

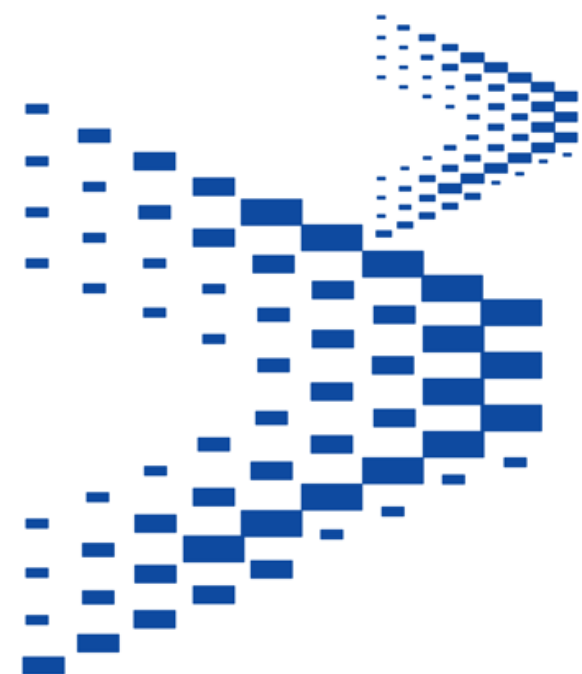
Institutional Presentation

June, 2024

Important Disclosure

The forward-looking statements contained herein are subject to risks and uncertainties and may be altered due to, among other factors, market behavior, Brazil's economic and political situation, the logistics industry, international markets and legal and regulatory changes. Said forward-looking statements are entirely based on the Management's expectations of the Company's future performance and are not guarantees of results and creation of value for Log-In's shareholders. As such, this information should not be considered as an investment recommendation. Potential investors should conduct their own analyses and evaluations. In addition, these forward-looking statements are not necessarily updated and should only be taken into account on the dates when they were made. The Company does not accept any responsibility for any information provided by third parties herein.





1 | Company Overview

2 | Our Businesses

3 | Business Environment

4 | Financial Highlights

5 | Strategic View

6 | Intermodal Network

7 | Evolution of bunker price



Company overview

Timeline

Foundation

- Founded by Vale
- Completed its IPO

Pre-Turnaround

- Vale sold its controlling stake in the market
- EISA shipyard files for bankruptcy

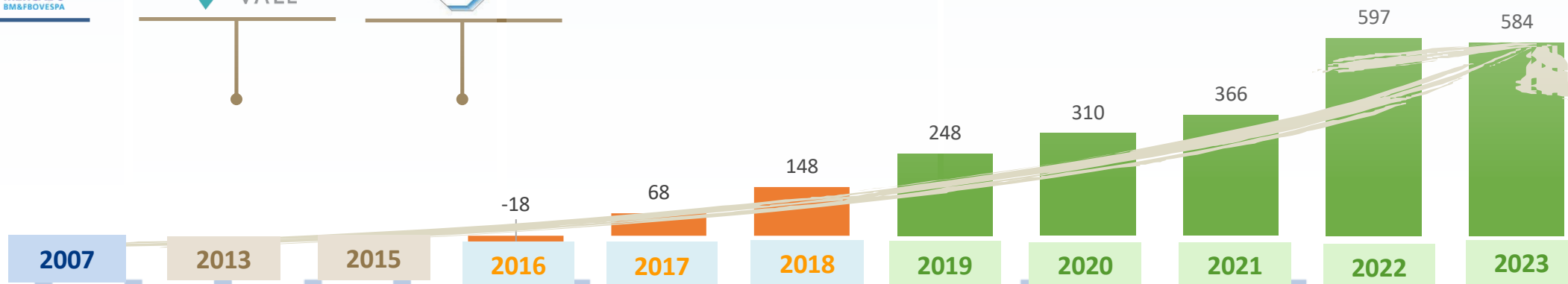
Turnaround

- Log-In starts the turnaround
- Sale of bulk business
- Debt renegotiation with main banks
- Increase efficiency and profitability

Expansion Plan

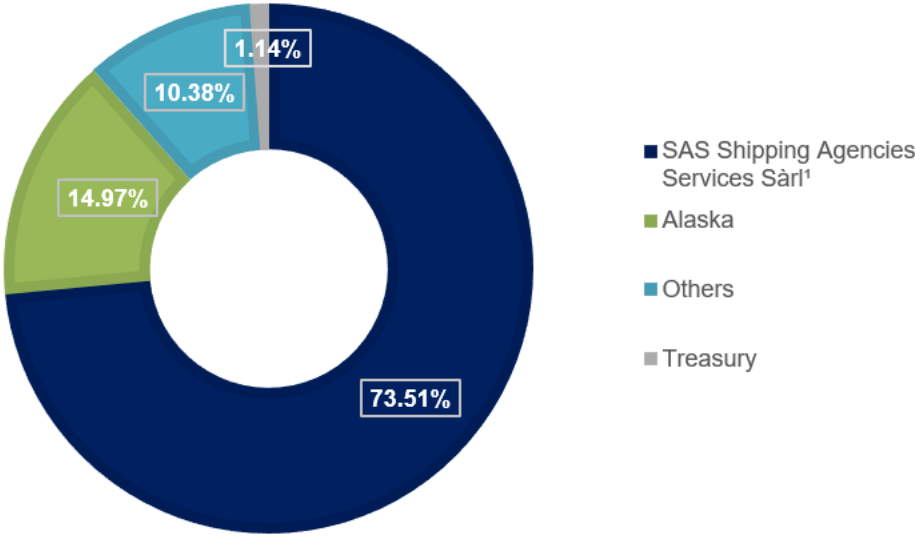
- In NOV/19, Follow on (new market funding) R\$ 634MM;
- Fleet Expansion: acquisition of 5 new vessels;
- TVV Lease Renewal (25 years), with modernization and strengthening of the Multipurpose Port;
- Integrated Solutions - New Business Opportunities;
- Implementation of the ESG Agenda;
- MSC: Public Share Offering (67% of the shares);
- TECMAR acquisition;
- TECMAR acquires the Oliva Pinto.

Adjusted EBITDA (R\$ mm)



Shareholders Structure

June 2024



¹SAS Shipping Agencies Services Sàrl, a wholly owned subsidiary of MSC Mediterranean Shipping Company S.A.
Shareholding positions on total shares (107,306,486 shares).
Public information: number of shares in the last notice received from the shareholders.

Integrated Logistics Operator



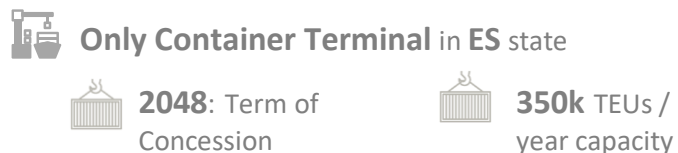
Integrated Maritime Logistic Solution

1. Coastal Shipping

2nd largest brazilian shipping company



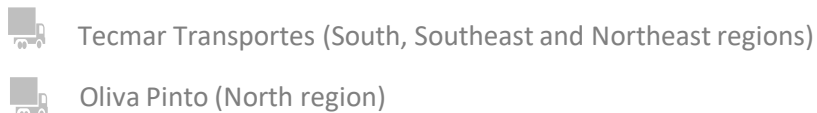
2. Terminal de Vila Velha (TVV)



