

Vision, work,
results.
This is how we
navigate to the

FUTURE,
today.

**Sustainability
Report**

2022


**PORTOS
DO PARANÁ**

4X

**THE BEST
PORTS
IN BRAZIL**

 **PORTOS
DO PARANÁ**
PORT AUTHORITY



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PRESENTATION



1.1 ABOUT THE **REPORT**

— GRI 102-50 | 102-51 | 102-52

It is with great pleasure that Portos do Paraná presents its sustainability report for the year 2022. Based on the Global Reporting Initiative (GRI) methodology and published annually, this document aims to share the significant advances achieved amid the journey towards a more sustainable and resilient future. This year's central topic is "Vision, work, results" and reflects Portos do Paraná's commitment to combining a long-term vision, tireless work, and obtaining tangible results to drive sustainable development.

In view of the global challenges and growing social and environmental demands, Portos do Paraná undertakes the responsibility of adopting sustainable practices, preserving the environment, promoting economic and social development and ensuring the safety and health of its employees and partners. After all, sustainability is a fundamental pillar for the success of the operations and well-being of the traditional and Indigenous peoples that permeate this region.

By sharing this information, Portos do Paraná highlights its commitment to promoting

transparency and accountability, as well as recognizing that it is in a process of constant learning and evolution.

We invite you to embark on this journey with us, exploring the results achieved to date and learning about the goals and challenges for the future. We thank all employees, partners, and stakeholders for their support and trust in our work. Together, we are navigating towards a sustainable future, aware that it is through responsible actions based on solid principles that we will build a lasting legacy for present and future generations.

Aerial view of the Port of Paranaguá,
from east to west of the pier



Reading tools

GRI 102-54



Portos do Paraná ensures its commitment to the UN Sustainable Development Goals (SDGs). The relevant SDGs covered in the report are highlighted at the beginning of each chapter to facilitate an understanding of the relationship between these goals and the performance of the Public Company. Furthermore, page 27 presents a complete map of the SDGs, relating them to the environmental actions developed in 2022.



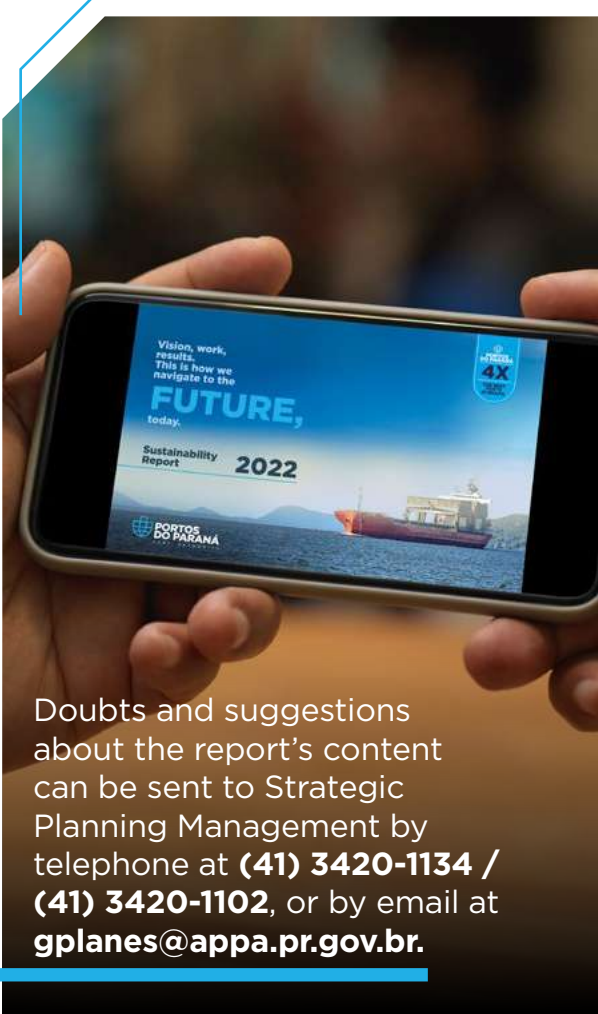
Portos do Paraná adopts the GRI (Global Reporting Initiative) methodology in this report, a globally adopted approach to ensure transparency and consistency in preparing sustainability reports. Throughout this document, the GRI XXX-X symbol is used together with each title and subtitle, highlighting the specific indicator being reported. For a complete overview of the GRI indicators covered in the sustainability report 2022, see the GRI Summary starting on page 156.



Portos do Paraná is pleased to present two notable innovations in this report: “Porto Agora” and “Porto Explica.” “Porto Agora” is an advanced intelligence application that provides real-time indicators of the cargo handling on ships docked at the pier. “Porto Explica” consists of explanatory animations designed to guide and instruct all interested stakeholders about Porto’s main strategic projects. These initiatives improve the company’s operations and reaffirm Portos do Paraná’s commitment to Environmental, Social and Governance (ESG) principles and its uninterrupted search for innovation and transparency. The presentation throughout this report is facilitated through QR codes, allowing users to point their cell phone camera and access information instantly.

Access and contact

GRI 102-53



Doubts and suggestions about the report’s content can be sent to Strategic Planning Management by telephone at **(41) 3420-1134 / (41) 3420-1102**, or by email at **gplanes@appa.pr.gov.br**.

Porto user accessing the report via cell phone

1.2 LETTER FROM THE CHAIRMAN

GRI 102-14

Dear reader,

We are very happy to present this second sustainability report from Portos do Paraná. It brings together the efforts of our entire team to make the Ports of Paranaguá and Antonina a reference in efficiency, environmental care and good management.

In 2022, we were awarded two categories in the “Portos + Brasil” award from the Federal Government: maximum score in the Port Authorities Management Index (IGAP) and outstanding performance in the Execution of Planned Investments.

The National Waterway Transport Agency (Antaq) certified Paraná’s ports as first

place in Regulatory Compliance and a prominent position in environmental performance, being the country’s best-rated large public port.

We were once again invited to take part in the UN Climate Conference at COP-27 (Egypt).

For us, it is not enough. We have ambitious goals and want to improve our performance further, holding a leading position throughout Latin America.

Therefore, this document is important not only to measure our results but also to advance and model the values of the public company, day after day. This initiative also gives us a real

competitive advantage, making our sustainability performance clear to our public, users, and the entire community.

We hope you enjoy reading and count on your support for our initiatives to protect people and the environment.

Luiz Fernando Garcia da Silva
Chairman of Portos do Paraná



Point the camera of your cell phone and watch **Portos do Paraná corporate** film.

<https://www.portosdoparana.pr.gov.br/Pagina/Video-Institucional>



We have ambitious goals and **want to improve our performance further** and hold a **leading position throughout Latin America.**





“ No Brazilian port **is as efficient as Paranaguá** in relation to **transported ton** per linear meter of the pier. ”

Source: XXXIII International Conference
on Applied Economics, Spain



1.3 THE YEAR 2022 IN **ACHIEVEMENTS**



Awards and Certifications



The only Port
Authority to win

1st Place

nationally for four
consecutive years in
the Port Authority
Management Index - IGAP

1st Place

in the Environmental
Performance Index
Ranking among large
public ports



1st Place

Port Authority
Management Index Ranking -
“Portos + Brasil” Award 2022

2nd Place

Operating Income Change
(EBITDA) - 2022, from
“Portos + Brasil” Award 2022



1st Place

in Regulatory Compliance
in the environmental
performance index by ANTAQ

3rd Place

Execution of Planned
Investments - 2022
“Portos + Brasil” Award



The only port authority in the world to be invited to speak at the **UN climate conference**, for

4 consecutive years, with participation in COP-28 (Dubai), COP-27 (Egypt), COP-26 (Glasgow, Scotland), and COP-25 (Madrid, Spain)



Participation in the **2nd Brazilian Edition of the Master Course**

in Logistics and Port Management



Participation in the **26th Intermodal South America 2022,**

the main logistics event in South America



Records



Historical record for
General Annual Handling,

58.399

million tons in 2022,

**2% MORE THAN
IN 2021**



2nd Place

among brazilian ports in
HANDLING VALUE



1st Place

among Brazilian ports in

EXPORTS
of vegetable oil
and frozen chicken



2nd Place

among Brazilian ports in
soybeans, soybean meal, sugar,
paper, frozen meat, and alcohol
EXPORTS

Greater static
storage capacity:

**3,572
sockets**

Largest **container**
handling capacity
**in Latin America
(2.5 million TEUs)**

Reference in
fertilizer imports

Results

Net Operating
Revenue of more than

BRL 434,009
million in
2022 **(+6%)**

Net profit of

BRL 313,199
million in
2022 **(+1,129%)**

EBITDA of

BRL 330,914
million in
2022 **(+494.58%)**



Areas leased in 2022:

PAR32
6,651 thousand m²
General Cargo:
especially bagged sugar

PAR50
85,392 thousand m²
General cargo: liquid bulk



Forecast of areas to be auctioned:

General cargo: solid and vegetable bulks		
PAR09 26,576 thousand m ²	PAR14 49,841 thousand m ²	PAR15 38,859 thousand m ²

Results



Lease area Port
Terminal - PAR01

BRL 10 MILLION

invested in renovations and construction of several warehouses in Paranaguá Bay, covering six warehouses in Paranaguá and Antonina

BRL 8.8 MILLION

invested in the Public Flammable Pier of Port of Paranaguá in 2022

BRL 25 MILLION

invested in works to demolish the Palanganas rock massif and dredge the new dolphins for mooring Roll-On Roll-Off ships in the eastern sector of the Port of Paranaguá in 2022

BRL 72.3 MILLION

invested in maintenance dredging of the waterway access channel to maintain operational draft levels

Initiatives



Implementation of the first year of the Strategic Plan 2022-2027



Implementation of the dental plan in Portos do Paraná's
332 holders and 574 dependents



Composting of around a ton of organic waste,
which is no longer sent to landfills



Implementation of the Management for Results project and implementation of the
“Proud to be Portos do Paraná”
Project



Implementation of the
“Portos do Paraná Learning Trails”
to encourage the self-development of employees

Initiatives



Mangrove cleaning efforts involving the community and partner institutions. These actions involved more than

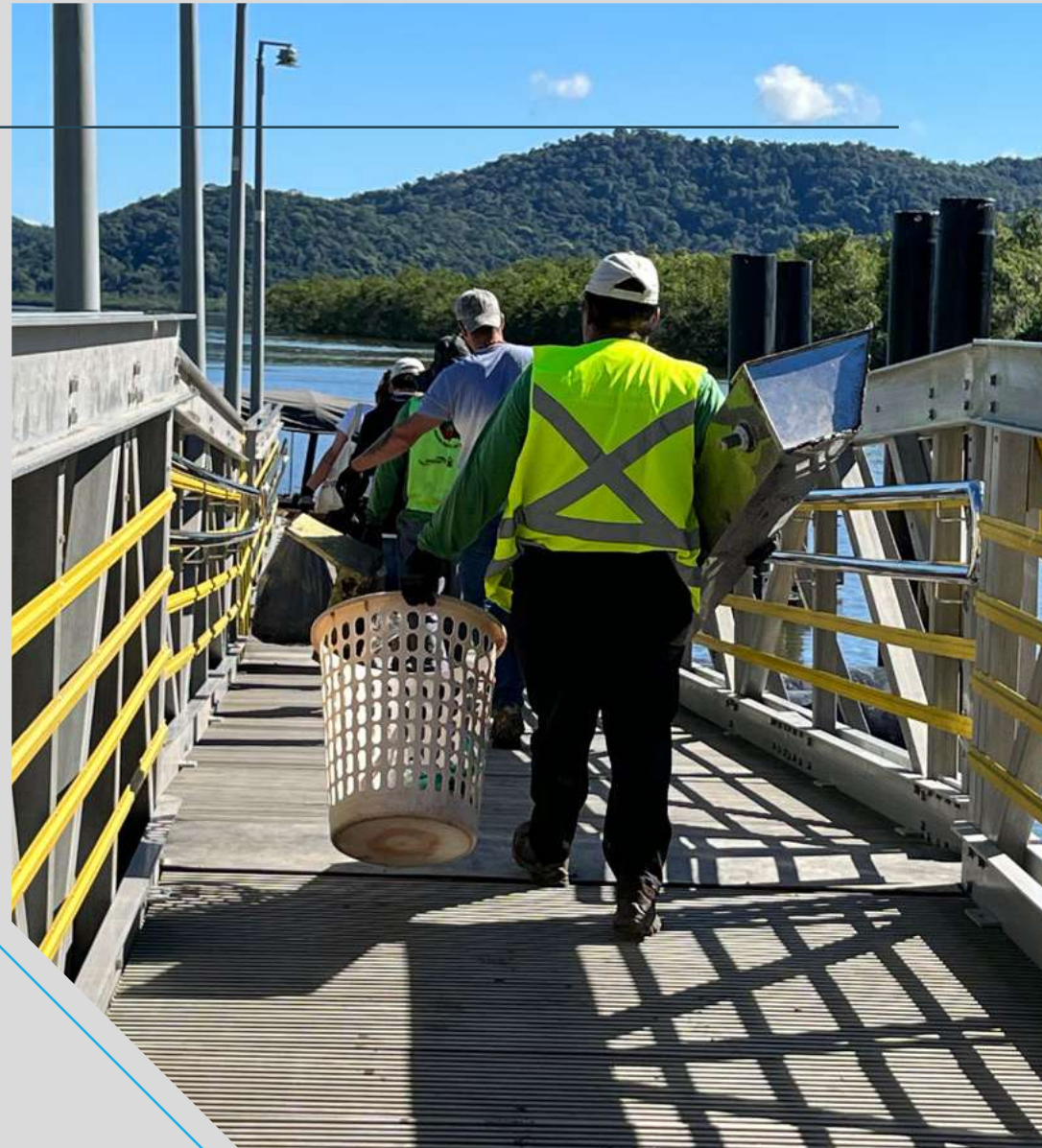
500 people, and more than two tons of waste were removed



Joint effort to promote the **revitalization of the water reservoir in the community of Eufrasina**



Partnership with the junior company of the Environmental and Sanitary Engineering and Civil Engineering courses of the Federal University of Paraná to promote a **theoretical-practical workshop on sewage treatment systems**



Record of the actions to clean mangroves in Antonina, coordinated by Portos do Paraná

2

PORTOS do Paraná



2.1 Portos do Paraná

GRI 102-1, 102-5

Portos do Paraná, a state public company, subordinated to the State Secretariat of Infrastructure and Logistics with a delegation agreement with the Federal Government, is a port complex composed of the ports of Paranaguá and Antonina.

The role of the Management of the Ports of Paranaguá and Antonina is to manage the port terminals in the state of Paraná and be subordinated to the State Secretariat of Infrastructure and Logistics. This management is made up of an Administrative Council and an Executive Board, which work together to ensure adequate and efficient direction for the organization.

The adopted model follows the Landlord approach, in which the Management is responsible for managing the port and providing the necessary infrastructure for cargo handling, while the private sector assumes responsibility for the superstructure, including equipment, warehouses, and labor. This split in responsibilities allows the government to maintain the entire waterway access infrastructure, evolution basin, mooring berths, road, rail, and internal access.

Trademarks

GRI 102-2



Portos do Paraná – Smart Logistics



Portos do Paraná – Port Authority



Direto ao Porto



PorTV



Appanet



Appaweb

Location

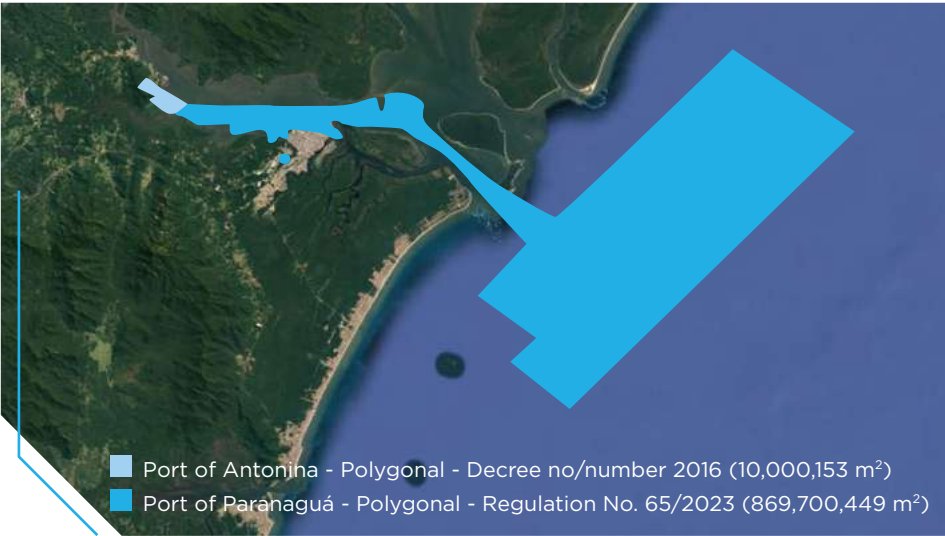
GRI 102-3



Principal Place of Business: Avenida Ayrton Senna da Silva, 161 - D. Pedro II - 83203-800 - Paranaguá - PR; Avenida Conde Matarazzo, 2500 - 83370-000 - Antonina - PR



Operations: Concentrated in Paranaguá and Antonina Bays; Galheta Channel Access Channel 22.6 km; Paranaguá Antonina Access Channel 17.7 km



Polygonal

GRI 102-4

The Portos do Paraná polygonal is represented in the image above and indicates the geographic space where the port authority holds the power to manage the public port. According to Law No. 12815/2013, the areas must be delimited through an act of the Executive Branch. Article 15 establishes that the polygonal limits must consider the maritime and land accesses, efficiency, competitiveness gains, and existing port facilities.

Aerial view of the Port of Paranaguá, with the TCP to the east of the pier and Serra do Mar in the background

Infrastructure

GRI 102-4



4,129,801.3 m²

Total area of the complex



330 thousand m²

Sorting yard area



5,347m

of wharves and piers



1,000 trucks

Sorting yard capacity

24 mooring berths (16 berths on the Paranaguá commercial pier, 24 4 berths on 2 liquid cargo piers, 2 berths on 1 fertilizer cargo pier, 2 berths in Antonina)

Accesses



Road accesses to Antonina: BR277 and PR408;
Road access to Paranaguá: BR277



Railway: Ferrovias Rumos Malha Sul S.A.

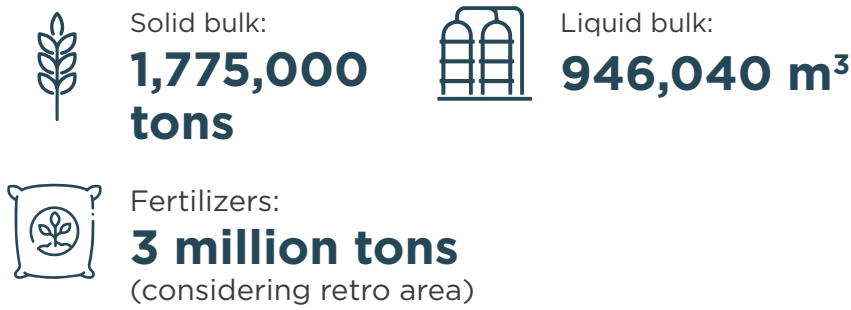


Waterway: Through the North and Southeast Channels, located to the north of Ilha do Mel, Antonina Channel to the north of Ilha do Teixeira, and the Galheta Channel, located to the south of Ilha do Mel, the latter being the main access to the ports, with 28.5 km in length, width ranging from 170 m to 250 m and depth of more than 14 m, which may reach 16 m.



