Results Presentation
2026 2nd Quarter

Aug 4th, 2026
3pm BRT / 2pm US-EST

TEGMA
Gestão Logística

Disclaimer

This communication contains forward-looking statements based on the current expectations and beliefs of Tegma's management.

Unless indicated, Tegma is providing this information as of the date of this communication and does not undertake any obligation to update any forward-looking statements contained in this document as a result of new information, future events or otherwise.

No forward-looking statement can be guaranteed and actual results may differ materially from those we project.

Quarter's Highlights

Payment of Dividends and Interest on Equity

The Board approve the payment of R$ 1.14 per share in dividends and IoC, with a cut-off date on August 6 and a payment date on August 18.

This distribution represents a 62% payout ratio and a 3.8% dividend yield.

New Container Management Contract

The Integrated Logistics division has launched a container logistics service for an automotive sector client.

This initiative aims to establish the company as a comprehensive service provider for strategic clients.

New investments in yards

The Board of Directors approved a R$ 30 million investment in vehicle yard logistics operations to meet the high customer demand in the state of Bahia (BYD) and to establish a new production hub in Ceará (PACE).

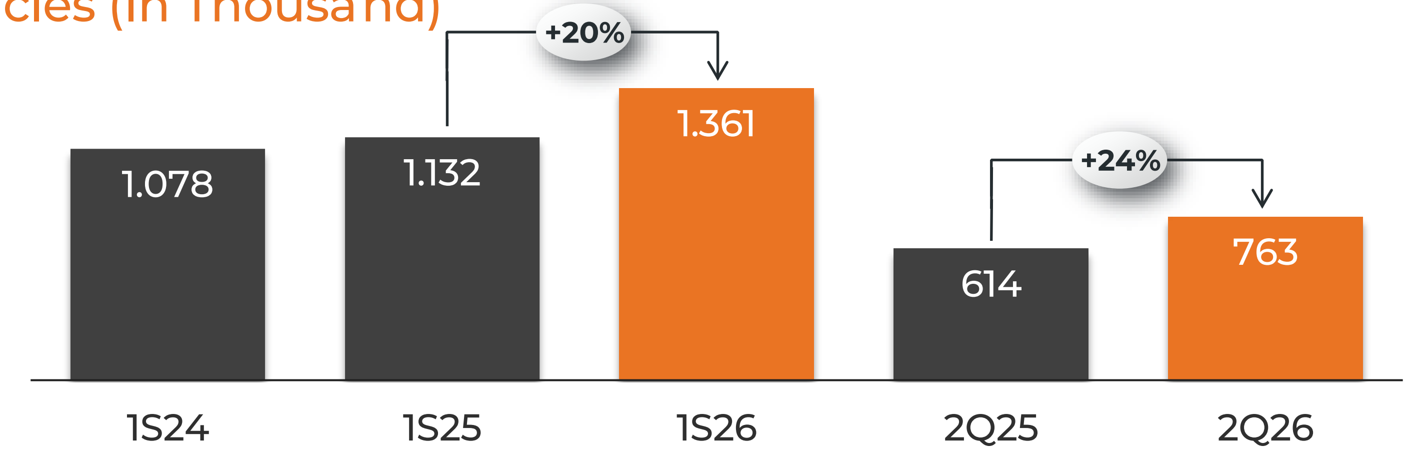
Ships unloading operation involving 12,000 vehicles

Tegma handled the logistics for the 12,000 BYD vehicles that arrived on two ships at the Port of Itajaí. These operations are intensive in terms of labor, trucks, and yard space, demonstrating the flexibility of Tegma's operations in meeting client needs.

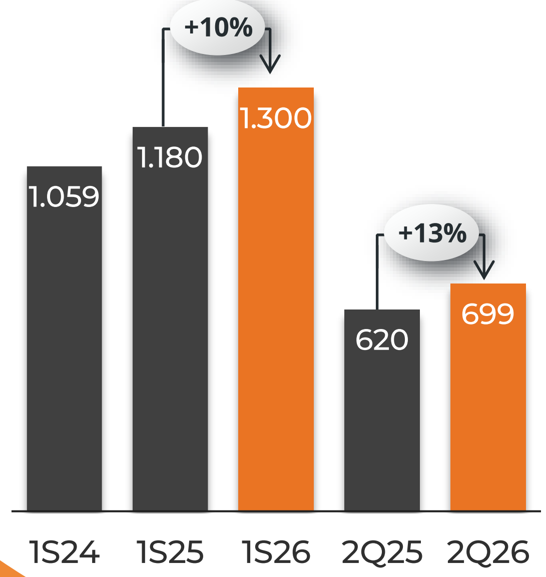
Brazilian Automotive Market

Light and light commercial vehicles (In Thousand)