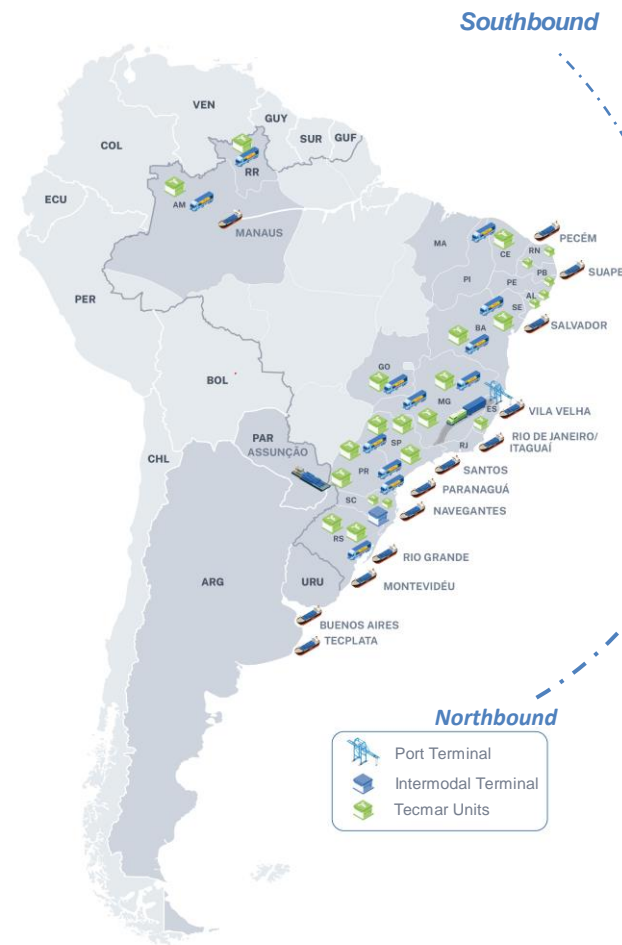
3. Integrated Solutions



4. Road Cargo Transportation



Integrated logistic assets



Solid Financial Results

R\$ 2,338.6 mm Net Revenues 2023

13.1 Net Revenues 2023 YoY Growth

R\$583.9 mm Adjusted EBITDA 2023

-2.2% Adjusted EBITDA 2023 (YoY)












25% Adjusted EBITDA Margin 2023

R\$3.8 bn Market Cap¹

¹ As of June 28, 2024

One of the Leading Companies

Main Players

Company	Cabotage Capacity (TEU) March 2024	Controlling Shareholder
 <small>A Maersk Company</small>	 33,958	 MAERSK
	 24,700*	
 MERCOSUL LINE	 15,966	
	 9.400	 Hapag-Lloyd

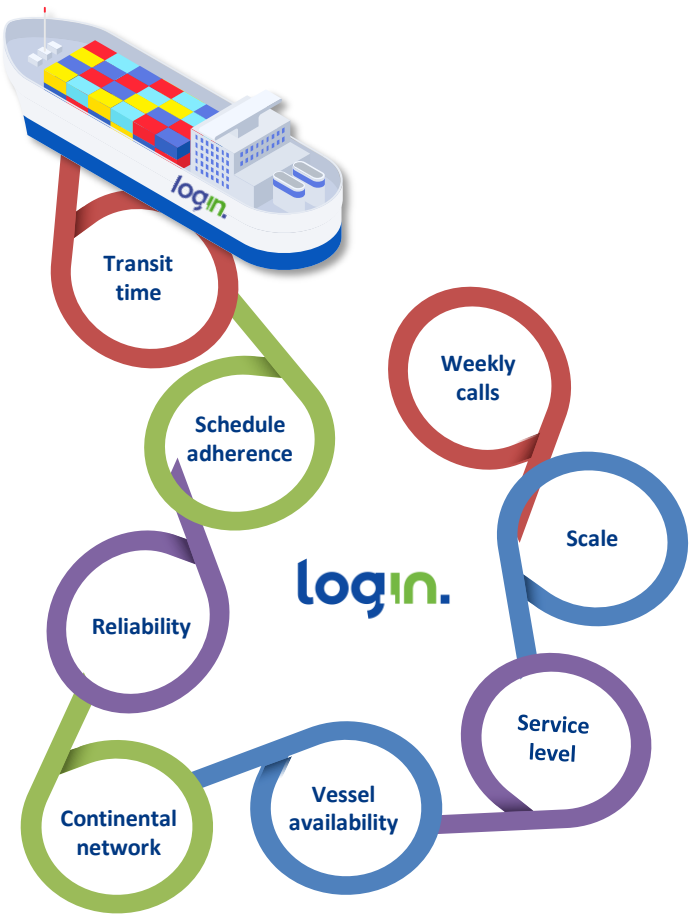
Note: *Including MSC Belmonte III.

Key Advantages


Granted capacity to operate the feeder market


9 ships in operation and 1 under construction


Long-term partnership with key players



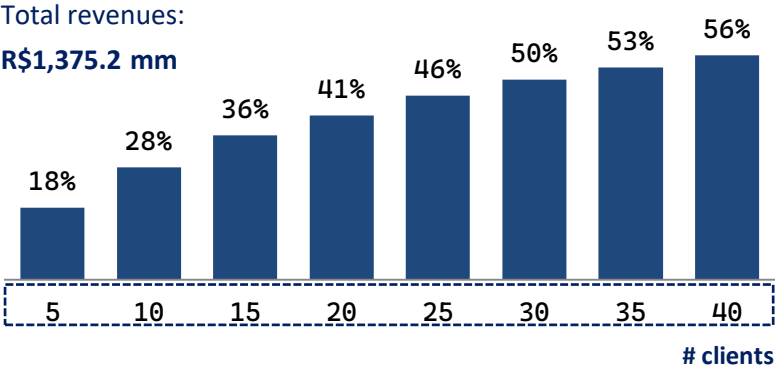
High entry barriers, mainly related to regulation and investment costs

Well Diversified Client Base Without Significant Concentration

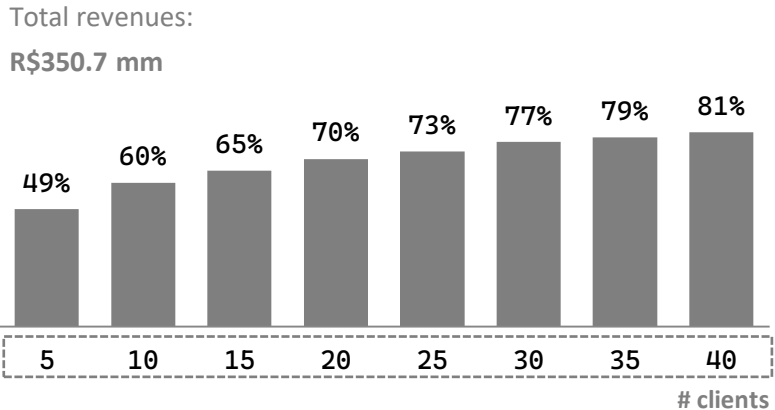
Accumulated revenue breakdown by largest clients (as of 2023)



