

4Q23 2023 EARNINGS RELEASE



São Paulo, March 20, 2024 – Hidrovias do Brasil S.A. [B3: HBSA3], an integrated logistics solutions company focusing on waterway transport, listed on B3's Novo Mercado corporate governance segment, announces today its results for the fourth quarter (4Q23) and full year 2023. The results presented in this report comply with Brazilian accounting standards and International Financial Reporting Standards (IFRS) and, except where stated otherwise, comparisons are with 4Q22 and 2022.

Results slightly higher than guidance, underscoring the Company's commitment to deliveries and solid fundamentals, which ensured growth in 2023 despite external challenges in the fourth quarter.

4Q23 / 2023 Highlights

Volume: Throughput of **3.3 million** tons in 4Q23 – a strong result even with draft occasionally below historical averages in the North and South Corridors. Fertilizers registered remarkable growth in Santos (+74.0% vs. 4Q22). In the year, consolidated volume reached **18.1 million** tons, surpassing the 2022 volume by almost 10%, driven by record volume in the first nine months of the year, when our North and South Corridors operated at full capacity.

Net Operating Revenue (NOR)1: **R\$345.3 million** in 4Q23, reflecting the effect on volume and service mix, given the lower share of the "integrated system" in the North and "iron ore" in the South, as well as the negative effect of exchange rate variation on the conversion of results of corridors whose agreements are in U.S. dollar. In 2023, NOR totaled **R\$1,925.7 million**, up 7.0% from 2022, reflecting the tariff increase in the main logistics corridors, which more than offset the lower non-tariff revenue during the year.

Adjusted EBITDA + EBITDA from joint ventures²: R\$7.9 million in 4Q23, mainly reflecting the non-recurring impact in the North Corridor, whose variable costs were higher than normal, as well as higher costs and lower dilution due to asset maintenance earlier than scheduled. Nevertheless, Adjusted EBITDA + joint ventures grew 3.1% from 2022 to R\$780.3 million, slightly above guidance, attesting to the tremendous business resilience, with the record results in the first nine months of the year more than offsetting the challenges of the final quarter.

Capex: R\$118.6 million in 4Q23, including investments already scheduled for the acquisition of buoys and barges, which will help expand capacity in the North Corridor from 2024, and for the expansion of rail shipments in Santos. Moreover, there was an increase in recurring maintenance, which was brought forward to better utilize the systems during the off season and restrictive drafts. Capex in the year totaled R\$320.2 million.

Leverage: Year-on-year decline of **0.64x** in Net Debt/EBITDA, even though 4Q23 results came below the potential installed and negotiated capacity for the period, which demonstrates the Company's ongoing deleveraging process.

Consolidated Result	4Q23	4Q22	Ch. %	2023	2022	Ch. %
Volume (kt)	3,376	3,610	-6.5%	18,189	16,547	9.9%
Volume (South Corridor)	1,209	926	30.5%	5,916	5,113	15.7%
Volume (North Corridor)	889	1,499	-40.7%	7,425	7,735	-4.0%
Volume (Coastal Navigation)	816	919	-11.2%	3,395	3,305	2.7%
Volume (Santos)	462	266	74.0%	1,452	394	>100%
Net Operating Revenue¹ (BRL million)	345.3	435.8	-20.8%	1,925.7	1,799.9	7.0%
Net Operating Revenue (South Corridor)	171.2	200.7	3.9%	824.9	781.7	5.5%
Net Operating Revenue (North Corridor)	76.3	164.7	56.7%	751.3	758.6	-1.0%
Net Operating Revenue (Coastal Navigation)	59.7	48.7	-70.3%	227.5	228.4	-0.4%
Net Operating Revenue (Santos)	38.2	21.6	76.4%	122.0	31.4	>100%
Adjusted EBITDA + JVs ² (BRL million)	7.9	110.7	-92.9%	780.3	756.9	3.1%
Adjusted EBITDA (South Corridor + JV's)	37.9	47.9	-53.4%	360.3	280.7	28.3%
Adjusted EBITDA (North Corridor)	(38.7)	81.3	-	388.2	461.5	-15.9%
Adjusted EBITDA (Coastal Navigation)	23.1	(3.2)	-	90.7	97.2	-6.7%
Adjusted EBITDA (Santos)	19.4	8.7	>100%	61.4	10.5	>100%
Adjusted EBITDA (Holding)	(33.7)	(24.0)	40.2%	(120.3)	(93.0)	29.4%
CAPEX (BRL million)	118.6	48.9	>100%	320.2	321.3	-0.4%
Leverage	4.24x	4.88x	-0.64x	4.24x	4.88x	-0.64x

Net Operating Revenue excludes hedge accounting and intercompany effects between the Company's subsidiaries. ²Adjusted EBITDA + Joint Ventures is adjusted by hedge accounting, equity income (loss) and non-recurring or non-cash items and includes EBITDA from the Company's interest in the Joint ventures Limday, TGM and Baden.



Message from **Management**

"We ended 2023 with results slightly higher than the guidance earlier announced by the Company, driven by nine months of record results in line with the potential of our installed capacity while, on the other hand, affected by a fourth quarter marked by an unusual challenge in the North operation brought by El Niño, which caused a reduction in rainfall, creating several restriction points on our navigation route.

We operated with variable costs above usual in October and took advantage of draft restrictions to bring forward recurring asset maintenance to November and a part of December, which exerted greater pressure on the North's 4Q23 results but which was necessary and prepared us to sail in better conditions at the start of 2024.

Nevertheless, we ended 2023 with record volume of **18.1 million** tons, almost 10% higher than last year, which shows that, as always, the expertise, dedication, unique assets and strength of contracts give us resilience and, at the very least, ensure that we retain our strategic position in the different logistics corridors where we operate. We are the leading grain exporters in Barcarena, leaders in the shipment of iron ore produced in Corumbá and one of the leading players in receiving fertilizers in Santos.

Net Operating Revenue continued to grow, reaching **R\$1.9 billion** in 2023 and, although below full capacity due to non-controllable external factors mentioned already, we registered the highest Adjusted EBITDA, including EBITDA of joint ventures, ever obtained since our operational startup, which totaled **R\$780.3 million**, with a robust margin of 40.5%.

We transformed logistics in Latin America through efficient, sustainable, and competitive operations, and the results of the first nine months of 2023, when navigation conditions were normal, demonstrate that we achieved very strong levels of execution. We generate adequate returns on all the investments made and, hence, besides looking at new expansion opportunities through existing or new operations, we remain focused on exploring alternatives to continue raising the competitiveness of the entire production chain in order to mitigate the volatility generated by climate effects, which has impacted some operations in the short term and, thus, ensure business profitability and continuity, besides generating further value for all our stakeholders.

Fabio Schettino

CEO of Hidrovias do Brasil





South Corridor



Volume (kt)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
South Corridor	1,209	926	30.5%	5,916	5,113	15.7%
Iron Ore	560	604	-7.2%	3,395	3,153	7.7%
Grains	291	108	>100%	1,052	701	50.0%
Fertilizers	84	45	86.1%	258	133	93.6%
Other	-	-	-	-	15	-
Total before JV's	936	758	23.5%	4,705	4,002	17.6%
Participation in JV's	273	169	61.8%	1,211	1,111	9.0%

¹ Participation in JVs: volume proportional to the Company's interest in TGM, Limday and Baden, whose results are booked under the equity method of accounting.

We operated the first nine months of 2023 under very positive navigation conditions and, during most of this period, with draft higher than historical averages in the South Corridor, which resulted

in record throughput on the Paraná-Paraguay Waterway.