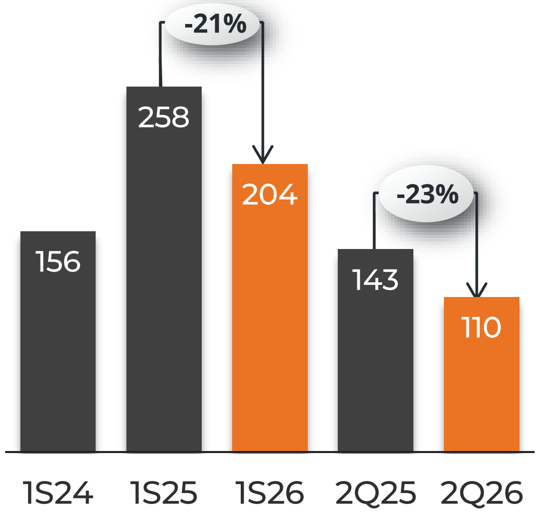
DOMESTIC SALES



PRODUCTION



EXPORTS

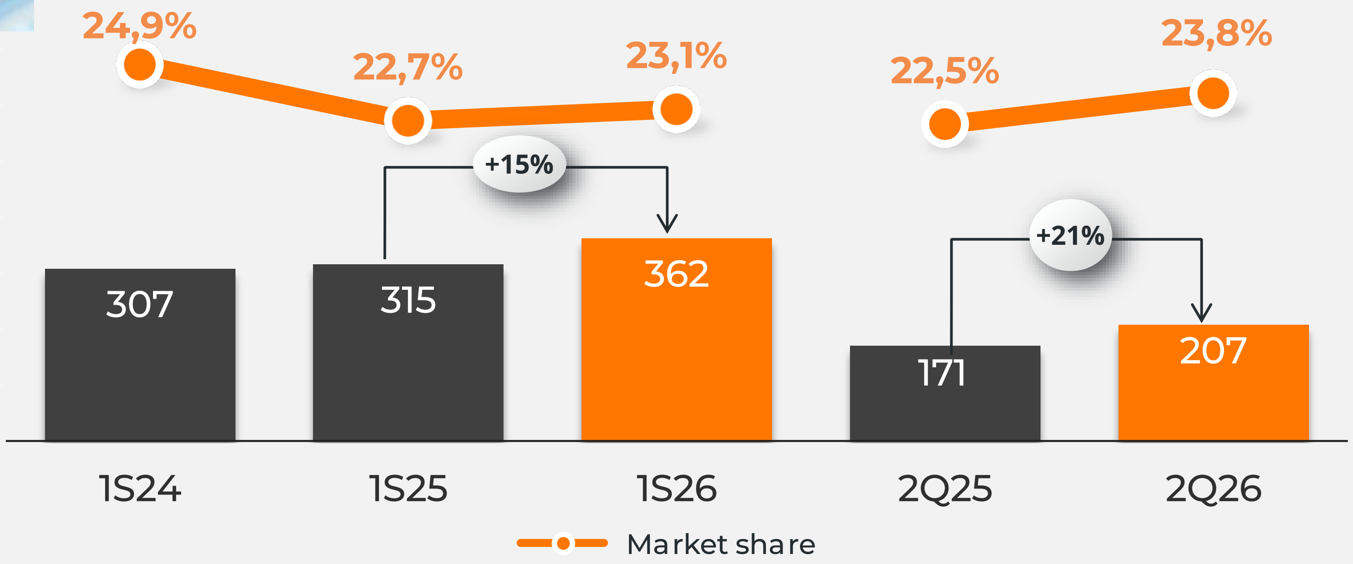


Domestic sales grew 24% year-over-year in the second quarter of 2026, driven by better financing conditions and promotions offered by automakers. **Exports** fell 23% year-over-year in the same period due to a decline in sales to Argentina. **Production** rose 13%, reflecting the increase in domestic sales. Combined domestic and export sales grew 15% for the quarter.

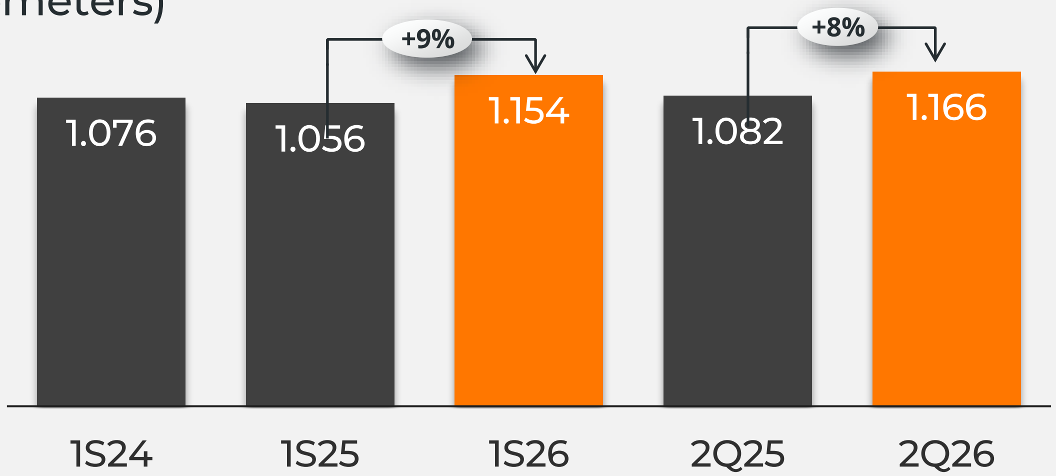
Operation Highlights
Automotive Logistics Division

in Thousand, except avg. distance

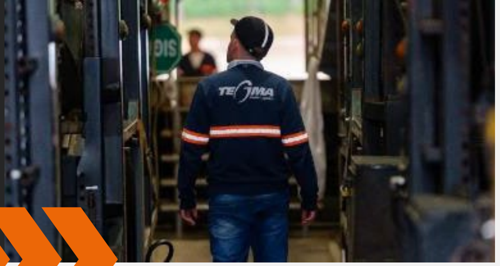
VEHICLES TRANSPORTED



AVERAGE DISTANCE
(in kilometers)