Railway mode represents 18% of cargo handled in Paranaguá

Static capacity



Annual container handling capacity



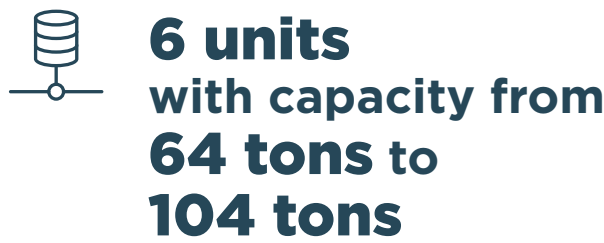
Nominal shipping capacity (export corridor)



Unloading capacity (The largest plank in fertilizers)



MHC - mobile port crane - (solid bulk and general cargo unloading)



Shiploaders





4X **BEST PORT
MANAGEMENT**
according to the Ministry of Ports
and Airports in the Port Authority
Management Index - IGAP

2.2 Materiality

Including materiality in the sustainability report plays a crucial role in ensuring the relevance and credibility of the information presented. To achieve this goal, Portos do Paraná carried out a process of identifying and prioritizing the most relevant and impactful matters for the organization and its stakeholders, covering environmental, social, and governance matters.

Building partnerships with stakeholders is a priority for the Company. To promote transparency and credibility, Portos do Paraná seeks to create and improve communication flows. To maintain a dialogue and relationship with its target audience, the organization uses simple language and closer communication, using several communication tools, such as:

- Website:**
www.portosdoparana.pr.gov.br
- Newsletter**
- Press Releases**
- Ombudsman office**
- Social media**
- Interactive TV**
- Podcast**
- Management Report**

In addition to these tools, the 1st Portos do Paraná Satisfaction Survey was conducted in 2023, which may support the analysis of the 2022 results, providing insights into the actions developed in the year. In the sustainability report 2022, the definition of materiality was based on an approach that combined the analysis of

stakeholder insights through a satisfaction survey and the evaluation of actions carried out by senior management in the context of strategic planning implemented throughout the year.

In this way, materiality is established considering the stakeholders' vision and the organization's strategic initiatives and priorities, ensuring that the report focuses on the most relevant topics and reflects Portos do Paraná's significant efforts and impacts in relation to sustainability.

— **GRI 102-44 | 102-46 | 102-47 | 103-1**

Engagement

— **GRI 102-40**

425 internal and external stakeholders were inquired.

Stakeholder	No. of interviewees	% involvement
Internal stakeholders ¹	168	39.53%
External stakeholders ²	257	60.47%
Total	425	100%

1. The stakeholders related to internal users were the employees.
2. Stakeholders related to external users were lessees, maritime operators, and agencies, service provider users, consenting bodies, suppliers, banks and financial partners. Finally, the port community was also accessed, and the results of these inquiries were shared with external stakeholders.

Satisfaction survey participants were invited to respond with their insights on some material topics that include:



Customer Service: Refers to providing assistance, support or service to an individual, customer or user, aimed at satisfying their needs, solving problems, or providing information.



Infrastructure: Infrastructure is the physical and technical base needed to support the organization’s operations and activities, including structures, networks and systems that ensure the adequate and efficient operation of the various areas and sectors.



Economic Impact: Economic impact refers to the effects caused by an action, event, or decision on economic activity, including aspects such as GDP growth, job creation, investments, company profitability, and capital flow.



Relationship with the community: Relationship with the community involves an organization’s interaction and engagement with community members to understand their needs, respect their values, and contribute to local development responsibly and sustainably.



Communication with stakeholders: Communication is the process of exchanging information between people, involving the transmission and reception of messages to share ideas, feelings, knowledge, or intentions.



Transparency: Transparency is making information, data, or processes visible in a clear, understandable, and unconcealed way to ensure access and understanding to a wider audience.



Sustainability: Sustainability is the search for a balance between present and future needs, considering economic, social, and environmental aspects to preserve natural resources and promote the welfare of current and future generations.



Occupational safety: Occupational safety is responsible for preventing occupational accidents and diseases through identifying, assessing and controlling occupational risks, ensuring the protection of workers’ health and integrity.



Benefits to employees: Benefits are the advantages or improvements obtained as a result of an action, decision, or situation, which can be tangible or intangible, and bring positive results to the people, companies or communities involved.



Social responsibility: Social responsibility is the duty of an organization to act in an ethical, transparent, and sustainable manner, considering the impact of its activities on the communities in which it operates and the company as a whole.

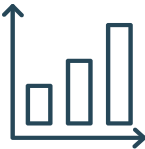
All topics were covered in the satisfaction survey, and their relationship with management’s insight of the relevance of these topics was listed in the Materiality Matrix.

Materiality Matrix

Based on the materiality matrix, it is possible to identify and prioritize the most relevant aspects and topics in relation to an organization’s sustainability. This directs resources and efforts to areas with the greatest impact on stakeholders and the company itself, facilitating strategic decision-making.

In the Materiality Matrix 2022, it is also possible to observe the correlation between material topics, GRI indicators met, and their relationship with

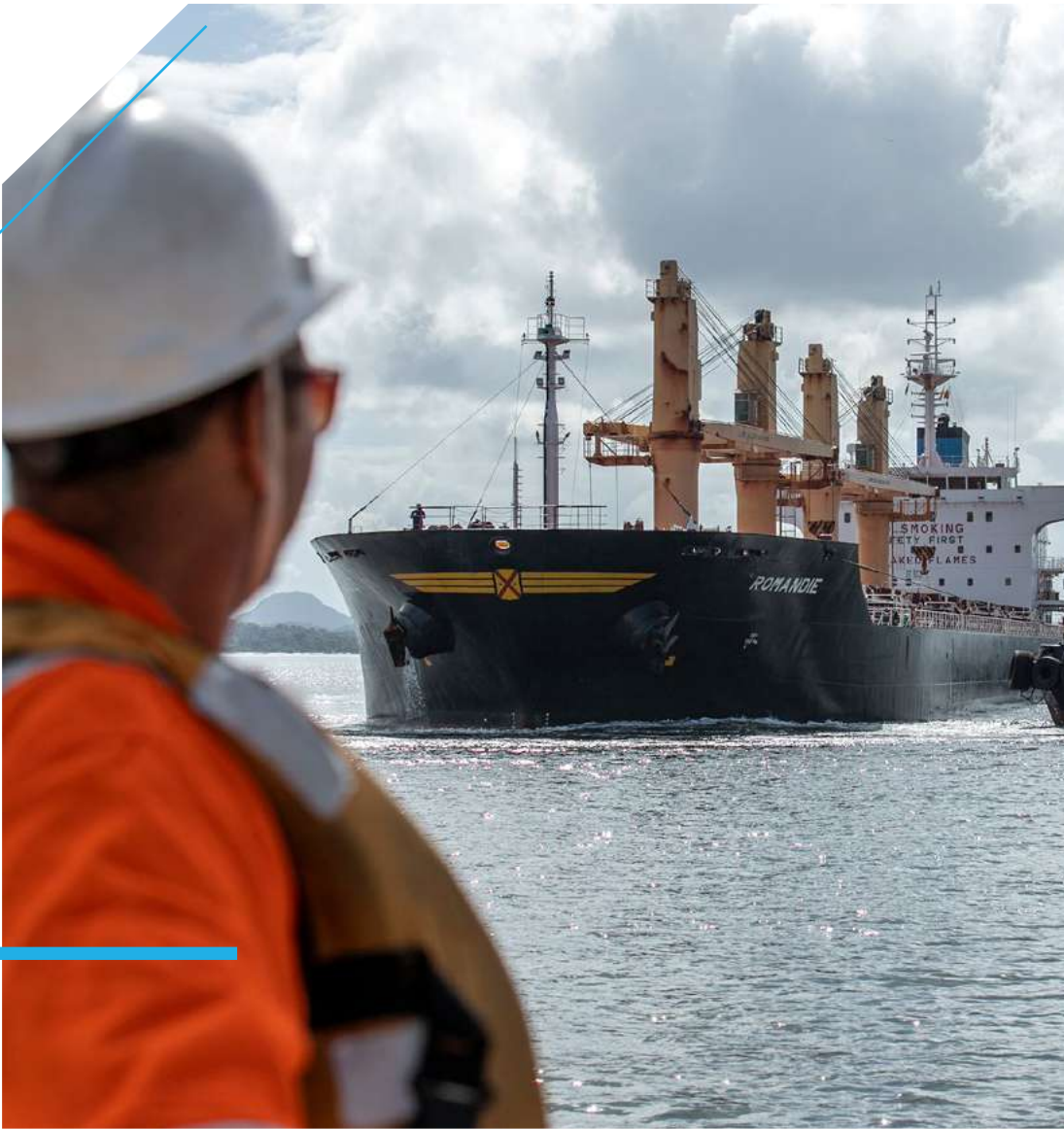
the Sustainable Development Goals (SDGs). In this way, the organization demonstrates the integration of its goals, initiatives and performance and its impact and progress toward global sustainability goals.



Based on the materiality matrix, it is possible to

identify and prioritize

the most relevant aspects and topics related to the sustainability of an organization.



Mooring man observes ship maneuvering in Paranaguá Bay

SDG Correlation

Chapter		Subtitle	Material Themes	GRI Indicators	SDG [1]	Theme Boundary [2]	
						Inside	Outside
Presentation		Summary	Not applicable				x
	1.1	About the Report	Not applicable				x
	1.2	Year 2022 in achievements	Not applicable				
	1.3	Letter from the Chairman	Not applicable				x
Portos do Paraná	2.1	Portos do Paraná	Not applicable				x
	2.2	Materiality	Not applicable				x
	2.3	Regulatory	Not applicable				x
	3.1	Mission, vision, and values	Not applicable				x
Governance and strategy	3.2	Strategic Map 2022 - 2027	Infrastructure, Communication with stakeholders, Service	102-16, 203-3	9, 13, 14, 15, 16, 17	x	
	3.3	Governance	Transparency	102-18, 102-16	10, 11, 16, 17	x	
Port performance	4.1	Operational efficiency	Transparency, Infrastructure, Economic impact	102-6		x	
	4.2	Leases	Infrastructure, Economic impact, Sustainability		16	x	
	4.3	Port Infrastructure	Infrastructure	203-1	9, 11	x	
	4.4	Procurement	Transparency, Sustainability	102-9, 102-10		x	

Chapter		Subtitle	Material Themes	GRI Indicators	SDG [1]	Theme Boundary [2]	
						Inside	Outside
Economic and financial performance	5.1	Accounting	Economic impact	102-56, 201-1	8, 16, 17	x	
	5.2	Finance	Sustainability, Economic impact			x	
	5.3	Tax	Economic impact	207-1		x	
	5.4	FP&A	Economic impact			x	
Environmental management, ESG and sustainability	6.1	United Nations Conference - COP	Not applicable				x
	6.2	Sustainable Development Goals - SDG	Not applicable				x
	6.3	Environment	Sustainability, Social responsibility, Community relations	102-8, 102-11, 306-1, 306-2, 306-3, 302-1	1, 2, 4, 6, 7, 8, 9, 11, 12, 13, 14, 15	x	
				304-1, 304-3, 304-4, 303-1			
Controls and Compliance	7.1	Risk Management	Economic impact	102-15, 205-1	8	x	
	7.2	Internal audit	Sustainability, Economic impact	102-16, 102-17		x	
	7.3	Compliance	Transparency		17	x	
	7.4	Ombudsman Office	Transparency	102-16, 102-17		x	
	7.5	Legal Department	Economic impact		16	x	
People and social management	8.1	People Management	Transparency, Employee benefits	102-8, 401-3	4, 8, 16	x	
	8.2	Health and Safety	Occupational safety	403-1, 403-3, 403-4, 403-5, 403-6, 403-7, 403-9	3	x	
	8.3	Social Commitment	Infrastructure, Sustainability, Social responsibility, Service	102-13, 413-1	1, 3, 4, 5, 10, 16	x	



Aerial view from the east of the port pier, with the city of Paranaguá in the background

Sustainable Development Goals (SDG)

Portos do Paraná is proud of its commitment to contribute to the 17 Sustainable Development Goals (SDGs) progress. The mission is to ensure an efficient and safe port and to be an agent of positive transformation for the community and the environment. We also promote sustainable and inclusive development in all of our operations.

By using the 17 SDGs as a guide, Portos do Paraná has the opportunity to align its business strategies and practices with the established objectives and goals, contributing significantly to sustainable development on a global scale. This report shares how the company has adopted and integrated the 17 SDGs into its operations, promoting concrete and measurable actions to positively impact people, the planet and economic prosperity.



Global Compact

The compact with the UN to adopt SDGs is made through voluntary adherence, whereby the organization undertakes to implement and promote sustainable development goals in its activities and practices.

OUR COMMITMENT:



ENVIRONMENTAL



SOCIAL



ECONOMIC

Partnerships for the goals: Strengthen the means of implementation and revitalize the global partnership for sustainable development.

Peace, justice and strong institutions: Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels.

Life on land: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and biodiversity loss.

Life below water: Conserve and sustainably use the oceans, seas and marine resources for sustainable development.

Climate action: Take urgent action to combat climate change and its impacts.

Responsible consumption and production: Ensure sustainable consumption and production patterns.

Sustainable cities and communities: Make cities and human settlements inclusive, safe, resilient, and sustainable.

Reduced inequalities: Reduce inequality within and among countries.

Industry, innovation and infrastructure: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.

No poverty: End poverty in all its forms and everywhere.

Zero hunger: End hunger, achieve food security and improved nutrition and promote sustainable agriculture.

Good health and well-being: Ensure healthy lives and promote well-being for all ages.

Quality education: Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all.

Gender equality: Achieve gender equality and empower all women and girls.

Clean water and sanitation: Ensure availability and sustainable management of water and sanitation for all.

Affordable and clean energy: Ensure access to affordable, reliable, sustainable and modern energy for all.

Decent work and economic growth: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.



2.3 Regulatory

Like other ports, Portos do Paraná has a critical infrastructure, with great economic, social, and environmental impact on the region. The port activity involves activities such as transport, logistics, commerce, and infrastructure and can generate significant impacts on the local economy, people's quality of life and the environment; therefore, it must be assisted and managed in a regulated manner.

Regulatory agencies, such as port authorities, government transport and environmental agencies, and occupational health and safety regulatory bodies, are responsible for establishing standards and regulations for port activities and ensuring that ports operate safely, efficiently, and sustainably. Additionally, they can monitor compliance with standards and regulations, carry out regular audits and inspections, set penalties for violations, and provide guidance and technical assistance to ports to help them improve their performance.

In general, Portos do Paraná is an important interconnection point between different modes of transport, such as maritime, rail and road, and is, therefore, subject to a series of regulations and inspections by different government bodies and agencies. The role of these regulatory agencies is to ensure the safety, quality and efficiency of the services provided by the port, in addition to ensuring compliance with the rules and standards established in relation to environmental protection, public health, occupational safety and the rights of workers. Below are the regulatory agencies related to Portos do Paraná:

- I. **Ministry of Infrastructure (MINFRA)**, an agency that prepares, coordinates, and supervises national policies for the sector, participates in strategic planning, prepares guidelines for implementation thereof, and sets priorities for investment programs.
- II. **National Public Port, Terminal, and Waterway Security Commission - Conportos**, an agency that, among other responsibilities, acts throughout the Brazilian territory to establish public security procedures in ports, terminals, and waterways, ensure compliance with Brazilian legislation, treaties, conventions, international codes, develop public security projects, and make suggestions to the competent authorities for consolidating and improving laws and regulations.
- III. The **State Commissions for Public Safety in Ports, Terminals, and Waterways (Cesportos)**, coordinated by Federal Police representatives, have as their main duties to approve Risk Assessment Studies and Security Plans, inspect port facilities, and analyze processes relating to the activities of Port Security Supervisors and Security Organizations.
- IV. **National Agency for Waterway Transportation (ANTAQ)**, an agency that regulates, supervises, and oversees waterway transportation services and exploitation of port and waterway infrastructure. The Agency is dedicated to making the travel of people and goods along Brazilian waterways more economical and safer. Furthermore, it

arbitrates conflicts of interest to prevent antitrust issues or infringements against the economic order.

- V. **National Health Surveillance Agency (Anvisa)**, an independent government agency that acts throughout the Brazilian territory by coordinating ports, airports, borders, and customs facilities. Its institutional purpose is to protect people's health through the sanitary control of the production and consumption of products and services subject to health surveillance, including environments, processes, inputs, and technologies related thereto, as well as to control ports, airports, borders, and customs facilities.
- VI. The **Brazilian Institute for the Environment and Renewable Natural Resources (IBAMA)** and **the Water and Land**

Institute (IAT-PR) are key agencies for environmental control, responsible for assessing and granting environmental licenses for projects and activities. Furthermore, they play a crucial role in developing national actions and policies aimed at environmental preservation, inspection, and control.

- VII. The **National Agency for Petroleum, Natural Gas and Biofuels (ANP)** plays a key role in regulating, contracting, and inspecting economic activities in the petroleum, natural gas, and biofuel industry. Within the regulation scope, the ANP is responsible for establishing key standards for the sector while rigorously supervising it to ensure strict compliance with these standards.
- VIII. The **Chamber of Electric Energy Commercialization**

Chamber (CCEE) is a private, non-profit entity responsible for facilitating and operating Brazil's electricity purchase and sale market.

- IX. The **National Land Transport Agency (ANTT)** is a Brazilian independent government agency responsible for developing, proposing, and implementing actions to improve regulated processes in the land transport of cargo and passengers throughout the country. Its main responsibilities include preparing plans, reports, and the harmonization of public and private interests in the land transport sector.
- X. The **Office of the Federal Comptroller General (CGU)** is a Federal Government agency responsible for defending public assets and increasing management transparency through internal control actions, public

audits, ombudsman offices, and corruption prevention and combat. The **State Comptroller General - CGE** directly advises the Governor of the State with the purpose of planning, coordinating, controlling, evaluating, promoting, formulating, and implementing corruption prevention mechanisms and guidelines, as well as regulation and standardization of control systems in the State Executive Branch.

- XI. The **TCU** and the **State Accounting Court of Paraná (TCE-PR)** are external control agencies of the Federal and State Governments, respectively. Their purpose is to monitor budgets and finances and contribute to a better Government for the benefit of society, according to its sphere of activity.



1st PLACE

in Regulatory
Compliance by the
National Waterway
Transport Agency

XII. The **Brazilian Revenue Office** is the agency responsible for managing domestic taxes and foreign trade, managing, and executing collection, inspection, research, and tax investigation activities, controlling the managed collection, customs control, repressing smuggling and embezzlement, interpreting, applying, and preparing proposals for improving federal tax and customs legislation, among other responsibilities.

XIII. **Planning Secretariat**, together with the **State Treasury** - monitoring and control of the budgetary, financial and equity execution of the State Government.

XIV. The **Federal Police** is responsible for directing, planning, coordinating, controlling, and evaluating the activities of maritime, airport and border police,

private security, controlling chemicals and weapons, registering foreigners, controlling migration, among other responsibilities, including those of an administrative nature.

XV. The **Federal Prosecutor's Office (MPF)** and the **State Prosecutor's Office (MPPR)** are independent agencies responsible, before the judiciary, at the Federal and State levels, respectively, for defending the legal order and the interests of society and faithfully complying with the Federal Constitution and the applicable laws.

XVI. **Municipal Governments of Paranaguá and Antonina** are municipal executive agencies responsible for the government and management of the municipalities of Paranaguá and Antonina, and their role is to enforce public policies in the areas of education, health, social

assistance, transport, urban planning, environment, culture, sports, among others.