In October 2023, draft in the region declined abruptly, forcing the Company to make its operations more flexible and navigate using a "plan for low water" during November and December, a situation that directly impacts the operational cycle, size and loading of convoys and, consequently, results in higher variable costs and lower dilution of fixed costs. Nevertheless, unlike other local players, we used our assets that sail in more restrictive drafts to end 4Q23 with historic throughput for the period, which totaled **1.2 million** tons (+30.5% vs. 4Q22) – including the volume proportional to our share in the joint ventures.

Throughput included 560,000 tons of iron ore, 291,000 tons of grains and 84,000 tons of fertilizers in 4Q23, despite the medium draft in Asunción, one of the main points for navigation, which was almost 30% lower than in the same period last year (~1.38 meters in 4Q23 vs. ~1.87 meters in 4Q22).

In the year, throughput was **5.9 million** tons (+15.7% vs. 2022), notably driven by strong growth in grains (+50.0% vs. 2022) due to better harvest in Paraguay, as well as the higher volume of iron ore (+7.7% vs. 2022) and fertilizers (+93.6% vs. 2022) thanks to more favorable navigation conditions between February and October 2023.

The worsening navigation situation, even if occasionally pressuring the results, clearly shows the Company's competitive advantage in cargo throughput during restrictive scenarios – our market share of iron ore from Corumbá rose from 42% in 3Q23 to 55% in 4Q23.

We ended the year with 38% market share of the Paraná-Paraguay Waterway, a prominent position in one of Latin America's principal logistics corridors.

In this context, note that the Paraná-Paraguay Waterway is one of the basins with the highest navigable potential in the world and the most important in South America, which is an important point of entry, transport and exit of cargo to several countries such as Paraguay, Argentina, Uruguay and Brazil and, hence, there exists genuine interest among diverse players to mitigate and resolve in the medium term, the atypical and uncontrollable climatic situations, which have generated volatility in the behavior of drafts.

We remain focused on devising action plans that enable navigation in conditions closer to normality even during atypical scenarios to ensure the competitiveness of the logistics corridor, as well as adequate profitability of the operation and business perpetuity. We continue to work together with some local players and the Paraguayan government through *Centro de Armadores Fluviales y Marítimos* (CAFYM) so that effective dredging and demolition plans are rolled out based on studies and knowledge provided by the Company.

We are also assisting in inspecting the ongoing dredging processes to ensure that they are being carried out correctly. Internally, we continue to seek viable alternatives for optimizing and finetuning our assets and navigation routes in order to improve the operational levels during abnormal scenarios.



South Corridor (BRL million)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
Net Revenue	192.0	215.8	-11.0%	841.5	769.2	9.4%
Net Operating Revenue	171.2	200.7	-14.7%	824.9	781.7	5.5%
Hedge Accounting ²	20.9	15.1	38.6%	16.6	(12.5)	-
Operating Costs	(124.6)	(131.7)	-5.4%	(439.2)	(470.9)	-6.7%
Operating Costs	(124.6)	(131.7)	-5.4%	(439.2)	(470.9)	-6.7%
Operating Expenses (Revenue)	(20.9)	(36.1)	-42.3%	(59.3)	(77.1)	-23.1%
AFRMM, Tax Credits and Other	8.1	13.5	-40.2%	9.5	13.9	-31.9%
Equity Accounting	(0.9)	(0.9)	-4.1%	9.9	18.7	-47.1%
EBITDA	53.8	60.5	-11.1%	362.3	253.8	42.8%
EBITDA Margin %	31.4%	30.1%	1.3 p.p	43.9%	32.5%	11.5 p.p
Hedge Accounting [∠]	(20.9)	(15.1)	38.6%	(16.6)	12.5	-
Equity Accounting	0.9	0.9	-4.1%	(9.9)	(18.7)	-47.1%
Non-recurring ³	(0.2)	-	-	(0.2)	-	-
Adjusted EBITDA	33.6	46.4	-27.5%	335.6	247.6	35.6%
Adjusted EBITDA Margin %	19.6%	23.1%	-3.5 p.p	40.7%	31.7%	9.0 p.p
JV's	4.3	1.6	>100%	24.6	33.2	-25.7%
Adjusted EBITDA + JV's	37.9	47.9	-21.0%	360.3	280.7	28.3%
Adjusted EBITDA Margin + JV's %	22.1%	23.9%	-1.8 p.p.	43.7%	35.9%	7.8 p.p.

Net Revenue excludes the Intercompany effect for a better understanding of the results. ²Hedge Accounting: the Company's functional currency is the Brazilian real. However, South Corridor agreements are denominated in U.S. dollar. Therefore, hedge accounting was used to mitigate foreign exchange exposure, with the existing dollar-denominated debt hedging a part of long-term agreements in foreign currency. This procedure has no cash impact. ³Non-Recurrents are presented in a document attached to this report.

Net Operating Revenue *ex-hedge accounting*: **R\$171.2 million** in 4Q23 (-14.7% vs. 4Q22), reflecting the effect of cargo mix, marked by a higher share of products sailing shorter routes (iron ore represented 46% of the total in 4Q23 vs. 65% in 4Q22) and the negative exchange rate while converting the results, given that it is a logistics corridor with 100% of its contracts in USD (BRL vs. USD: -5.8% vs. 4Q22). NOR in USD was US\$35.2 million in 4Q23, compared to US\$41.0 million in 4Q22 (-14.0%).

In 2023, **Net Operating Revenue** ex-hedge accounting totaled **R\$824.9** million (+5.5% vs. 2022), driven by record cargo throughput between February and October due to very favorable navigation conditions, which more than offset the depreciation of the Brazilian real during the period (BRL vs. USD: -3.3% vs. 2022). NOR in USD in 2023 was US\$166.8 million vs. US\$155.7 million in 2022 (+6.9% vs. 2022).

Operating Costs: Savings of **R\$124.6 million**, 5.4% below 4Q22, with a reduction in variable costs per ton due to the decline in fuel prices. On the other hand, fixed costs allocated to asset security, systems and operational support personnel increased on account of more challenging conditions.

In the year, **Operating Costs** totaled **R\$439.2 million** (-6.7% vs. 2022), demonstrating the benefits obtained from better navigation conditions, which enable normalized cycles and, consequently, greater dilution of fixed costs.

Operating Expenses: R\$20.9 million in 4Q23 (-42.3% vs. 4Q22), with a significant decrease in the taxes and occupancy line. In the year, operating expenses improved 23.1% to reach **R\$59.3 million**, despite volume and revenue growth, attesting to our constant efforts to optimize and control expenses.

Adjusted EBITDA + EBITDA from joint ventures: R\$37.9 million in 4Q23 (-21.0% vs. 4Q22), with margin of 22.1% (-1.8 p.p. vs. 4Q22) and **R\$360.3 million** in 2023, up 28.3% from 2022, with margin of 43.7% (+7.8 p.p. vs. 2022), demonstrating that we are able to immediately unlock value when operating at normal conditions (as observed between February and October 2023).

In this regard, we reiterate our commitment to seeking alternatives that ensure greater resilience and business perpetuity regardless of external climatic conditions, through detailed studies that provide the technical groundwork for dredging and demolition processes that are necessary on the Paraná-Paraguay Waterway, as well as innovations that bring greater operational flexibility and, consequently, results consistent with the installed logistics capacity and the long-term agreements of this business unit.



North Corridor



Volume (kt)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
North Corridor	889	1,499	-40.7%	7,425	7,735	-4.0%
Grains "Integrated System"	435	1,151	-62.2%	5,383	5,683	-5.3%
Grains "Direct road" 1	395	255	54.6%	1,633	1,772	-7.9%
Fertilizers	59	92	-36.2%	410	280	46.6%

¹ "Direct Road" grains refers to the grain volume transported by road directly to the Barcarena TUP, which is presented separately as it is not part of the Company's integrated system.

For the first time since the start of our operations in this logistics corridor, we observed an unusual draft situation at a few navigation points – an event directly influenced by El Niño, which contributed to below-normal rainfall in that region.