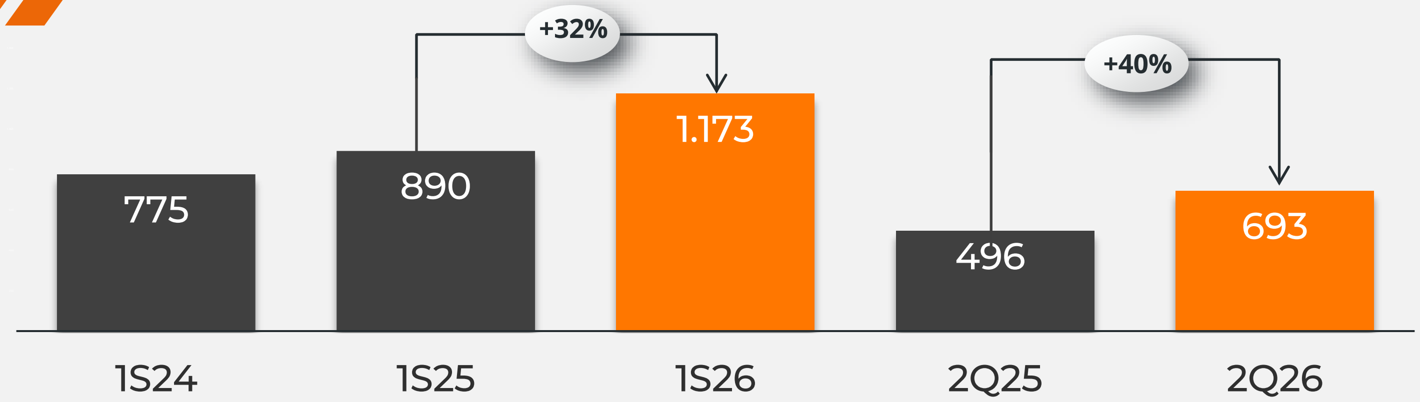
The volume of ***vehicles transported*** *increased by 21% in 2Q26 due to the expansion of the domestic market, despite a decline in exports. The 1.3 p.p. gain in market share reflects the positive performance of key clients. The increase in* ***average distance*** *in 2Q26 was driven by a larger share of domestic trips and longer trip distances.*



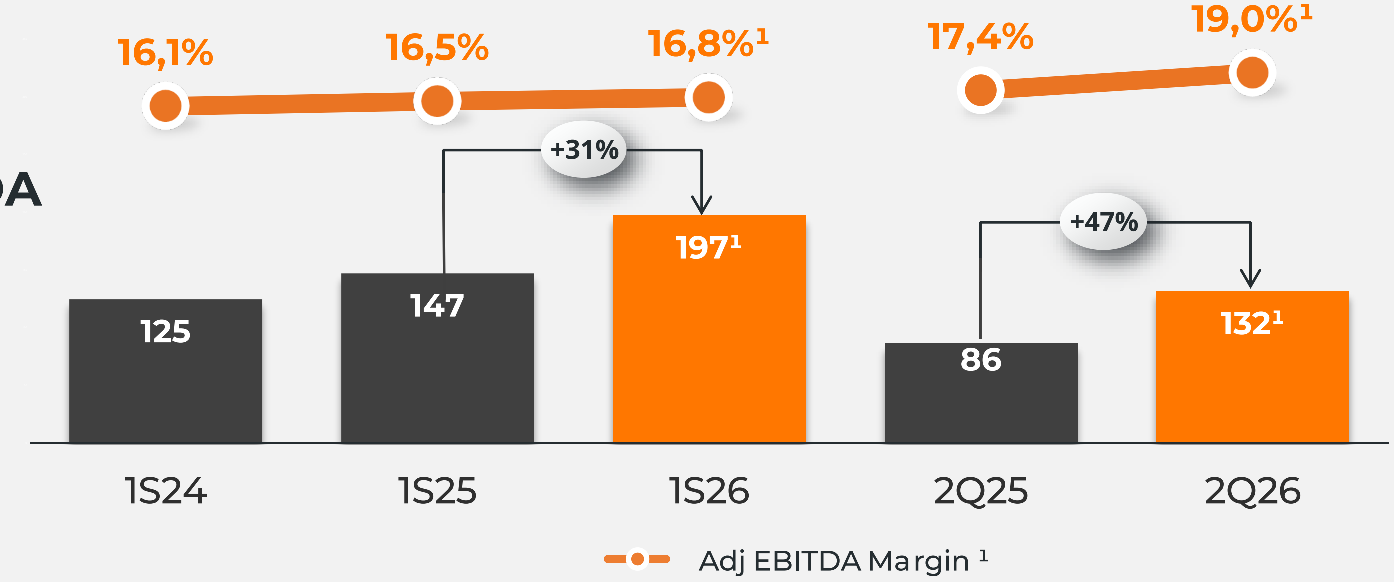
Results Automotive Logistics

in Million

NET REVENUE



Adj. EBITDA



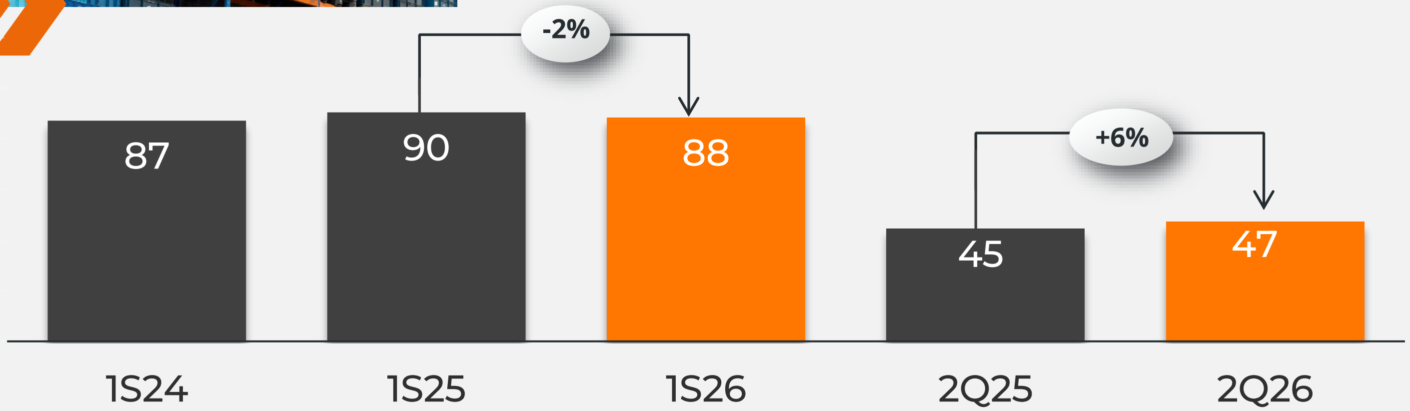
The division's **revenue** grew by 40% in 2Q26, driven by an increase in the volume of vehicles transported and the distance covered. The expansion of the **adjusted EBITDA** margin[1] in 2Q26 was due to revenue growth and a decrease in expenses (excluding the non-recurring indemnity) during the period.