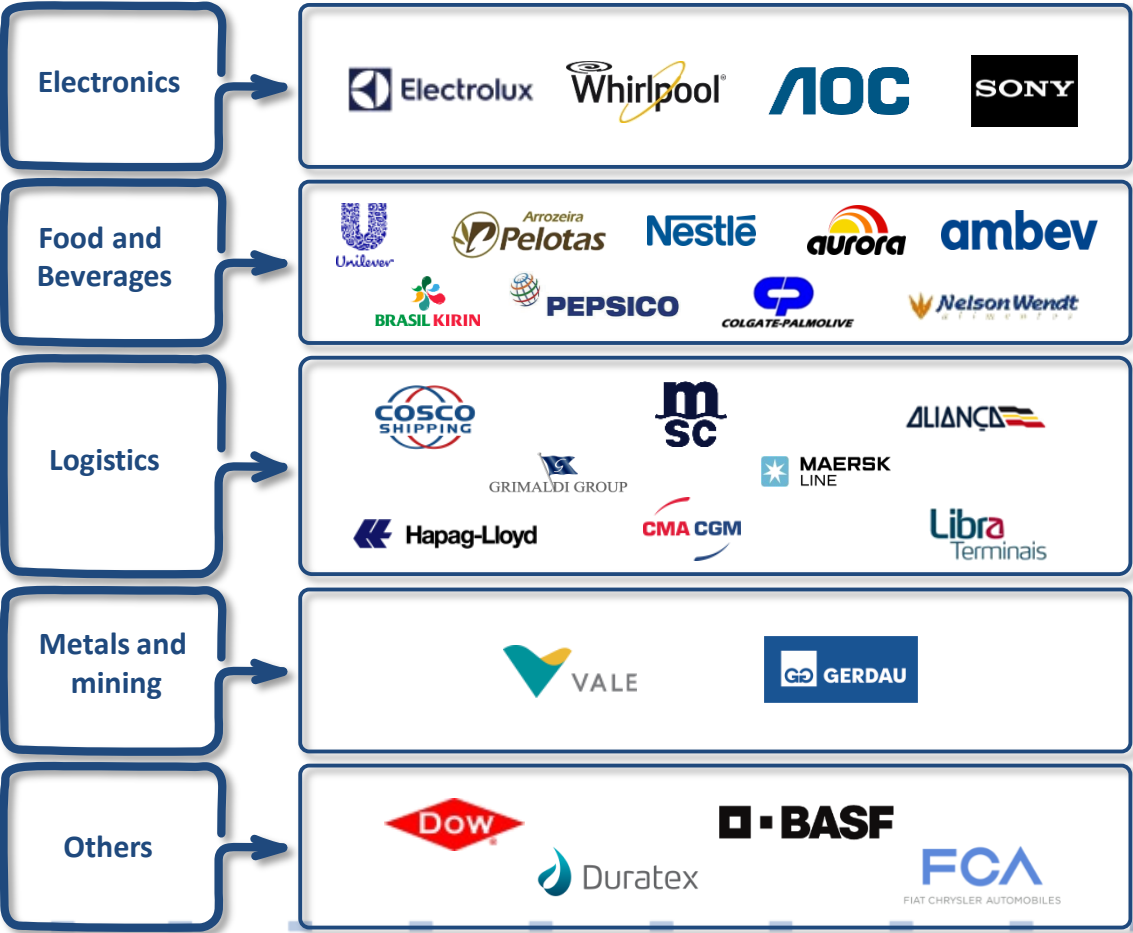
Coastal Shipping



Vila Velha Terminal (TVV)



Exposure to different industries





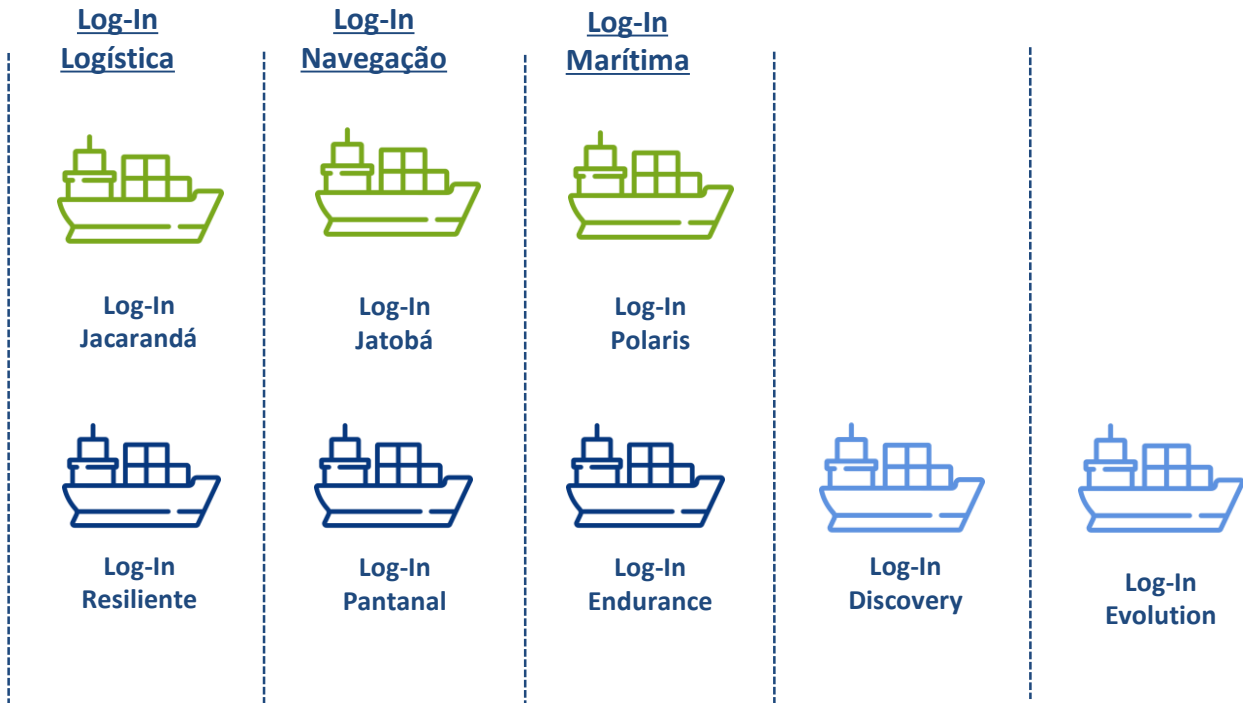
Our businesses

Coastal Shipping - Fleet Overview

	Vessel	Built	Flag	Ownership / Status	Capacity (TEU)	Operation	Shipyard
Log-In Jacarandá		2011		Log-In Brazilian Ship	2,800	SEA	Brazil
Log-In Jatobá		2011		Log-In Brazilian Ship	2,800	SEA	Brazil
Log-In Polaris		2019		Log-In Brazilian Ship	2,700	SEA	China
Log-In Pantanal		2007		Log-In Tonnage Rights	1,700	Shuttle RIO	Germany
Log-In Resiliente		2006		Log-In Tonnage Rights	2,700	Shuttle VIX	Poland
Log-In Endurance		2011		Log-In Tonnage Rights	2,800	SAS	China
Log-In Discovery		2014		Log-In	2,550	Docking	China
Log-In Evolution		2024		Log-In	3,158	SAS	China
Log-In Experience (under construction)		2024		Log-In	3,158	TBD	China
MSC Belmonte III		2006		MSC (Chartered for Log-In)	3,534	SAS	Panamá

Coastal Shipping

Fleet Operational Model



All vessels are able to generate AFRMM revenue



Own Brazilian vessels (built in Brazil or imported).



Own vessels acquired by Log-In Austria and operated based on tonnage rights.



Own vessels acquired by Log-In Austria and operated on a BR do Mar basis.



