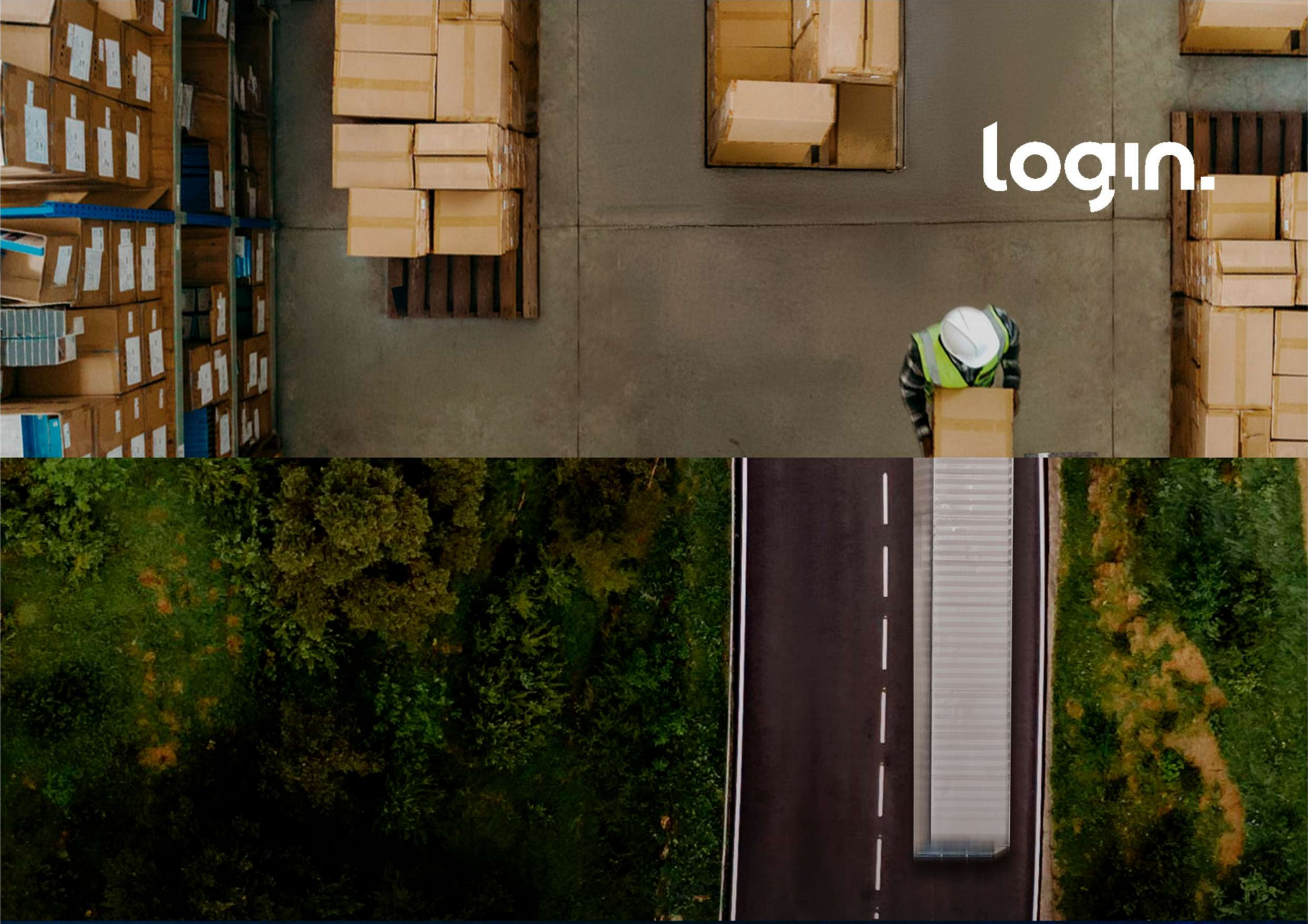

Earnings Results

1Q25

EARNINGS RESULTS PRESENTATION

Thursday, May 15, 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 May 15, 2025 in the Investor Relations website: https://ri.loginlogistica.com.br/

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1Q25 HIGHLIGHTS

Consolidated

Highest consolidated NOR, R$ 683.8 million, for a first quarter.

Coastal Shipping and Integrated Solutions

- Highest volume of containers transported, 194.1 thousand TEUs, for a first quarter;
- Highest NOR for Coastal Shipping, R$ 462.0 million, for a first quarter;
- Historical record of Feeder revenue: R$221.1 million.

Vila Velha Terminal (TVV)

- TVV has celebrated a contract for the exploration of a new area with 70,000 m^2 located in the Organized Port of Vitória/ES;
- Improved operational productivity of TVV, up by 48%, after the completion of the retrofit finalized in September of 2024;
- Highest NPS (Net Promoter Score) since 2022[1], reaching the improvement zone, reflecting the progress made after the end of the retrofit project.

Road Cargo Transportation

- 40% reduction in road incidents involving container transportation, even with a higher number of vehicles at the ports of Santos, Navegantes and Suape;
- Tecmar and BNDES sign a contract to fund the Fleet Expansion Project of Tecmar and Tecmar Norte, in the total amount of R$ 76.6 million.

ESG

- More modern and efficient fleet of vessels (17% less ton/vessel consumption in 1Q25 vs. 1Q24);
- B- score rating in the CDP (Carbon Disclosure Project).

[1] Survey results for the second half of 2024.

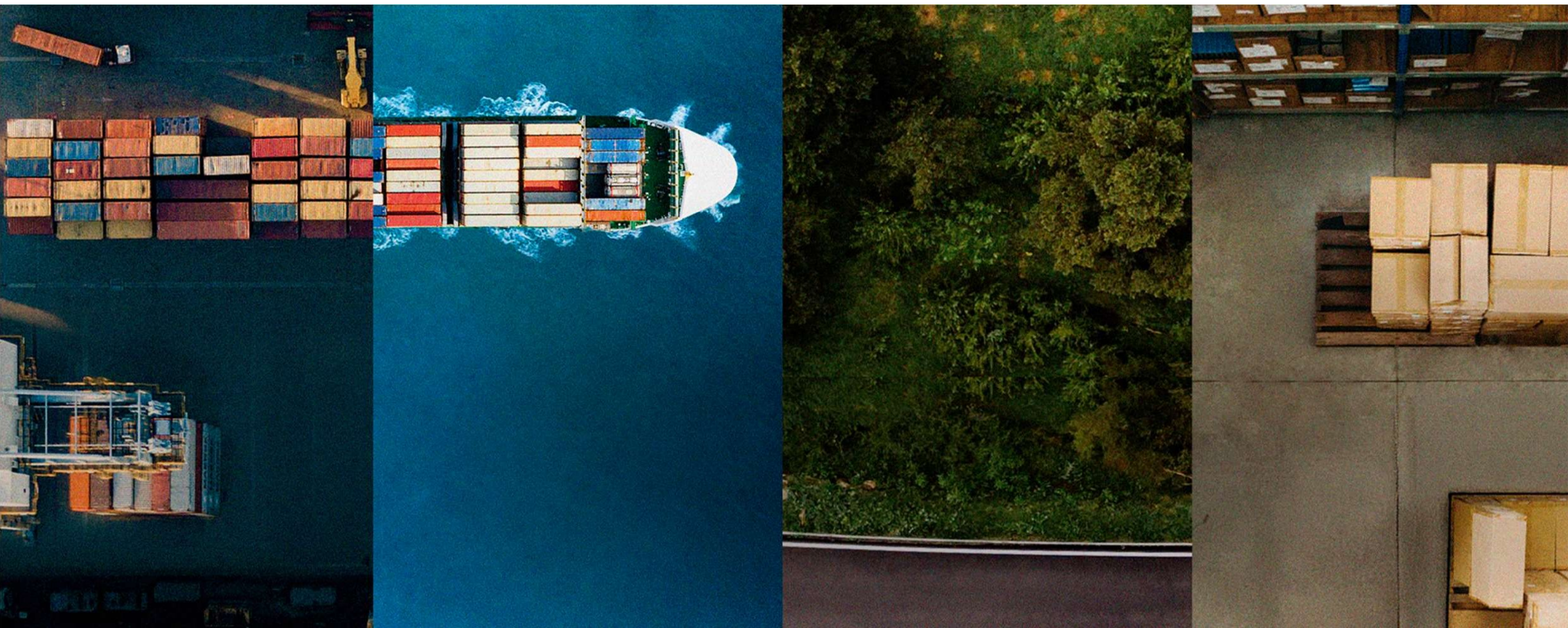
FINANCIAL AND OPERATIONAL SUMMARY [1]