XVII. The **Labor Prosecution Office (MPT)** is responsible for monitoring compliance with labor legislation when there is a public interest, thus seeking to normalize and mediate relations between employees and employers. Portos do Paraná manages the Port of Paranaguá and the Port of Antonina, where the sea and land routes meet, performing the function of Port Authority, and according to Article No. 18 of Law 12815/2013, the port authority operates within the limits of the Organized Port. As a port authority, Portos do Paraná is regulated by all the aforementioned institutions, to meet its purpose of providing management and exploitation services for sea, river, and lake ports in the State of Paraná.

Portos do Paraná manages the Port of Paranaguá and the Port of Antonina, where the sea and land routes meet, performing the function of Port Authority, and according to Article No. 18 of Law 12815/2013, the port authority operates within the limits of the Organized Port, currently defined by Decree No. 4881/2016. As a port authority, Portos do Paraná is regulated by all the aforementioned institutions to meet its purpose of providing management and exploitation services for sea, river and lake ports in the State of Paraná.

3

STRATEGY and governance





3.1 Mission, vision and values

Manage and develop ports efficiently and sustainably is a guiding principle used by Portos do Paraná in the application of the concepts of mission, vision and values. The company seeks to promote regional economic growth and logistics integration, establishing transparency,

integrity and commitment to environmental responsibility as a foundation to achieve the vision of being recognized as a national and international benchmark in port management, with modern, efficient, sustainable ports integrated to global trade flows.



MISSION

Offer port infrastructure with excellence and innovation, providing efficient, safe and sustainable intermodal logistics to encourage the development of competitive and integrated businesses.



VISION

To be recognized as a reference Port Authority in terms of efficiency and competitiveness, to make Portos do Paraná a prominent Logistics Hub in the Americas.



VALUES

Governance, safety, sustainability, human intelligence, quality.

3.2 Strategic map 2022 - 2027

— GRI 102-16 | 103-2 | 103-3 | 203-3
SDG 09, 13, 14, 15, 16, 17

Strategic management is a valuable tool for the efficient and effective management of Portos do Paraná, as it allows the planning, coordination and implementation of actions seeking to achieve the organization's strategic goals. Portos do Paraná's strategic management is carried out by the Strategic Planning Area, which implements results-oriented management.

In 2022, the first year of implementation of the Strategic Plan 2022-2027 occurred. The five-year Strategic Plan aims to ensure that the organization is prepared to deal with the challenges and opportunities of the environment in which it operates and that it is aligned with its vision, mission and values.

Strategic Plan

The five-year period aims to ensure that the organization is prepared to deal with the challenges and opportunities of the environment in which it operates.



Sunset seen from the primary strip of the Port of Paranaguá



STRATEGIC MAP 2022 - 2027



1. ESG: Environmental, social and corporate governance

2. SDG: Sustainable Development Goals

3. HSE: Health, Safety and Environment

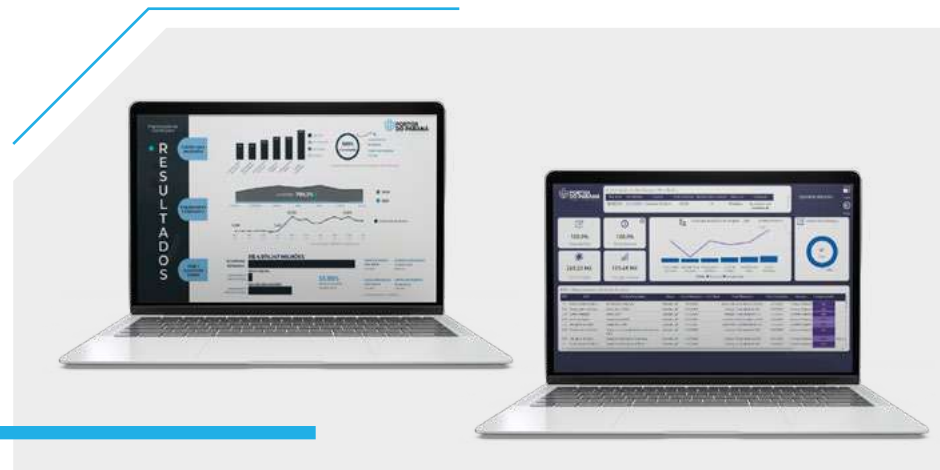
GRI 102-29

To follow up and evaluate institutional results, Portos do Paraná uses a Balanced Scorecard that is analyzed and discussed quarterly at the Strategy Analysis Meetings (RAE) with the Executive Board.

In the first year, priority was given to integration between executive boards, especially those involved in the company's main activity (Infrastructure, Environment and Operations). The objective is to unify strategic processes and establish a standardized approach to perform activities related to strategic management. Methodologies, tools and techniques applied in formulating, implementing and monitoring the strategy were defined to improve the company's performance.

Of particular note is the implementation of the 'Management for Results' project, which brought several improvements to the company. One of the main achievements was implementing a comprehensive action plan derived from the Management Restructuring Project entitled "Proud to be Portos do Paraná."

The 'Management for Results' Project was successfully implemented over 1.6 years, with 100% of its stages completed, reaching the established goal of having its full integration by the end of 2022. As a result, several data intelligence products were generated to generate savings for the company's treasury. This achievement reinforces the company's commitment to efficiency and achievement of established goals, demonstrating the ability to execute and the determination to achieve satisfactory results.



Projects and results Power BI work screens

Furthermore, several other results were achieved by creating and implementing new areas in the management program. These areas involved multidisciplinary groups, in which all executive boards were committed to, and worked for, the development of technological management tools, which were entirely designed by Portos do Paraná's internal employees. Implementing these areas significantly impacted the company's finances, resulting in savings of BRL 5 million in 2022. This financial impact demonstrates the implemented

“
The implementation of these areas had a **significant impact on the company's finances**, resulting in savings of **BRL 5 million in 2022.**”

initiatives' effectiveness and the organization's commitment to seek internal and efficient solutions to optimize financial resources and promote better economic performance.

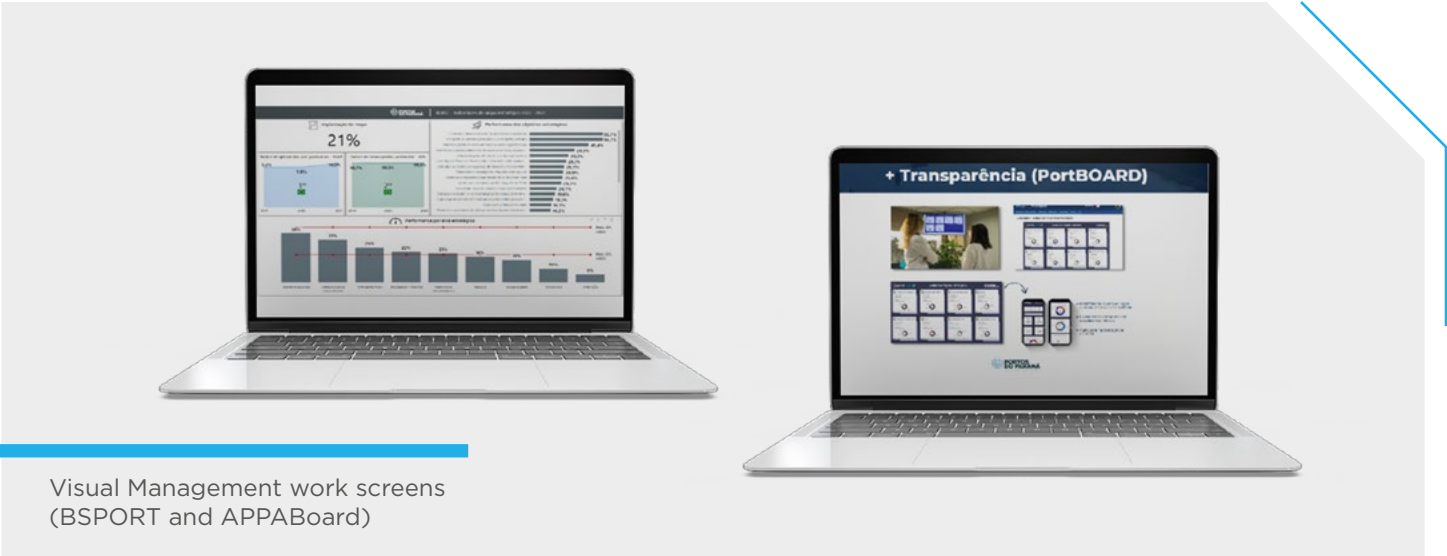
The review and monitoring cycle of the Strategic Plan 2022-2027 was conducted according to the company's internal regulations. The process included adjustments, updates and dissemination of the revised version to all employees. During this cycle, critical analyses were made to verify the implementation of each strategic project and align them with the established goals. This revision and monitoring process allowed for a comprehensive assessment of the progress and performance of strategic projects, ensuring they are aligned with the company's vision and goals.

In the midst of these measures, Portos do Paraná also created a system to assess the performance and management method of its strategic map using data analytics techniques linked to the use of Business Intelligence. This analysis resulted in the creation of a Power BI in the form of a Balanced Scorecard, with indicators that highlight the achievement of each strategic objective, as well as the axes and global performance of the map. In the first year, the public company achieved a significant milestone and implemented 20% of the planned strategy over five years.



BSC Power BI work Screens

To promote transparency in relation to its strategic planning, the company developed a summarized version of the performance map, known as BSCPort, which was made available in all communication channels. This tool offers clear and accurate information about the percentage of achievement of each strategic objective. In addition, the company also created PortBoard, a system for monitoring strategic projects, allowing effective monitoring of their progress. These initiatives ensure that internal employees and external stakeholders can easily access updates on the company's strategic performance, promoting transparency and engagement toward established goals.



Visual Management work screens (BSPORT and APPABoard)

Throughout the year, the strategic management area was dedicated to consolidating suggestions for improvements and enhancements, transforming various questions into valuable lessons learned. These experiences were used to improve processes and develop new plans for subsequent years. Through this continuous learning cycle,

the company strengthens its ability to adapt and innovate, constantly seeking excellence in its operations. Suggestions for improvements, transformed into concrete actions, contribute to boosting the organization's efficiency, quality and success, establishing a solid foundation for growth and achieving even more significant results in the future.

“The strategic management area was dedicated to consolidating suggestions for **improvements and enhancements**, transforming various questions into **valuable lessons learned**.”



Point the camera of your cell phone and watch the animation of **Porto Explica** about strategic planning.

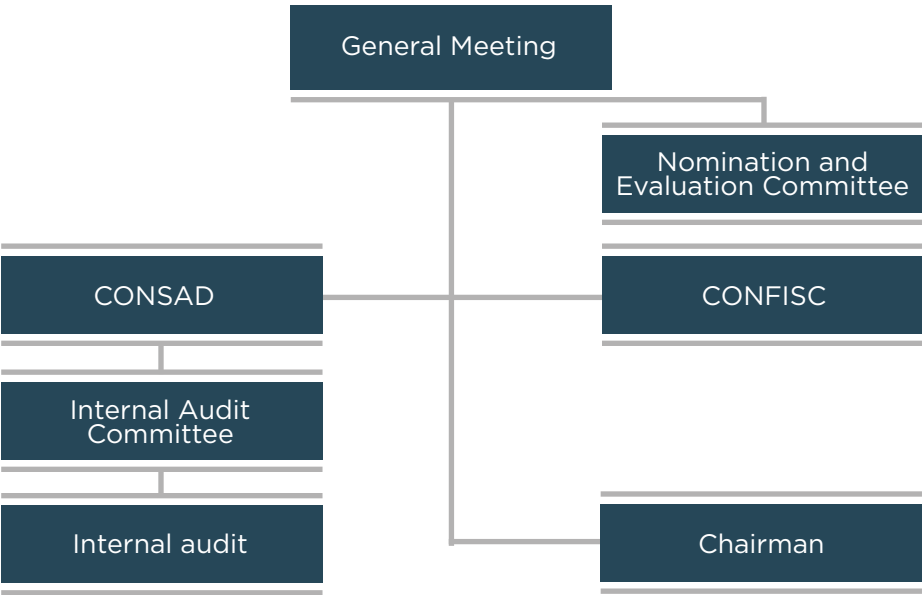
<https://www.portosdoparana.pr.gov.br/Pagina/Planejamento-Estrategico-2022-2027>

3.3 Corporate Governance

GRI 102-18 | 102-9 | 102-26
SDG 10, 11, 16, 17

In general terms, corporate governance will provide the context and environment for implementing strategic planning. It establishes the decision-making structure and oversight necessary to ensure the strategy is executed effectively and according to the interests of shareholders and other stakeholders.










The Corporate Governance of Portos do Paraná is structured as follows:



- **General Meeting** – Promotes greater clarity and transparency in the decision-making process and accuracy in the controls of bodies included in the bylaws.
- **Nomination and Evaluation Committee** – Verifies compliance with the nomination and evaluation process for members of bodies provided for in the bylaws (Board of Directors, Audit Committee, Executive Board and Committees included in the Articles of Organization) in accordance with policies, internal regulations and applicable legislation.
- **Audit Committee** – Supervises the managers’ acts regarding compliance with legal obligations and those set in the bylaws, ensuring that business management meets the goals defined in the Bylaws of the Public Company, relevant legislation and also based on good governance practices.
- **Statutory Audit Committee** – Ensures good governance through corporate ethics by providing control over the quality of financial statements and internal controls, with the aim of adding to the reliability and integrity of information to protect the organization.
- **Board of Directors** – Decides on the strategic directions of the business, considering the organization’s best interests. Oversees the executive board and liaises between the Public Company and the State Government. Identifies, discusses and ensures the dissemination of the organization’s values and principles and compliance with the public interest, ensuring financial sustainability and management based on integrity, efficiency and economic rationality.

The conditions for the existence and proper operation of corporate governance are established mainly by the role played by the Board of Directors. The Board of Directors of Portos do Paraná comprises nine full members elected and subject to dismissal by the General Meeting. The structure of the Board of Directors includes the presence of independent members, allows interaction with other stakeholders, and promotes a diversity of perspectives with regard to the Port Authority's strategic decisions.

Representatives of the Board of Directors - December 2022

	Mario Povia	Chairman	Ministry of Infrastructure
	Luiz Fernando Garcia da Silva	Full Member	Chairman of Portos do Paraná
	Carlos Eidam de Assis	Full Member	Employees Group
	Nilson Hanke Camargo	Full Member	Corporate Group
	Fernando Bueno de Castro	Full Member	State Government of Paraná
	Giovani da Silva Ferreira	Full Member	State Government of Paraná
	Leandro Pazzetto Arruda	Full Member	State Government of Paraná
	Welby Pereira Sales	Full Member	State Government of Paraná
	Rafael Moura de Oliveira	Full Member	State Government of Paraná



Pursuant to the Internal Regulations of Consad and the Bylaws of Portos do Paraná, it is incumbent upon the Board of Directors to implement and monitor the risk management and internal control systems established to prevent and mitigate the main risks to which the Company is exposed. This allows the identification and management of economic, environmental, and social impacts, including risks related to the integrity of accounting and financial information and those related to the occurrence of corruption and fraud. The Board of Directors, as the company's highest governance body, meets ordinarily once a month and extraordinarily whenever necessary.



Port of Paranaguá seen from the east of the pier at night

Organizational and decision-making structure

— GRI 102-18 | 102-19 | 102-20 | 102-21 | 102-22 | 102-24

Linked to the State Secretariat of Infrastructure and Logistics, Portos do Paraná is managed by a chairman and six officers.

	Chairman	Luiz Fernando Garcia da Silva
	Legal Executive Board	Marcus Vinicius Freitas dos Santos
	Administrative and Finance Executive Board	Marcos Alfredo Bonoski
	Environment Executive Board	João Paulo Ribeiro Santana
	Port Operations Executive Board	Luiz Teixeira da Silva Junior
	Business Development Executive Board	André Luiz Pioli Bernascki (Jan to Jul 2022)
	Engineering and Maintenance Executive Board	André Cassanti Neto (Jan to Jun 2022) Victor Hugo Kengo (Jun to Dec 2022)

The decision-making and control structure also includes the State-Owned Enterprises Control Council - CCEE, the Nomination and Evaluation Committee - CIA, the Board of Directors - CONSAD, and the Audit Committee - CONFISC.

4

PORT performance



4.1 Operational efficiency

GRI 102-6

The Port Complex covers a vast area of 4,129,801.3 m², with 5,347 meters of quays and piers, in addition to 24 strategically distributed mooring berths. Paranaguá commercial pier has 16 berths, while two piers are dedicated to liquid handling, and one pier is dedicated to fertilizers in Antonina.

This port structure makes it possible to meet the demands of the private sector seeking to operate in ports efficiently, providing satisfactory conditions for developing their activities. Portos do Paraná strives to ensure safe, efficient operations aligned with quality standards, promoting economic growth in the region and contributing to the state's prosperity.



Port Complex

Area of

4,129,801.3 m²

5,347 meters

of wharves and piers

24 berths

for mooring, strategically distributed mooring



BRL 2 billion +

allocated to works planned until 2024

Commercial

GRI 102-7

Portos do Paraná's commercial area is recognized for its excellence in port management and ability to attract business and strategic partners. In addition, it has robust investment planning, with more than BRL 2 billion allocated to works planned until 2024.

Over the last four years, Portos do Paraná recorded a significant increase in cargo handling, going from 53.2 million tons in 2019 to 58.4 million tons in 2022. This significant productivity reinforces the port's position as the region's best option for receiving and shipping products and commodities.

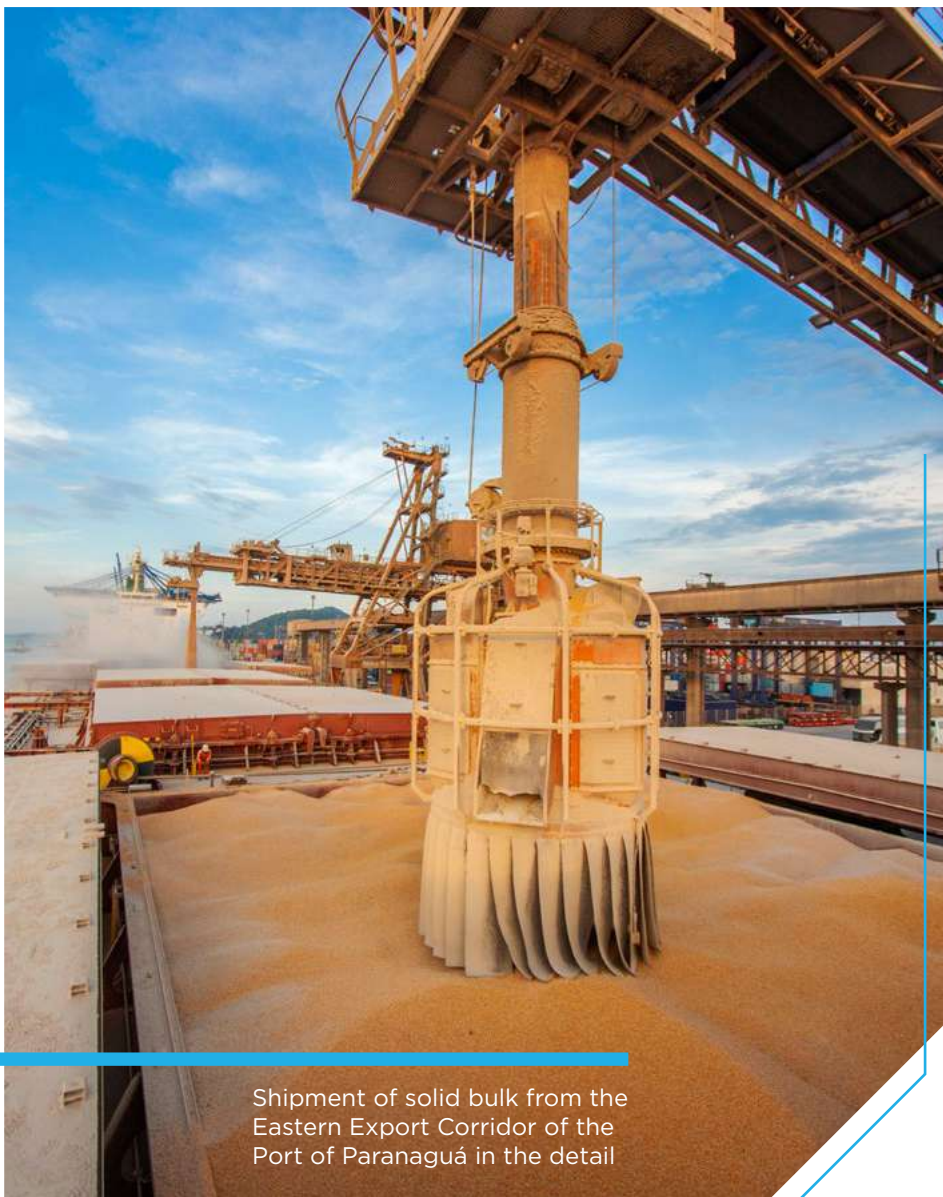
Furthermore, Portos do Paraná is recognized as Brazil's main port of entry for fertilizers. Through its efficient operations and quality infrastructure, the port stands out in receiving these essential inputs for agriculture, contributing to the country's supply, and boosting the agricultural sector.