Vila Velha Terminal (TVV)

- Located in Vila Velha, in the State of Espírito Santo
- Multipurpose: Container (single in ES), General Cargo and Vehicles
- Export, Import and Cabotage Cargoes
- Certifications: ISPS CODE, ISO 9001 And ISO 14001
- Lease Agreement until September 2048
- Wide range of navigation services, primarily through the Log In Feeder Services



- **15,500** containers moved monthly



- On average **23** vessels operated per month



- **48,700** tons of general cargo handled per month



- More than **900** customers



Integrated Solutions



Itajaí Warehouse (SC)

Located in the **Port of
Itajaí's** region

44k
sqm warehouse

- Customized logistic solution tailored to customer needs
- Integrates road, rail and maritime modals

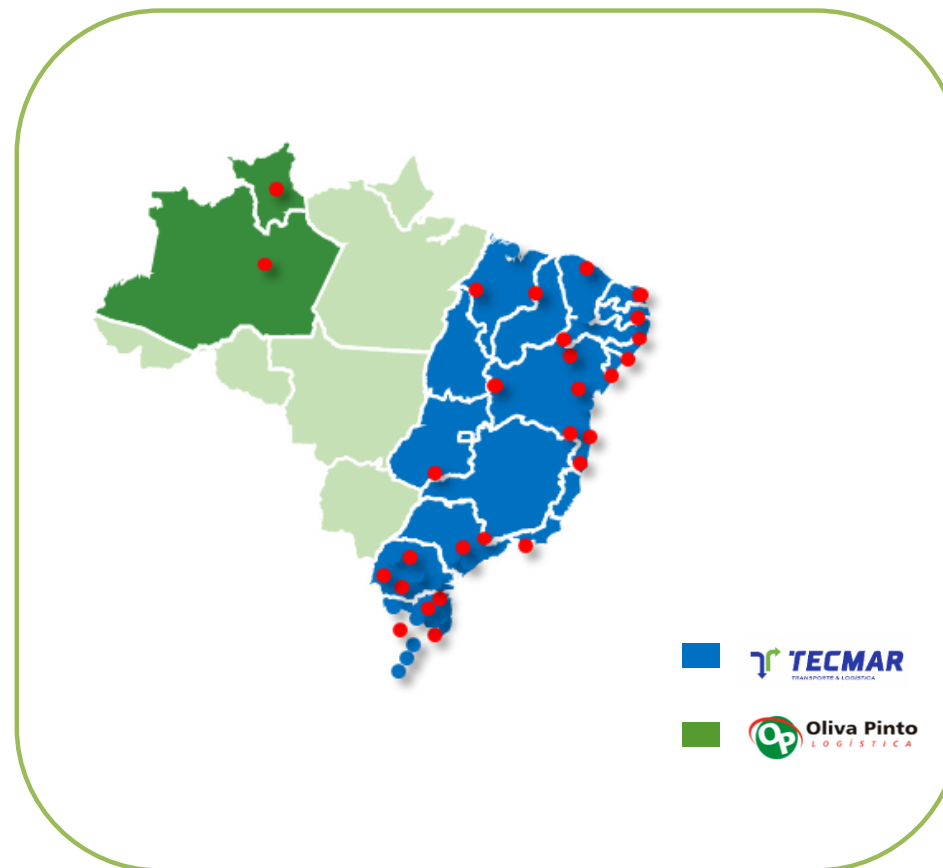
Road Cargo Transportation

Tecmar

- Expertise in the execution of parceled cargo;
- Diversified customer portfolio;
- Possibility of using the cabotage modal for customers with a long lead time (lower cost);
- Expansion of the use of DC's through crossdocking projects.

Oliva Pinto

- Road containers transport, in addition to general storage;
- Strategically located in the heart of the Industrial District of Manaus – AM (5 km from the Customs Ports and large industries);
- Diversified portfolio of customers in various segments, such as industry and electronics.



With the acquisition of **Oliva Pinto**, **Tecmar** will be able to operate fractional cargo in the northern region of the country, with the previous experience of Oliva Pinto in this business.

Seamless door-to-door maritime logistics

1
Collecting
containers with
full loads

2
Collecting break bulk
from various origins

3
Consolidating
break bulk

4
Loading at
port of origin

LOGISTICS PLANNING
More efficiency in each operation

SAFER CARGO
Lower risk of theft and damage

COST CUTTING
Selecting the best intermodal routes

REDUCING TRUCKING ACCIDENTS
Fewer trucks on the roads

LOGISTICS DECARBONIZATION
Up to eight times less fuel

10
Highway transportation

5
Maritime transportation:
weekly coastal shipping

8
Delivering break
bulk in various
destinations

7
Deconsolidating
break bulk

6
Offloading at
port of destination

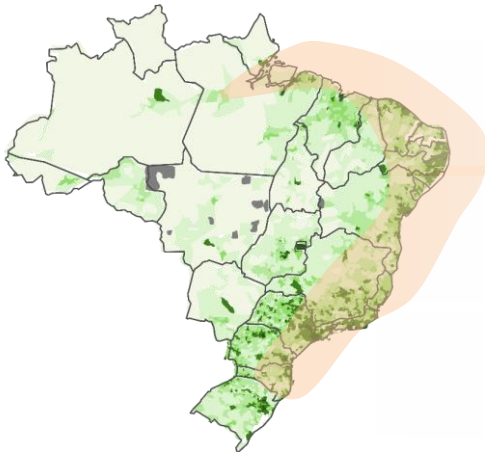
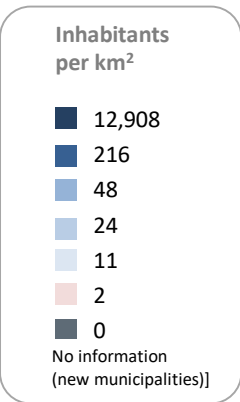
9
Delivering
containers with
full loads



Business environment

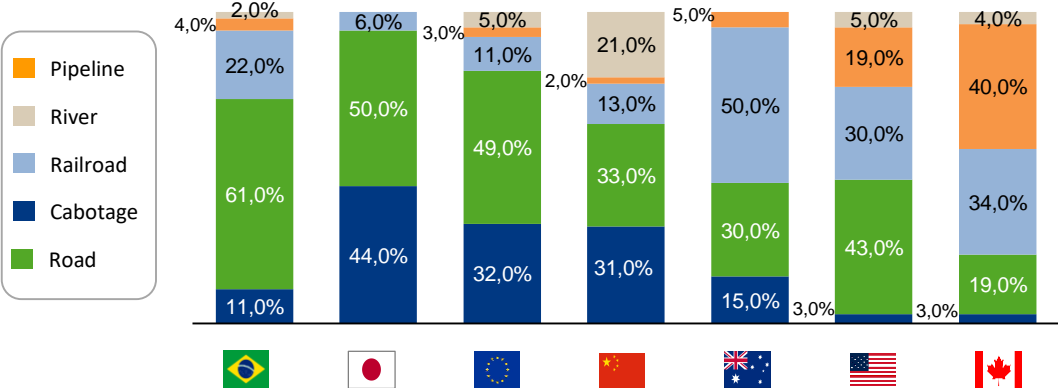
Coastal Shipping Advantages and Growth Potential

Brazilian Coastal Shipping Footprint






- ✓ Approximately **8,500 km** of navigable coast
- ✓ **80%** of the population located within 200 km coast
- ✓ **70% of industrial** concentration alongside the coast

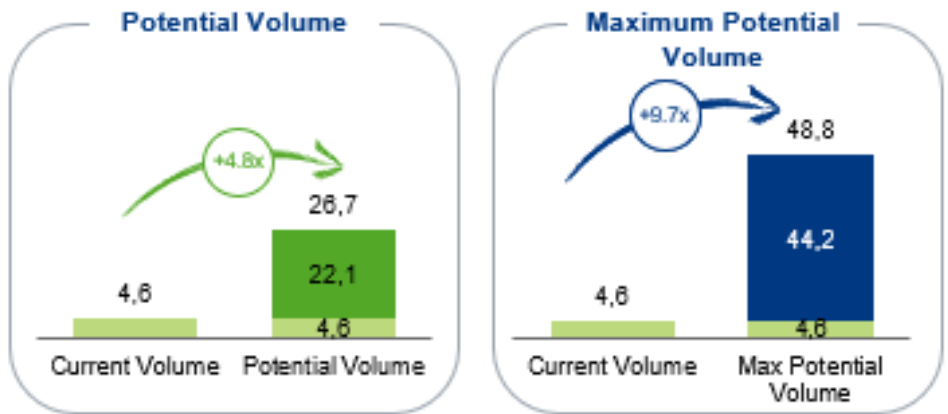
Transportation Matrix in Countries (% of TKU)



Transportation Cost Comparison

			
Equivalent unit	6,000 tons vessel	86 wagons of 70 tons	172 trucks of 35 tons
Avg. fuel consumption (Freight 1 ton over 1 km)	4.1 Liters	5.7 Liters	15.4 Liters
Carbonic gas emission (gCO ₂ / TKU ⁽³⁾)	20.0	23.3	101.2
Average cost of transport (1,000km; R\$ / ton)	50.7	67.5	239.7
Cargo theft risk	Low	Low	High

Coastal Shipping in Brazil: Potential Growth^{1,2}



Source: ILOS (Brasil); National Bureau of Statistics of China, Bureau of Transportation Statistics (EUA), Eurostat (UE), North American Transportation Statistics (Canadá), National Transport Commission (Austrália), Masahiro Sugiyama "Automobile and Road Transport Policies in Japan", ILOS 2018, IBGE

¹ Potential volume considers 50% of all cargo transported by road to change to coastal shipping (22 Mtpy).