[1] *Adjusted in 2Q26 by an indemnity related to the former subsidiary Direct Express, amounting to R$ 7.2 million, which impacted the Automotive Division's Other Expenses and Income.*

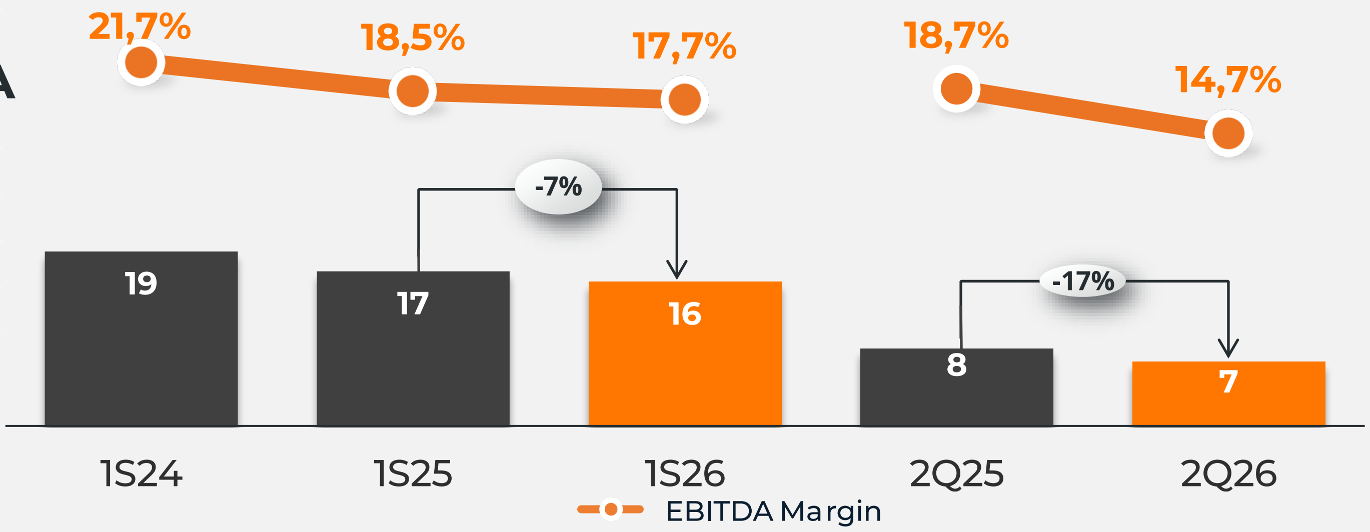
Results Integrated Logistics

in Million

NET REVENUE



EBITDA

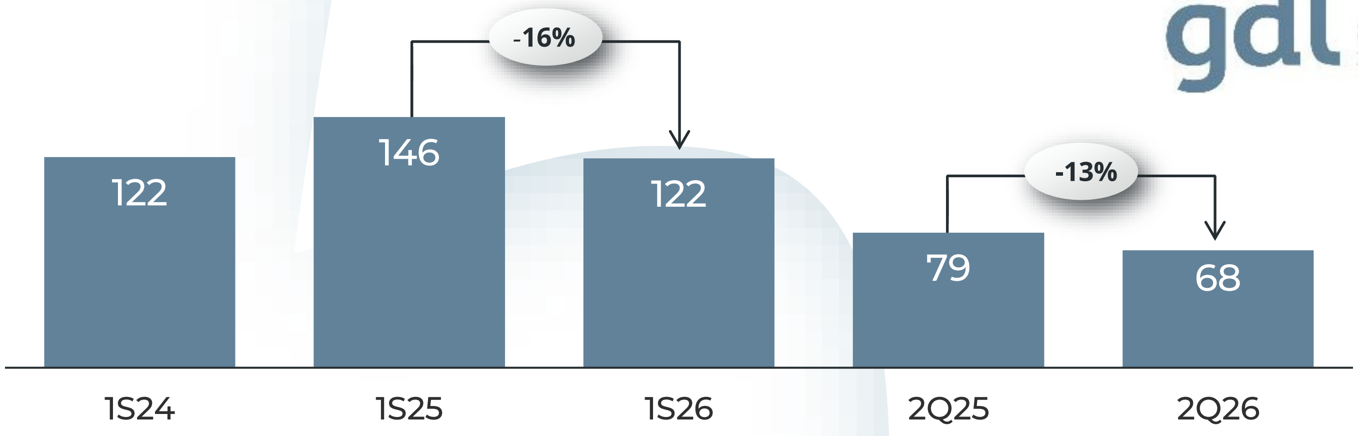


The division's **net revenue** grew by 6% in 2Q26, primarily driven by the new container logistics service the division began providing this quarter. The **EBITDA** margin contracted in 2Q26 due to passing on diesel price increases to customers at a lower rate than the increases charged by suppliers, as well as a change in the method for calculating ICMS credits.