Economic and Financial Data R$ Million	1Q25	1Q24	1Q25 vs. 1Q24
Consolidated			
Net Operating Revenue	683.8	619.4	10.4%
Adjusted EBITDA [2]	153.1	143.3	6.8%
Adjusted EBITDA Margin	*22.4%*	*23.1%*	*-0.8 p.p.*
Coastal Shipping			
Net Operating Revenue	462.0	383.2	20.6%
Adjusted EBITDA [2]	108.2	101.0	7.1%
Adjusted EBITDA Margin	*23.4%*	*26.4%*	*-2.9 p.p.*
TVV			
Net Operating Revenue	88.1	89.5	-1.6%
Adjusted EBITDA [2]	36.8	40.8	-9.7%
Adjusted EBITDA Margin	*41.8%*	*45.6%*	*-3.7 p.p.*
Integrated Solutions			
Net Operating Revenue	11.2	14.1	-20.2%
EBITDA	5.0	6.9	-27.9%
EBITDA Margin	*44.2%*	*48.9%*	*-4.7 p.p.*
Road Cargo Transportation			
Net Operating Revenue	122.4	132.6	-7.7%
Adjusted EBITDA [2]	(0.5)	9.2	-105.4%
Adjusted EBITDA Margin	*-0.4%*	*7.0%*	*-7.4 p.p.*
Operational Data	**1Q25**	**1Q24**	**1Q25 vs. 1Q24**
Coastal Shipping - Total Containers ('000 TEU)	194.1	155.7	24.6%
TVV - Containers Handling ('000)	50.5	56.3	-10.3%
TVV - General Cargo Handling ('000 Tons)	102.6	128.3	-20.0%
Fleet - Nominal Capacity (TEU)*	24,366	22,150	10.0%

* Capacity of the fleet in operation by the end of 1Q24: including Log-In Evolution and MSC Belmonte III, with Log-In Discovery docked. In 1Q25, fleet capacity of 9 company owned vessels .

[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 1Q25 is composed of EBITDA plus cut-off in the amount of -R$14.0 million, of which -R$16.1 million in Coastal Shipping and R$2.1 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. The acquisition review of Oliva Pinto is the accounting recognition of non-receivable amounts in the Oliva Pinto group referring to expenses between former related parties, R$4.0 million in the quarter.



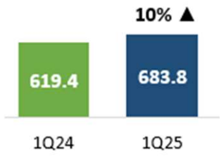
CONSOLIDATED RESULT

Consolidated Result R$ Million	1Q25	1Q24	1Q25 vs. 1Q24
Net Operating Revenue	**683.8**	**619.4**	**10.4%**
Cost of Rendered Services	(504.6)	(457.3)	10.3%
Operating Expenses	(35.3)	(39.8)	-11.3%
AFRMM	19.2	19.0	1.1%
EBITDA	**163.1**	**141.3**	**15.4%**
Adjusted EBITDA[1]	**153.1**	**143.3**	**6.8%**
Depreciation and Amortization	(71.9)	(63.1)	13.9%
EBIT	**91.3**	**78.2**	**16.6%**
Financial Result	**(35.3)**	**(67.4)**	**-47.7%**
Financial Income	8.4	21.2	-60.6%
Financial Expenses	(62.4)	(68.3)	-8.6%
Exchange Variations	18.8	(20.3)	n.a.
EBT	**56.0**	**10.8**	**417.1%**
Income Tax and Social Contribution	(29.4)	(2.5)	1071.5%
Profit (Loss)	**26.5**	**8.3**	**219.3%**

[1] Adjusted EBITDA in 1Q24 is composed of EBITDA plus cut-off in the amount of -R$14.0 million, of which -R$16.1 million in Coastal Shipping and R$2.1 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. The acquisition review of Oliva Pinto is the accounting recognition of non-receivable amounts in the Oliva Pinto group referring to expenses between former related parties, R$4.0 million in the quarter.

Net Operating Revenue

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

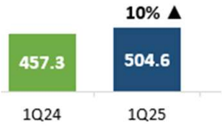


1Q25 x 1Q24

Highest consolidated NOR for a first quarter, R$ 683.8 million, reaping the benefits of the results generated by Coastal Shipping, as described below:

- Highest Coastal Shipping total NOR for a first quarter, R$ 462.0 million, positively impacted by :
    - Historical record of Feeder revenue, R$ 221.1 million, due to growth in volume, in light of a heated market as well as another trade service, when compared to 1Q24, the Navegantes Shuttle Service (SSN). In addition, Feeder revenue, pegged to the US dollar, benefited from currency appreciation in the quarter;
    - The increase in Mercosur revenue (+37.0% vs. 1Q24), due to higher volume, was favored by Argentina's economic recovery. This revenue, which is also pegged to the US dollar, was positively impacted by the aforementioned currency appreciation;
    - On the other hand, Cabotage revenue was negatively impacted by reduced transported volume (-17.6% vs. 1Q24), given the competitive scenario and consequent reduction in volume in the period.

Cost of Services Provided (CSP)



1Q25 x 1Q24

Higher CSP mainly due to Coastal Shipping, with an increase of R$45.5 million (+16.0%):

- In Coastal Shipping, variable costs increased by R$26.6 million compared to 1Q24 (+17.7%). The main reason for this is threefold: increase in the container handling line due to tariff adjustments in specific locations and repositioning of empty containers; in the slot purchase line, there were occasional additional costs with the Vessel Sharing Agreement (VSA) and the purchase of slots on partner vessels to absorb the increase in Feeder volume; and in the short-distance road transportation line, there was an increase in cost per kilometer traveled, especially with third-party freight, a longer average distance traveled and the impact of the Driver's Law[1]. In turn, fixed costs increased by R$18.9 million (+14.2%), due to the Company's greater operating capacity with one additional own

[1] Law No. 13.103/2015 sets forth rules on working hours, rest, safety and rights of professional drivers, especially those who work in the transportation of cargo and passengers by road.

vessel (9 vessels in 1Q25 vs. 8 vessels in 1Q24) and an additional service (SSN), when compared to 1Q24, explaining the increase in port costs, running costs and fuel costs.

Operating Expenses

1T25 x 1T24

Reduction of R$ 4.5 million explained by:

- A positive impact on operating expenses due to the reversal of unrealized contingency expenses provisioned during the Tecmar acquisition. This effect offset the increase in administrative expenses in the period, which resulted from salary adjustments linked to the collective bargaining agreement.

AFRMM
(Additional Freight for Renewal of the Merchant Marine)

AFRMM R$ MM	1Q25	1Q24	1Q25 vs. 1Q24
Period AFRMM	19.2	19.0	1.1%
Total AFRMM	**19.2**	**19.0**	**1.1%**

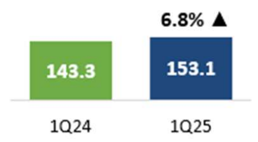
- 1.1% increase in AFRMM generation compared to 1Q24, given an increase in Gross Operating Revenue (GOR) from AFRMM-generating routes.