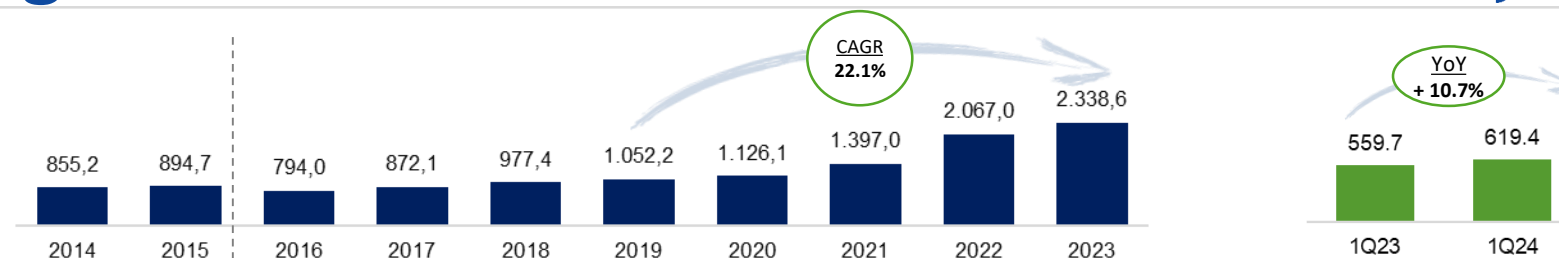
² Maximum potential market considers all cargo transported between cities which have container terminals (44 Mtpy).



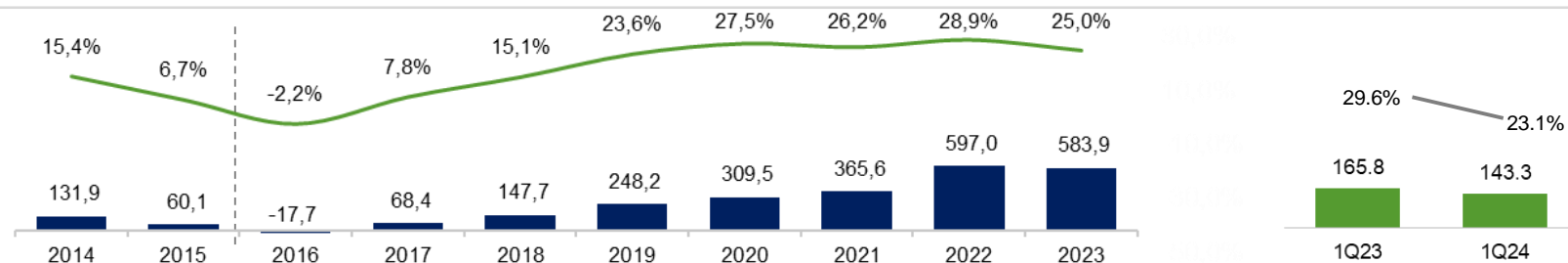
Financial highlights

Financial Highlights

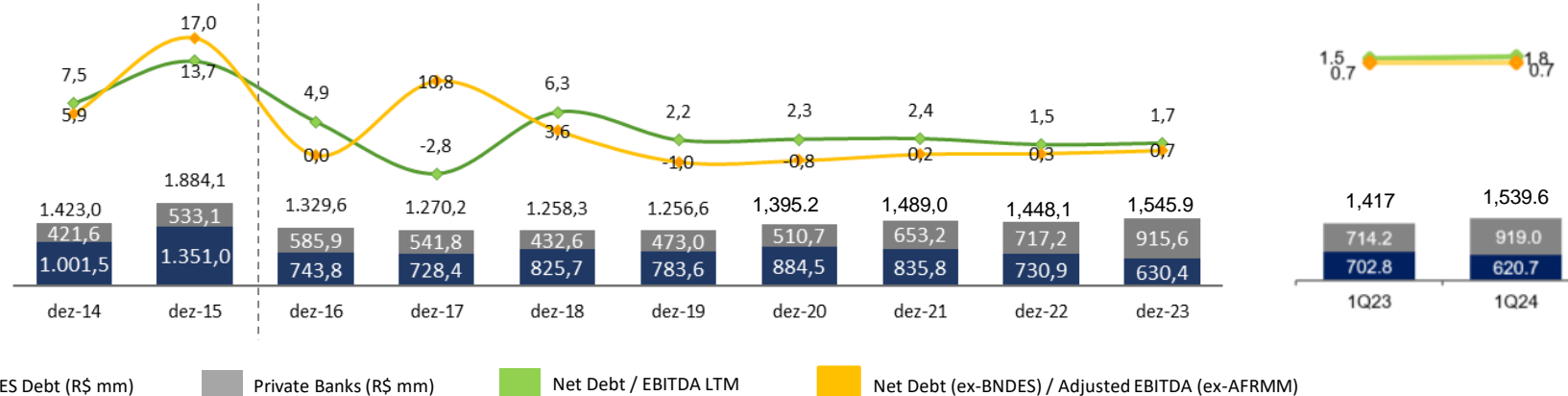
Net Revenues (R\$ mm)