In light of this scenario, we operated with adjustments and flexibility during October and decided to bring forward the maintenance work – which is usually carried out in late December and early January - to mid-November in order to optimize assets and take advantage of the weaker season and restrictive drafts, before releasing the fleet to resume operations once navigation conditions return to normal, which happened in early 2024.

Throughput was occasionally lower than planned, with the impact being most significant in the integrated system in 4Q23. 435,000 tons of grains were transported in the integrated system, 395,000 tons of grains were received directly at our private use terminal in Barcarena and 59,000 tons of fertilizers were transported in the backhaul mode.

Even so, throughput totaled **7.4 million** in 2023, which was higher than the capacity estimated by the Company – mainly driven by record results from January to September, which attest to North Corridor's high competitiveness in exports of grains originating from Brazil, mainly from the state of Mato Grosso, and directed to the external market.

In the year, grain throughput in the integrated system totaled 5.3 million tons, 1.6 million tons of grains were received by road at our Barcarena terminal and 410,000 tons were moved as backhauling cargo (fertilizers), which is below the actual potential of 2023, with record harvests and limited logistic capacities all over Brazil. This event contributed to early commercial negotiations for 2024, made with significant tariff increases year on year.

Note that the volume of grains contracted that was not transported by the Company during the last quarter of 2023 has not generated any type of payment or required the contracting of an additional logistic solution for the clients because it occurred amidst a non-recurring and non-manageable foreign scenario, with full dedication of the parties to ensure the least possible impact on all chains. Since logistics capacity is scarce in the main distribution corridors of Brazil, part of this volume was directed to ports located in the South region of Brazil – which usually are not competitive for such type of cargo, in addition to a significant increase in the inventory of products in transit, reinforcing that there is lack of competitive logistic capacity.

The North ports maintained their leadership position, representing 45% of the grains produced in Mato Grosso and exported in 2023, and Barcarena accounted for 47% of the total volume distributed through the North ports.

North Corridor (BRL million)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
Net Revenue '	76.3	164.7	-53.7%	751.3	758.6	-1.0%
Net Operating Revenue	76.3	164.7	-53.7%	751.3	758.6	-1.0%
Operating Costs	(76.5)	(73.1)	4.5%	(309.1)	(275.0)	12.4%
Operating Costs	(76.5)	(73.1)	4.5%	(309.1)	(275.0)	12.4%
Operating Expenses (Revenue)	(50.8)	(15.2)	>100%	(84.6)	(38.9)	>100%
AFRMM, Tax Credits and Other	5.9	(24.9)	-	0.2	(24.7)	-
Equity Accounting	(0.3)	(1.5)	-82.2%	(0.3)	(1.1)	-77.0%
EBITDA	(45.3)	49.9	-	357.6	418.8	-14.6%
EBITDA Margin %	(59.4%)	30.3%	-	47.6%	55.2%	-7.6 p.p
Equity Accounting	0.3	1.5	-82.2%	0.3	1.1	-77.0%
Non-recurring ²	6.3	29.9	-78.9%	30.4	41.6	-26.8%
Adjusted EBITDA	(38.7)	81.3	-	388.2	461.5	-15.9%
Adjusted EBITDA Margin %	(50.8%)	49.4%	-	51.7%	60.8%	-9.2 p.p

¹Net Revenue excludes the "Intercompany" effect for a better understanding of the results. ²Non-Recurring Items are presented in an attachment to this report.



Net Operating Revenue: R\$76.3 million, reflecting the lower throughput due to the atypical and one-off scenario mentioned above, with stronger impact on the integrated system – which has higher tariff because it carries out three different services (transshipment, navigation and port loading). In 2023, **Net Operating Revenue** was **R\$751.3 million** (-1.0% vs. 2022), explained by a 4Q23 below its full potential and lower accounting of non-tariff revenue and sale of surplus products in comparison with 2022 (excluding the two effects, tariff would increase similarly to inflation rate year on year).

Operating Costs: R\$76.5 million in 4Q23 (+4.5% vs. 4Q22), despite the 40.7% lower volume, reflecting the higher variable costs per ton to operate under restricted conditions – with longer cycles due to division of convoys and use of tugboats at restriction points. Additionally, there was less dilution of the fixed costs base (~70% of total cost) – since we have brough forward maintenance and did not operate between mid-November and mid-December. In 2023, **Operating Costs** totaled **R\$309.1** million (+12.4% vs. 2022).

Operating Expenses: R\$50.8 million, with increased expenses with third parties to control and assure the quality of the product due to longer operation cycles, as well as one-off expense related to an alteration in the probability of loss of the lawsuit from possible to probable, and inventory adjustments that were not diluted due to lower volume execution in the period. In 2023, **Operating Expenses** totaled **R\$84.6 million** (vs. R\$38.9 million in 2022). Note that much of the increases observed in both comparisons are one-off, and historically the Operating Expenses of this logistics corridor represent nearly 5% of Net Revenue.

Adjusted EBITDA: Failure to execute the total volume scheduled, with the related waiver of result, combined with higher variable costs per ton and non-dilution of fixed costs and one-off expenses contributed to an Adjusted EBITDA in 4Q23 of (R\$38.7) million – much below the potential and installed capacity in the North. Even so, in 2023, **Adjusted EBITDA** was **R\$388.2** million, with a margin of 51.7% – 2nd highest EBITDA since the startup of this operation, driven by record results in the first nine-months of the year, proving that the business is strong and continues very competitive and with great opportunities for increasing its capacity in the short term.

Coastal Navigation



Volume (kt)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
Coastal Navigation	816	919	-11.2%	3,395	3,305	2.7%
Bauxite	816	919	-11.2%	3,395	3,305	2.7%

Bauxite throughput in 4Q23 reached **816,000** tons (-11.2% vs. 4Q22) and **3.4 million** tons in 2023 (+2.7% vs. 2022) – volume in line with the history of the operation that serves the long-term take-orpay agreement dedicated to Hydro/Alunorte.

Coastal Navigation (BRL million)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
Net Revenue	55.3	43.5	27.2%	209.6	208.8	0.4%
Net Operating Revenue	59.7	48.7	22.6%	227.5	228.4	-0.4%
Hedge Accounting ¹	(4.4)	(5.2)	-16.0%	(17.9)	(19.5)	-8.5%
Operating Costs	(41.5)	(37.1)	12.1%	(150.5)	(126.7)	18.8%
Operating Costs	(41.5)	(37.1)	12.1%	(150.5)	(126.7)	18.8%
Operating Expenses (Revenue)	(1.1)	(28.5)	-96.1%	(4.9)	(31.9)	-84.6%
AFRMM, Tax Credits and Other [∠]	(6.0)	12.5	-	3.5	22.8	-84.5%
EBITDA	6.6	(9.6)	-	57.8	73.0	-20.9%
EBITDA Margin %	11.1%	(19.7%)	-	25.4%	32.0%	-6.6 p.p
Hedge Accounting ¹	4.4	5.2	-16.0%	17.9	19.5	-8.5%
Non-recurring ³	12.1	1.1	>100%	15.1	4.6	>100%
Adjusted EBITDA	23.1	(3.2)	-	90.7	97.2	-6.6%
Adjusted EBITDA Margin %	38.7%	(6.7%)	-	39.9%	42.6%	-2.7 p.p

¹Hedge Accounting: the Company's functional currency is the Brazilian real. However, Coastal Navigation agreements are denominated in U.S. dollar. Therefore, hedge accounting was used to mitigate foreign exchange exposure, with the existing dollar-denominated debt hedging a part of long-term agreements in foreign currency. This procedure has no cash impact. ²AFRMM, Tax Credits and Other in Coastal Navigation includes the positive effect of Additional Freight for Renovation of Merchant Navy (which accounted for around 10% of gross revenue from throughput in 2022 and now represents around 8% in 2023); ³Non-recurring effects are shown in the document attached to this report.