EBITDA

EBITDA R$ Million	1Q25	1Q24	1Q25 vs. 1Q24
EBITDA	163.1	141.3	15.4%
EBITDA Margin	*23.9%*	*22.8%*	*1.0 p.p.*
Adjusted EBITDA [1]	153.1	143.3	6.8%
Adjusted EBITDA Margin	*22.4%*	*23.1%*	*-0.8 p.p.*

[1] Adjusted EBITDA in 1Q24 is composed of EBITDA plus cut-off in the amount of -R$14.0 million, of which -R$16.1 million in Coastal Shipping and R$2.1 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. The acquisition review of Oliva Pinto is the accounting recognition of non-receivable amounts in the Oliva Pinto group referring to expenses between former related parties, R$4.0 million in the quarter.

Adjusted EBITDA [2] (R$ MM)



Adjusted EBITDA margin (%)

[2] Figures relating to Adjusted EBITDA

1Q25 x 1Q24

Adjusted EBITDA increased by 6.8%, despite a reduction in Adjusted EBITDA Margin of 0.8 p.p. in relation to the comparative period, due to the following factors:

- Coastal Shipping adjusted EBITDA, R$ 108.2 million, benefited mainly from the factors already mentioned in revenue, such as NOR of Coastal Shipping, R$462.0 million, with Feeder growth standing out. Adjusted EBITDA margin fell by 2.9 p.p., mainly due to the increase in the cost of service provided by Coastal Shipping (+16.0% vs. 1Q24) and the greater share of Feeder revenue, which has a lower contribution margin.

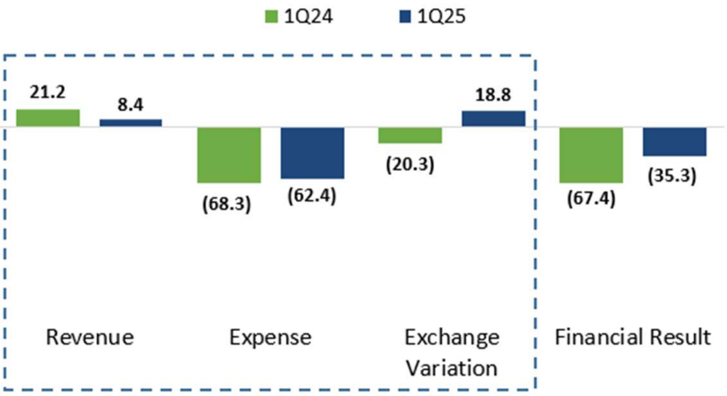
Revenue and Costs Pegged to the Dollar

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. According to the table below, the Company has a positive operating balance in dollars, which is able to protect the current service of the dollar debt with BNDES.

R$ Million	1Q25	1Q24
Revenues subject to USD	279.9	151.2
Costs subject to USD	(56.5)	(99.2)
Operating Balance	**223.4**	**52.0**

Financial Result

To evaluate the Financial Result, we present below a chart breaking down the effects of foreign exchange variation, revenues and expenses of the financial result:



1Q25 x 1Q24

The Financial Result for 1Q25 showed a positive variation of R$32.1 million when compared to 1Q24. Financial revenues were down by around R$12.9 million, due to a reduction in the amount invested, given the lower cash balance in the period as a result of the settlement of vessel Log-In Experience in 2Q24; and financial expenses were down by R$5.9 million, due to the reversal of the monetary restatement of the negative goodwill of contingencies, recognized at the time of Tecmar's acquisition. The main impact on the Financial Result lies in the exchange variation, which was higher by R$39.1 million, mainly stemming from the unrealized exchange variation gain on the balance of the long-term debt with BNDES, and container leasing, both pegged to the US dollar, as shown in the table below, given the appreciation of the US dollar against the Brazilian Real (BRL) in 4Q23 x 1Q24 (+3%) versus a devaluation of the US dollar against the Brazilian Real in 4Q24 x 1Q25 (-7%).

Composition of Exchange Variation R$ Million	1Q25	1Q24
BNDES Financing in USD for vessel constructions	23.7	(9.2)
Hedge Accounting	(19.2)	(4.6)
Container leasing	10.3	(1.1)
Sale and Lease Back	(0.1)	0.2
Receivables/Payable accounts and others	4.1	(5.6)
Total Exchange Variation	**18.8**	**(20.3)**

As regards the composition of exchange variation, most of it is derives 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	1Q25	1Q24	1Q25 vs. 1Q24
Net Revenue	**683.8**	**619.4**	**10.4%**
Costs	**(572.4)**	**(515.2)**	**11.1%**
Costs	(504.6)	(457.3)	10.3%
Depreciation and Amortization	(67.7)	(57.8)	17.1%
Gross Profit	**111.4**	**104.2**	**6.9%**
Net Operational Expenses	**(20.2)**	**(26.0)**	**-22.4%**
Sales and Administrative	(38.9)	(30.7)	26.6%
Other	3.7	(9.0)	n.a.
AFRMM	19.2	19.0	1.1%
Depreciation and Amortization	(4.1)	(5.2)	-21.2%
Net Income	**91.3**	**78.2**	**16.6%**
Financial Result	**(35.3)**	**(67.4)**	**-47.7%**
Financial Income	8.4	21.2	-60.6%
Financial Expenses	(62.4)	(68.3)	-8.6%
Exchange Variations	18.8	(20.3)	n.a.
Profit before Income Tax and Social Contribution	**56.0**	**10.8**	**417.1%**
Income Tax and Social Contribution	**(29.4)**	**(2.5)**	**1071.5%**
Net Income (Loss)	**26.5**	**8.3**	**219.3%**

1Q25 x 1Q24

Net Income for the period explained by:

- In 1Q25, R$28.9 million was recognized due to the reversal of capital gain related to Tecmar's tax contingencies[2], following the expiration of the statute of limitations;
- The exchange rate variation totaled R$39.1 million, primarily due to the positive impact on the balance of the long-term debt with BNDES and container leasing, both pegged to the US dollar, explained above in the Financial Result section.

[2] Please refer to explanatory note 11 of 1Q25 financial Statement, topic "Capital gains/losses and Goodwill from the acquisition of Tecmar Transportes Ltda."

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. This service also offers integrated solutions such as customized operations for customers, and the operation of one intermodal terminal.

Coastal Shipping

Coastal Shipping recorded its highest volume for a first quarter, totaling 194.1 thousand TEUs. The main highlight was the record Feeder volume, which was 140.9 thousand TEUs, up a significant 48.8% compared to 1Q24. This increase was driven by continued demand from international shipowners and by an increase in the volume of Feeder cargo bound for Manaus. In response to a one-off demand signaled by the market, in 2Q24 the company launched the Navegantes Shuttle Service (SSN), which also contributed to boost Feeder revenue and volume in 1Q25.

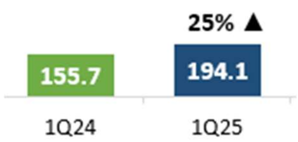
In the Cabotage segment, there was an 8% growth in the client portfolio compared to 1Q24, with continued conversion of cargo from road to sea transportation, even in the face of a more competitive landscape with a consequent retraction in volume in the period.

In regards of the fleet, compared to 1Q24, the company expanded its capacity with the introduction of its own vessel Log-In Experience (LOEX), currently allocated to the Amazonas Express Service (SEA). The addition of LOEX resulted in a 10% increase in nominal capacity of the Company's own fleet in relation to the comparative period.

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)



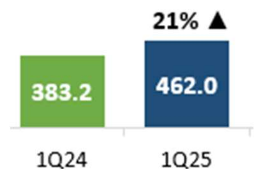
(1) Total Containers handled in the following services: South Atlantic Service (SAS), which serves a regular route covering ports between the Northeast of Brazil and Argentina; Amazonas Express Service (SEA) which runs express transportation from Manaus to Santos; and Shuttle Services, focusing on Feeder cargo: Shuttle Vitória (SSV), Shuttle Rio (SSR) and Shuttle Navegantes (SSN). 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).