Adj. EBITDA (R\$ mm) and Adj. EBITDA Margin (%)¹

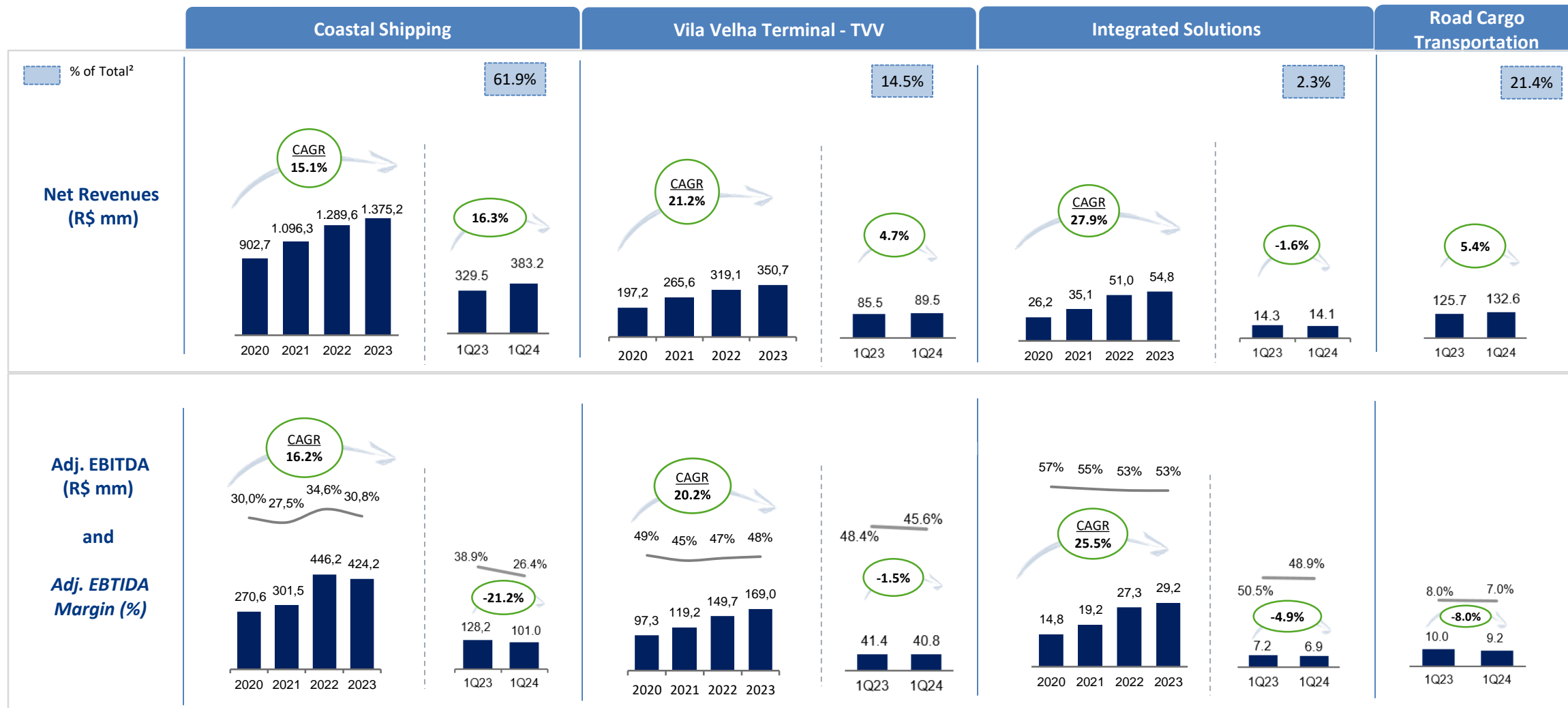


Debt (R\$ mm) and Leverage (x)



¹ Adjusted by discontinued bulk operations, fiscal credit recovery, assets sales. It includes AFRMM.

Results by Division

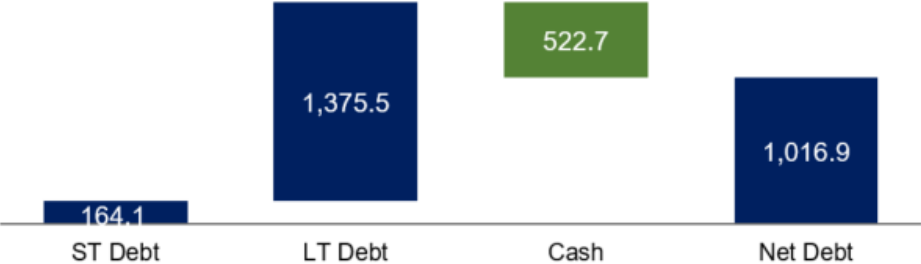


¹ Excludes overhead expenses and non-recurring events.

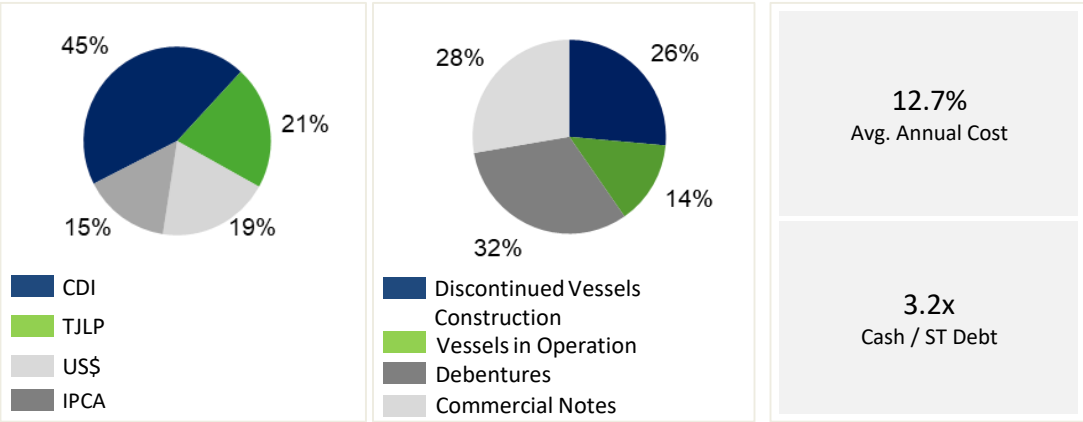
² As of March 31, 2024.

Indebtedness Profile

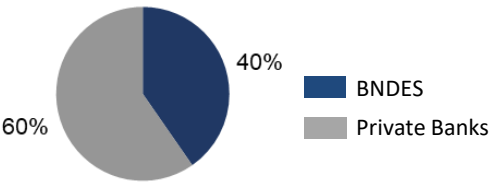
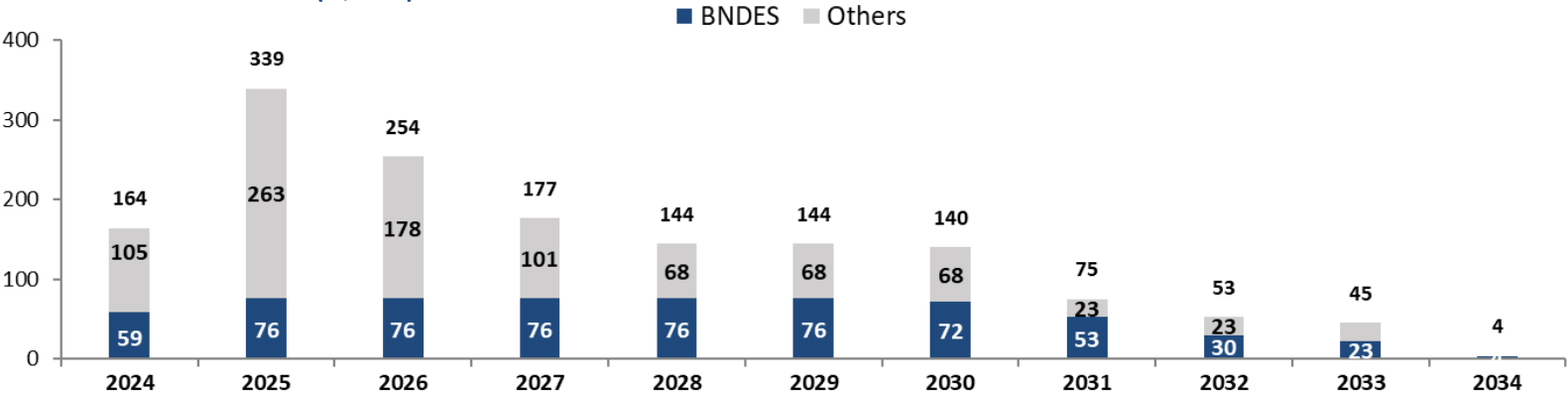
Debt Profile as of March 2024 (R\$ mm)



Debt Breakdown (%)



Debt Amortization Schedule (R\$ mm)