Net Operating Revenue ex-hedge accounting: **R\$59.7** million in 4Q23 (vs. R\$48.7 million in 4Q22), positively affected by the agreement made in the arbitration process under discussion with the client and, on the other hand, negatively affected by the foreign exchange conversion of the dollar-denominated agreement (BRL x USD: -5.8% vs. 4Q22). Net Operating Revenue in USD was US\$12.0 million in 4Q23 (vs. US\$9.3 million in 4Q22).



In 2023, **Net Operating Revenue** ex-hedge accounting totaled **R\$227.5 million**, stable in relation to 2022, following the agreement dynamics that is 100% take or pay, with accumulated tariff adjustments scheduled for every five years – the next adjustment is scheduled for 2025. Net Operating Revenue in USD was US\$45.6 million in 2023 (vs. US\$44.3 million in 2022).

Operating Costs: **R\$41.5 million** in the quarter (+12.1% vs. 4Q22), mainly explained by adjustments of trade union agreements above the inflation but not yet recovered in the tariff – because the contractual adjustments are made every five years on a cumulative basis. **Operating Costs** totaled **R\$150.5 million** (+18.8% vs. 2022), due to the aforementioned impact and the additional costs to sustain the operation during the docking period of one of the cabotage ships, requiring the charter of a third ship for performance of the agreement.

Operating Expenses: R\$1.1 million (vs. R\$28.5 million in 4Q22), stable and not comparable with 4Q22, when the Company provisioned R\$21.6 million for losses on outstanding accounts receivable of 2021 which had not yet been repaid by the client. In the year, **Operating Expenses** totaled **R\$4.9 million** (vs. R\$31.9 million in 2022).

Adjusted EBITDA: R\$23.1 million (vs. -R\$3.2 million in 4Q22), with EBITDA margin of 38.7%, reflecting the result of the settlement in the arbitration procedure, cost adjustments not yet passed on to clients and lower AFRMM accounted for after regulatory changes in connection with BR do Mar law. Adjusted EBITDA in USD was US\$4.7 million in 4Q23 (vs. -US\$0.6 million in 4Q22). In 2023, **Adjusted EBITDA** from this operation was **R\$90.7 million** (vs. R\$97.2 million in 2022), with margin of 39.9%, and in USD was US\$18.1 million (vs. US\$19.0 million in 2022).

Santos



Volume (kt)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
Santos	462	266	74.0%	1,452	394	>100%
Fertilizers	462	266	74.0%	1,452	394	>100%

We ended the last quarter of 2023 with fertilizer throughput of **462,000 tons** in Santos, a new record for the operation, which is still in the growth curve, having already outperformed the former lessee of the Port of Santos (STS20).

In 2023, our terminal shipped **1.4 million tons** of fertilizers, with growth potential, as rail shipment began on March 14, 2024, expanding the terminal's capacity available to fertilizers and complying with the take-or-pay agreement entered into with Rumo for fertilizer throughput of approximately 500,000 additional tons per year.

The Company ended the year with 17% of market share in fertilizers at the Port of Santos (vs. 15% in 2022), consolidating its position as one of the main players of the sector.

Santos (BRL million)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
Net Revenue	38.2	21.6	76.4%	122.0	31.4	>100%
Net Operating Revenue	38.2	21.6	76.4%	122.0	31.4	>100%
Operating Costs	(16.7)	(10.2)	63.5%	(52.8)	(16.2)	>100%
Operating Costs	(16.7)	(10.2)	63.5%	(52.8)	(16.2)	>100%
Operating Expenses (Revenue)	(3.7)	(4.1)	-7.9%	(13.1)	(7.0)	87.4%
AFRMM, Tax Credits and Other	(0.0)	(0.0)	-27.6%	(0.0)	0.6	-
EBITDA	17.7	7.3	>100%	56.0	8.7	>100%
EBITDA Margin %	46.4%	33.8%	12.6 p.p	45.9%	27.8%	18.2 p.p
Non-recurring ¹	1.7	1.4	20.7%	5.3	1.8	>100%
Adjusted EBITDA	19.4	8.7	>100%	61.4	10.5	>100%
Adjusted EBITDA Margin %	50.7%	40.2%	10.5 p.p	50.3%	33.4%	16.9 p.p

¹Non-recurring effects are shown in the document attached to this report.

Net Operating Revenue: R\$38.2 million in 4Q23 (+76.4% vs. 4Q22), an increase slightly higher than the growth of volume observed in the period. In 2023, **Net Operating Revenue** came to **R\$122.0 million** (vs. R\$31.4 million in 2022), not comparable with 2022, when operations took place only between August and December.

Operating Costs: R\$16.7 million in 4Q23 (+63.5% vs. 4Q22), with growth lower than that of Revenue, explained by the higher dilution of fixed costs, which account for nearly 60% of the total costs of this logistics corridor. In the year, **Operating Costs** totaled **R\$52.8 million** (vs. R\$16.2 million in 2022).



Operating Expenses: R\$3.7 million in 4Q23 (-7.9% vs. 4Q22) and **R\$13.1 million** in 2023 (vs. R\$7.0 million in 2022), with structures being adjusted and optimized ever since operations resumed, following a period of modernization and works in the warehouses.

Adjusted EBITDA: R\$19.4 million in 4Q23, the highest quarterly result since the beginning of the lease, with margin of 50.7% (vs. R\$8.7 million and margin of 40.2% in 4Q22), still below its full potential, which includes fertilizer shipments through rail transport, as well as salt volume that has been agreed with the client but not been shipped yet. **Adjusted EBITDA** of 2023 totaled **R\$61.4 million**, with margin of 50.3%.

Holding Company

Holding (BRL million)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
Operating Expenses (Revenue)	(25.0)	(17.0)	46.8%	(86.2)	(76.3)	12.9%
AFRMM, Tax Credits and Other	(5.8)	(1.3)	>100%	(5.7)	(8.0)	>100%
Equity Accounting	0.6	(1.3)	-	(4.1)	(3.5)	15.3%
EBITDA	(30.3)	(19.7)	54.1%	(96.0)	(80.7)	19.0%
Equity Accounting	(0.6)	1.3	-	4.1	3.5	15.3%
Non-recurring ¹	(2.8)	(5.6)	-50.3%	(28.4)	(15.9)	79.0%
Adjusted EBITDA	(33.7)	(24.0)	40.2%	(120.3)	(93.0)	29.4%

¹Non-recurring effects are shown in the document attached to this report.

Adjusted result of the Holding Company was an expense of **R\$33.7 million** in 4Q23 (+40.2% vs. 4Q22), reflecting the effects of collective bargaining agreements, vacation and organizational restructuring, as well as the impact of approximately R\$3.3 million from licenses and software expenses that were previously being capitalized until 2022 due to changes in accounting classification criteria.

In 2023, corporate expenses amounted to R\$120.3 million (+29.4% vs. 2022), compatible with those of industry peers.