1Q25 x 1Q24

- Highest Coastal Shipping volume for a first quarter, 194.1 thousand TEUS, the highlights being Feeder and Mercosur trades:
    - Historical record of Feeder volume, 140.9 thousand TEUs (+48.8% vs. 1Q24), driven by the increase in volume bound for Manaus and the Navegantes Shuttle Service, launched in May of 2024. This shuttle service was created to meet the needs for contingency shipments of cargo belonging to international shipowners;
    - Mercosur volumes increased by 17.0%, driven by Argentina's economic recovery. However, heavy rains in Bahia Blanca, Buenos Aires, affected some customers' operations and had a negative impact;
    - On the other hand, Cabotage volume fell by 17.6% vs. 1Q24 due to the more competitive market scenario, considering the addition of a new player;
    - In 1Q25, the leading segments were food, chemicals and petrochemicals in the Cabotage trade, while in the Mercosur trade, the segments of note were chemicals and petrochemicals, electronics/home appliances and vehicles.

Coastal Shipping Revenue (NOR)

Total Coastal Shipping NOR[1] (R$ million)



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

1Q25 x 1Q24

- Highest Coastal Shipping NOR for a first quarter, R$ 462 million, driven by:
    - Historical Feeder revenue record of R$221.1 million, by virtue of the growth in volume, as mentioned above. Additionally, as this is revenue pegged to the US dollar, it benefited from the appreciation of this currency during the quarter;
    - Higher Mercosur revenues (+37.0% vs. 1Q24), reflecting the appreciation of the US dollar (the currency in which these contracts are negotiated) and the increase in volume, favored by Argentina's economic recovery;
    - On the other hand, Cabotage revenues fell by 19.8% (vs. 1Q24), due to a reduction in volume and price effects, with prices being under pressure from competition in the market.

Cost of Services Provided (CSP) - Coastal Shipping

Cost of Services Provided R$ Million	1Q25	1Q24	1Q25 vs. 1Q24
Cost of Services Provided	**(329.2)**	**(283.7)**	**16.0%**
Cost of Services Provided (Container)	**(329.2)**	**(283.7)**	**16.0%**
Variable Cost (Container)[1]	**(177.2)**	**(150.6)**	**17.7%**
Contribution Margin (Container)[2]	*61.6%*	*60.7%*	*0.9 p.p.*
Fixed Cost (Container)	**(152.0)**	**(133.1)**	**14.2%**
Running Costs	(59.3)	(49.8)	19.1%
Fuel	(54.6)	(51.5)	6.1%
Port Costs	(33.7)	(23.3)	44.4%
Chartering of Container Ships	0.0	(5.0)	-100.0%
Other Fixed Costs	(4.4)	(3.5)	25.2%

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

Increase in CSP due to higher Feeder and Mercosur volumes, tariff adjustments at the terminals and a greater number of Company-owned vessels in operation (9 vessels in 1Q25 vs. 8 vessels in 1Q24), as detailed below:

1Q25 x 1Q24

- Variable Cost (Containers)

- Variable cost of containers in 1Q25 compared to 1Q24 went up 17.7%, explained by the following factors:
  - Increase in container handling costs (+18.0% vs. 1Q24), due to contract adjustments in a few of the ports in which the Company operates as well as the repositioning of empty containers;
  - Increase in the purchase of slots line, linked to the additional cost of the Vessel Sharing Agreement (VSA), and the purchase of slots on partner vessels to absorb the increase in Feeder volume, as aforementioned;
  - A 4.7% increase in the line of short-distance road transportation, mainly on the back of three factors: the impact of the Driver's Law[3], higher cost per kilometer traveled (+17.5% vs. 1Q24), especially considering third-party freight, and a longer average distance traveled (+9.8% vs. 1Q24).

- Fixed Cost (Containers)

- Fixed costs increased by 14.2% in 1Q25, with the main reasons being:
  - Port costs rose by 44.4% compared to 1Q24, driven by tariff adjustments at specific ports, port calls of the Navegantes Shuttle Service (SSN), launched in 2Q24, and the return to a regular port call schedule;
  - 19.1% increase in the running costs line (these are costs related to seafarers, maintenance, supplies and insurance), mainly due to the increase in fleet size, with 9 company-owned vessels in 1Q25 vs. 8 vessels in 1Q24. This led to costs related to the hiring of new crews, maintenance, and insurance. In addition, there was a wage adjustment for seafarers;

[3] Law No. 13.103/2015 sets forth rules on working hours, rest period, safety and rights of professional drivers, especially those who work in the transportation of cargo and passengers by road.

- Increase in the fuel line item (+6.1% vs. 1Q24) mainly due to an additional service, the Navegantes Shuttle Service (SSN), launched in 2Q24, when compared to 1Q24;
- Conversely, there was no chartering cost associated with vessel MSC Belmonte, which was returned in July of 2024, partially offsetting the fixed costs for the quarter.

Bunker

Bunker Average Price Million	1Q25	1Q24	1Q25 vs. 1Q24
Bunker (US$)	555	638	-13.0%
Exchange Rate (R$)	5.84	4.95	18.0%
Bunker (R$)	3,244	3,160	2.7%

The Company periodically discloses to its customers the adjustment of the Emergency Bunker Surcharge – EBS, with the aim of reflecting fluctuations in maritime fuel values (bunker) in freight rates. The adjustment is calculated based on the average prices over the previous 90 days and applied for a period of up to 90 days.

Average Bunker Price per Ton (R$)

Chart from March 2019 to March 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).