With these impressive numbers and its fundamental role in domestic and international trade, Portos do Paraná consolidates its position as an important logistics hub: It offers integrated and efficient cargo transportation solutions, promotes the region's economic development, and contributes to the country's sustainable growth.



Point the camera of your cell phone and follow through **Porto Agora** the real-time cargo handling of ships moored at the pier.

https://www.appaweb.appa.pr.gov.br/appagradio/paranagua_principal.html



Shipment of solid bulk from the Eastern Export Corridor of the Port of Paranaguá in the detail

In the ports managed by Portos do Paraná, a wide range of segments stand out in commercial movements. Among them, we highlight:



Soybean:

Soybean is one of the main agricultural commodities handled at ports, in the form of grains and bran. Its export is essential for the economy of the state and the country.



Corn:

Corn is another important agricultural product present in port handling. Its exports and imports are strategic to meet the demands of the domestic and foreign markets.



Vegetable oil:

Vegetable oil, derived from different sources such as soybeans, sunflower and palm oil, is important in

port handling. It is used in the food, cosmetics and biodiesel industries, among others.



Fertilizers:

Fertilizers play a crucial role in agriculture, and their handling at ports is essential for supplying the sector. They are used to improve crop productivity and ensure food safety.



Containers:

Container transport is essential for international trade. Ports offer adequate infrastructure for efficiently handling containerized cargo, covering various sectors of industry and commerce.



Vehicles:

Handling vehicles at ports is also relevant, whether for import or export. Ports provide the structure for the safe and efficient transport of these products.



Project Cargoes:

Project cargoes, such as heavy equipment and large structures, also find the necessary port infrastructure for their handling and shipment.



Paper, pulp and break bulk:

The paper and pulp industry has an important representativeness in port handling and break bulk cargoes, which are not packed in containers.



Sugar:

Sugar is a product with high demand in the international market, with significant handling at ports. The ports offer adequate logistics for loading and unloading this commodity.



Cereals and other food in bags:

Various cereals, such as wheat and barley, and other foods packaged in bags are also part of the port handling, meeting the demands of the food sector.

These segments represent a significant portion of the port activities and demonstrate the importance of the ports managed by Portos do Paraná in the national and international scenario. The diversity of products handled reflects the ports' ability to meet the demands from different sectors of the economy, contributing to the development of trade and the sustainability of the state and country.



Vehicles positioned for loading and unloading

The products handled at Portos do Paraná have various destinations around the world. Among the main destinations in 2022, the following stand out:

Solid bulk (Soybean)	Liquid bulk	Containers/ general cargo	Vehicles
China	India	China	Moxico
Spain	Bangladesh	South Africa	Colombia
Thailand	Cuba	Mexico	Uruguay
Iran	China	United States	Tunisia
Netherlands (Holland)	South Korea	United Arab Emirates	Argentina

In turn, the main origins in year 2022 are:

Solid bulk (Fertilizers)	Liquid bulk	Containers/ general cargo	Vehicles
Russia	United States	China	Argentina
China	India	Belgium	Hungary
Canada	UAE	United States	Mexico
United States	Russia	India	Germany
Morocco	Netherlands (Holland)	Germany	Belgium

Sorting yard

The Port of Paranaguá sorting yard has 330 thousand m² and the capacity to receive up to 2.5 thousand trucks in the rotary flow and around 1 thousand trucks simultaneously. On-site, users have 24-hour security, bathrooms, showers, snack bars, outdoor gyms, corporate offices,

tire repair, auto electrical, and mechanic repair shops.

The yard helps organize the flow of vehicles arriving at the terminals, avoids congestion, and makes the unloading process faster and more productive.



Aerial view of the Sorting Yard with Paranaguá Bay in the background



BRL 2.3 **BILLION**
in works carried out
(public and private investment)

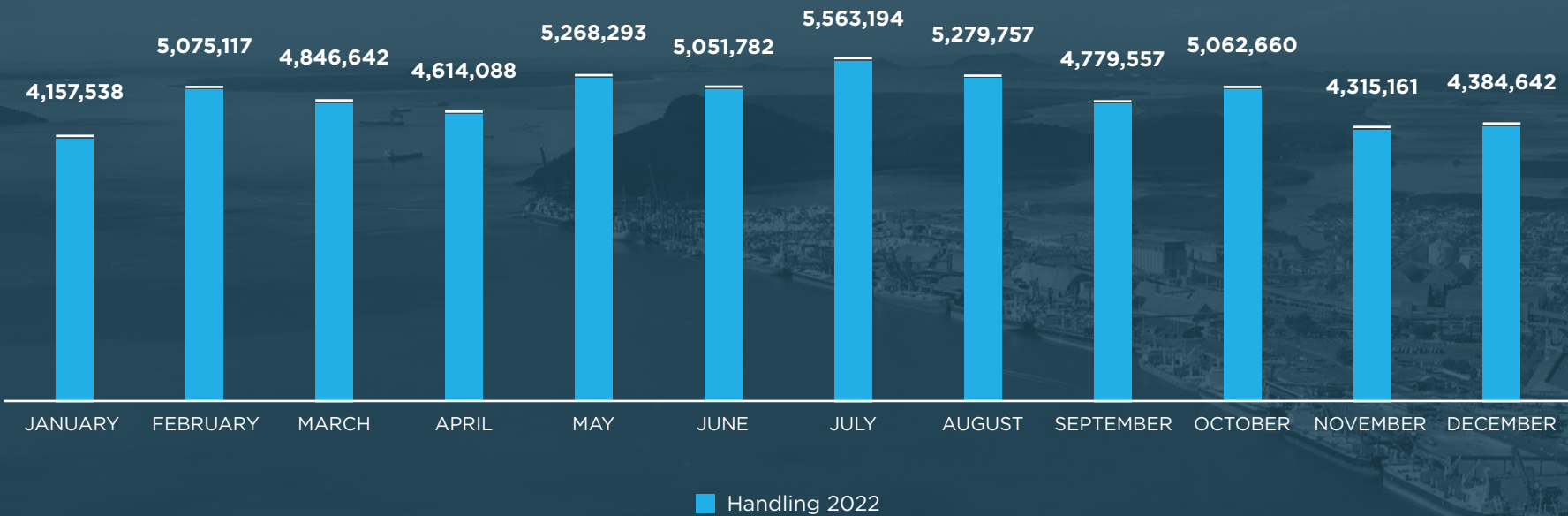
Volume of transactions

The year 2022 was marked by historic records in imports and exports carried out in ports managed by Portos do Paraná. Throughout the year, more than 58 million tons of cargo were

handled, totaling 2,540 ship moorings.

The infographic below presents a visual, summarized, and complete view of the accumulated cargo

volumes handled throughout the year. This data reinforces the relevance of the ports managed by Portos do Paraná as a strategic and efficient logistics hub.



A highlight related to handlings specifically at the Port of Paranaguá is that, in the forecast of the National Logistics Plan - 2035, a total handling of 60 million tons by 2030 was estimated. However, in 2022, Portos do Paraná already reached the mark of more than 58 million tons and estimates that in 2023, the public company will exceed the forecast for 2030.

Historical handling value



In absolute numbers, handling by nature can be seen below:

Summary by nature

Type	Accum. 2021 (t)	Accum. 2022 (t)	%
General cargo	13,762,140	13,875,826	1%
Liquid bulk	7,948,839	8,719,731	10%
Solid bulk	35,808,900	35,803,717	0%
Total (t)	57,519,879	58,399,274	2%

Refrigerated container handling



The Port of Paranaguá has the largest container handling capacity in South America. It has the largest structure for refrigerated cargo and a fast and innovative grain export corridor that facilitates the entire logistics and transport chain. In other words, trucks do not face queues, and ships do not need to change terminals.



PORT PERFORMANCE IN 2022

The year 2022 was marked by a series of achievements and records in relation to **infrastructure** and, consequently, operational **results**. **Some highlights include:**



Total handling record:

In 2022, the ports managed by Portos do Paraná reached a record handling, totaling 58.399 million tons, representing a 2% increase compared to the previous year.



Leadership in fertilizer imports:

The ports of Paranaguá and Antonina stood out as the main entry ports for fertilizers in Brazil, strengthening the region's position in the fertilizer trade.



Container handling records:

The Paranaguá Container Terminal (TCP) set monthly records in February and July, with highlights on the handling of refrigerated containers and a total handling of 111,862 TEUs in a single month.



Increase in operational draft in Paranaguá:

The operational draft of the Port of Paranaguá was increased to 12.80 meters, which enabled the mooring of larger ships and increased the efficiency of operations.



Largest corn shipment:

More than 5 million tons of corn were shipped.



Growth in the Export Corridor:

The Export Corridor recorded an 11% increase in handling compared to the previous year.



Importance in the frozen chicken trade:

The Port of Paranaguá stands out as the main export corridor for frozen chicken.



Receipt of the largest container ship:

In October, the Port of Paranaguá received the Rio de Janeiro Express, the largest container ship in history, with the capacity to transport up to 13,312 TEUs.

These results highlight the strategic importance of Paraná's ports and Portos do Paraná's ability to promote an **efficient and competitive logistics environment**, boosting trade and contributing to the region's economic development.

4.2 Leases

GRI 102-7
SDG 16

In addition to operational performance, Portos do Paraná also seeks to boost economic development through leases. Portos do Paraná has the delegation of powers to manage and exploit the areas of the Organized Ports of Paranaguá and Antonina and, therefore, lease contracts play an important role in its financial income, generating essential resources for the business. After initiating processes aimed at regularizing operational areas previously exploited on a precarious basis, it was realized, from absolute data, that only in the year 2022 there was a 25% increase in revenue through leases compared to the year 2021, from BRL 136,379 to BRL 170,980.

The exploitation of the areas (leases and other legal instruments) is carried out by Portos do Paraná itself in a structured manner through the Leasing management, which is the unit responsible for managing the procedures that, in the end, will result in the concession of the port areas, where core activities (handling and storage) will be carried out, authorized through lease contracts.

The leasing process originates with the availability of areas for economic exploitation, goes through the modeling procedure, and results in a public auction session. Afterward, a lease contract is signed to define the obligations and rights of the Lessee and Portos do Paraná.

Port Leases

The Leasing management, a structured unit, is responsible for local planning, carried out through the PDZ, for the availability of leasable areas, in addition to preparing feasibility studies with advice from Infra S.A., managing and supervising leasing contracts, transfer, transition, use authorizations, onerous and non-onerous assignments and all other instruments necessary for the exploitation of the areas.

Among the main functions performed by leasing management, the following stand out:



Provide support to the Chairman in the management and supervision of Leasing contracts and other authorization/permission instruments for granting the right to exploit port activities;



Act, under the Chairman's guidelines, in the execution and management of leasing, transfer, transition contracts, and other authorization/permission instruments for the right to exploit port activities;



Monitor the resolution of claims submitted by lessees to the Executive Boards and interface bodies of Portos do Paraná.



Klabin Port Terminal, leased area called PAR01

Area lease

Portos do Paraná has played a fundamental role in promoting auctions aimed at both contractual regularization and increased revenue, as it provides the necessary legal certainty for new investments in Paraná ports. These auctions have represented an opportunity to attract significant investments and promote the modernization of port terminals. Portos do Paraná was the first port authority to obtain delegation of powers, which enables the necessary autonomy to carry out such procedures as described in this report.

All of this could attract investments estimated at more than

BRL
3 billion

To date, Portos do Paraná has already held four successful auctions, still plans to auction three more areas, and is currently developing two more future projects with the same purpose. All of this could attract investments estimated at more than BRL 3 billion. These initiatives have provided positive results for both the company and the local economy. Through these auctions, new revenues are expected to be generated, further boosting public treasury and the development of ports, expanding their operational capabilities.

In 2022, Portos do Paraná held two area auctions. PAR32 and initiated the procedures for the auction of PAR50, granted to exploitation.

Portos do Paraná will also make three more areas available for auctions: PAR09, PAR14, and PAR15. All areas (auctioned and to be auctioned) can be viewed on the map below, which highlights the availability of areas and their respective capacities and dimensions.





The first
Brazilian port authority
with delegation to
carry out

AREAS AUCTIONS

4.3 Port Infrastructure

GRI 203-1
SDG 9, 11

The quality of the port infrastructure plays a fundamental role in attracting new business. Ports with a modern, efficient, and well-maintained infrastructure are attractive for investors and companies that wish to use these facilities. The quality of the infrastructure brings competitive advantages, such as faster and safer cargo

“

Ports with a **modern, efficient, and well-maintained infrastructure** are **attractive for investors and companies** that wish to use these facilities. ”

handling, reduced waiting times, increased productivity and minimized operational costs. Furthermore, ports with adequate infrastructure have a greater capacity to meet the demands of international trade, offering high-quality services and adapting to customer needs.

Therefore, a determining factor in attracting business and boosting local and regional economic development is the port infrastructure quality, a milestone of Portos do Paraná. The Ports have a total area of 4,129,801.3 m², with 5,347 m of quays and piers with 24 berths, 16 berths on the Paranaguá commercial pier, four berths on two liquid piers, two berths on one fertilizer pier, two berths in Antonina. These robust and



Pier of the Port of Paranaguá overlooking the container terminal

well-maintained infrastructures are essential for operational success and meeting the needs of port users.

Portos do Paraná's focus is on modernizing the Strategy and infrastructure governance,

expansion possibilities, monitoring leasing works and promoting new improvement projects. In addition, it plays an important role in maintaining the company's road, rail, and waterway accesses.

Works, renovations, and projects

In 2022, Portos do Paraná carried out several works and renovations to improve and modernize its port infrastructure. Some of the highlights were:

- **Silo Demolition:**
The demolition of a 10,000-ton Silo was carried out at the Port of Paranaguá, followed by the concrete paving of the space. This action allowed space optimization of space and improvement of port operations.
- **New warehouses:**
Four new warehouses were built in Paranaguá Bay. Namely Ponta da Pita and Portinho, Antonina and two on Ilha dos Valadares, in Paranaguá. These structures improve access to fishing communities, offering greater comfort and accessibility to users of the community facilities.

- **Warehouse repairs and improvements:**
In the municipality of Paranaguá, repairs and improvements were carried out on the Rocio warehouse, providing safe and adequate conditions for the mooring of vessels.
- **Containment curtain recovery works:**
The containment curtain of berth 208, located between bollards 45 and 48 of the Port of Paranaguá pier, was recovered. This action aimed to ensure the pier's stability and safety, contributing to the efficient operation of the port.

In addition to the works, Portos do Paraná also renovated and improved its facilities. Seven support buildings with toilets were built in the port area of the Port of Paranaguá, offering greater convenience and adequate infrastructure for port users. Renovations

were also carried out at the administrative head office, including constructing accessibility ramps in the building, making it more inclusive and accessible for everyone. These works and renovations demonstrate Portos do Paraná's commitment to promoting constant improvements to its infrastructure. The objective is to improve operational efficiency, offer quality services, and provide a safe and modern environment for port activities.

In addition to the works and renovations mentioned above, it is important to highlight some additional projects developed by Portos do Paraná in the period, which contributed to improving and adapting important aspects of the port infrastructure.

One of these was the project to adapt the water distribution network at the Port of Paranaguá. This project aims to optimize

and modernize the water distribution network, ensure an efficient and sustainable supply for port operations, and promote efficiency and continuity of activities.

Demolition of a
10,000-ton Silo
at the Port of Paranaguá

New warehouses
in the areas of Ponta da Pita and Portinho, in Antonina, and two more warehouses in Ilha dos Valadares

Warehouse repairs and improvements:
In Paranaguá, improvements were made to the Rocio warehouse

Containment curtain
recovery works

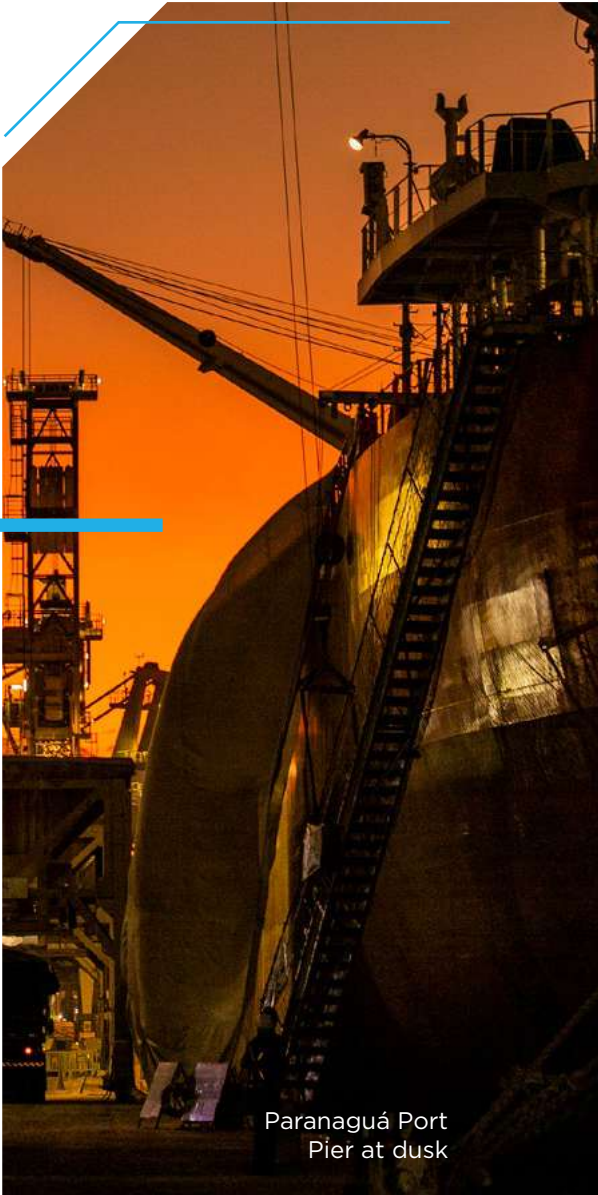
Another relevant project was the project to adapt the electricity supply system for the Port Strip of the Port of Paranaguá. This initiative aims to modernize and strengthen the electricity system, ensuring a safe and reliable infrastructure for energy supply to port facilities. This adaptation makes it possible to meet the port's energy demand efficiently and

sustainably, contributing to the continuous and safe operation of port activities.