Strategic view

Key Opportunities for Future Organic Growth



Ship

Expand Capacity New routes



More Capacity



New Vessels



New routes



Port

TVV Expand Capacity Improve Operations



Acquisition of MHCs



Acquisition of Reach Stacker



Automation and systems



Distribution Center

Growth in Logistics Solutions



Additional areas



Storage / Cross-Docking /
Packaging



Untapped Demand:
New Clients



Truck

Integration of road transportation



New trucks



Drivers Training



Cargo Tracking



Technology



Online platforms



IoT



Advanced analytics

Log-In will also analyze
M&A opportunistically



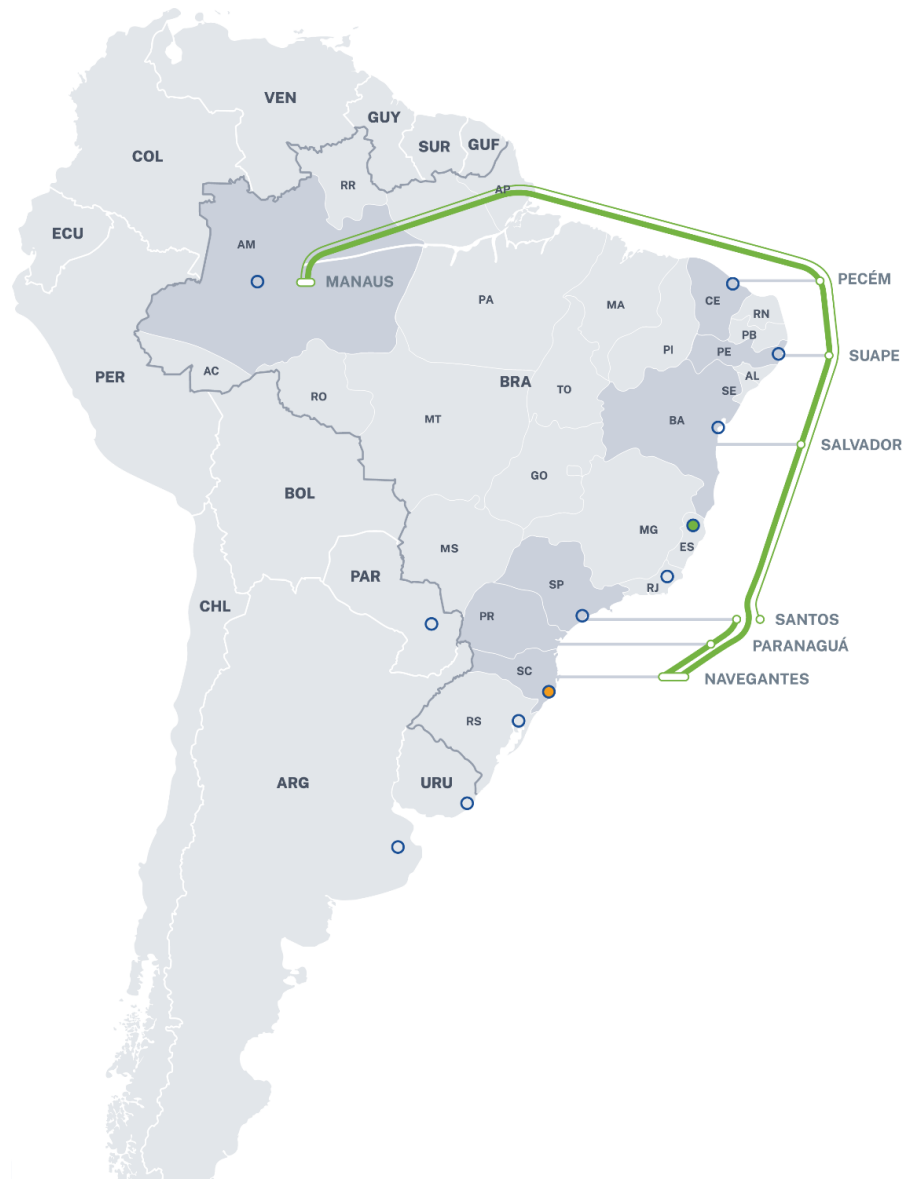
Intermodal network

SAS – South Atlantic Service



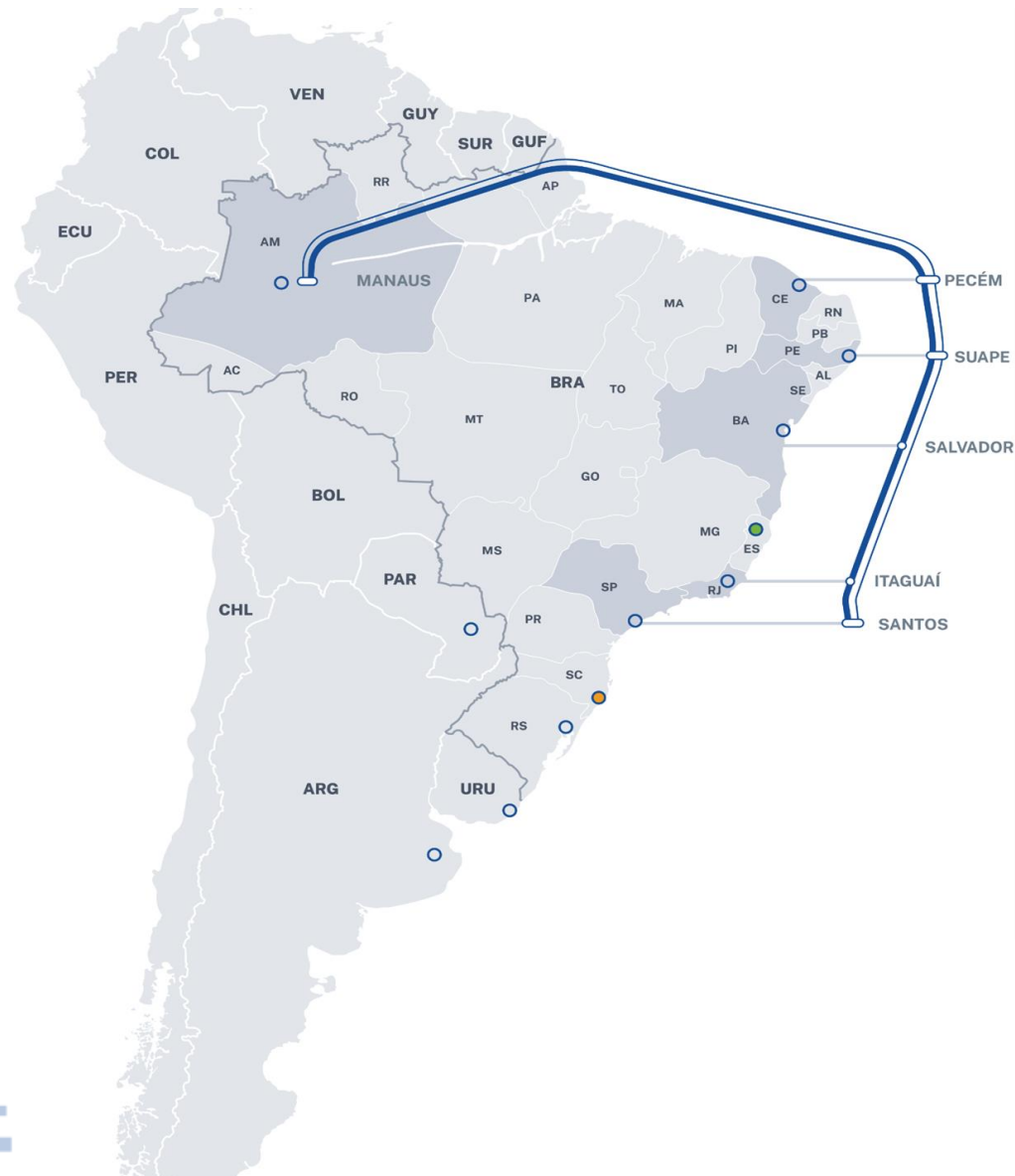
- South Atlantic Service – North
- South Atlantic Service – South
- Paraguay Route – connection with other services
- Port Terminal
- Intermodal Terminal
- Regional Offices

SEA – Amazon Express Service



- Amazon Express Service – North
- Amazon Express Service – South
- Port Terminal
- Intermodal Terminal
- Regional Offices

SMN – Manaus Service



- Manaus Service – North
- Manaus Service – South
- Port Terminal
- Intermodal Terminal
- Regional Offices