Coastal Shipping

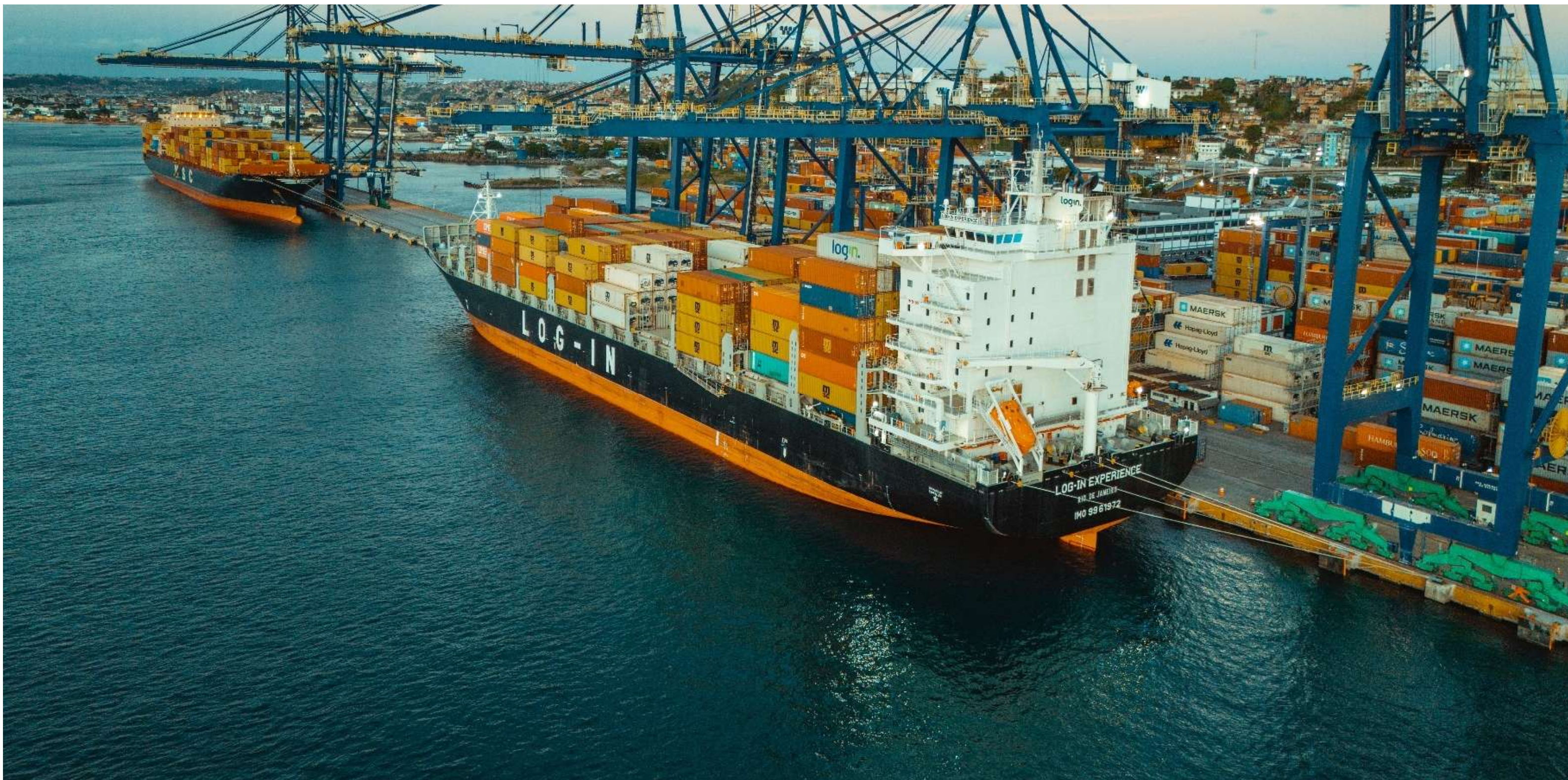
EBITDA

Coastal Shipping EBITDA R$ MM	1Q25	1Q24	1Q25 vs. 1Q24
Net Operating Revenues	462.0	383.2	20.6%
Cost of Services Provided	(329.2)	(283.7)	16.0%
Operating Expenses	(27.8)	(14.0)	97.7%
AFRMM	19.2	19.0	1.1%
Depreciation and amortization	(42.8)	(36.7)	16.5%
EBIT	**81.5**	**67.7**	**20.3%**
EBIT Margin	**17.6%**	**17.7%**	**0.0 p.p.**
(+) Depreciation and amortization	42.8	36.7	16.5%
EBITDA	**124.3**	**104.5**	**19.0%**
EBITDA Margin	**26.9%**	**27.3%**	**-0.4 p.p.**
Non-recurring AFRMM	0.0	0.0	n.a.
Cut off	(16.1)	(3.5)	364.6%
Adjusted EBITDA [1]	**108.2**	**101.0**	**7.1%**
Adjusted EBITDA Margin	**23.4%**	**26.4%**	**-2.9 p.p.**

[1] Adjusted EBITDA in 1Q25 is composed of EBITDA plus cut-off in the amount of -R$16.1 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.

1Q25 x 1Q24

Increase in Coastal Shipping adjusted EBITDA, R$108.2 million, driven by the increase in NOR, especially due to growth in Feeder volume and its record revenue. From the perspective of adjusted EBITDA margin, a 2.9 p.p. reduction was recorded, explained mainly by a higher cost of the services provided (+16.0% vs. 1Q24) and a greater share of Feeder revenue, which has a lower contribution margin.



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 1Q25, new operations were launched as a result of increased synergy between the business units. This is because the Integrated Solutions business unit works coordinating different services that include other business verticals and companies of the Log-In Group, thus generating significant indirect results for the Company as a whole.

Integrated Solutions EBITDA

EBITDA Integrated Solutions R$ Million	1Q25	1Q24	1Q25 vs. 1Q24
Net Operating Revenues	11.2	14.1	-20.2%
Cost of Rendered Services	(5.9)	(7.1)	-17.5%
Other Income (Expenses)	(0.4)	(0.1)	400.7%
Depreciation and amortization	(1.0)	(2.4)	-57.2%
EBIT	**4.0**	**4.5**	**-12.6%**
EBIT Margin	35.2%	32.2%	3.1 p.p.
(+) Depreciation and amortization	1.0	2.4	-57.2%
EBITDA	**5.0**	**6.9**	**-27.9%**
EBITDA Margin	44.2%	48.9%	-4.7 p.p.

1Q25 x 1Q24

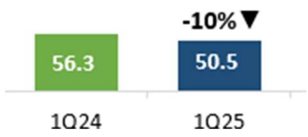
In 1Q25, EBITDA and EBITDA Margin decreased, explained by a rebalancing of the client portfolio, with the termination of legacy contracts and the onboarding of new projects that have not yet fully contributed to revenue. From a cost perspective, this line did not follow revenue decline due to supplier price adjustments.

Vila Velha Terminal (TVV)

The first quarter of 2025 was impacted by a reduction in volumes handled compared to 1Q24, reflecting a more competitive market environment. During the period, commercial efforts were made to win back customers who were affected by the temporary restriction of operating capacity (berth and yard) resulting from the retrofit works at the terminal, completed in September 2024. Container handling also posted a decline, influenced by external factors such as the seasonal nature of the coffee crop, which reduced export volumes, and the decrease in imports of electric vehicles when compared to the same period last year.

TVV Volumes

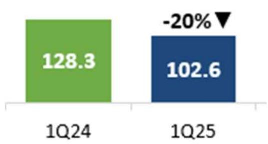
Container Handling (Thousand boxes)



1Q25 x 1Q24

- In 1Q25, container handling volumes declined, primarily due to a reduction in electric vehicle imports in line with market demand. Additionally, the comparative period, 1Q24, was marked by a high volume of electric vehicle imports using flat rack containers;
- As for exports, coffee, one of the main products exported by the state of Espírito Santo, showed slower activity in the quarter due to the off-season, which also affected the ports of Sao Paulo and Rio de Janeiro;
- Increase in the line of Empty Containers and Removals, reflecting customers' demand to reposition[2] boxes to/from Vitoria during the period.

General Cargo Handling (Thousand Tons)



1Q25 x 1Q24

- In 1Q25, general cargo handling fell by 20%, impacted primarily by declines in granite (-49.6% vs. 1Q24) and steel products (-94.6% vs. 1Q24), due to low levels of demand from the main consumer markets (such as the United States)

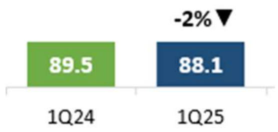
[2] At the Vila Velha Terminal there is a particularity due to the type of cargo handled: 40 TEU containers are used for imported full containers, which are not used for exporting the main products handled by TVV, coffee and granite, heavy cargo that is usually shipped in 20 TEU containers. As such,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

as well as the seasonal nature of projects, respectively. In addition, cargo with higher profitability rates was prioritized throughout the quarter;

- The volume of granite was also impacted by the temporary capacity restriction on account of TVV's retrofit project. Although the works ended in September 2024, commercial efforts are employed in order to recover cargo that was being operated in other berths;
- On the other hand, bulk grew by 69.6%, driven by the recovery of volumes through greater cargo captured in the market and a resulting gain in market share, despite a more competitive landscape with the entry of new players.

TVV Revenue (NOR)

Net Operating Revenue (NOR) (R$ million)



1Q25 x 1Q24

- TVV's NOR was consistent with the comparative period, reflecting the terminal's cargo mix, which partially offset the drop in volume in the quarter;
- General cargo revenue was directly impacted by the reduction in volumes handled, as previously mentioned;
- Revenue from container handling increased by 3.7%, benefiting from contract adjustments, despite decreasing volumes;
- Revenue from ancillary services grew by 3.3%, driven by revenue from the storage of high added-value cargo.