Consolidated Result (BRL million)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
Net Revenue	361.8	445.6	-18.8%	1,924.3	1,767.9	8.8%
Net Operating Revenue ¹	345.3	435.8	-20.8%	1,925.7	1,799.9	7.0%
Hedge Accounting ²	16.5	9.9	67.5%	(1.3)	(32.0)	-95.9%
Operating Costs	(259.3)	(252.2)	2.8%	(951.5)	(888.7)	7.1%
Operating Costs	(259.3)	(252.2)	2.8%	(951.5)	(888.7)	7.1%
Operating Expenses (Revenues)	(101.5)	(100.9)	0.6%	(248.2)	(231.2)	7.3%
AFRMM, Tax Credits and Other	2.1	(0.3)	-	7.5	11.7	-35.8%
Equity Accounting	(0.6)	(3.7)	-84.2%	5.6	14.0	-
EBITDA	2.5	88.5	-	737.7	673.7	9.5%
EBITDA Margin %	0.7%	20.3%	-19.6 p.p	38.3%	37.4%	+0.9 p.p
Depreciation & Amortization	(86.0)	(98.0)	-12.3%	(347.4)	(356.5)	-2.5%
EBIT	(83.5)	(9.6)	>100%	390.3	317.2	23.0%
Financial Result	(69.3)	(89.1)	-22.3%	(320.5)	(233.4)	37.3%
Net Income before Income Tax	(152.8)	(98.7)	54.8%	69.8	83.8	-16.8%
Income Tax	(38.8)	(57.5)	-32.4%	(52.2)	(91.9)	-43.3%
Net profit	(191.6)	(156.1)	22.7%	17.6	(8.1)	-

¹Net Operating Revenue excludes hedge accounting and intercompany effects between the Company's subsidiaries. ²Hedge Accounting: the Company's functional currency is the Brazilian real. However, South Corridor and Coastal Navigation agreements are denominated in U.S. dollar. Accordingly, hedge accounting was applied to mitigate this exposure to another currency, with existing debt in US dollars providing protection for long-term contracts in foreign currency. This procedure has no cash impact.

CAPEX

Consolidated CAPEX (BRL million)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
Maintenance	48.5	20.7	>100%	123.1	44.2	>100%
Expansion	70.1	28.2	>100%	175.9	257.1	-31.6%
STS20 Grant	-	-	-	21.2	20.1	5.6%
Total CAPEX	118.6	48.9	>100%	320.2	321.3	-0.4%

Consolidated CAPEX in 4Q23 was R\$118.6 million (vs. R\$48.9 million in 4Q22), of which:



- R\$48.5 million went to scheduled maintenance of assets, including the maintenance work earlier than scheduled in the North, carried out to optimize and prepare the system for the operational resumption early 2024, in more positive navigation conditions. Also note that, in 2023, the Company expanded its navigation fleet when compared to 2022, obtaining new pusher boats, tugboats and barges, as well as a warehouse structure in Santos, which were not previously considered in the maintenance base.
 - Currently, the Company has 23 pusher boats, 8 tugboats and 464 own barges.
- ii) **R\$70.1 million** for **expansion**, related to the modular growth project approved for the North with buoy and new navigation assets, as well as the rail shipment project in Santos, in line with the plans for 2023.

Consolidated CAPEX in 2023 totaled **R\$320.2 million**, stable vs. 2022, reflecting the end of the Company's first cycle of large investments, which enabled the installation and consolidation of the four independent logistics corridors that occupy leadership positions in their respective areas of operation.

Note that we remain highly diligent in our investments, following our strategy of gradually deleveraging and releasing cash for modular projects that will add capacity in the short term.

Financial Result

Financial Result (BRL million)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
Total Financial Income	11.9	78.2	-84.8%	49.3	154.8	-68.1%
Total Recurring Financial Income	11.9	3.9	>100%	49.3	11.5	>100%
Non-recurring Financial Income	-	74.3	-	-	143.3	-
Total Financial Expense	(76.5)	(146.9)	47.9%	(346.0)	(407.1)	15.0%
Financial Expense	(73.0)	(137.3)	46.8%	(302.2)	(376.2)	19.7%
Derivative Financial Instruments	(3.5)	(9.5)	63.2%	(43.7)	(30.9)	-41.6%
Fx variation ¹	(4.6)	(20.4)	77.4%	(23.9)	18.9	-
Total Financial Result	(69.3)	(89.1)	22.3%	(320.5)	(233.4)	-37.3%

¹To facilitate understanding of information related to Financial Expenses and Exchange Variation, we now present the effects of gains or losses related to investment funds exposed to variation in the U.S. dollar only in the exchange variation line.

The Company ended 4Q23 with Financial Result of (R\$69.3) million (vs. 89.1 million in 4Q22), whose main components are:

- i) Financial Income: R\$11.9 million (vs. R\$78.2 million in 3Q22), considering that there was a positive non-recurring impact in 4Q22 of R\$74.3 million from gains from the repurchase of Bonds in the secondary market. Comparing the recurring Financial Income, there is an improvement of R\$8.0 million vs. 4Q22, reflecting the new investment strategy adopted by the Company with the migration of investments in foreign exchange funds to fixed-income investments in Brazil.
- ii) **Financial Expenses: (R\$76.5) million** (vs. (R\$146.9) million in 4Q22), reflecting the accounting of accrued positive non-recurring effect (from 2020 to 2023) on profitability of Bonds repurchased in 2020.
- iii) **Exchange Variation:** (R\$4.6) million (vs. (R\$20.4) million in 4Q22), with lower volatility in profit or loss since the start of the capital structure optimization process that has been carried out by the Company.

In 2023, **Financial Result** was **(R\$320.5) million** (vs. (R\$233.4) million in 2022), considering that the amount registered in 2022 is not comparable as it includes the non-recurring effects of capital structure optimization carried out in that year (Bonds repurchases in the secondary market). Excluding this effect, Adjusted Financial Result in 2022 would be ((R\$376.7) million).

Net Income/Loss

As a result of the above, Hidrovias do Brasil posted **Net Income** of **R\$17.6 million** in 2023 (vs. Net Loss of R\$8.1 million in 2022), mainly driven by the record operating result in 9M23, which partially offset the results below the North Corridor's potential during the last quarter of the year and, as a consequence, the higher tax rate in that period, since the corridors with lower tax benefits have benefited the most the 4Q23 results.

In the quarter, therefore, Net Loss was R\$191.6 million (vs. Net Loss of R\$156.1 million in 4Q22).



Cash Generation

Cash Flow (BRL million)	4Q23	4Q22	Ch. %	2023	2022	Ch. %
Cash beginning of period	813.4	856.0	-5.0%	753.4	672.3	12.1%
(+) EBITDA	2.5	88.5	-97.2%	737.7	673.7	9.5%
(+/-) Change in working capital	175.1	87.3	>100%	(80.8)	9.1	-
(+/-) Hedge Accounting	(16.5)	(9.9)	67.5%	1.3	32.0	-95.9%
= Operating Cash Flow (OCF)	161.1	165.9	-2.9%	658.2	714.8	-7.9%
(-) CAPEX	(108.4)	(66.5)	62.9%	(274.0)	(281.0)	-2.5%
Recurring	(48.5)	(20.7)	>100%	(123.1)	(44.2)	>100%
Expansion	(59.9)	(45.8)	30.7%	(150.9)	(236.7)	-36.3%
(-) Grant	-	-	-	(21.2)	(20.1)	5.6%
= Investing Cash Flow (ICF)	(108.4)	(66.5)	62.9%	(295.2)	(301.0)	-1.9%
(+/-) Debt Issuance/Amortization	(13.5)	(14.4)	-5.7%	(37.6)	462.9	-
(-) Payment of Interest on Loans	(17.1)	(17.0)	1.0%	(271.3)	(226.7)	19.7%
(-) Payment of Interest on Derivatives	-	-	-	(26.3)	-	-
(-) Lease Payments	(11.9)	(23.4)	-49.3%	(50.8)	(71.8)	-19.6%
(+/-) Funding costs/Bond repurchase	(0.2)	(139.4)	-99.8%	(0.2)	(505.4)	>100%
(+/-) Dividends Paid/Received	9.3	-	-	11.9	-	-
= Financing Cash Flow (FCF)	(33.4)	(194.1)	-82.8%	(374.3)	(341.1)	9.8%
Impact of exchange rate variation on cash balances	(2.2)	(7.8)	-71.4%	88.3	8.4	>100%
= Cash Generation	17.1	(102.5)	-	77.0	81.1	-5.0%
Cash end of period	830.5	753.4	10.2%	830.5	753.4	10.2%

Operating cash generation totaled **R\$161.1 million** in 4Q23, mainly due to the result below the Company's full potential for the period, explained by the same reasons already mentioned in this report, partially offset by significant improvement in working capital – as a result of internal efforts to optimize accounts payable and receivable lines, in order to release cash to face the challenging scenario at the end of 2023.