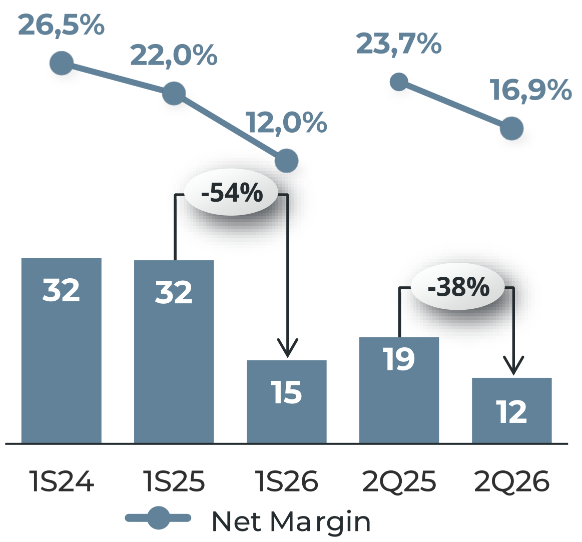
GDL Joint Venture Results (100%)

In million R$

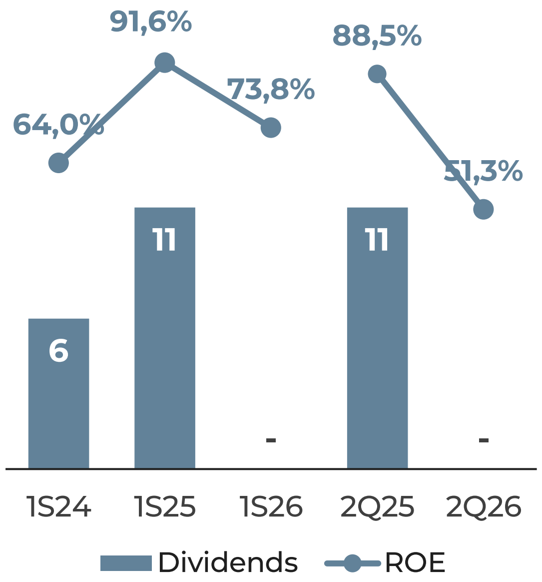
NET REVENUE



NET INCOME



DIVIDENDS[1] & ROE



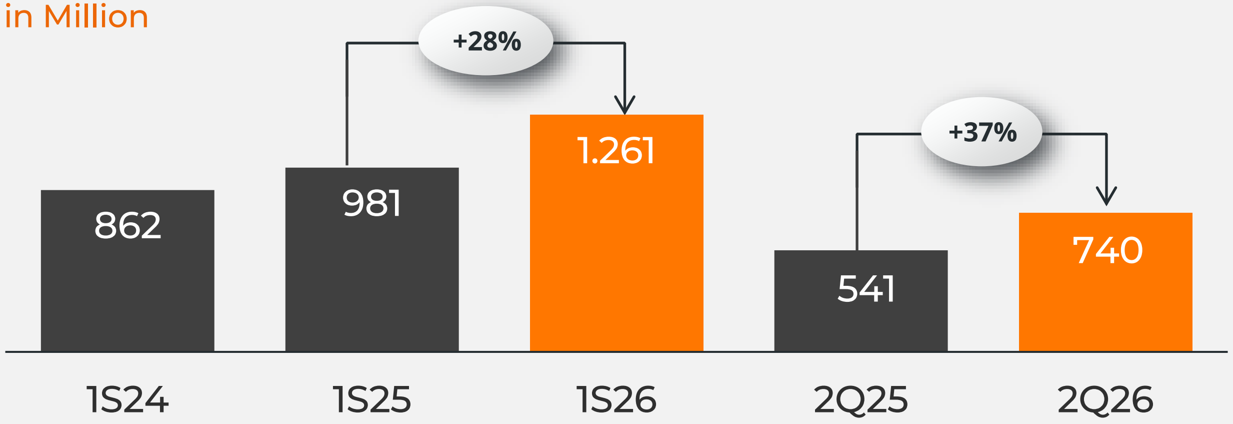
The **Joint Venture GDL** reported a quarter of declining revenue driven by a shift in the logistics profile of vehicle receipts (fewer containers and racks), faster customs clearance at sea, the use of the DUIMP system, and currency appreciation. Margins contracted due to higher yard costs associated with handling vehicle volume peaks and lower revenue.

