-dockings scheduled for 2026, as well as initiatives focused on maintenance of terminals, technology and keeping the vessels operational. In 9M25, investments were mainly allocated to sustaining projects and ensuring operational continuity, including the acquisition of materials for the dry-dockings operations planned for 2026, TVV maintenance, systems modernization and IT projects.

Debt and Leverage in the Last 12 Months (LTM)

Debt R$ MM	09/30/25	12/31/25	03/31/2026	06/30/2026	09/30/2026
Gross Debt [1]	**1,568.0**	**1,558.3**	**1,538.9**	**1,484.8**	**1,466.8**
Cash	301.7	339.5	271.4	323.6	287.2
Net Debt	**1,266.2**	**1,218.8**	**1,267.5**	**1,161.2**	**1,179.7**
EBITDA LTM	687.0	825.2	749.6	863.0	759.9
Net Debt/EBITDA LTM	**1.8 x**	**1.5 x**	**1.7 x**	**1.3 x**	**1.6 x**

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

On September 30th, 2026, the Company had a net debt of R$ 1,179.7 million and a gross debt of R$ 1,466.8 million, with debt predominantly long-term and with an average cost consistent with the indexation profile and prevailing market conditions during the quarter. The leverage ratio (Net Debt/ EBITDA LTM) increased by 0.3x, mainly due to the decline in LTM EBITDA, given the quarterly variance explained previously. This level remains in line with the Company's strategy of reducing leverage and controlling debt in a scenario of continued high interest rates. This reinforces the Company's financial strength and discipline in capital management.

Subsequent Events

There were no subsequent events during the quarter

Exhibit I – Consolidated EBITDA Composition

Composition of EBITDA R$ MM	3Q26	3Q25	3Q26 vs. 3Q25	9M26	9M25	9M26 vs. 9M25
Coastal Shipping	84.8	105.1	**-19.3%**	385.0	352.5	**9.2%**
Vila Velha Terminal (TVV)	59.8	39.0	**53.6%**	177.4	116.9	**51.8%**
Road Cargo Transportation	(73.7)	(1.7)	**4162.6%**	(72.0)	0.2	**n.a.**
G&A and Other Expenses [1]	(24.7)	7.0	**n.a.**	(76.6)	9.5	**n.a.**
EBITDA	**46.3**	**149.4**	**-69.0%**	**413.8**	**479.1**	**-13.6%**
Cut off [2]	18.0	5.6	**223.5%**	46.2	9.8	**372.6%**
Non recurring Events Adjustments [3]	0.0	0.0	**n.a.**	(179.3)	(3.5)	**n.a.**
Acquisition Review - Oliva Pinto[4]	0.0	0.0	**n.a.**	4.0	4.0	**n.a.**
Adjusted EBITDA	**64.3**	**155.0**	**-58.5%**	**284.7**	**489.3**	**-41.8%**

[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$ 18 million was recognized, of which R$ 19.9 million to Coastal Shipping and - R$ 1.9 million to Road Cargo Transportation.

[3] **Adjustments for Non-Recurring Events:** In 3Q26 no adjustments were made for non-recurring events.

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

Exhibit II – Reconciliation of Profit (Loss) with EBITDA

EBITDA Reconciliation R$ MM	3Q26	3Q25	9M26	9M25
Profit (Loss)	(92.3)	19.2	2.9	70.9
Income Taxes	3.7	18.6	41.9	84.7
Net Financial Result	56.7	42.8	135.6	110.4
Depreciation and Amortization	78.3	68.7	233.3	213.1
EBITDA	**46.3**	**149.4**	**413.8**	**479.1**
Non recurring Events Adjustments [1]	0.0	0.0	(179.3)	(3.5)
Cut off [2]	18.0	5.6	46.2	9.8
Acquisition Review - Oliva Pinto[3]	0.0	0.0	4.0	4.0
Adjusted EBITDA	**64.3**	**155.0**	**284.7**	**489.3**

[1] **Adjustments for Non-Recurring Events:** In 3Q26 no adjustments were made for non-recurring events.

[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$ 18 million was recognized, of which R$ 19.9 million to Coastal Shipping and - R$ 1.9 million to Road Cargo Transportation.

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

Exhibit III – Consolidated Cash Flow

Statement of Cash Flows R$ MM	09/30/26	09/30/25
Profit (loss) for the period	**2.9**	**70.9**
Adjustments for:		
Income, equity method	-	-
Disposal of assets	(156.8)	0.0
Depreciation and amortization	232.3	212.9
Income tax and social contribution	41.9	84.7
Provision (reversal) for risks and monetary restatement	(39.9)	(117.9)
Operating provisions	(27.2)	33.5
Provision (reversal) for unliquidated leases	1.1	-
Recognition (reversal) of expected credit losses	6.3	(0.1)
Interest, charges and exchange variation, net	171.8	196.7
Funds from subsidy - AFRMM invested	(65.7)	(60.8)
Income on financial applications	(21.1)	(27.4)
Provision of participation in profit or loss	23.8	24.9
Recoverable claims	(6.5)	(2.2)
Goodwill and negative goodwill in the acquisition of a new business	18.2	10.0
Other	0.7	8.4
Changes in assets and liabilities		
Trade and related party accounts receivable	107.3	(51.0)
Inventories	(20.1)	(6.3)
Recoverable taxes	(33.7)	(45.6)
Merchant Marine Fund (AFRMM)	51.2	16.9
Other Assets	39.6	(59.4)
Escrow deposits	(1.1)	7.2
Payroll and social charges	(9.1)	(8.0)
Taxes and contributions payable	(24.4)	(6.1)
Suppliers and amount payable to related parties	(44.6)	124.8
Contigencies payments	(2.2)	(3.9)
Other liabilities	12.1	(6.6)
Income tax and social contribution paid	(39.2)	(24.1)
Cash flows from operating activities	**217.8**	**371.5**
Capital payment and AFAC	-	-
Gain on asset alienation	206.8	-
Additions to fixed assets and intangibles	(101.6)	(121.8)
Acquisition of equity interest	(37.1)	(29.2)
Financial investments and redemptions net	(2.8)	4.4
Cash flows from investment activities	**65.3**	**(146.6)**
Cash flows from financing activities	**(359.3)**	**(275.1)**
Increase (reduction) in cash and equivalents	**(76.2)**	**(50.2)**
Cash and equivalents at beginning of period	**300.1**	**289.8**
Cash and equivalents at end of period	**223.9**	**239.6**