Investments made in 4Q23 surpassed the 4Q22 amounts, reflecting higher maintenance expenses, considering the maintenance earlier than scheduled in the North Corridor (which would normally be carried out in the 1Q24), in addition to higher concentration of investments in modular expansion projects in the North and the rail shipment project in Santos. Financing flows improved in relation to the same period last year, with the reduction in leases – also note that in 4Q22 the Company registered non-recurring impact from disbursements with repurchases of Bonds, totaling R\$139.4 million.

Thus, we ended 4Q23 with **cash generation of R\$17.1 million** (vs. cash burn of R\$102.5 million in 4Q22) and a closing cash balance of **R\$830.5 million** (vs. R\$753.4 million in 3Q22), which are extremely healthy levels and higher than the Company's short/medium-term cash requirements.

In 2023, **cash generation** totaled **R\$77.0 million** (vs. R\$81.1 million in 2022), attesting to Hidrovias' business resilience and strong cash generation capacity, despite external challenging scenarios.

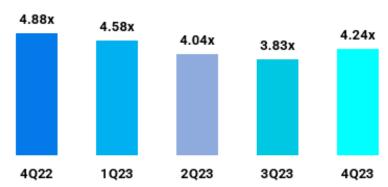
Debt

Indebtedness (BRL million)	4Q23	4Q22	Ch. %
Total in BRL	989.5	946.5	4.5%
Total in USD	3,030.2	3,319.3	-8.7%
Gross Debt	4,019.7	4,265.8	-5.8%
Total in BRL	341.2	206.5	65.2%
Total in USD	472.7	528.0	-10.5%
Cash and cash equivalents	813.9	734.6	10.8%
Net Debt	3,205.8	3,531.2	-9.2%
Adjusted EBITDA ex-JV's LTM	755.7	723.8	4.4%
Net Debt/EBITDA ex-JV's LTM	4.24x	4.88x	-0.64x

¹Cash includes Cash and Cash Equivalents and short-term Financial Investments.

Net debt decreased to **R\$3,205.8 million** year on year (-9.2% vs. 4Q22), due to the 5.8% reduction in gross debt with the depreciation of the Brazilian real in the period (BRL vs. USD: -7.2% vs. 4Q22), in addition, there was an increase in the cash position and investments (+10.8% vs. 4Q22). Leverage considering the Adjusted EBITDA ex-JVs of the last 12 months was **4.24x**, an increase when compared to the immediately previous quarter due to the inclusion of 4Q23 results in the consolidated 12-month period (replacing the record results in 4Q22) but still registering deleveraging in relation to the same period last year, with an improvement of 0.64x.

Leverage evolution (Net Debt/Adjusted LTM EBITDA¹ ex-JV's)



¹Considers Adjusted EBITDA in the last 12 months, excluding the impact of hedge accounting, equity accounting, and non-recurring items in the period.

We continue to devote our efforts to the continuous deleveraging process, but at the same time seizing opportunities to grow in the short term, provided that they are in line with Company's projected cash flows.

We also continued our strategy to better balance out currencies in expected cash flows. For this, we intend to carry out new issue during 2024 in the domestic market, repurchasing a portion of the debt in U.S. dollar maturing in 2025, thereby extending the average term of current debt.

Lastly, note that most of the Company's debt is long term (maturing only in 2031) and is very low-cost, thanks to the tremendous resilience and predictability of the results on account of long-term take-or-pay contracts, as shown in the schedule below:

Debt amortization schedule (R\$ million)



¹Cash includes Cash and Cash Equivalents and short- and long-term Financial Investments.



Sustainability

Sustainability continues to be a strategic pillar for our Company, and since the launch of our Sustainable Commitment, in 2022, we have been working to comply with and, whenever possible, expand our guidelines and goals.

During 2023, 100% of the goals established for the short term were achieved, including:

- a) construction of two hybrid tugboats and the start of convoy operation of 35 barges;
- b) approval, with the Sustainable Partner Seal, of suppliers based on ESG criteria;
- c) inventory of 100% of grain clients in the North system and start of project to encourage them to sign the Soy Moratorium;
- d) conclusion of the inventory of waste and development of action plan with indicators for reducing and disposing of waste according to type;
- e) conclusion of diagnosis of social and environmental risk of operations and routes in regions covered by HBSA;
- f) implementation of health and occupational safety plan throughout the company;
- g) creation of procedures on government relations;
- h) publication of the 1st Sustainability Report according to GRI standards, with external verification.

In this context, note that we received the ATP Award, due to a pioneering project to implement solar energy at the Cargo Transshipment Station (ETC) of Itaituba, and we have obtained the second Gold Seal certification from the GHG Protocol, attesting to the quality of Greenhouse Gas Emission Inventory. We have also achieved the pro-Ethics seal and the Transparency Trophy, reinforcing our integrity and governance, and we were included in the Amazon Navigation Safety Program, demonstrating our focus on safety.

Hence, we reaffirmed our social commitment and the desire of leading the social change to benefit the entire community surrounding our operations, following the guidelines of our Sustainable Commitment.

On the private Social Investment front, we carried out eleven social projects in the North (Barcarena and Itaituba) – of which seven were already completed and four are in progress –, two social projects in Santos and Itai tuba one social project in Paraguay.

As for Grassroots Development, we carried out the projects "Sonho Cabano" – which have revitalized the building of the Jardim Cabano Community Center – and "Itupanema Mais Forte" – which involved the construction of building for the Itupanema Association. Both projects are located in Barcarena, Pará.

On the Job and Income Generation front, the "Aceleraê" program prepared 85 youth for the job market in Barcarena, and the "Tecer" program enabled 38 women to become entrepreneurs in Itaituba, thereby training local population and generating jobs in the region.

The Company also conducted the "Musicalidade na Gota" project, in Santos, providing music education to 300 children and adolescents, in Paraguay, and the "Clube de Empreendedoras" entrepreneurs group, encouraging the economic inclusion of female heads of households. These projects and initiatives have been consolidating us as the driving force of positive changes, sustained by ethics, integrity, environmental responsibility, commitment to local communities and other values.

Check all Company's actions and initiatives in the Integrated Report and learn more at: https://hbsa.com.br/wp-content/uploads/2023/08/Hidrovias_RI2022_D11-3.pdf



This report contains forward-looking statements and prospects based on strategies and beliefs related to the growth opportunities of Hidrovias do Brasil S.A. and its subsidiaries ("Hidrovias" or "Company"), based on the Management's analyses. This means that statements included herein, based on an in-depth study of public information available to the market in general, although deemed reasonable by the Company, may not materialize and/or may contain miscalculations and/or inaccuracies. This disclaimer on the information provided herein indicates the existence of adverse situations that may impact the expected results so that our expectations might not materialize within the reporting period, as such factors are beyond Hidrovias' control. As such, the Company does not guarantee the performance mentioned in this document and, therefore, this document does not represent an offer for purchase and/or subscribe to its securities.





HIDROVIAS DO BRASIL S.A.