[1] *Total of proceeds: Tegma receives 50%*

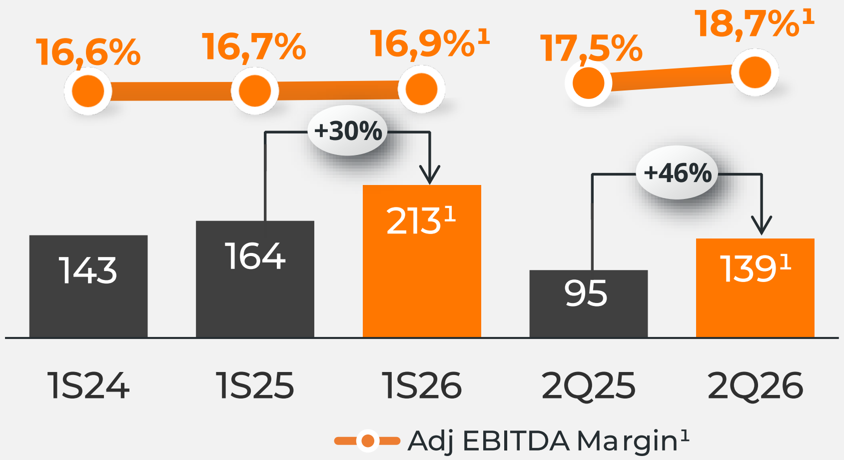
Results Consolidated

in Million

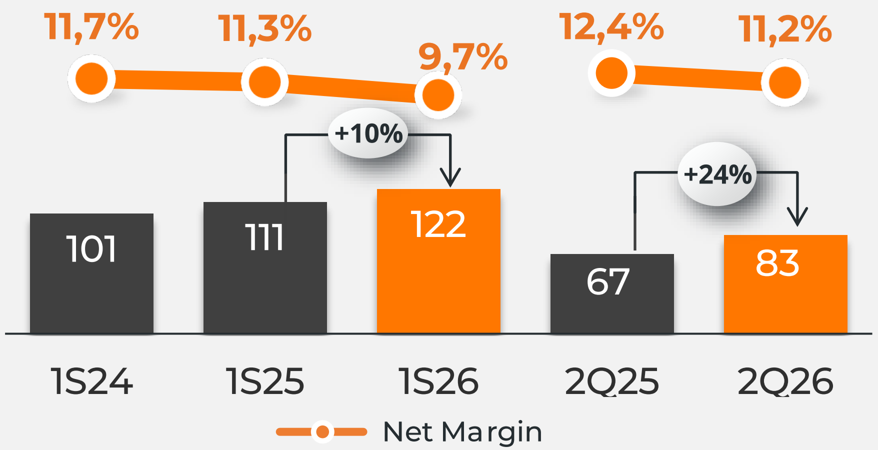
NET REVENUE



Adj. EBITDA[1]



NET INCOME



Net Revenue grew compared to 1Q25 due to an increase in the volume of vehicles transported and the average distance, despite the loss of the bulk transport contract that occurred in 2Q25. The **EBITDA margin** contracted due to a drop in yard revenue and a mismatch in diesel pass-through to suppliers. **Net income** fell 11%, a 1.2 p.p. decrease in its net margin resulting from an indemnity, a reduction in operating equity, and an increase in financial results.

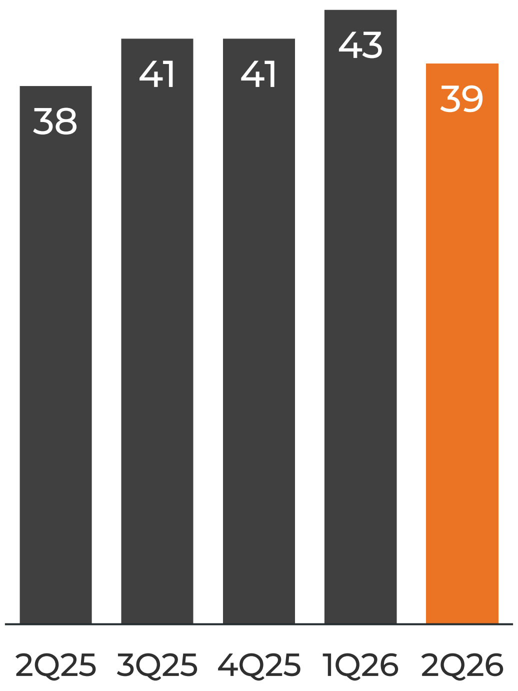
[1] *Adjusted in 2Q26 by an indemnity related to the former subsidiary Direct Express, amounting to R$ 7.2 million, which impacted the Automotive Division's Other Expenses and Income.*

Free Cash Flow & CAPEX

R$ million, except cash-to-cash cycle (days)

CASH-TO-CASH CYCLE

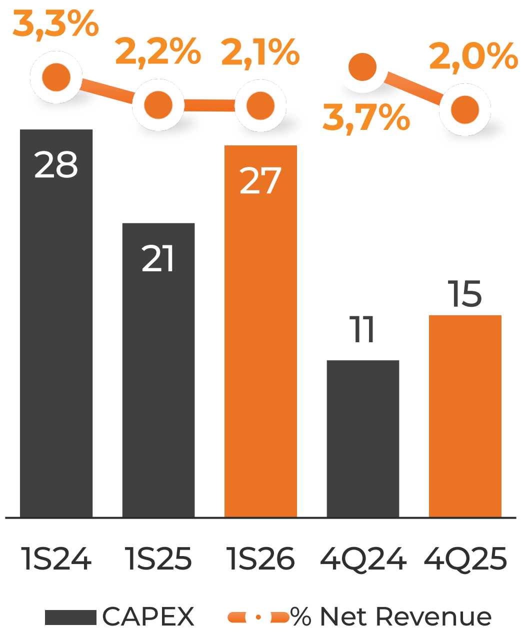
(days)



Days receivable – days payable

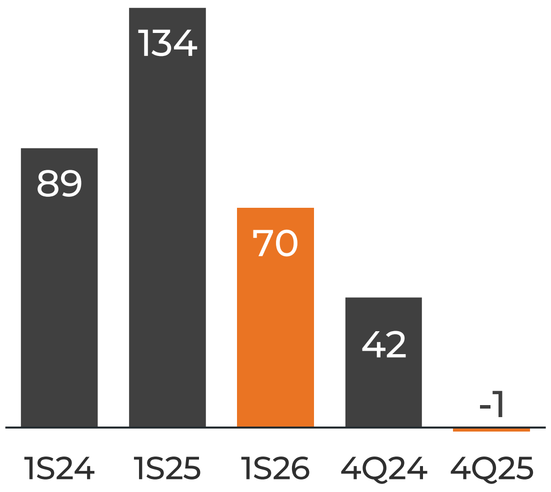
CAPEX

R$ million



FREE CASH FLOW

R$ million



Operating cash generation - acquisition of fixed assets and intangible assets - leasing payment