These projects demonstrate Portos do Paraná's commitment to invest in continuous improvements in the infrastructure of the Port of Paranaguá, covering not only physical areas, such as berths, yards, and warehouses but also

fundamental aspects, such as water supply and electricity availability. These adjustments and modernizations are essential to ensure the operational efficiency, safety, and sustainability of port activities. And thus strengthen the port's position as an important logistics hub and boost the region's economic development.


“ These projects demonstrate Portos do Paraná's **commitment to invest in continuous improvements** in the infrastructure of the Port of Paranaguá. ”




Paranaguá Port
Pier at dusk

Maintenance


Without a doubt, maintenance also plays a fundamental role in ensuring the quality and efficiency of the port infrastructure. Maintenance works are essential to preserve and extend the useful life of structures and equipment, ensuring their proper and safe operation. Portos do Paraná regularly carries out preventive and corrective maintenance activities in its facilities. In 2022, several such actions were developed which are highlighted below.




Cleaning and unblocking
storm drainage and sanitary sewer elements;




Mowing for the maintenance of green areas;




Disinfection and hygiene of water reservoirs;




Preventive and corrective maintenance in the elevator of the Palácio Dom Pedro II Building;




Hydraulic maintenance in water supply networks;




Maintenance of diesel generator sets;




Preventive and corrective maintenance in the electricity distribution system;




Replacement of the UPS batteries in the Portos do Paraná Main Substation;



Adaptation of the Palácio Taguaré Substation to meet energy needs;



Horizontal and vertical road and auxiliary devices **signage**;



Road maintenance, including repairs and conservation of access roads and circulation areas.

Preserving port infrastructure is extremely important, ensuring the safety of employees and users and the efficient operation of the facilities. Portos do Paraná is firmly dedicated to keeping a high standard of care for its structures, playing a crucial role in the success and continued development of the port sector.

Periodic actions are crucial to ensure the quality, efficiency and safety of Portos do Paraná’s port infrastructure. The constant commitment to adequately conserving facilities contributes to their correct operation, environmental protection and the excellence of port operations.



Investments in infrastructure

Portos do Paraná demonstrated its commitment to developing and improving its infrastructure by making significant investments in 2022. To ensure the efficiency and operational capacity of the ports, resources were allocated for the modernization and expansion of terminals, the acquisition of state-of-the-art equipment and improvements in storage and

access areas. These investments in infrastructure reflect Portos do Paraná's commitment to offering excellent services, boosting foreign trade and strengthening the state's position as an important logistics and port center in Brazil. Among the actions developed, the following can be highlighted:

- **Scheduled Maintenance Shutdown** in the Eastern Export Corridor (berths 212, 213 and 214);
- **Preventive and corrective maintenance activities** on equipment and systems;
- **Acquisition of compact filters** to reduce particulate emissions;
- **Acquisition of mechanical and electrical materials** for repairs and replacement of components;
- **Acquisition of magnetic separators** to remove metallic impurities;
- **Acquisition of rollers, easels and belts** for efficient and safe transport;
- **Investment** of BRL 19,030,500.00 in the Scheduled Maintenance Stoppage;
- **Investment** in maintenance in export corridors, public silos and TEFER.

“


To ensure the **efficiency** and **operational capacity** of the ports, resources were allocated for the **modernization and expansion** of terminals, the acquisition of state-of-the-art equipment and **improvements** in storage and access areas. ”

All investments in maintenance demonstrate Portos do Paraná's commitment to guaranteeing that the infrastructure is in adequate operating conditions, ensuring the efficiency of port operations, the quality of services provided and customer satisfaction.

Moegão Project: A Revolution in Rail Freight Transport

The Moegão Project represents a significant transformation in rail freight transport, bringing innovation and efficiency to product flow logistics. To optimize operations and reduce environmental impacts, the project is designed to receive 180 wagons simultaneously, distributed across three independent lines and connected through 11 interconnected terminals.

 **-73%**
in CO₂ emissions

 **1 grain ship**
can be equivalent to 1,200 wagons or 1,800 trucks



Point the camera of your cell phone and watch the animation of **Porto Explica** about the Moegão Project.

<https://m.youtube.com/watch?feature=shared&v=98RDvkaGfto>

One of the main improvements provided by the Moegão Project is the reduction in the number of level crossings and interference of the train track with the road transport mode, ensuring safer and more efficient operation.

The benefits resulting from these improvements are remarkable. With a 73% reduction in CO₂ emissions, the Moegão Project contributes significantly to the preservation of the environment. Furthermore, replacing around 700 trucks per day with trains considerably reduces diesel consumption, generating cost savings of up to 30% compared to road transport. Another key point is reducing noise caused by train horns, providing a quieter and safer environment for urban areas near railway lines.



The railway mode represents around 18% of cargo handling

In terms of transport capacity, a single grain ship can be equivalent to 1,200 wagons or 1,800 trucks, demonstrating this modernized railway system's efficiency and cargo capacity. Regarding future projections, the Moegão Project is expected to have the capacity to discharge 24 million tons per year. With a continuous operation, 900 wagons are expected daily, 300 wagons on each of the three

lines, guaranteeing an agile and efficient flow of products. The Moegão Project is a milestone in the evolution of rail freight transport, bringing significant gains in terms of sustainability, efficiency and capacity. Its structural and operational improvements represent an important advance in the logistics sector, boosting economic development and promoting more sustainable and competitive logistics.

Maritime infrastructure and navigation safety

Portos do Paraná's main contracts cover several essential activities for port operations. These include:

- **Maintenance** of Nautical Signaling;
- Deepening **dredging** for Roll-on Roll-off Class ships;
- **Maintenance** of spacer fenders and walkways;
- Multibeam Bathymetric **Survey**;
- **Acquisition** of stationary batteries;
- Underwater inspection **services**;
- Continued maintenance **dredging**.



Point the camera of your cell phone and watch the animation of **Porto Explica** about dredging.

<https://m.youtube.com/watch?feature=shared&v=errKQHyKaVM>



Maintenance dredging in the access channel

The Port of Paranaguá has reached important milestones in its initiatives to improve port infrastructure and navigation safety. One of the main achievements in 2022 regarding navigation safety was the expansion of the Bravo 1 and Bravo 2 channels from 200 meters to 250 meters. This expansion provides more space and comfort for vessels through the port, ensuring safer and more efficient passage.

Furthermore, the Port of Paranaguá achieved:



100% use of category A hydrographic surveys, 15 authorizations approved by the Navy Hydrography Center (CHM), covering a total area of more than 14 km²;



Replacement of cardinal floating buoys with articulated buoys offering greater stability and visibility for navigators;



Acquisition of articulated buoys for central marking.

These advances represent an ongoing commitment to the safety, efficiency and development of the Port of Paranaguá. The navigation channel's expansion, accurate hydrographic surveys, and the modernization of nautical signaling contribute to safer and more efficient port operations. These improvements not only benefit the port's activities but also strengthen the position of Port of Paranaguá as a gateway for international trade, which drives regional and national economic development.

4.4 Procurement

GRI 102-9 | 102-10 | 308-1

The procurement department is responsible for purchasing goods and services needed to maintain and improve the port infrastructure. Through bidding procedures, the department seeks to select the most qualified suppliers capable of providing resources and services according to the company’s needs and in compliance with established rules and regulations. Because Portos do Paraná is a public company, goods and services must be acquired according to the principles and rules established by bidding legislation and government contracts. Bidding is a competitive procedure intended to guarantee transparency, equality and the selection of the most advantageous proposal for the Government.

Bids

As to relationship with suppliers, Portos do Paraná follows the Internal Regulation of Bids and Contracts (RILC), the Policy for Transactions with Related Parties, and the Code of Ethical Conduct to ensure sustainable purchases, contribute to the promotion

of national development through the inclusion of social, environmental and economic criteria in the procedures for procuring materials and contracting services. The selection of suppliers must be adequate to the

requirements of the bidding processes, and, in this sense, priority is given to the relationship with those engaged in good practices.

In 2022, 111 bidding processes were carried out, including:

Bidding Process



Pursuant to Portos do Paraná’s corporate responsibility and business values, several guidelines are observed in bids and contracts with respect to social and environmental, labor, legal, and safety issues. In addition, contracts are inspected and monitored to ensure compliance with what has been established. The Bidding Processes initiated by the public company are available for inquiry on the Transparency Portal.

In 2022, Portos do Paraná also adopted new management practices and contracted the Public Price Database Tool, aligned with the recommendation of Appellate Decision No. 148/2022 and the Accounting Court of the State of Paraná, for the proper monitoring of the risk “Nonconformities in the definitions for maximum price composition in relation to the contracted values “related to the Recommendation

Ratification Process No. 761893/21 - TCE/PR.”

The main objective for the adoption of the Public Price Database tool, in addition to complying with Recommendation in Appellate Decision No. 148/2022 TCE/PR, is to generate greater assertiveness in the composition of values using the engagements carried out by various Government bodies as a parameter.

Therefore, the temporal valuation of the prices informed in the Public Notices of governments using the tool above is considered to assist in the best current market pricing.

The Public Price Database Tool adoption took place in April 2022 and has been used since then. The results can be compared individually.

“ In **Bids and contracts, several guidelines** are observed with respect to **social and environmental, labor, legal, and safety** issues. ”



Ro-Ro ship used to transport cars, machinery and special projects

2021

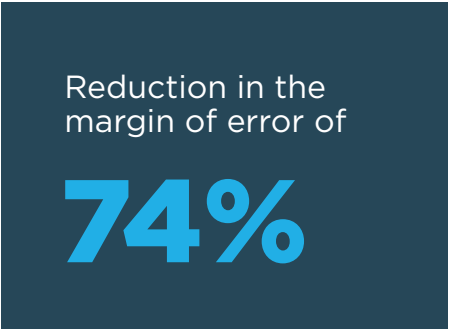
Ref. month	Ratified	Budgeted	Realized	Cost-effectiveness (BRL)	Cost-effectiveness (%)
January	0	R\$ 0.00	R\$ 0.00	R\$ 0.00	0%
February	1	R\$ 21,476,538.96	R\$ 19,328,885.06	R\$ 2,147,653.90	10.00%
March	2	R\$ 4,151,832.27	R\$ 1,216,369.99	R\$ 2,935,462.28	70.70%
April	2	R\$ 5,373,742.06	R\$ 2,979,790.18	R\$ 2,393,951.88	44.55%
May	8	R\$ 34,425,409.65	R\$ 27,477,909.74	R\$ 6,947,499.91	20.18%
June	4	R\$ 8,968,966.44	R\$ 6,325,370.54	R\$ 2,643,595.90	29.47%
July	5	R\$ 7,301,586.96	R\$ 3,267,964.31	R\$ 4,033,622.65	55.24%
August	3	R\$ 618,828.48	R\$ 387,393.99	R\$ 231,434.49	37.40%
September	8	R\$ 12,245,110.05	R\$ 10,295,958.77	R\$ 1,949,151.28	15.92%
October	4	R\$ 16,548,686.09	R\$ 9,333,585.03	R\$ 7,215,101.06	43.60%
November	7	R\$ 18,161,999.34	R\$ 6,595,118.22	R\$ 11,566,881.12	63.69%
December	4	R\$ 19,164,328.21	R\$ 14,593,443.35	R\$ 4,570,884.86	23.85%
		R\$148,437,028.51	R\$101,801,789.18	R\$46,635,239.33	31.41%

2022

Ref. month	Ratified	Budgeted	Realized	Cost-effectiveness (BRL)	Cost-effectiveness (%)
January	5	R\$ 1,056,342.69	R\$ 661,211.60	R\$ 395,131.09	37.41%
February	5	R\$ 6,553,708.16	R\$ 4,257,183.82	R\$ 2,296,524.34	35.04%
March	3	R\$ 29,994,610.56	R\$ 26,465,854.05	R\$ 3,528,756.51	11.76%
April	4	R\$ 14,999,947.75	R\$ 12,077,912.20	R\$ 2,922,035.55	19.48%
May	6	R\$ 8,789,307.07	R\$ 7,826,499.84	R\$ 962,807.23	10.95%
June	1	R\$ 658,893.32	R\$ 658,497.98	R\$ 395.34	0.06%
July	2	R\$ 1,198,133.72	R\$ 781,110.00	R\$ 417,023.72	34.81%
August	6	R\$ 34,362,737.01	R\$ 27,670,015.90	R\$ 6,692,721.11	19.48%
September	6	R\$ 17,817,908.26	R\$ 16,399,936.00	R\$ 1,417,972.26	7.96%
October	3	R\$ 3,929,078.18	R\$ 3,302,534.80	R\$ 626,543.38	15.95%
November	7	R\$ 7,476,623.61	R\$ 4,344,694.46	R\$ 3,131,929.15	41.89%
December	10	R\$ 607,462,598.04	R\$ 605,870,375.98	R\$ 1,592,222.06	0.26%
		R\$734,299,888.37	R\$709,368,579.33	R\$23,984,061.74	3.26%

Over the eight-month period, the price database tool was one of the factors that helped in the price composition in 2022. It should be noted, however, that the price database cannot be used for all purchases, as many bids use official tables and technical budgets due to the specific aspect required in the terms of reference. Hence, the expertise of the Purchasing Coordination is resorted to in the continuous improvement of the pricing process to reduce the margin.

“Adopting the tool and the **continuous improvement** of practices brought more **assertiveness** to Portos do Paraná’s budget.”



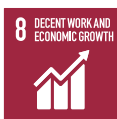
The adoption of the price database helped to significantly reduce cost-effectiveness in bids and served as a parameter for price composition, causing cost-effectiveness to increase from BRL 46,635,239.33 in 2021 to BRL 23,984,061.74 in 2022, indicating a 74% reduction in the margin of error. “In other words, adopting the tool and the continuous improvement of practices brought more assertiveness to Portos do Paraná’s budget, consequently with a more accurate information management.”

Flammable pier at the Port of Paranaguá



5

ECONOMIC and financial performance



5.1 Accounting

— GRI 102-7 | 102-45 | 102-56 | 201-1
SDG 8, 16, 17

Financial statements are essential tools for evaluating a company's economic and financial performance. Portos do Paraná publishes its statement with information on the joint financial results of the Management of the Ports of Paranaguá and Antonina. An important highlight in 2022 was that the Financial

“The company's **financial independence** is a **significant advantage**, as it allows it to make long-term **strategic decisions** based on its **needs** and **goals**.”

Statements also started to be published in English.

The company linked to the Government of the State of Paraná is responsible for managing the port infrastructure that belongs to the Federal Government. Although it is linked to the government, the company does not receive resources or subsidies from the state and federal governments to finance its operations. Instead, all of the company's revenues come from the exploitation and operational leasing contracts managed internally.

This situation reflects the company's efficient management, which seeks to remain financially independent and self-sustainable. The company has been able to generate significant

revenue through managing and maintaining the port infrastructure, ensuring that it is always in adequate condition to meet customer demands.

The internal management of operational leasing contracts has been an important factor in obtaining revenue. The company has attracted private investment through these contracts, allowing the exploitation of port areas for commercial and industrial purposes. The company is also responsible for ensuring that contracts are fulfilled by lessees, which guarantees a constant source of revenue for the company.

“The company's financial independence is a significant advantage, as it allows it to make

Eastern Export Corridor with
Paranaguá Bay in the background



long-term strategic decisions based on its needs and goals, without depending on public resources.” At the same time, the company fulfills its fundamental role in managing the port infrastructure, ensuring that it is operated efficiently and safely to meet the needs of its users.

In relation to the economic value generated, the results can be seen in the following table:

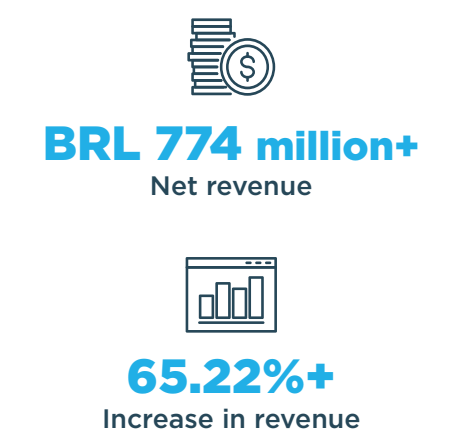
ECONOMIC VALUE GENERATED		
	2021	2022
Gross Operating Revenue	453,117,736.93	484,556,876.85
Financial revenues	14,758,572.91	35,959,118.69
Other Revenues	948,597.45	254,103,095.37
Total	468,824,907.29	774,619,090.91

DISTRIBUTED ECONOMIC VALUE		
Operating costs	104,334,098.80	150,522,851.43
Salaries and benefits	112,614,802.83	120,639,156.05
Payments to Capital Providers	-	-
Payments to the government	2,580,392.30	2,455,675.87
Investments in the community	-	6,227,890.46
Total	219,529,293.93	279,845,573.81

RETAINED ECONOMIC VALUE		
Value generated minus value distributed	249,295,613.36	494,773,517.10

In 2022, Portos do Paraná’s management reached a net revenue of more than BRL 774 million, which represented a positive variation in relation to the result of 2021. According to the audited statements, this variation indicated an average revenue increase of 65.22%. The significant increase in revenue is due to other revenues and was composed exclusively of the recorded reversal of provisions for legal cases after the legal reassessment from probable to possible (which did not generate a fiscal impact on the LALUR calculation, as the expense incurred when the provision was recorded was not deductible).

Distributed Economic Value is an indicator that measures how much value a company is able to generate for its stakeholders, that is, for parties interested in its activities. When analyzing Portos do Paraná’s results for the years 2021 and 2022, it can be seen that the



company managed to maintain a positive Distributed Economic Value in line with its strategic goals. This can be attributed to several factors.

Firstly, having managed to maintain consistent and growing revenue, even in a context of economic volatility and political uncertainty. This means that Portos do Paraná has been able to generate value from exploiting the port infrastructure granted to it, offering quality services to its customers and expanding its market share.

Secondly, Portos do Paraná has adopted a strict cost management policy, seeking to reduce waste and achieve efficiency in its operations. This has allowed the company to maintain control over its costs and maximize the profitability of its activities.

Furthermore, Portos do Paraná has invested in social and environmental responsibility projects, seeking to contribute to the sustainable development of the regions where it operates. This responsible stance allows the company to build a positive image towards society, which in turn has contributed to maintaining a business-friendly environment.

Retained Economic Value, in turn, is an indicator that measures the portion of the value generated by a company that is not distributed among its stakeholders but rather retained to be reinvested in the company itself. When analyzing

the Retained Economic Value of Portos do Paraná, it can be seen that the company has adopted a prudent stance in relation to the reinvestment of its profits.

Portos do Paraná has sought to balance its expansion goals and its financial capacity to achieve them. Portos do Paraná has sought to control its costs and invest its resources strategically, avoid waste, and ensure the sustainability of its operations.

Furthermore, the company has faced challenges in relation to its infrastructure, which requires significant investments for maintenance and modernization. These investments have been prioritized by Portos do Paraná to ensure the safety and efficiency of port operations. In summary, the Retained Economic Value reflects a prudent stance in relation to the reinvestment of its profits, prioritizing financial

sustainability and the balance between its expansion goals and its financial capacity to achieve them.

The financial statements have been audited by Russell Bedford Auditores Independentes since 2021, published quarterly on the company's official website and annually in major newspapers in Paraná.

Portos do Paraná has sought
to control its costs and
**invest its
resources
strategically,**

**to avoid waste and
ensure the sustainability
of its operations.**



Point the camera of your cell phone and watch the animation of **Porto Explica** about economic performance.