Statements of income

For the years ended on December 31, 2023 and 2022

(In thousands of reais, except when stated otherwise)

	Conso	lidated
	2023	2022
Net revenue	1,924,350	1,767,900
Cost of services provided	(1,242,478)	(1,149,726)
Gross profit	681,872	618,174
OPERATING EXPENSES		
General and administrative	-300,075	-303,124
Estimation of expected losses	-3,322	-23,602
Equity in the results of investees	4,303	14,04
Losses for impairment	-	-24,74
Other revenue and (expenses)	7,523	36,444
Operating income (loss) before financial income and taxes	390,301	317,192
Financial income	372,564	173,67
Financial expenses	-693,111	-407,117
Financial income (loss)	-320,547	-233,447
Income (loss) before income tax and social contribution	69,754	83,745
Income tax and social contribution		
Current	-69,131	-81,384
Deferred	16,976	-10,524
Loss for the year	17,599	-8,163
Basic earnings per share - BRL	0.0221	0.0107
Diluted earnings per share - BRL	0.0231 0.0227	0.0107 0.0105
Dudied carnings per share - BKL	0.0227	0.0103



HIDROVIAS DO BRASIL S.A.

Statement of financial position as of December 31, 2023 and 2022 (In thousands of reais)

ASSEIS	Consol	idated	ASSETS	Consol	idated
ASSEIS	2023	2022	ASSEIS	2023	2022
Current assets			Current assets		
Cash and cash equivalents	663,919	401,545	Cash and cash equivalents	663,919	401,545
Financial investments	150,001	333,015	Financial investments	150,001	333,015
Trade accounts receivable	141,835	212,572	Trade accounts receivable	141,835	212,572
Inventories	93,826	106,443	Inventories	93,826	106,443
Recoverable taxes	181,186	129,164	Recoverable taxes	181,186	129,164
Prepaid expenses and advances	23,161	36,048	Prepaid expenses and advances	23,161	36,048
Related parties	-	-	Related parties	-	-
Dividends receivable	-	-	Dividends receivable	-	-
Other credits	66,295	70,609	Other credits	66,295	70,609
Total current assets	1,320,223	1,289,396	Total current assets	1,320,223	1,289,396
Non-current assets			Non-current assets		
Linked bonds and securities	16,547	18,877	Linked bonds and securities	16,547	18,877
Related parties	4,982	5,369	Related parties	4,982	5,369
Trade accounts receivable	4	4,8	Trade accounts receivable	4	4,8
Judicial deposits	93,58	68,761	Judicial deposits	93,58	68,761
Deferred tax assets	117,961	131,1	Deferred tax assets	117,961	131,1
Recoverable taxes	45,23	82,454	Recoverable taxes	45,23	82,454
Prepaid expenses and advances	17,115	26,099	Prepaid expenses and advances	17,115	26,099
Other credits	48,903	-	Other credits	48,903	-
Investments	102,026	109,592	Investments	102,026	109,592
Fixed assets	3,920,610	4,091,335	Fixed assets	3,920,610	4,091,335
Right-of-use assets	226,474	193,399	Right-of-use assets	226,474	193,399
Intangible assets	331,396	342,347	Intangible assets	331,396	342,347
Total non-current assets	4,928,824	5,074,133	Total non-current assets	4,928,824	5,074,133
Total assets	6,249,047	6,363,529	Total assets	6,249,047	6,363,529



HIDROVIAS DO BRASIL S.A.

Statements of cash flows

For the years ended on December 31, 2023 and 2022 (In thousands of reais, except when stated otherwise)

(Consolida	ted
	2023	2022
Cash flows from operating activities		
Loss for the year	17,599	-8,163
Net cash generated by (used in) operating activities:		
Provisions for bonuses and gratuities	34,212	16,74
Income tax and social contribution - current and deferred	52,155	91,908
Lease and concession adjustment to present value	-	32,004
Derivative financial instruments	43,736	27,954
Provision for contingencies	26,276	9,709
Interest incurred on loans	259,084	271,811
Reversal of borrowing costs	11,145	39,093
Monetary and exchange rate adjustment on loans	-909	-17,141
Accrued interest - leasing	23,004	9,544
Long-term incentive plan with restricted shares	-206	7,124
(Gains) losses on financial investments;	-15,99	10,683
Write-off of fixed and intangible assets;	3,559	-
Depreciation and amortization	313,168	299,836
Amortization of right-of-use assets	33,813	56,636
Equity in the results of investees	-4,303	-14,04
Expected credit losses	7,144	21,565
Revenue earned from hedge	1,318	32,047
Gain from the repurchase of instruments - Bond	-	-143,299
Write-off of lease	-145	-9,491
Reversal of tax credits	-3,52	-1,973
Provision for impairment	-	24,74
(Increase) decrease in operating assets:		
Accounts receivable	64,462	8,96
Inventories	12,617	-13,381
Recoverable taxes	743	2,236
Prepaid expenses and advances	21,871	37,831
Judicial deposits	-24,819	-22,892
Guarantees and security deposits	-	1,873
Other credits	-44,589	13,891
Increase (decrease) in operating liabilities:		
Accounts payable	-43,216	25,282
Social and labor obligations	-19,214	5,315
Tax liabilities	31,137	-1,465
Advances from customers	-12,505	22,357
Other accounts payable	309	-8,269
Payment of interest on loans and financing	-271,34	-226,746
Income tax and social contribution paid	-74,98	-87,704
Net cash generated by (used in) operating activities	441,616	514,575