Cost of Services Provided (CSP) TVV

Cost of Services Provided R$ Million	1Q25	1Q24	1Q25 vs. 1Q24
Cost of services rendered	**(49.5)**	**(48.8)**	**1.4%**
Loading and unloading	(20.4)	(23.8)	-14.3%
Personnel	(18.5)	(15.7)	17.6%
Other	(10.6)	(9.3)	14.3%

1Q25 x 1Q24

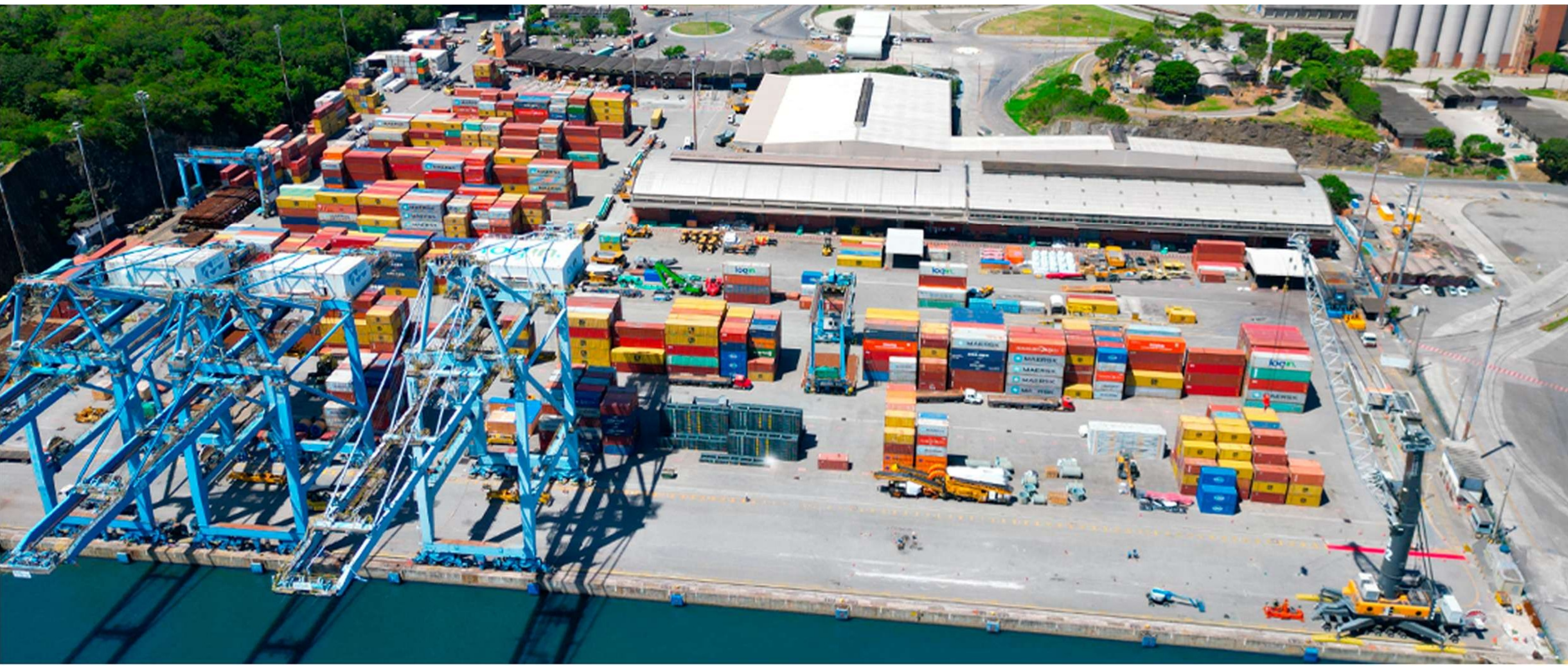
- Marginal increase in CSP, mainly affected by the Personnel line item, with the expansion of operational staff over the course of 2024 having an impact in 1Q25, as well as a salary adjustment for temporary labor;
- Lower costs in the loading and unloading line item due to volume reduction, as mentioned above.

TVV EBITDA

EBITDA TVV R$ million	1Q25	1Q24	1Q25 vs. 1Q24
Net Operating Revenues	88.1	89.5	-1.6%
Cost of Services Rendered	(49.5)	(48.8)	1.4%
Operational Expenses	(1.8)	0.1	n.a.
Depreciation and amortization	(8.0)	(6.0)	33.0%
EBIT	**28.9**	**34.8**	**-17.0%**
EBIT Margin	32.8%	38.9%	-6.1 p.p.
(+) Depreciation and amortization	8.0	6.0	33.0%
EBITDA	**36.8**	**40.8**	**-9.7%**
EBITDA Margin	41.8%	45.6%	-3.7 p.p.
Non recurring Events Adjustments	0.0	0.0	n.a.
Adjusted EBITDA	**36.8**	**40.8**	**-9.7%**
Adjusted EBITDA Margin	41.8%	45.6%	-3.7 p.p.

1Q25 x 1Q24

EBITDA and EBITDA margin fell by 9.7% and 3.7 p.p., respectively, due to lower volume of container handling, which has a higher contribution margin, and the consequent impact on revenue. Revenue from general cargo handling was also lower on account of a reduced volume in the quarter (-20% vs. 1Q24). From a cost perspective, cost increase is mainly due to the Personnel line item, as mentioned above. Another aspect to be considered concerns the operating expenses line item, which recorded a positive balance in 1Q24, primarily owing to the reversal of previously established provisions, thereby distorting the comparison.



Road Cargo Transportation

Tecmar continues to go through a turnaround process, implementing a strategy to become a multimodal operator and diversify its business. The restructuring plan for the Less than Truckload business was prepared with a focus 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 has already had a positive effect when comparing the 4Q24 result with 1Q25.

Considering Tecmar's business lines, the highlight was container transportation operations, which operated at 100% capacity in the three ports of Santos, Itajaí and Suape in 1Q25, demonstrating the growth of this business line at Tecmar. The Full Truckload (FTL) business faces a more competitive market compared to 1Q24. Warehousing services, in turn, continue to grow, positioning Tecmar as an option for customers in this segment. Tecmar Norte, formerly Oliva Pinto, is promoting the effective integration of the group's companies by offering warehousing services in the northern region. On the other hand, the Less than Truckload (LTL) business, in which Tecmar has expertise, continues to suffer from a reduction in volume and is in the process of reviewing both its commercial policy and cargo profile. High points include the level of service in the Less than Truckload business, which improved at the end of 2024 as well as the creation of express routes in order to reduce transit times. This type of cargo is important for the business given its volume and the extent of the territory with 750 routes and 52 Tecmar branches.

Road Cargo Transportation EBITDA

Road Cargo Transportation EBITDA	1Q25	1Q24	1Q25 vs. 1Q24
Net Operating Revenues	122.4	132.6	-7.7%
Cost of Rendered Services	(108.5)	(115.1)	-5.7%
Other Income (Expenses)	(20.5)	(13.7)	49.5%
Depreciation and amortization	(9.6)	(8.4)	13.9%
Surplus value [1]	(2.4)	(1.6)	52.7%
EBIT	**(18.7)**	**(6.3)**	**195.7%**
EBIT Margin	**-15.2%**	**-4.8%**	**-10.5 p.p.**
(+) Depreciation and amortization	9.6	8.4	13.9%
(+) Surplus value [1]	2.4	1.6	52.7%
EBITDA	**(6.6)**	**3.7**	**-276.8%**
EBITDA Margin	**-5.4%**	**2.8%**	**-8.2 p.p.**
Cut off	2.1	2.6	-20.5%
Non recurring Events Adjustments	0.0	0.0	n.a.
Acquisition Review - Oliva Pinto	4.0	2.8	40.6%
Adjusted EBITDA [2]	**(0.5)**	**9.2**	**-105.4%**
Adjusted EBITDA Margin	**-0.4%**	**7.0%**	**-7.4 p.p.**

[1] Capital gains/losses, goodwill/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.

[2] Adjusted EBITDA in 1Q25 is composed of EBITDA plus cut-off in the amount of R$2.1 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. The review of the Oliva Pinto acquisition is the accounting recognition of non-receivable amounts at Oliva Pinto referring to expenses between former related parties, R$4.0 million in the quarter.