<https://m.youtube.com/watch?feature=shared&v=G0qKskDSYvg>



Mooring berth at the Port of Paranaguá pier



Our ports are a

REFERENCE IN INNOVATION, EFFICIENCY AND GOOD RESULTS



5.2 Finance

A port plays a role of great financial importance, both for the region in which it is located and for its own sustainability. In relation to the region, the port can generate direct and indirect jobs, attract investment and boost international trade. These positive impacts can result in increased tax collection, improving the population's



To ensure **financial sustainability**, it is necessary to **efficiently manage** available resources, seek **investments** and **diversify** sources of income. ”

Tugboats are used for docking and undocking maneuvers of ships

quality of life and contributing to the region's general economic development.

However, the port itself must maintain efficient financial management to ensure the continued functioning of its operations. The costs involved in operating a port can be significant, including the maintenance of equipment, infrastructure, security and qualified labor. To ensure financial sustainability, it is necessary to manage available resources efficiently, seek investments, and diversify sources of income.

It is important to highlight that, even though it is a company subordinated to the government, Portos do Paraná has its own source of revenue and does not depend directly on the state

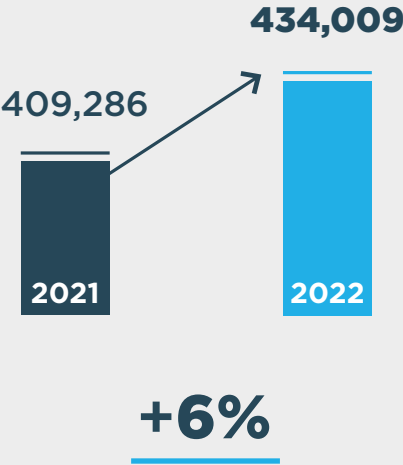
budget for its maintenance. The company operates self-sustainably and is responsible for generating its own financial resources to guarantee its operations and investments. This means that all expenses were covered by the operational and financial revenues generated by the exploitation of the port.

This situation demonstrates the importance of efficient financial management for the company, as the lack of government support means that Portos do Paraná needed to sustain itself financially without the help of external resources. However, the numbers presented in the company's financial statements reveal that it performed satisfactorily in 2022 despite the difficulties faced.



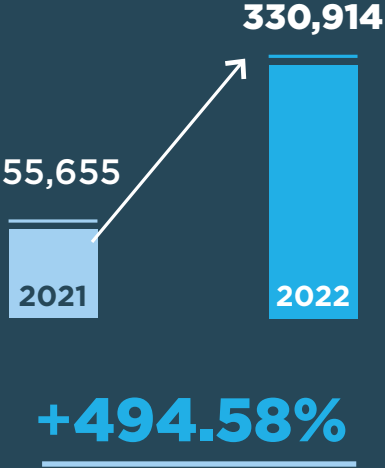
Net Operating Revenue

Net operating revenue totaled BRL 434,009 million in 2022, 6% higher than the previous year, which was BRL 409,286 million.



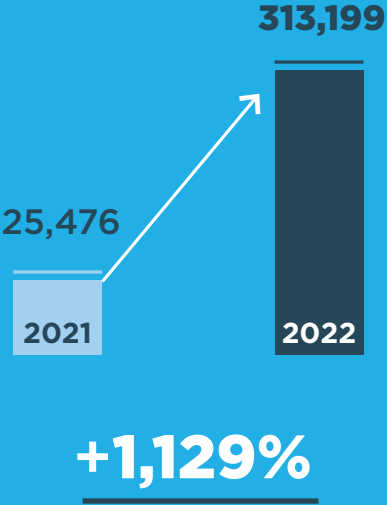
EBITDA

EBITDA reached BRL 330,914 million in 2022, a volume 494.58% higher than that recorded in the previous year, 2021, which recorded an EBITDA of BRL 55,655 million.



Net Income

Net income in 2022, influenced by the same variables that affected EBITDA, reached BRL 313,199 million, an amount 1,129% higher than that recorded in 2021, which recorded only BRL 25,476 million.



In general, these results come from the increase in operating revenues observed in 2022, which jointly total 6%.

Revenues	2022	2021	Variation (%)
Waterway Access Infrastructure	184,978	174,747	6%
Docking Infrastructure	10,511	13,443	-22%
Land Operational Infrastructure	75,331	85,445	-12%
Warehousing Systems	4,403	8,170	-46%
Revenue from Use of Equipment	33,181	24,631	35%
Miscellaneous Standardized	3,949	9,318	-58%
Leasing contracts	170,982	136,379	25%
Supplementary Revenues	1,223	985	24%
(-) Deductions from Revenues	-50,549	-43,832	15%
Net operating revenue	434,009	409,286	6%

The operating results are calculated on an accrual basis. In 2022, the company did not make any donations or financial contributions to political representatives, whether legal or natural persons, inside or outside Brazil. It is possible to observe that this is the second

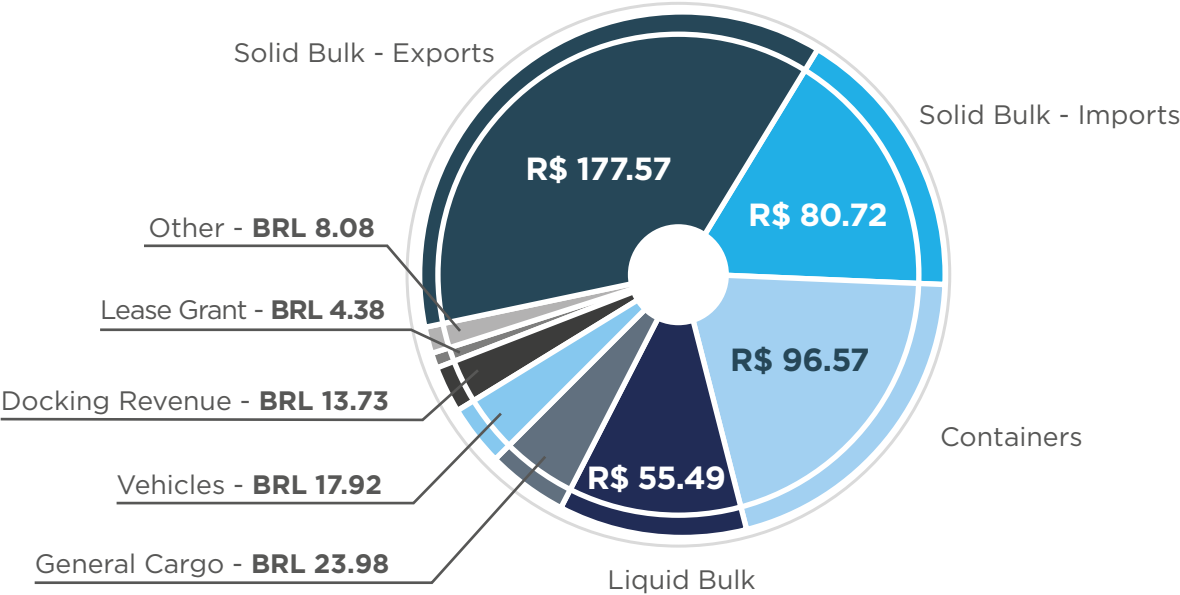
consecutive year that there has been an increase in operating revenue compared to the previous year, which indicates that the port was able to attract more business and generate more revenue through its operational activities.

The increase in operating revenue, net income and EBITDA (Profit Before Interest, Taxes, Depreciation and Amortization) are important indicators for the financial performance of Portos do Paraná. An increase in operating revenue indicates that the company is attracting more business and customers, contributing to long-term growth. Further, more operating revenue can allow the company to invest in improvements and innovations, becoming more competitive in the market.

The increase in net income indicates that the company could manage its resources more efficiently and reduce its operating costs. This may result from better financial control, waste reduction, or the adoption of more efficient resource management practices. It is also important to highlight that a higher EBITDA may indicate a greater capacity to invest in new projects or expand business in the coming fiscal years.

At the end of 2022, Portos do Paraná had no outstanding financing or installment payments. At the end of the fiscal year, the company's net cash was BRL 202 million after discounting legal freezes and advances from customers. Thus, the company has the strength to fulfill its investments in improvements and expansion of the port infrastructure of Portos do Paraná.

Revenue by type
of handling (BRL in millions)



TOTAL
R\$ 478.45



Point the camera of your
cell phone and watch the
animation **Porto Explica**
about export corridor.

<https://m.youtube.com/watch?feature=shared&v=F2ohxohAiqM>



Import solid bulk handling

5.3 Tax

— GRI 207-1 | 207-2 | 207-3

Policies on the port sector need to play a strategic role in enabling regional development through port exploitation, seeking to obtain the best results.

In terms of taxes, Portos do Paraná's fiscal strategy is defined by the Executive Board, with the effective participation of the Board of Directors and

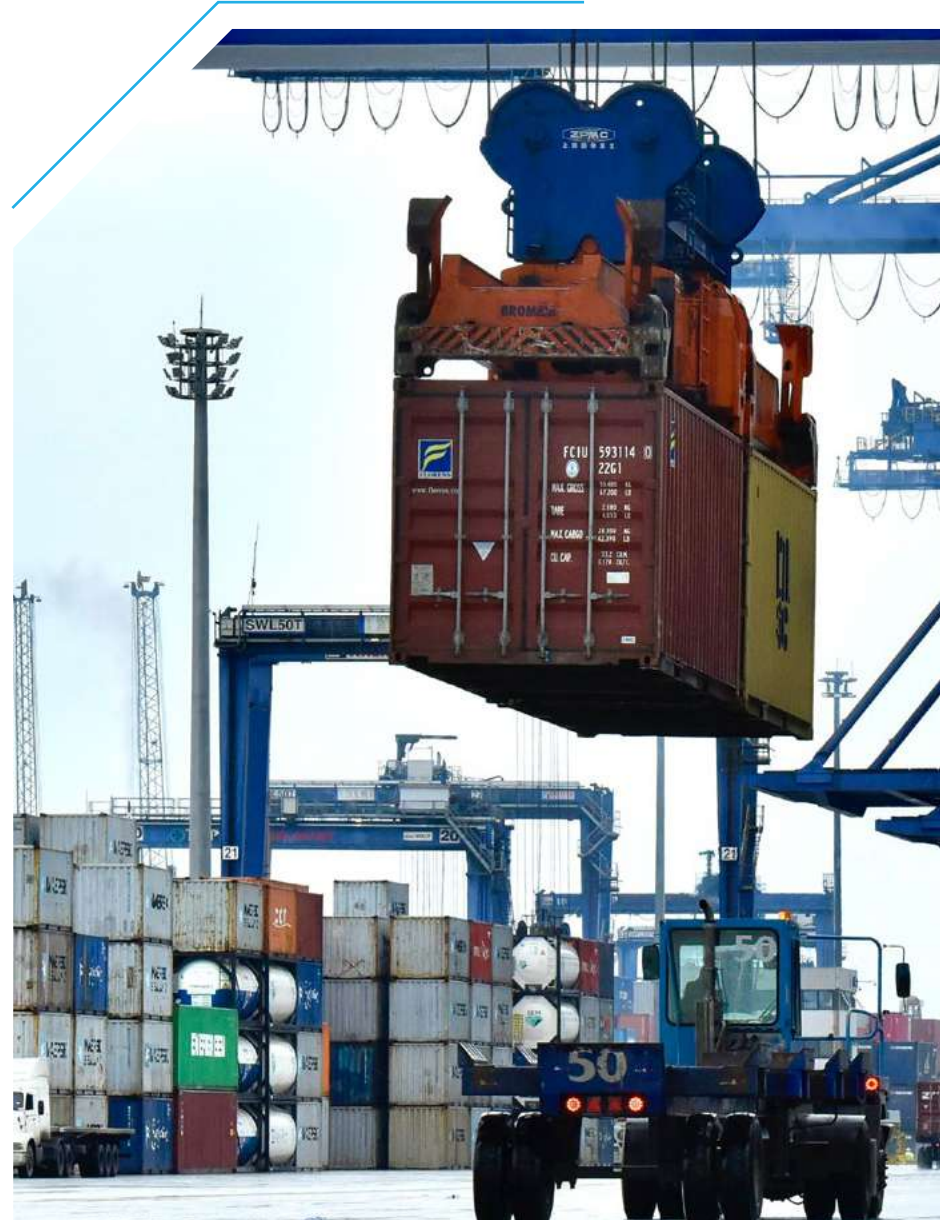
“

To enable regional development through **port exploitation**, policies on the port sector **need to play a strategic role**, seeking to obtain the best results. ”

Audit Committee, with the support of the Statutory Audit Committee and carried out by the Accounting Area through the Fiscal and Tax Coordination. The tax approach, when necessary, is submitted to deliberation by the audit committee and board of directors.

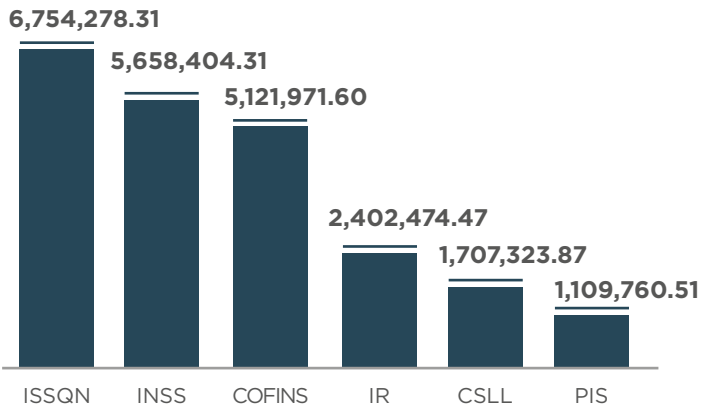
The Accounting Area monitors tax risks, with the assistance of the Company engaged in providing tax consulting services, which are validated and audited by independent auditors of Russell Bedford.

In terms of taxes, tax collection at the port varies according to the tax legislation of the country in which it is located. However, the main tax collections that a port may be subject to:

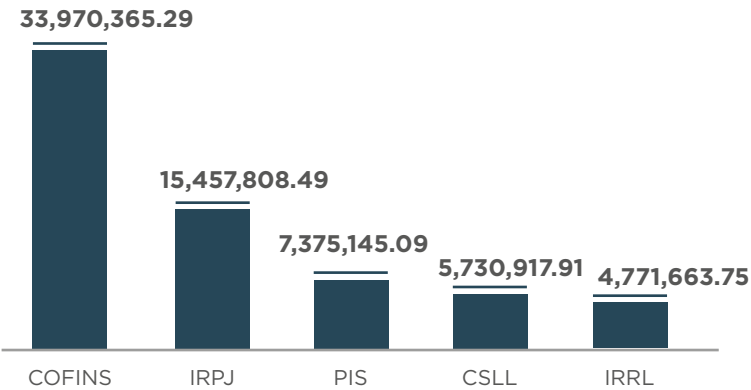


In terms of taxes, in year 2022, the company paid the taxes withheld in payment of services provided and subject to withholding tax, such as Income Tax - IR, Social Contribution on Net income - CSLL, Contribution to the Social Integration Plan - PIS, Social Security Financing Contribution - COFINS, and Social Security Contributions. A comprehensive result of the values collected is presented in the following graphs.

Withholding Taxes



Calculated Taxes



Fertilizer unloading: Paranaguá is the main entry point for the product in the country


Efforts

Since its conversion from an Independent Government Agency (entity governed by public law) into a Public Company (company governed by private law with 100% of its capital held by a government entity), Portos do Paraná filed an action for declaratory judgment with the Federal Court, seeking recognition of tax immunity, as described in article 150 of the Federal Constitution, as a means to protect and encourage full implementation of some fundamental rights, such as religion, culture, and intellectual property.

While the case occurs in the Judiciary, the disputed taxes are

deposited in a judicial account. This strategy is monitored by the Legal, Administrative and Financial Executive Boards and is reported monthly to the Audit Committee and Board of Directors.

Further, by prioritizing ethics, transparency and legality in its actions, Portos do Paraná maintains an equidistant and impersonal relationship with the agencies and stakeholders of all spheres of the public treasury, including tax authorities. Its public notices indicate the tax treatment to be submitted by bidders in case of signature of procurement contracts.



View of the
port pier from
a tugboat

5.4 FP&A

Financial Planning and Analysis (FP&A) is responsible for planning and analyzing the company's financial and operational aspects to ensure the best decision-making in relation to Portos do Paraná's investments and financial goals. FP&A comprises professionals specialized in finance, accounting, statistics and data analysis, who use advanced analysis

techniques and tools to carry out financial projections and simulations.

The main activities of FP&A include: preparation and control of the company's budget, analysis of profitability and feasibility of projects, identification of opportunities for improvement in financial management, analysis of financial indicators, among others. The FP&A department is fundamental to ensuring Portos do Paraná achieves its long-term financial and strategic goals, providing accurate and reliable information to its managers and decision-makers.

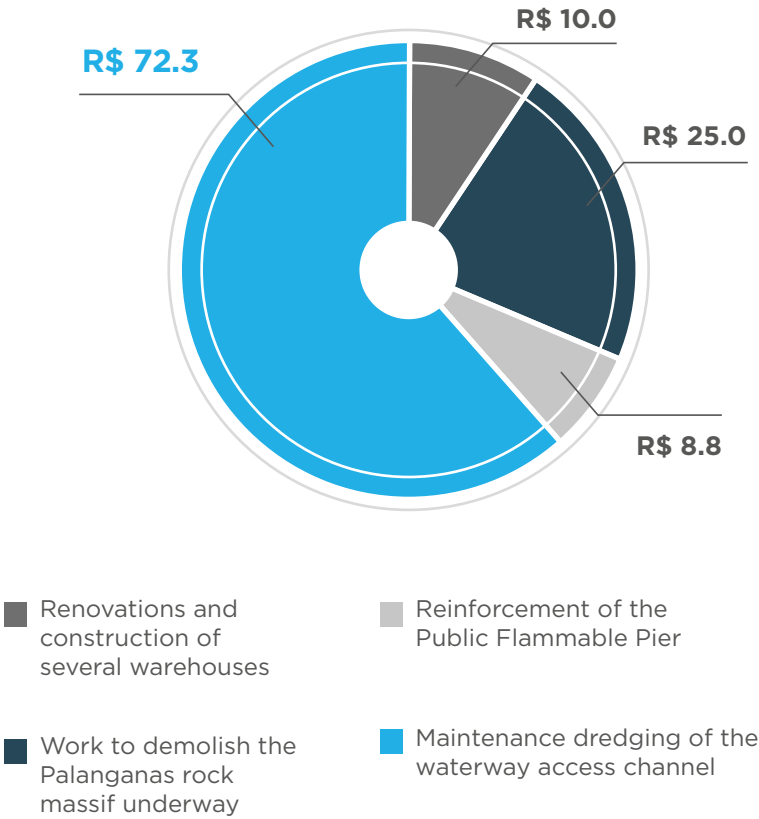
The FP&A department is fundamental

to ensuring that Portos do Paraná achieves its long-term financial and strategic goals.

The main investments made in 2022 include:

- **The renovation and construction** of several warehouses in the Paranaguá Bay, the result of environmental offset against the dredging works in the maritime access channel of Portos do Paraná, in which the public company has committed to deliver the renovated and/or refurbished warehouses. In 2022, more than BRL 10 million were invested in these works, covering five warehouses in Paranaguá and Antonina.
- **Reinforcement** of the Public Flammable Pier at the Port of Paranaguá, important for the safe mooring of liquid bulk ships. The amounts paid in 2022 were more than BRL 8.8 million.
- **A further disbursement** of more than BRL 72.3 million was made in dredging services to maintain the waterway access channel, enabling full maintenance of the operational draft levels of the ports in Paraná, with safety and environmental responsibility.
- **Works** to rock blast Palanganas rock massif were underway and dredging works on the new dolphins for mooring Roll-On Roll-Off ships in the eastern sector of the Port of Paranaguá were completed. In these works, whose goal was to provide greater capacity for the cargo handling on ships mooring at the Port of Paranaguá, BRL 25 million in investments were disbursed in 2022.