Cash flows from investing activities						
Acquisition of fixed assets		-262	2,619		-2	48,593
Acquisition of intangible assets			,355			32,365
Investment of bonds and securities			2,058			99,019)
Redemptions of bonds and securities			5,579			44,516
Write-off of fixed assets			3,104		-,-	2,718
Write-off of intangible assets			,343			2,710
Dividends received			,877			_
Loan granted between related parties		11	161			_
-			101			-
Capital Increase to controlled companies Net cash used in investing activities		-86	,968		_a	32,743
Net eash useum investing activities	_	-00	,700		-,	72,743
Cash flows from financing activities						
Loans, financing and debentures raised net of funding		17	,919			519,8
costs		17	,,,,,,			317,0
Cost of raising loans, financing and debentures			-228			-4,037
Payment of Concession Lease		-21	,176		-	20,054
Payments of contracts of Leasing		-50),757		-	71,797
Payment of loans, financing and debentures		-5	55,47		_	56,926
Linked financial investments			2,361			-6,599
Repurchase of instruments - Bond			_		-5	01,378
Loan from related parties			_			_
Other accounts payable with related parties			226			409
Net cash generated by (used in) financing activities		-111			-14	10,582
tion out in general word sty (used in) interesting were reasonable			,0 17			0,002
Effects of exchange rate changes on the cash balance he	ld i	19	,573		-	16,159
Increase (Decrease) in cash and cash equivalents		262	374		32	25,091
Increase (Decrease) in cash and cash equivalents Cash and cash equivalents in the beginning of the year)-			
Cash and cash equivalents in the beginning of the year		401	,545			76,454
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year		401 663	,545 3,919		4	76,454 01,545
Cash and cash equivalents in the beginning of the year	=	401 663	,545		4	76,454
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million)	4Q23	401 663	,545 3,919	2023	4	76,454 01,545
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents	4Q23 5.1	401 663 262	,545 3,919 ,374	2023 22.9	32	76,454 -01,545 25,091
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring		401 663 262 4 Q22	,,545 3,919 ,374 <i>Ch.</i> %		32	76,454 01,545 25,091 <i>Ch.</i> %
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past	5.1	401 663 262 4 Q22	,,545 3,919 ,374 <i>Ch.</i> %	22.9	32	76,454 01,545 25,091 <i>Ch.</i> %
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Discontinuation of CAPEX projects Total Coastal Navigation (BRL million)	5.1 1.2	401 663 262 4 Q22 5.0	,545 3,919 ,374 Ch. %	22.9 7.5	2022 16.7	76,454 01,545 25,091 Ch. %
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Discontinuation of CAPEX projects Total Coastal Navigation (BRL million) Non-recurring	5.1 1.2 6.3	401 663 262 4022 5.0	,545 3,919 374 <i>Ch.</i> %	22.9 7.5 30.4	2022 16.7	76,454 01,545 25,091 <i>Ch.</i> % 37.1% <u>82.1%</u>
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Discontinuation of CAPEX projects Total Coastal Navigation (BRL million)	5.1 1.2 6.3 4Q23 1.8	401 663 262 4Q22 5.0 - 5.0 4Q22	,545 3,919 3 374 Ch. % 1.5% - 25.7%	22.9 7.5 30.4 2023 4.8	2022 16.7 16.7 2022	76,454 01,545 2 5,091 <i>Ch.</i> % 37.1% 82.1%
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Discontinuation of CAPEX projects Total Coastal Navigation (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past	5.1 1.2 6.3 4Q23	401 663 262 4Q22 5.0 - 5.0 4Q22	,545 3,919 3 374 Ch. % 1.5% - 25.7%	22.9 7.5 30.4 2023	2022 16.7 16.7 2022	76,454 01,545 2 5,091 <i>Ch.</i> % 37.1% 82.1%
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Discontinuation of CAPEX projects Total Coastal Navigation (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Total effect of the interruption of discontinued projects and accounting classification adjustments of effects prior to the year 2023 Total	5.1 1.2 6.3 4Q23 1.8	401 663 262 4Q22 5.0 - 5.0 4Q22	,545 3,919 3 374 Ch. % 1.5% - 25.7%	22.9 7.5 30.4 2023 4.8	2022 16.7 16.7 2022	76,454 01,545 2 5,091 <i>Ch.</i> % 37.1% 82.1%
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Discontinuation of CAPEX projects Total Coastal Navigation (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Total effect of the interruption of discontinued projects and accounting classification adjustments of effects prior to the year 2023 Total South Corridor (BRL million)	5.1 1.2 6.3 4Q23 1.8 10.3	401 663 262 4Q22 5.0 - 5.0 4Q22	.,545 3,919 ,374 Ch. % 1.5% - 25.7% Ch. %	22.9 7.5 30.4 2023 4.8 10.3	2022 16.7 - 16.7 2022 4.6	76,454 01,545 25,091 <i>Ch.</i> % 37.1% <i>B2.1</i> % <i>Ch.</i> %
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Discontinuation of CAPEX projects Total Coastal Navigation (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Total effect of the interruption of discontinued projects and accounting classification adjustments of effects prior to the year 2023 Total	5.1 1.2 6.3 4Q23 1.8 10.3 12.1 4Q23	401 663 262 4022 5.0 - 5.0 4022 1.1	,545 3,919 3 774 Ch. % 1.5% - 25.7% Ch. %	22.9 7.5 30.4 2023 4.8 10.3 15.1 2023	2022 16.7 - 16.7 2022 4.6 - 4.6	76,454 01,545 25,091 Ch. % 37.1% - 82.1% Ch. %
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Discontinuation of CAPEX projects Total Coastal Navigation (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Total effect of the interruption of discontinued projects and accounting classification adjustments of effects prior to the year 2023 Total South Corridor (BRL million) Non-recurring Net effect of interruption of discontinued projects and adjustments related to operations prior to the year 2023	5.1 1.2 6.3 4Q23 1.8 10.3 12.1 4Q23 (0.2)	401 663 262 4022 5.0 - 5.0 4022 1.1	,545 3,919 3 774 Ch. % 1.5% - 25.7% Ch. %	22.9 7.5 30.4 2023 4.8 10.3 15.1 2023 (0.2)	2022 16.7 - 16.7 2022 4.6 - 4.6	76,454 01,545 25,091 Ch. % 37.1% - 82.1% Ch. %
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Discontinuation of CAPEX projects Total Coastal Navigation (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Total effect of the interruption of discontinued projects and accounting classification adjustments of effects prior to the year 2023 Total South Corridor (BRL million) Non-recurring Net effect of interruption of discontinued projects and adjustments related to operations prior to the year 2023 Total	5.1 1.2 6.3 4Q23 1.8 10.3 12.1 4Q23	401 663 262 4022 5.0 - 5.0 4022 1.1	,545 3,919 3 774 Ch. % 1.5% - 25.7% Ch. %	22.9 7.5 30.4 2023 4.8 10.3 15.1 2023	2022 16.7 - 16.7 2022 4.6 - 4.6	76,454 01,545 25,091 Ch. % 37.1% - 82.1% Ch. %
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Discontinuation of CAPEX projects Total Coastal Navigation (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Total effect of the interruption of discontinued projects and accounting classification adjustments of effects prior to the year 2023 Total South Corridor (BRL million) Non-recurring Net effect of interruption of discontinued projects and adjustments related to operations prior to the year 2023 Total Santos (BRL million)	5.1 1.2 6.3 4Q23 1.8 10.3 12.1 4Q23 (0.2)	401 663 262 4022 5.0 - 5.0 4022 1.1	,545 3,919 3 774 Ch. % 1.5% - 25.7% Ch. %	22.9 7.5 30.4 2023 4.8 10.3 15.1 2023 (0.2)	2022 16.7 - 16.7 2022 4.6 - 4.6	76,454 01,545 25,091 Ch. % 37.1% - 82.1% Ch. %
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Discontinuation of CAPEX projects Total Coastal Navigation (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Total effect of the interruption of discontinued projects and accounting classification adjustments of effects prior to the year 2023 Total South Corridor (BRL million) Non-recurring Net effect of interruption of discontinued projects and adjustments related to operations prior to the year 2023 Total	5.1 1.2 6.3 4Q23 1.8 10.3 12.1 4Q23 (0.2) (0.2)	401 663 262 4Q22 5.0 - 5.0 4Q22 1.1 - 1.1 4Q22		22.9 7.5 30.4 2023 4.8 10.3 15.1 2023 (0.2) (0.2)	2022 16.7 - 16.7 2022 4.6 - 4.6 2022	76,454 01,545 25,091 Ch. % 37.1% - 82.1% Ch. % 3.2% - >100% Ch. %
Cash and cash equivalents in the beginning of the year Cash and cash equivalents in the end of the year Increase (Decrease) in cash and cash equivalents North Corridor (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Discontinuation of CAPEX projects Total Coastal Navigation (BRL million) Non-recurring Apportionment of corporate expenses for comparison with the past Total effect of the interruption of discontinued projects and accounting classification adjustments of effects prior to the year 2023 Total South Corridor (BRL million) Non-recurring Net effect of interruption of discontinued projects and adjustments related to operations prior to the year 2023 Total Santos (BRL million) Non-recurring	5.1 1.2 6.3 4Q23 1.8 10.3 12.1 4Q23 (0.2) (0.2)	401 663 262 4Q22 5.0 - 5.0 4Q22 1.1 - 1.1 4Q22	,545 3,919 374 Ch. % 1.5% - 25.7% Ch. % 59.1% - >100% Ch. %	22.9 7.5 30.4 2023 4.8 10.3 15.1 2023 (0.2) (0.2)	2022 16.7 - 16.7 2022 4.6 - 4.6 2022	76,454 01,545 01,545 25,091 Ch. % 37.1% - 82.1% Ch. % >100% Ch. % - Ch. %



Holding (BRL million)	4023	4022	Ch %	2023	2022	Ch %
Non-recurring	4023	4022	CII. 76	2023	2022	C11. 76
Apportionment of corporate expenses for comparison with the past	(8.8)	(7.5)	16.5%	(33.2)	(23.1)	44.0%
Project interruption	5.1	-	-	5.1	-	-
Stock Compensation Plan	0.9	1.9	-52.7%	(0.2)	7.2	
Total	(2.8)	(5.6)	-50.1%	(28.4)	(15.9)	79.1%