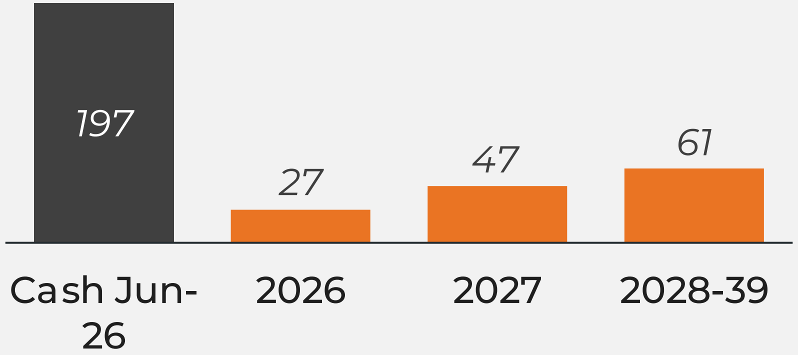
The **cash-to-cash cycle** in 2Q26 came in within the normal LTM range. **Capex** in 2Q26 totaled R$ 15 million, primarily driven by improvements in Yards (R$ 2.1mi) and land acquisitions (R$ 4.1 million). Free cash flow in 2Q26 was negative at R$ 1 million, due to working capital consumption coming from high revenue growth.

TEGMA Gestão Logística

Capital Structure

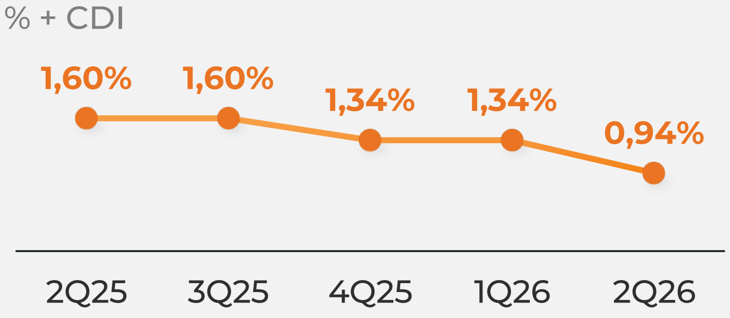
Million

GROSS DEBT PAYMENT AMORTIZATION (Jun/2026) R$ Million



NET DEBT COMPOSITION (R$ million)	Mar/26	Jun/26
(=) Gross debt	125	141
(-) Cash	184	197
(=) Net debt (cash)	**(59)**	**(56)**
EBITDA LTM	367	411
Net debt/ EBITDA LTM	**N/A**	**N/A**

GROSS DEBT COST HISTORICAL



RATING

Fitch Ratings

A
Local

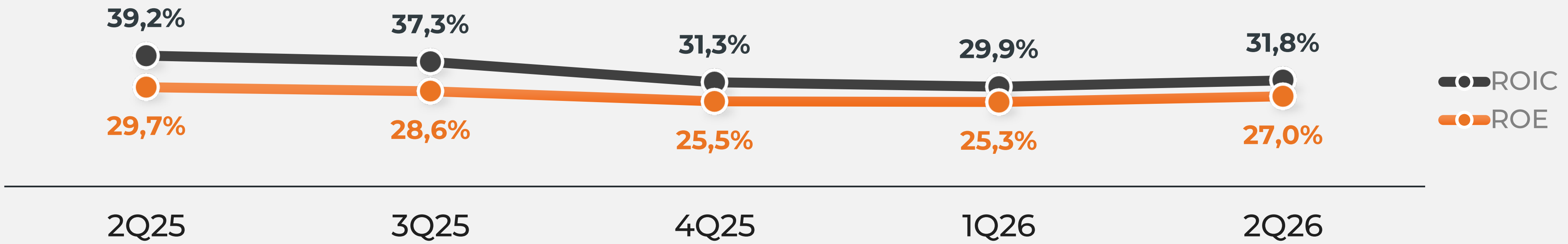
Outlook: Stable

Date:
March 30th, 2026

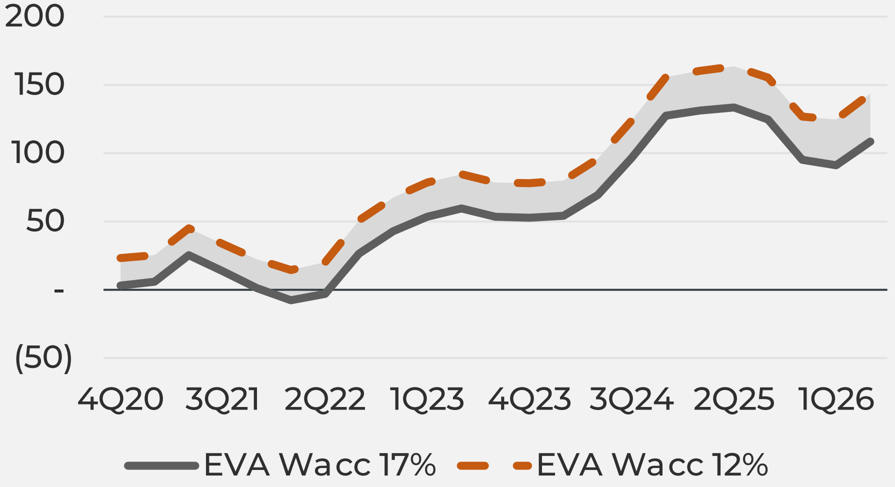
Unleveraged capital structure due to cash generation. This aspect remains unchanged even after the high dividend payout in 2025.