Investments in year 2022 (BRL in millions)



Indirect economic impacts

In 2022, the pandemic did not cause significant impacts, given the previous year's widespread vaccination of employees and the entire port community. But some external events still brought concern, such as the War in Ukraine and the resulting inflationary pressure on some products, such as fuels and fertilizers, affecting not only customers' businesses but mainly the costs and expenses suppliers vendors already contracted (resulting in adjustments) or to be contracted (resulting in delays in contracting or the need to review budgets).

Even so, new handling records were broken during the year, highlighting the robust demand for cargo handling at Portos do Paraná.



Earnings of
BRL 270 million
YTD



BRL 313 million
Record result in the
company's profit

From the standpoint of financial results, the reversal of provisions for administrative proceedings against Portos do Paraná stands out. Through reclassifying these provisions, gains of BRL 270 million were recorded YTD, contributing to a record result in the company's profit of BRL 313 million.

Economic Performance

The year 2022 brought new records broken by Portos do Paraná, from cargo handling to its financial results. Net operating revenue rose 6% compared to 2021 and reached the mark of BRL 434 million. Clearly, the investments made in recent years are bringing positive results to the company.

But the year also presented difficulties: maintenance costs have increased compared to recent years, mainly due to inflationary pressure on supplier contracts. To protect its cash flow, Portos do Paraná sent to ANTAQ a new tariff review project, which was pending approval at year-end, to update the prices of its tariffs, the last adjustment of which had been for December 2019.

In this way, the company is preparing to make substantial new investments in the coming years without compromising its economic and financial strength, prepared to expand and modernize, offering a more efficient and sustainable port infrastructure.



BRL 434 million
Net operating revenue

6%+
Net operating
revenue

6

ENVIRONMENTAL MANAGEMENT, **ESG and sustainability**



6.1 United Nations Conference - COP

— GRI 304-1 | 304-2 | 304-3 | 304-4

Portos do Paraná has stood out internationally for its commitment to sustainability and the mitigation of environmental impacts. Its leadership in this area was recognized by the United Nations (UN), which invited it to speak at the climate conference for three consecutive years.



Portos do Paraná has **stood out** internationally for its **commitment to sustainability** and the **mitigation** of environmental impacts. ”

Portos do Paraná's participation in COP-27, held in 2022 in Egypt, was marked by the presentation of its innovative initiatives in the port sector aimed at promoting sustainable practices. Its contribution to COP-26, held in 2021 in Glasgow, Scotland, was equally impactful, with the sharing of successful experiences in responsible waste management and the preservation of coastal ecosystems.

At COP-25, held in 2020 in Madrid, Spain, Portos do Paraná stood out for its commitment to promoting the circular economy and the transition to renewable energy in the port context. Its integrated approach, which ranges from reducing energy consumption to using clean sources and adopting more efficient technologies,

Portos do Paraná has established itself as a

**global
reference
in port
sustainability**

has received international recognition as an example of good practice.

Portos do Paraná's continued participation in these global conferences reflects its commitment to facing the environmental and climate challenges of the 21st century. Portos do Paraná has established itself as a global reference in port sustainability, sharing knowledge and actively contributing to constructing a more sustainable and resilient future.





Registration of the solidarity action to deliver staple food baskets to charities and isolated communities

6.2 Sustainable Development Goals - SDG

— GRI 413-1 | 413-2

Portos do Paraná is committed to promoting sustainable development and contributing to achieving all 17 Sustainable Development Goals (SDGs) established by the UN. The company adopts practices and initiatives encompassing each SDG, from promoting decent work and economic growth to conserving life

Portos do Paraná is committed to promoting sustainable development and contributing to achieving all

17

Sustainable Development Goals (SDGs).

on land and taking climate action. Through its operations and projects, Portos do Paraná seeks to balance economic, social and environmental aspects, contributing to the construction of a more sustainable and inclusive future, a list with actions.



White heron (*Egretta thula*)



Environmental Education Program (PEA) - 5 lines of action, namely:

1. Strengthening Artisanal Fishing;
2. Strengthening Community Associations;
3. Support for youths;
4. Support for Basic Sanitation;
5. Promotion of Tourism and Social and Environmental Culture.

Fishing Compensation Program - Construction of warehouses in 14 communities, to assist in the daily activity of artisanal fishing of the populations in these communities.

Encouraging the hiring of local labor - On construction sites, hire as many people as possible from the local community, offering them a training course.



Degraded Area Recovery Program

(PRAD) - Recovery of agricultural environments in rural areas surrounding the bay, mainly those located in permanent preservation areas, which use native plant species of commercial interest to the population.

Support for Basic Sanitation - Training communities to compost organic waste and plant agroecological community gardens within the communities. Strengthening Artisanal Fishing.



Campaigns and vaccination of employees - Dengue, yellow fever, and Covid-19, application of larvicides throughout the organized port area, and daily mechanical sweeping to reduce food availability for harmful synanthropic fauna and reduce the population of these disease-carrying organisms.

Atmospheric Emissions Management

Program - Measurements of black smoke from third-party diesel-powered vehicles, and for vehicles above those allowed by legislation, the driver is notified of the need for corrective maintenance.

Porto em Ação Project and **Porto Cidade Project** - Joint efforts to bring public services to vulnerable communities in the municipality, including haircuts, vaccinations, medical tests, dentistry, and environmental education activities, among others.



Environmental Education Program - In schools of communities located in the area of influence of port activity.

Safety, Environment, and Health Dialogues - For direct and independent workers.

Porto Escola Project - 5th-grade elementary school students from public schools visit the Port to learn about its operation and discuss issues related to the environment.



International port management course - Participation of employees in a course aimed only at women, which is taking place in France in the city of Lahavre.

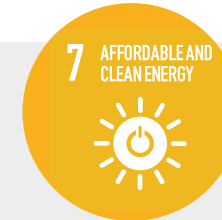
Sexual harassment prevention and combat campaign - Campaigns promoted in 2018 and 2022 for employees, independent contractors, and third parties in the port community.



Use of absorbent pads to seal storm drains - To reduce the release of chemicals and hazardous materials into the drainage waters of all operations that may cause water pollution.

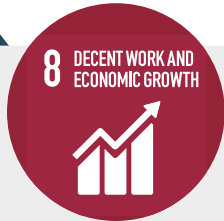
Requirement for Port Operators to use tarpaulins on the sides of ships unloading - Prevent the cargo from falling into the water body.

PRAD - Program for the Restoration of Degraded Areas of the Environmental Preservation Area - programmed restoration of 40 hectares of permanent preservation areas (APP) of five river basins included to protect the water ecosystems that flow into Antonina Bay.



Solar energy - Implementation of solar energy in the Indigenous communities of Cotinga Island, Guavira Ty, Shangri-lá, and Kuairi Axa.

Technical feasibility study of biodigester Plant - Technical, economic and environmental feasibility study agreement for the implementation of a biodigester plant for the sustainable production of electricity from waste arising from port activity and use thereof by Portos do Paraná's infrastructure equipment.



Internship Program for young people in high school, technical, and higher education - Aims to promote safe and secure work environments for all workers.

Personal Protective Equipment (PPE) - Mandatory use by all direct employees and freelance workers of the port or companies contracted by the management.

Regular promotion of courses on Regulatory Standards (NR) Training related to sustainable tourism to residents of each community Environmental Impact Studies (EIA) - For new works, environmental impact studies and the use of technologies that reduce environmental impacts are required.



Use of solar energy - In the batteries of signaling buoy lights installed in the maritime channel accessing the port.

Implementation of a prototype - An integrated online system for monitoring solid waste collection and disposal, where satellite-tracked sensors are installed inside our garbage bins, allowing contract managers to know whether the bins are empty or full and their internal temperatures for purposes of acting immediately in case of fire and if they emit an unpleasant odor.

Street sweeping service - Satellite-tracked monitoring of sweepers, which allows taxpayers to know the exact position of the equipment and the contract number of the service provider.



Promotion of courses for the most vulnerable social sectors - To enable the increase of their income, such as courses for Environmental Agents, boat mechanics, cutting and sewing, and jam production, among others.



Implementation of Mechanized Sweeping - Cleaning of streets within the port area and public roads adjacent to the Port of Paranaguá started to be carried out using mechanical suction sweepers, assembled on chassis and equipped with 6 m2 loading capacity buckets, with rear tipping. This method replaced the use of stationary buckets in the port area, improving the quality of waste management.



Social Communication and Environmental Education Program - Campaigns to reduce waste generation and encourage recycling for direct and freelance workers of the Port, schools, and in the communities where it operates with the environmental education program.



Social Communication and Environmental Education Programs

- Awareness through lectures on the environment, safety, environment, and health dialogues addressing climate change for direct and freelance workers of the Port; municipal schools (Porto Escola program); with drivers; insertion of notions of bioconstruction and permaculture techniques (Australian environmental management methodology for human-scale systems) in the classes of our environmental education programs.



Constant monitoring of aquatic biota - To increase scientific knowledge of the Paranaguá Estuarine Complex, monitoring of aquatic biota (phytoplankton, zooplankton, ichthyofauna, carcinofauna, cetaceans, chelonians, avifauna), mangroves and the physical environment (water quality, sediments).

Ballast Water Management Program - monitoring the water salinity of ships mooring at the public pier to avoid pathogens or exotic species being inserted into the native biome.



Mangrove periodic monitoring - Rocio, Oceania, Amparo, and Ilha do Mel.

Mangrove cleaning - Rocio, Oceania, and Ponta da Pita.

Restoration of river basin - 40 hectares of APPs from five river basins in the APA of Guaraqueçaba.



Transparency - The company makes all information relating to management available online to provide transparency to its operations. Holds public meetings and hearings of all works and licensing to be carried out.



Search for agreements/partnerships - For exchange of knowledge with world-renowned European ports in terms of environmental actions in environmental emergencies and management and handling of the environment, accessibility, and tourism.

These are just some of the ways in which Portos do Paraná is aligned with the SDGs. The company recognizes these goals' importance and continues to promote sustainability in its operations, seeking a fairer, more inclusive, and sustainable future.

6.3 Environment

GRI 102-11
SDG 1, 2, 4, 6, 7, 8, 9, 11, 12, 13, 14, 15

Portos do Paraná recognizes the importance of the environment and is committed to promoting sustainability in its operations. This implies adopting practices and measures to mitigate the negative impacts caused, enhance the positive ones, and ensure environmental conservation associated with the commitment to promote development and help to improve the conditions and empowerment of communities

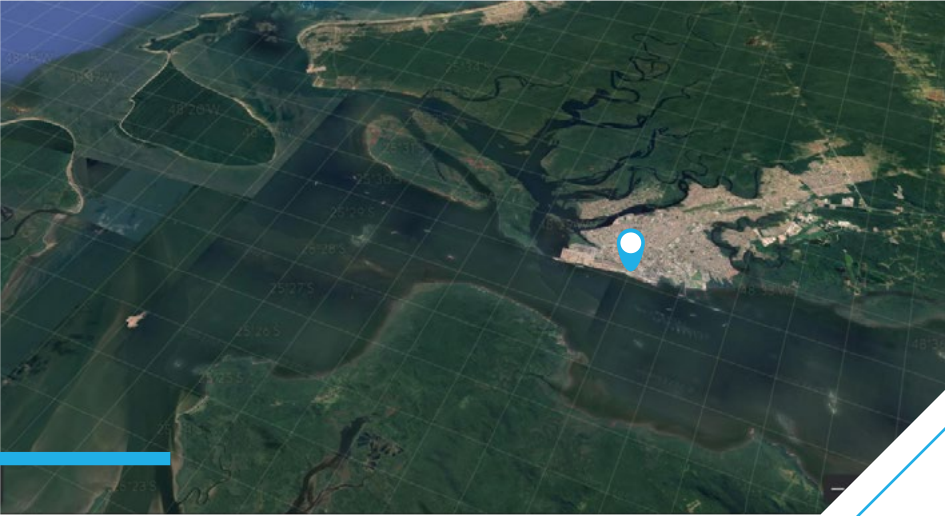
“Actions aimed at **mitigating the environmental impacts** caused by **port operations** are essential to ensure long-term **sustainability**.”

in its area of influence. The ports of Paranaguá and Antonina are located in the Great Atlantic Forest Reserve, a region home to the largest remaining continuous stretch of this Brazilian biome, which is considered one of the richest biomes in terms of biodiversity.

The continuous search for good environmental practices in its activities and care for people and the environment become priorities to guarantee the improvement of the quality of life of communities and the conservation of ecosystems. Actions aimed at mitigating the environmental impacts caused by port operations are essential to guarantee long-term sustainability; therefore, the main actions carried out by Portos do Paraná are evidenced by this report.

Location

The Ports of Paranaguá and Antonina are located in a strategic region of the Atlantic Forest and offer a significant connection with essential natural areas of one of Brazil’s most important and diverse biomes. The ports are close to areas of forest remnants of the Atlantic Forest, which gives them a special environmental geographic relevance.



Location of the Port of Paranaguá



Point the camera of your cell phone and watch the animation of **Porto Explica** about the environment.

<https://m.youtube.com/watch?feature=shared&v=G-uD6U1-QM4>

Biodiversity

— GRI 304-1 | 304-3 | 304-4

The Ports of Paranaguá and Antonina are part of the largest estuarine complex in Brazil, covering an extensive area of approximately 2,090 km2 and are formed by the interaction of the Atlantic Ocean waters with the waters of the rivers that flow into the region.

This estuarine complex plays a fundamental environmental role in the region, providing habitat for one of the planet’s largest biodiversity of marine species, migratory birds and other animals. Due to its environmental and economic relevance, the Paranaguá estuary is the target of conservation and sustainable management efforts to protect its ecosystems and ensure the adequate use of natural resources. These initiatives include implementing protected areas, adopting sustainable practices in the Port of

The Ports of Paranaguá and Antonina are part of the

largest estuarine complex in Brazil

Paranaguá, and promoting scientific studies and research to better understand and preserve this important estuarine complex.

This water body connects important conservation units of both full protection and sustainable use with high biodiversity value, including the Guaraqueçaba and Guaratuba Environmental Protection Areas, the Saint-Hilaire/Lange National Park, the Bom Jesus Biological Reserve, the Ilha do Mel and Guaraguaçu Ecological Stations, the Palmito State Forest and the Ilha do Mel State Park.



Ilha do Mel - Warehouse of the Community of Encantadas

The port region is immersed in a landscape directly influenced by the Atlantic Forest biome, with unique environmental characteristics reflecting this tropical forest’s

biodiversity and exuberance. The diversity of plant and animal species in the areas adjacent to the ports is a testimony to the natural wealth of the Atlantic Forest.

In this sense, Portos do Paraná continuously performs environmental monitoring and inspections in the Paranaguá Estuarine Complex, including monitoring of the aquatic biota, which in particular includes species listed in the International Union for Conservation of Nature (IUCN) Red List and in lists of national conservation, whose habitats are affected by the organization's operations.

Concerning cetaceans, only the gray dolphin (*Sotalia guianensis*) has been recorded, and it has high rates of residence in coastal bays throughout its distribution. The species is classified internationally in the category of “Near Threatened” (NT) in the International List of Endangered Species of the International Union for Conservation of Nature - IUCN (2017) and nationally, the species is classified as “Vulnerable” (VU) by the “National Official List of Fauna Species

Threatened with Extinction” according to Regulation No. 444/2014 (MMA, 2014) and by the Red Book of Brazilian Fauna Threatened with Extinction (ICMBIO, 2018).

Regarding marine chelonians, considering the history of occasional sightings, it is noteworthy that the Paraná Coast has already been

indicated as an important feeding area for chelonians, notably the green turtle (*Chelonia mydas*) in its juvenile phase, using the area for food. The species is frequently recorded in areas close to rocky shores, shallows, and estuaries, regions where it seeks plant food resources, such as sea grass, *Halodule wrightii*, and available species

of algae. Regarding threat levels, *Chelonia mydas* is internationally classified as “Vulnerable” (VU) category in the International List of Endangered Species of the International Union for Conservation of Nature - IUCN (2017) and is also classified as a threatened species in national and state lists.



Recording of the Gray Dolphin (*Sotalia guianensis*) in the Paranaguá Estuarine Complex

Bird fauna monitoring carried out by Portos in Paraná has been taking place since 2016 in the area covered by the Paranaguá Estuarine Complex and with the 80 campaigns already carried out, 187 species of birds, distributed in 52 families, were recorded.

From the total species observed during monitoring in 2022, 49 species had a conservation status that deserves attention. From this amount, eight species are considered to be at some level of threat of extinction at the international level, four at the national level, and nine at the state level. Among these, 21 are species associated with the marine and/or estuarine environment, with their habitat strictly related to the aquatic environment (mangroves, shallows, salt marshes, rocky shores). This type of information highlights

both the importance of the CEP in relation to the conservation of threatened birds and the need for continued monitoring to check these populations properly.

Based on bird occurrence categories, 29 migratory species, 3 introduced exotic species, and 10 endemic species were identified. Among these, the most abundant throughout the monitoring were: *Amazona brasiliensis* (red-faced parrot), *Eudocimus ruber* (maned parrot), *Haematopus palliatus* (piru-piru), *Thalasseus acuflavidus* (cabot's tern), and *Thalasseus maximus* (royal tern).

Based on bird occurrence categories,

29 migratory species,

3 introduced exotic species and

10 endemic species were identified.



Eudocimus ruber (maned parrot)



Thalasseus maximus (royal tern)

Among the species collected during fish fauna sampling in 2022, 49 received some classification regarding conservation status based on the IUCN red list. Among them, 43 are classified as LC (least concern); two species, *Lutjanus synagris* (ariaco) and *Pseudobatos percellens* (viola ray), are classified as NT (near threatened); two species, *Hypanus guttatus* (whip ray) and *Narcine brasiliensis* (treme ray), classified as DD (insufficient data); one species, *Gymnura altavela* (butter ray), classified as EM (threatened) and one species, *Balistes capriscus* (pigfish), classified as VU (vulnerable).

Two species captured in 2022 are on the national list of threatened species (Regulation MMA No. 445/2014), namely: *Gymnura altavela* (butter ray), classified as Critically Endangered (CR), and the catfish, *Genidens barbatus*, classified as threatened.



Pseudobatos percellens (viola ray)

Regarding bioinvasive fouling organisms, the Port Authority follows some good practices established nationally and internationally to prevent their introduction. As a preventive measure, cleaning, scraping, and/or any action to remove barnacles and other organisms embedded in the hulls of vessels moored or anchored in the Organized Port of Paranaguá and Antonina is prohibited.

49 species received some classification regarding conservation status based on the IUCN red list



20+

**PERMANENT
SOCIAL AND
ENVIRONMENTAL
PROJECTS**



Communities within the area of influence of Portos do Paraná

GRI 413-1

The insertion of Portos do Paraná in the Atlantic Forest and the presence of traditional communities in the region bring with them a series of additional responsibilities related to the need to reconcile the development of port activity, environmental preservation,

“
It is essential that port activities are **developed in a way that does not harm** their traditional fishing practices, agriculture, extractivism, and other sustainable activities.”



and the promotion of development and the permanence of these peoples and communities in this sensitive territory.

On the map, it is possible to observe the fishing communities served by the Portos do Paraná Environmental Education

Program. These communities have an ancestral relationship with the territory and a dependence on natural resources for their subsistence. Therefore, port activities must be developed to not harm their traditional fishing practices, agriculture, extractivism, and other sustainable activities.