1Q25 x 1Q24

- Road Cargo Transportation NOR fell -7.7%, mainly due to a reduction in volume of the Less than Truckload (LTL) operation, given the repositioning process in new segments and adjustment of the commercial policy, and also due to the reduction in volume of the Full Truckload (FTL) operation, in the face of a more competitive market when compared to 1Q24;
- Costs fell by 5.7%, affected by a volume reduction in two lines of business: Less then Truckload – LTL and Full Truckload - FTL. One important aspect to mention is that, in the cost review pillar mentioned in the turnaround plan, measures have been implemented which already had a positive effect in 1Q25;
- Adjusted EBITDA in 1Q25 was lower year-on-year, mainly due to the decrease in revenue from the Less than Truckload and Full Truckload shipping operations. Despite the positive results from container transportation and other business lines, the negative result from the Less than Truckload and Full Truckload businesses had a significant impact on the accumulated result, given its importance to Tecmar.

Investments and Debt

Investments (CAPEX)

CAPEX R$ Million	1Q25	1Q24
Capital Investments	0.0	65.7
Current Investments	16.1	8.4
Total	**16.1**	**74.1**

1Q25 x 1Q24

In 1Q25, there were no capital investments made in the Company, only maintenance projects, referred to here as current investments. The amount of these investments was mainly used for the deployment of SAP ERP at Tecmar, IT projects and the operational continuity of the vessels.

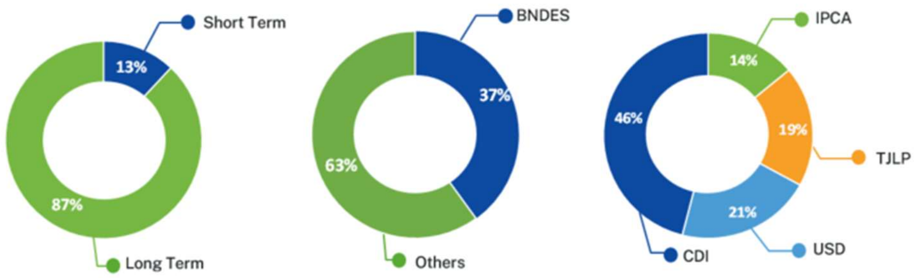
In 1Q24, capital investments of R$65.7 million were made, mainly geared to Tecmar's Fleet Expansion Project, payment of the installment referring to the construction of the new vessels Log-In Evolution and Log-In Experience, and TVV's modernization project. The amount of current investments was used for maintenance of the fleet of ships, the scheduled docking of Log-In Discovery, TVV maintenance and IT projects.

Debt and Leverage in the Last 12 Months (LTM)

Debt R$ Million	03/31/24	06/30/2024	09/30/2024	12/31/2024	03/31/2025
BNDES - Discontinued Vessels Construction	406.9	415.7	399.9	413.3	386.2
BNDES - Vessels in Operation	213.8	217.9	207.4	214.0	196.8
Working Capital	0.0	0.0	0.0	0.0	0.0
Debentures	492.8	276.7	236.9	212.4	220.1
Commercial Notes	426.2	652.6	724.1	728.9	753.8
Gross Debt	**1,539.6**	**1,562.8**	**1,568.4**	**1,568.6**	**1,556.9**
Cash	522.7	324.6	381.9	328.9	367.5
Net Debt	**1,016.9**	**1,238.3**	**1,186.5**	**1,239.7**	**1,189.4**
EBITDA LTM	556.4	550.8	544.8	633.1	654.9
Net Debt/EBITDA LTM	**1.8 x**	**2.2 x**	**2.2 x**	**2.0 x**	**1.8 x**

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

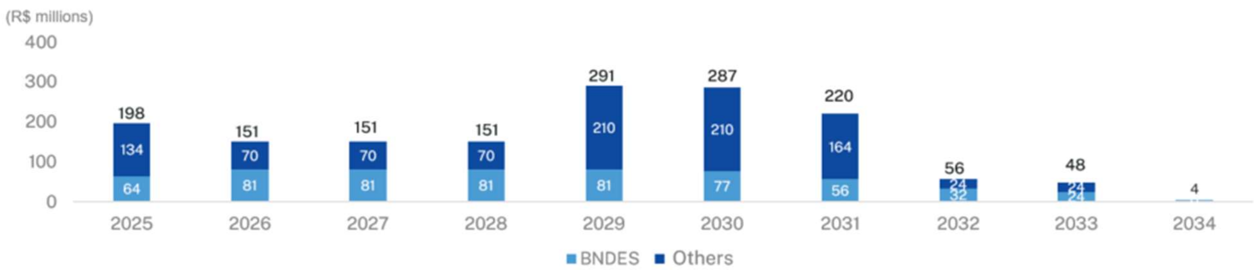
Breakdown of Debt by Duration, Creditor and Indexer



On March 31, 2025, the Company had a net debt of R$ 1,189.4 million and a gross debt of R$ 1,556.9 million, with an average cost of 11.66% p.a., 87% of which to be amortized in 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) - 1Q25[3]



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 March 31, 2025.

ESG

Since 2020, the Company has been working on the process of building an ESG agenda driven by the genuine need for a sustainable environment for its business model. The structured initiatives developed over the last few years are part of Log-In's ESG Agenda roadmap, a journey developed together with the Company's leadership and cascaded down to the entire organization.

Some of the 1Q25 main highlights are:

Environment (E)

- Log-In achieves a B- score rating in the Carbon Disclosure Project (CDP);
- More modern and efficient fleet of vessels (17% less ton/vessel consumption in 1Q25 vs. 1Q24);
- Socio-environmental action of the Community on Board Program (CAB), in partnership with the Instituto Social Esperanca – ISE (Social Hope Institute), to celebrate World Water Day. There was also a campaign at TVV with the theme: “Valuing water is valuing life”.
- ISO 14001 maintenance audit.

Social (S)

- New class of the Internship Program;
- Group discussion under the CAB program for the Mulheres da Ilha group (Women of the Island group) in celebration of Women's Day ;
- Meeting of the ELLAS program. The program aims to strengthen the theme of women's leadership and invite reflections and new actions in everyday life.

Governance (G)

- Integration of Tecmar Norte (formerly Oliva Pinto) into Tecmar's SAP, ensuring system uniformity.

Subsequent Events

There were no subsequent events in the period.

Exhibit I – Consolidated EBITDA Composition

Composition of EBITDA R$ Million	1Q25	1Q24	1Q25 vs. 1Q24
Coastal Shipping	124.3	104.5	19.0%
Vila Velha Terminal (TVV)	36.8	40.8	-9.7%
Integrated Solutions	5.0	6.9	-27.9%
Road Cargo Transportation	(6.6)	3.7	-276.8%
G&A and Other Expenses [1]	3.6	(14.6)	-124.8%
EBITDA	163.1	141.3	15.4%
Cut off [2]	(14.0)	(0.8)	1589.2%
Non recurring Events Adjustments [3]	0.0	0.0	n.a.
Acquisition Review - Oliva Pinto[4]	4.0	2.8	40.6%
Adjusted EBITDA	153.1	143.3	6.8%

[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$ 14.0 million was recognized, of which -R$ 16.1 million to Coastal Shipping and R$ 2.1 million to Road Cargo Transportation.

[3] **Adjustments for Non-Recurring Events:** In this quarter, there were no adjustments for non-recurring events.

[4] **Acquisition Review - Oliva Pinto:** Accounting recognition of non-receivables in the Oliva Pinto Group related to expenses between former related parties, R$ 4.0 million in the quarter.

Exhibit II – Reconciliation of Profit (Loss) with EBITDA

EBITDA Reconciliation R$ Million	1Q25	1Q24
Profit (Loss)	26.5	8.3
Income Taxes	29.4	2.5
Net Financial Result	35.3	67.4
Depreciation and Amortization	71.9	63.1
EBITDA	163.1	141.3
Non recurring Events Adjustments [1]	0.0	0.0
Cut off [2]	(14.0)	(0.8)
Acquisition Review - Oliva Pinto[3]	4.0	2.8
Adjusted EBITDA	153.1	143.3

[1] **Adjustments for Non-Recurring Events:** In this quarter, there were no adjustments 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$ 14.0 million was recognized, of which -R$ 16.1 million to Coastal Shipping and R$ 2.1 million to Road Cargo Transportation.