SSR – Shuttle Rio Service



- Shuttle Rio Service – North
- Shuttle Rio Service – South
- Port Terminal
- Intermodal Terminal
- Regional Offices

SSV – Shuttle Vitória Service



- Shuttle Vitoria Service – North
- Shuttle Vitoria Service – South
- Port Terminal
- Intermodal Terminal
- Regional Offices

SSN – Shuttle Navegantes Service



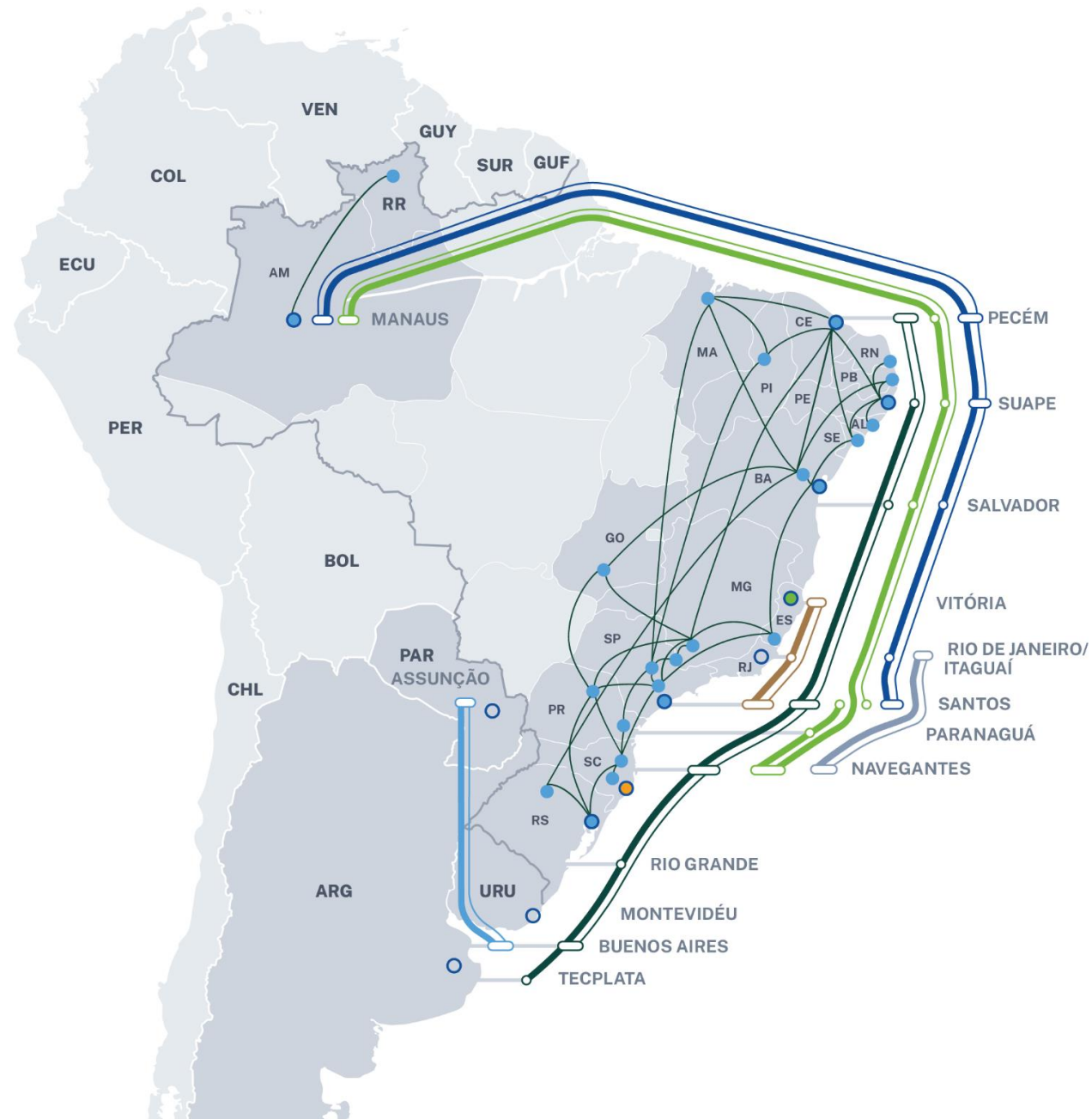
- Shuttle Navegantes Service – North
- Shuttle Navegantes Service – South
- Port Terminal
- Intermodal Terminal
- Regional Offices

SUY – Uruguay Service



- Uruguay Service – North/South
- Port Terminal
- Intermodal Terminal
- Regional Offices

Map of Operations



- Shipping Routes - Northbound
- Shipping Routes - Southbound
- Port Terminal
- Intermodal Terminal
- Tecmar Units
- Regional Offices
- Road Routes

login.

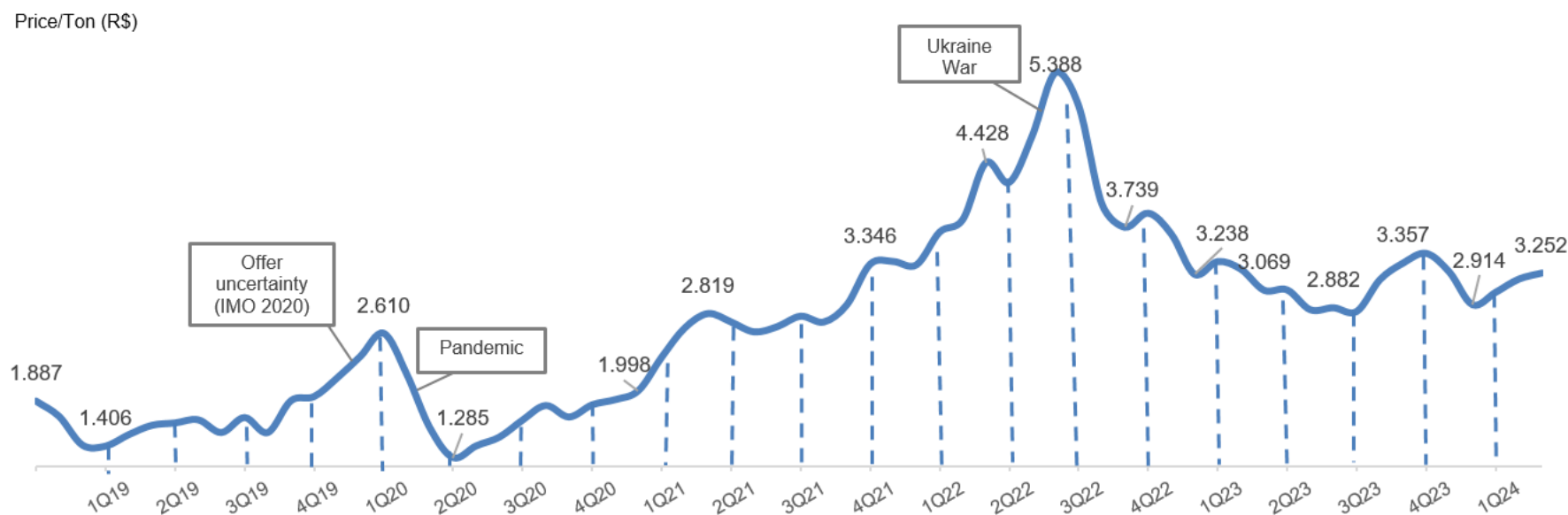
Impulsionando Negócios
por Terra e Mar.



Evolution of bunker price

Evolution of Bunker Prices

Average Bunker Price per Ton (R\$)



- IMO 2020 regulation: 0.5% limit on sulfur emissions as of Jan/20.
- Price increase as of Sep/19, due to adaptation of the bunker offer to the new parameter.
- Reversal of this trend in 1Q20, with rebalancing of supply and demand and economic developments of the pandemic.



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