Exhibit IV – Consolidated Balance Sheet (R$ million)

ASSETS	09/30/26	09/30/25
CURRENT ASSETS		
Cash and cash equivalents	223.9	239.6
Financial Applications	29.8	29.7
Accounts Receivable	345.0	402.0
Related party	43.2	48.5
Inventories	92.9	77.5
Recoverable Taxes	282.0	130.9
AFRMM	67.7	14.1
Recoverable claims	10.7	4.7
Others	64.7	148.7
	1,159.8	**1,095.8**
NON-CURRENT ASSETS		
Financial Applications	33.4	32.4
Accounts Receivable	68.5	68.5
Deferred Income Taxes	360.3	523.7
Recoverable Taxes	25.2	-
Escrow Deposits	22.8	22.1
Indemnified asset	192.2	206.6
AFRMM	40.7	173.3
Right of Use - Leasing	314.9	347.6
Others	0.1	0.1
	1,058.2	**1,374.3**
Investments		
Fixed Assets	1,422.5	1,408.1
Intangible	113.9	113.7
	1,536.4	**1,521.9**
	2,594.6	**2,896.1**
TOTAL ASSETS	**3,754.4**	**3,991.9**

LIABILITIES	09/30/26	09/30/25
CURRENT LIABILITIES		
Financings and Debentures	296.9	283.6
Lease Obligations	78.7	106.0
Suppliers and Operating Provisions	237.5	311.0
Related Parties	33.0	20.4
Tax Liabilities	90.6	113.2
Payroll and Related Charges	98.8	90.8
Acquisition of equity interest	65.7	35.2
Others	16.5	7.6
	917.6	**968.0**
NON-CURRENT LIABILITIES		
Financings and Debentures	1,313.0	1,407.0
Acquisition of equity interest	23.6	76.4
Leasing Obligations	239.0	242.1
Provision for Risks	45.4	136.0
Deferred Income Taxes	97.5	93.3
Operating Provisions	-	-
Others	3.2	3.1
	1,721.8	**1,957.9**
SHAREHOLDER'S EQUITY		
Capital Stock	1,324.2	1,324.2
Capital Reserves	38.4	38.4
Treasury Shares	(50.9)	(50.9)
Cumulative Results & Translation Adjustments	(220.6)	(246.3)
Hedge reserve	35.1	10.2
Cumulative conversion adjustments	(11.4)	(9.8)
	1,114.7	**1,065.8**
Non-controlling Shareholders Interest	0.3	0.2
TOTAL LIABILITIES	**3,754.4**	**3,991.9**



Exhibit V – Reconciliation of 3Q26 EBITDA

Economic and Financial Data R$ MM	3Q26	3Q25	3Q26 vs. 3Q25
Consolidated			
Net Operating Revenue	803.5	794.3	1.2%
Cut off	18.0	5.6	223.5%
Non recurring Events Adjustments	0.0	0.0	n.a.
Adjusted EBITDA [1]	64.3	155.0	-58.5%
Adjusted EBITDA Margin	*8.0%*	*19.5%*	*-11.5 p.p.*
Coastal Shipping			
Net Operating Revenue	533.9	550.7	-3.0%
Cut off	19.9	6.2	219.8%
Non recurring Events Adjustments	0.0	0.0	n.a.
Adjusted EBITDA [1]	104.7	111.4	-5.9%
Adjusted EBITDA Margin	*19.6%*	*20.2%*	*-0.6 p.p.*
TVV			
Net Operating Revenue	128.9	95.0	35.7%
EBITDA	59.8	39.0	53.6%
EBITDA Margin	*46.4%*	*41.0%*	*5.4 p.p.*
Road Cargo Transportation			
Net Operating Revenue	140.6	148.6	-5.3%
EBITDA	(73.7)	(1.7)	4162.6%
Cut off	(1.9)	(0.7)	188.7%
Non recurring Events Adjustments	0.0	0.0	n.a.
Adjusted EBITDA [1]	(75.6)	(2.4)	n.a.
Adjusted EBITDA Margin	*-53.8%*	*-1.6%*	*-52.1 p.p.*

[1] Adjusted EBITDA in 3Q26 is composed of EBITDA plus cut-off of R$ 18 million, of which R$19.9 million to Coastal Shipping and - R$ 1.9 million to 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. In 3Q26, no adjustments were made for non-recurring events.

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, the Company 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 change 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.