[3] **Acquisition Review - Oliva Pinto:** Accounting recognition of non-receivables in the Oliva Pinto Group related to expenses between former related parties, R$ 4.0 million in the quarter.

Exhibit III – Consolidated Cash Flow

Statement of Cash Flows R$ Milion	03/31/2025	03/31/2024
Profit (loss) for the period	**26.5**	**8.3**
Adjustments for:		
Income, equity method	-	-
Depreciation and amortization	71.7	63.3
Income tax and social contribution	29.4	2.5
Provision (reversal) for risks and monetary restatement	(25.8)	(3.5)
Recognition (reversal) of expected credit losses	(0.4)	(0.3)
Operating provisions	11.1	25.7
Expense on stock option plan	-	0.5
Interest, charges and exchange variation, net	69.5	80.6
Funds from subsidy - AFRMM invested	(19.2)	(19.0)
Income on financial applications	(8.0)	(19.4)
Provision of participation in profit or loss	9.9	5.6
Recoverable claims	(0.3)	(1.9)
Goodwill and negative goodwill in the acquisition of a new business	1.4	3.6
Other	6.9	1.8
Changes in assets and liabilities		
Trade and related party accounts receivable	6.4	3.7
Inventories	(1.0)	(4.0)
Recoverable taxes	(14.1)	(4.4)
Merchant Marine Fund (AFRMM)	1.8	50.4
Other Assets	(6.9)	(11.4)
Escrow deposits	(0.8)	(0.4)
Payroll and social charges	(7.6)	(24.8)
Taxes and contributions payable	(2.4)	(0.1)
Suppliers and amount payable to related parties	199.3	30.0
Contigencies payments	(1.0)	(0.8)
Other liabilities	10.7	7.2
Income tax and social contribution paid	(13.0)	(17.8)
Cash flows from operating activities	**344.1**	**175.4**
Acquisition of equity interest	(3.7)	(5.1)
Additions to fixed assets and intangibles	(10.7)	(71.8)
Financial investments and redemptions net	(4.4)	17.3
Cash flows from investement activities	**(18.8)**	**(59.7)**
Cash flows from financing activities	**(299.1)**	**(157.1)**
Increase (reduction) in cash and equivalents	**26.2**	**(41.4)**
Cash and equivalents at beginning of period	**289.8**	**436.4**
Cash and equivalents at end of period	**316.0**	**395.0**

Exhibit IV – Consolidated Balance Sheet (R$ million)

ASSETS	03/31/25	03/31/24
CURRENT ASSETS		
Cash and cash equivalents	316.0	395.0
Financial Applications	19.0	127.7
Accounts Receivable	324.1	341.0
Related party	69.4	17.1
Inventories	72.1	66.0
Recoverable Taxes	99.5	56.3
AFRMM	37.9	-
Recoverable claims	2.7	10.4
Others	93.6	52.7
	1,034.4	**1,066.2**
NON-CURRENT ASSETS		
Financial Applications	32.4	0.5
Accounts Receivable	68.5	-
Deferred Income Taxes	519.8	459.5
Recoverable Taxes	-	-
Escrow Deposits	30.1	25.5
Indemnified asset	215.2	222.5
AFRMM	123.0	81.9
Right of Use - Leasing	347.2	280.7
Others	2.7	2.0
	1,338.9	**1,072.7**
Investments		
Fixed Assests	1,455.9	1,375.4
Intangible	114.5	116.3
	1,570.5	**1,491.7**
	2,909.4	**2,564.3**
TOTAL ASSETS	**3,943.8**	**3,630.5**

LIABILITIES	03/31/25	03/31/24
CURRENT LIABILITIES		
Financings and Debentures	343.3	263.2
Lease Obligations	95.0	71.8
Suppliers and Operating Provisions	245.8	225.2
Related parts	9.8	8.9
Tax Liabilities	94.5	41.4
Payroll and Related Charges	76.1	51.1
Acquisition of equity interest	38.5	53.5
Others	25.6	11.7
	928.8	**726.8**
NON-CURRENT LIABILITIES		
Financings and Debentures	1,334.7	1,341.0
Acquisition of equity interest	97.1	90.8
Leasing Obligations	274.0	207.3
Provision for Risks	231.1	274.9
Deferred Income Taxes	62.4	33.6
Operating Provisions	-	-
Others	3.8	4.4
	2,003.1	**1,951.9**
SHAREHOLDER'S EQUITY		
Capital Stock	1,324.2	1,322.7
Capital Reserves	38.4	38.2
Treasury Shares	(50.9)	(50.9)
Cumulative Results & Translation Adjustments	(290.5)	(362.4)
Hedge reserve	(0.2)	12.4
Cumulative conversion adjustments	(9.2)	(8.4)
	1,011.7	**951.6**
Non-controlling Shareholders Interest	0.2	0.1
TOTAL LIABILITIES	**3,943.8**	**3,630.5**

Exhibit V – Reconciliation of 1Q25 EBITDA

Economic and Financial Data R$ Million	1Q25	1Q24	1Q25 vs. 1Q24
Consolidated			
Net Operating Revenue	683.8	619.4	10.4%
Cut off	(14.0)	(0.8)	1589.2%
Non recurring Events Adjustments	0.0	0.0	n.a.
Acquisition Review - Oliva Pinto	4.0	2.8	40.6%
Adjusted EBITDA [1]	153.1	143.3	6.8%
Adjusted EBITDA Margin²	*22.4%*	*23.1%*	*-0.8 p.p.*
Coastal Shipping			
Net Operating Revenue	462.0	383.2	20.6%
Cut off	(16.1)	(3.5)	364.6%
Non recurring Events Adjustments	0.0	0.0	n.a.
Adjusted EBITDA [1]	108.2	101.0	7.1%
Adjusted EBITDA Margin	*23.4%*	*26.4%*	*-2.9 p.p.*
TVV			
Net Operating Revenue	88.1	89.5	-1.6%
EBITDA	36.8	40.8	-9.7%
Non recurring Events Adjustments	0.0	0.0	n.a.
Adjusted EBITDA [1]	36.8	40.8	-9.7%
Adjusted EBITDA Margin²	*41.8%*	*45.6%*	*-3.7 p.p.*
Integrated Solutions			
Net Operating Revenue	11.2	14.1	-20.2%
EBITDA	5.0	6.9	-27.9%
EBITDA Margin	*44.2%*	*48.9%*	*-4.7 p.p.*
Road Cargo Transportation			
Net Operating Revenue	122.4	132.6	-7.7%
EBITDA	(6.6)	3.7	n.a.
Cut off	2.1	2.6	-20.5%
Non recurring Events Adjustments	0.0	0.0	n.a.
Acquisition Review - Oliva Pinto	4.0	2.8	40.6%
Adjusted EBITDA [1]	(0.5)	9.2	-105.4%
Adjusted EBITDA Margin	*-0.4%*	*7.0%*	*-7.4 p.p.*

[1] Adjusted EBITDA in 1Q25 is composed of EBITDA plus cut-off in the amount of -R$14.0 million, of which -R$16.1 million in Coastal Shipping and R$2.1 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. The acquisition review of Oliva Pinto is the accounting recognition of non-receivable amounts in the Oliva Pinto group referring to expenses between former related parties, R$4.0 million in the quarter.

A 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 and containers - Tecmar and Oliva Pinto (currently known as Tecmar Norte) - companies acquired in 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), Shuttle Rio (SSR) and Shuttle Navegantes (SSN). 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 March 31, 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 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)
Log-In Evolution	Owned	3,158	Shuttle Navegantes Service (SSN)

* 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.