Return, EVA and Dividends

ROIC and ROE

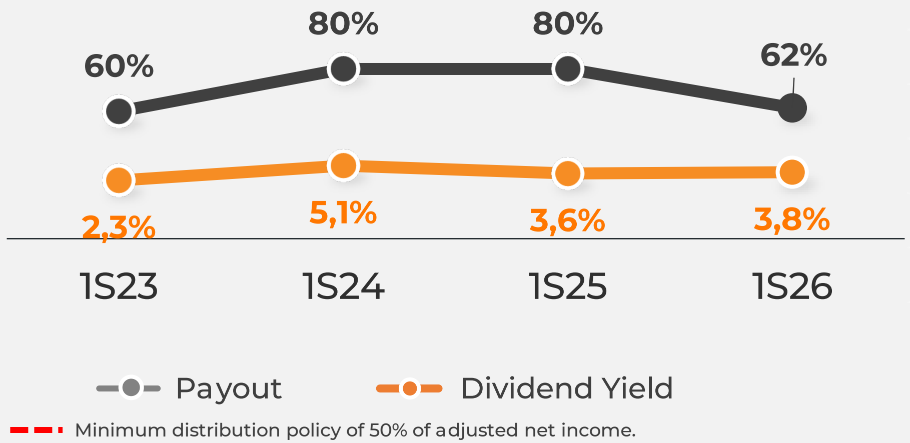


EVA (R$ million)



EVA considers the WACC range used in sell-side analysts' projections. The indicator's calculation memory can be found in the Historical financials file, under the "indicators" tab

DIVIDENDS HISTORICAL



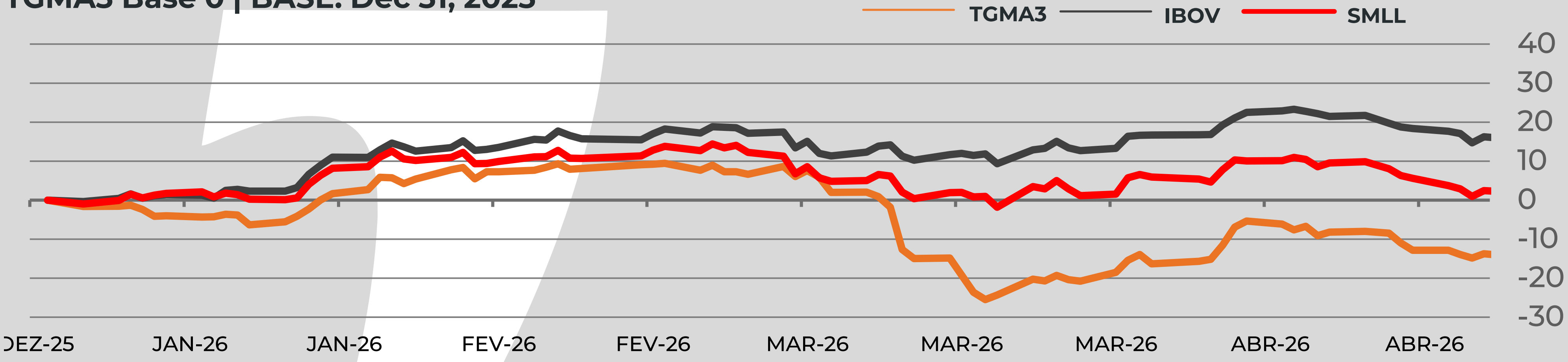
Minimum distribution policy of 50% of adjusted net income.

ROIC, **ROE**, and **EVA** for the second quarter of 2026 recovered after three quarters of decline, driven by improved results in vehicle logistics. Dividend distribution remains above the indicative policy, with a total payout of R$ 75 million.

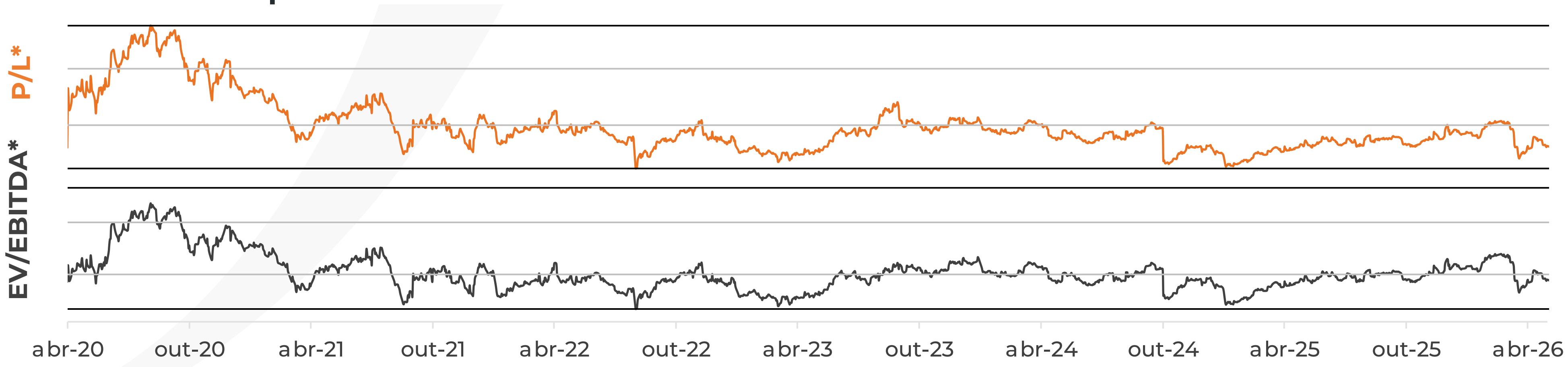
TEGMA Gestão Logística

TGMA3 – Performance and multiples

TGMA3 Base 0 | BASE: Dec 31, 2025



TGMA3's Multiples



* Multiples based on average sell-side analyst estimates. * Year X multiple uses estimates from year X itself through July. From August onwards, estimates for year X+1 are used

Tegma's shares underperformed the stock market in 2026, due to the uncertainties generated by the war in Iran and its consequences on global supply chains, Tegma continues to trade at multiples slightly below its historical average.

Q&A SECTION

Nivaldo Tuba– CEO
Ramón Perez – CFO e IRO
Ian Nunes – IRM

ri.tegma.com.br/en

Follow Tegma in medias:
/tegmagestaologistica

To contact the IR team, scan the QR Code above