Registration of artisanal fishermen in the Paranaguá Estuarine Complex

In this sense, some initiatives can be highlighted:

Participatory social diagnoses

— GRI 102-12

To assess quality of the environment and life of communities and provide information that guides and supports environmental education actions, Portos

do Paraná periodically carries out Participatory Social and Environmental Diagnoses - DSAPs, thus making it possible to make actions and resources used in the Environmental Education Program more effective and efficient. In 2022, a new round of DSAPs was carried out with communities within the port's direct influence area, to update the data obtained in previous diagnoses carried out in 2017 and 2019. With the Sustainable Development Goals - SDGs as a guide, this DSAP was structured around a series of comparison parameters, taking into account social and environmental factors, local experiences, and those of field teams.



In 2022, a **new round of DSAPs** was carried out with communities within the port's direct influence area to update the data obtained in previous diagnoses, which had been carried out in 2017 and 2019

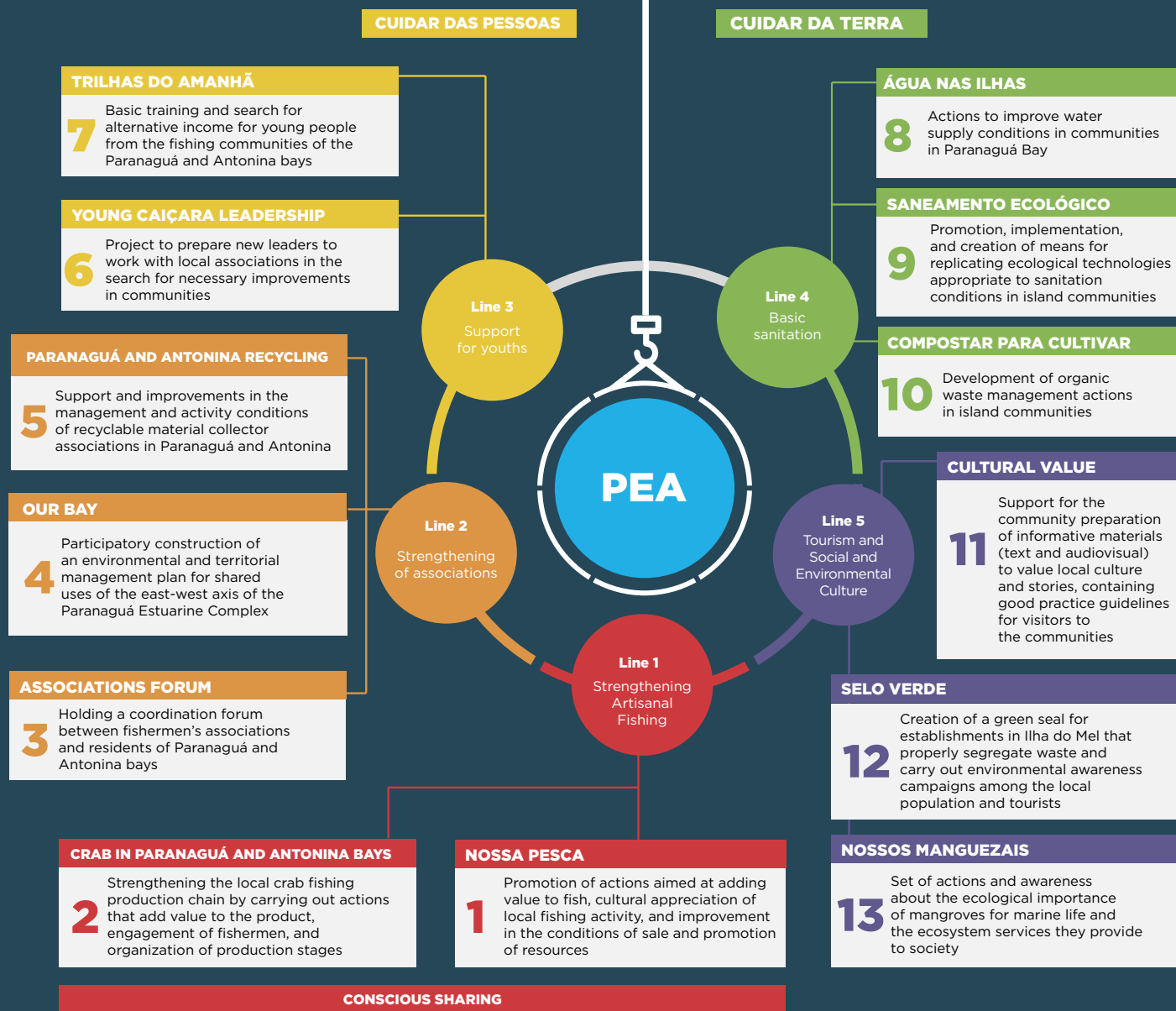
Registration of Rua da Praia - Paranaguá Historic Downtown



Projects and actions of the Environmental Education Program – PEA

The PEA aims to raise people's awareness and build a critical sense that leads them to understand their role as agents in the process of improving individual and collective quality of life for the prevention and minimization of social and environmental impacts resulting from the operational activity of the ports of Paranaguá and Antonina.

Thus, based on field diagnoses carried out with communities using permaculture principles as a methodology, the program was established based on five lines of action, according to the organization chart presented below: strengthening of artisanal fishing, strengthening of associations, basic sanitation, support for youths, tourism, and social and environmental culture.



Organization chart showing PEA's lines of action and projects

Among the PEA projects developed by the company, we highlight:



Fisheries Seminar in Antonina

Trilhas do Amanhã Project

It aims to enable youths from communities in the area of influence of the ports of Paranaguá and Antonina. In 2022, three courses aimed at young audiences were held.



Fishing activity in the community of Amparo

Nossa Pesca Project

The project provides for actions to strengthen and encourage alternative income options for fishing communities surrounding Portos do Paraná. Professional courses were organized, mainly aimed at women from fishing communities. Five Fishing Seminars were also held, an event in which Portos do Paraná annually presents the results of the activity monitoring program to the fishing community.

Compostar para Cultivar Project

Project developed in Ilha do Mel that aims to present basic lessons about the composting process and raise awareness about the correct segregation and reuse of solid waste. In 2022, 250 people were involved in the project activities in Ilha do Mel, including schoolchildren, which resulted in the composting of around one ton of organic waste generated in the locality, which was no longer sent to landfill. Over three tons of waste that would have gone to landfills have already been composted.



Compost bins and vegetable gardens in Ilha do Mel schools



Selo Verde Project Team in Ilha do Mel

Selo Verde Project

This project aims to encourage good environmental practices by business establishments. A total of 70 places in Ilha do Mel were visited; 25 were certified, and 12 of them continue to compost their organic waste at home.

Água nas Ilhas Project

This project aims to support improvements in the water supply to communities in Paranaguá Bay. As part of this project, a water spring recovery workshop was held using the “caxambu” method in the community of Europinha, which resulted in the construction of a new water catchment and distribution system for the community. A joint effort action was also promoted to revitalize the water reservoir in the community of Eufrasina. Other awareness and information actions about the importance of care are conducted frequently, such as information signs installed near the water springs that supply the communities.



Joint effort to install an ecological effluent treatment system in Eufrasina

Saneamento Ecológico Project

The project was developed to support improvements to selective collection and sewage treatment systems in communities in Paranaguá Bay. In 2022, a partnership was organized with the junior company of the Environmental and Sanitary Engineering and Civil Engineering courses at the Federal University of Paraná to promote a theoretical and practical workshop on rural sewage treatment systems in the community of Eufrasina, which enabled the installation of a low-cost pilot system at the head office of the community residents' association.



Forum of Residents' Associations of the Islands held in Eufrasina

Fórum das Associações Project

This project's main action in this report's current period was the holding of the 1st Forum of Paranaguá Bay Associations, held on December 1, 2022, in the community of Eufrasina. Aimed at discussing topics relevant to communities, mainly in relation to their environmental and territorial management. The event

was attended by 25 people, including local leaders, fishermen, other community residents and representatives of Portos do Paraná. The communities of Ilha do Teixeira, São Miguel, Amparo, Europinha, Eufrasina, and leaders of the Union of Residents' Associations of Paranaguá were represented.



Joint cleaning efforts carried out in Antonina

Recicla Litoral Project

Developed in partnership with selective collection associations, the project aims to support and strengthen associations and the Recycling production chain. In 2022, Portos do Paraná promoted the 1st Recicla Litoral Workshop, held at the company's head office, receiving representatives from six coastal recycling associations.

Nossos Manguezais Project

Throughout 2022, several performances of a theater play were held for children in schools in communities close to the ports of Paranaguá and Antonina. A total of 15 performances were held, totaling 749 participants. Joint mangrove cleaning efforts were also carried out, with the involvement of the community and partner institutions. These actions involved more than 500 people, with more than 2 tons of waste removed.



Puppet Theater about the importance of mangroves



Children enchanted by the size of the ships visiting the pier at the Porto Escola Project

Porto Escola Project

Educação para a Sustentabilidade (Education for Sustainability) is a partnership between Portos do Paraná and the Municipalities of Paranaguá and Antonina. Through the project, municipal public school children have the opportunity to visit the ports of Paranaguá and Antonina to learn about

port operations, environmental care, and occupational safety. After the visits, the children take part in a drawing and phrase competition, and those selected receive a boat trip around Paranaguá Bay as a prize. In 2022, 1884 children from 46 schools were received in Paranaguá and 323 in Antonina.



Porto-Cidade Event in Antonina

Porto em Ação

After more than a year at a standstill due to the pandemic, the Porto em Ação project was resumed. The event took place in the Piaçaguera community kitchen and benefited the residents of Ilha de Amparo. Another edition served around 200 truck drivers at the Paranaguá Sorting Yard. The event offered health, Detran, and Sest/Senat services, haircuts, and guidance on traffic, the environment, and safety.

Porto-Cidade Project

In a partnership with DETRAN-PR, SESC/SENAC, SENAI, SEST/SENAT, the Municipal Governments of Paranaguá and Antonina, plus other partners, joint efforts are made to bring various public services to more vulnerable communities in the municipality, including haircuts, vaccinations, social registrations, medical tests, dentistry, environmental education activities, among others. In 2022, the project served more than 500 people in Antonina and around 2,000 in Paranaguá.



Porto-Cidade Event in Antonina

Original peoples

GRI 413-1

The Port of Paranaguá has the Ilha da Cotinga Indigenous Land as one of its closest neighbors. The presence of original peoples and caiçara communities in Portos do Paraná region is a reminder of the importance of recognizing and valuing cultural diversity and interdependence between local communities and ecosystems. By reconciling their traditional knowledge and practices with social and environmental management, it is possible to balance economic development and the preservation of the territory’s cultural and environmental values, contributing to a more sustainable and fair approach in the context of ports and the region.

Promoting a participatory and inclusive approach is essential, involving communities and original peoples in decision-making and planning processes that directly affect their lives

In 2022, an **Indigenous Component Study** was contracted regarding the licensing for the expansion of the Port

and territories. For Portos do Paraná, the presence of traditional and original peoples is of great historical, cultural and environmental relevance.

Following these premises, in 2022, an Indigenous Component Study was contracted regarding licensing for the expansion of the Port. Another similar study, related to the process of environmental regularization and deepening dredging, was already carried out in previous years and submitted to FUNAI, awaiting a response from the Indigenous people protection body to proceed with the next steps.



Mbya Guarani’s presence in Paranaguá and the Indigenous art exhibition held at the head office of Portos do Paraná

Innovations, environmental compensations, and monitoring

Aware that port activity can generate negative environmental impacts resulting from both its installation and operations, Portos do Paraná, in compliance with environmental constraints, carries out, in addition to monitoring programs, environmental mitigation actions, and compensatory measures linked to its licensing processes. These measures aim to mitigate environmental risks and possible impacts on the territory.

Some of these actions include:

Innovation

The main initiatives for energy eco-efficiency include completing the biodigester plant's economic and environmental technical feasibility study. The purpose is to use circular economy principles by reusing organic waste disposal from grain sweeping within its polygon.

They are used in biogas generation, engines, electricity production, and the residual use of digestate as fertilizer for agriculture and recovery of degraded areas surrounding the Paranaguá and Antonina bays.

Environmental Compensation Program

Shipping warehouses

Inserted in the Fishing Activity Compensation Program, under the LI for Deepening of the Access Channel to the Port of Paranaguá, actions were carried out to recover and/or build new warehouses for the fishing communities impacted by the project. In 2022, renovation works on the Rocio warehouse in Paranaguá were carried out. The construction works on two new warehouses in Ilha dos Valadares and in the regions of Ponta da Pita and Portinho, in Antonina, were completed. Furthermore, a specialized company was contracted to prepare the executive projects and construct new warehouses in Amparo, Europinha, Eufрасina, Ilha do Teixeira, Piaçaguera, and Vila Maciel.



Warehouses in Rocio - Paranaguá and Ponta da Pita - Antonina, The first was renovated and the second was built by Portos do Paraná

Environmental constraints

GRI 102-12

Environmental education actions

The environmental education activities promoted by Portos do Paraná transformed the classrooms of island communities and started to include practical activities in which permaculture and bioconstruction principles were incorporated. In this way, the public company promotes consultations on real community problems and proposes practical classes that solve identified ecological needs. Such activities brought diverse solutions such as rest benches built with the superadobe technique, spirals of aromatic herbs and medicinal plants, sewage treatment systems with root zones, water spring protection systems, and organic waste composting.

PRAD

It consists of the Degraded Areas Reclaim Program aimed at recovering permanent preservation areas in small rural properties within the Guaraqueçaba Environmental Protection Area to prevent silting in the region associated with transporting sediments to the estuary. PRAD will promote the recovery of 40 hectares of degraded areas through implementing agroforestry systems and conserving 100 hectares of native vegetation through CAR, in addition to training and raising awareness among rural owners for three years. In 2022, areas for implementing agroforestry systems were planned and prepared, with an effective implementation of 0.41 hectares. This program is a compensatory measure provided for in Environmental Licensing



Nursery built to implement PRAD for the production of forest seedlings in Antonina



Registration of seedling planting on partner property through the PRAD project

Authorization No. 10/2012 issued by ICMBio within the scope of the dredging project to deepen

the port of Paranaguá as a counterpart for the Guaraqueçaba Environmental Protection Area.

Water quality monitoring program

— GRI 303-1

Based on the methodology established under the Environmental Control Plan of the Port of Paranaguá approved by IBAMA, Portos do Paraná carries out quarterly water quality monitoring campaigns, making collections at 32 points spread throughout the entire estuarine complex.

The Water Quality Monitoring Program aims to detect changes in water quality parameters and collect data on tidal and rainfall conditions. The results especially reflect organic contributions, the most evident sources of which are sewage discharges into channels and water bodies that flow into the sea, increasing the results of elements such as nitrogen and the presence of bacteria such as thermotolerant coliforms near these points.

Ballast water

Information about ship ballast water is monitored in 100% of the vessels that arrive and dock at the Portos do Paraná undertaking. Such controls are essential to prevent the introduction of bio-invasive species.

Information about ship ballast water is monitored in **100%** of the vessels that arrive and dock at the Portos do Paraná undertaking.

Registration of the water collection under the water quality monitoring program



Atmospheric emissions

Based on the methodology established in the Environmental Control Plan for the ports of Paranaguá and Antonina, approved by IBAMA, Portos do Paraná executes the atmospheric emissions management program, the premise of which is to know, control, and monitor the sources of atmospheric emissions generated by the port indirect activities.

“
99.75% of measurements resulted in **compliance with standards** established by Ibama Regulation No. 85/1996.”

Throughout 2022, more than 5,248 measurements were made of the quality of black smoke expelled by diesel vehicles from the Port of Paranaguá’s external fleet. The monitoring of mobile sources carried out through measurements based on the Ringelmann Scale colorimetric methodology showed that 99.75% of the measurements resulted in compliance with standards established by Ibama Regulation No. 85/1996.

For air quality monitoring, which is carried out monthly at 12 points distributed in the area of the Organized Port of Paranaguá and the municipality and quarterly at 3 points in the area of the Organized Port of Antonina and municipality, measurements are carried out regarding concentrations of Total Suspended Particulates (TSP), Inhalable Particles (IP), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), smoke, ozone (O₃) and

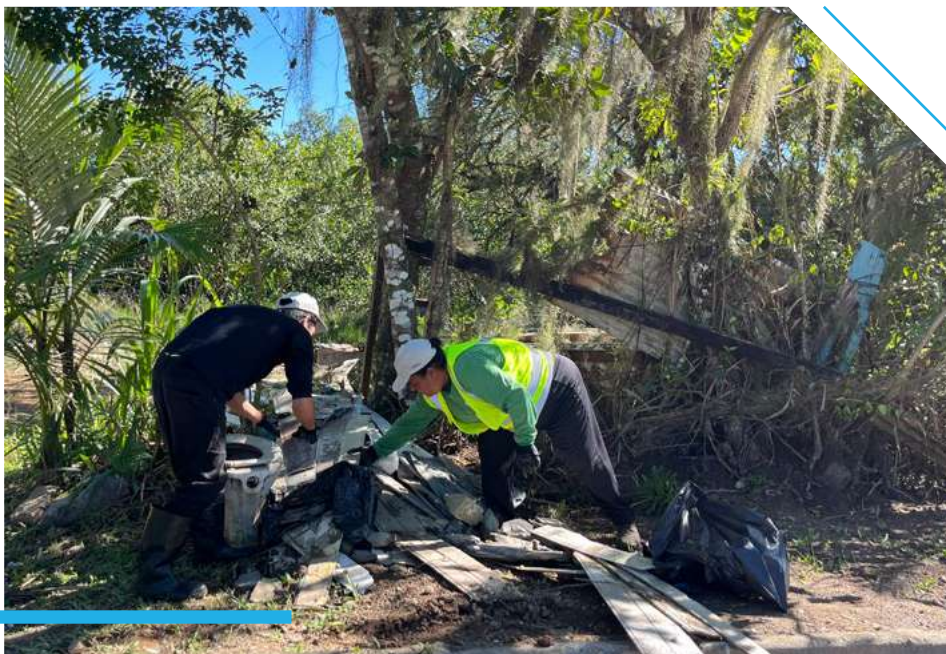


Visual measurement of black smoke

carbon monoxide (CO), compared with quality standards established in CONAMA Resolution No. 491/2018.

The results obtained are, for the most part, according to the standards established

by legislation. They reflect a scenario in which the local dispersion capacity is sufficient for the observance of concentrations that do not affect the population’s health, as defined in CONAMA Resolution No. 491/2018.



Mangrove cleaning

Mangrove Cleaning/APPs

The program, inserted within the Environmental Education program and related to the Mangrove Monitoring Program, carries out cleaning actions in mangrove areas subject to human actions, with support from the population and other local partners. In 2022, two major cleaning actions were

carried out in mangroves in Paranaguá, with more than a ton of waste removed from these locations. The action to clean up the mangroves in Ilha dos Valadares, in the region better known as Mar de Lá, was the most significant, reaching around 300 community participants.

Fauna

Portos do Paraná professionals traveled around 1,913 kilometers by sea to spot dolphins and turtles during monitoring carried out in 2022. As a result, 177 groups were sighted, totaling 941 dolphins, of which 795 were adults and 143 were offspring, and 28 new gray dolphins were cataloged (Axis L-O CEP).

In the air, more than 19,600 fowls were recorded, where the teams identified, through visual and auditory contacts, 130 species of birds throughout the monthly monitoring, which is carried out through censuses by transect on board and land.



Fowl monitoring via on-board transect



Piru-piru (*Haematopus palliatus*)

Synanthropic fauna

To reduce and control populations of disease-transmitting vectors, there were four campaigns to assess the level of rodent infestation and 24 campaigns to estimate the population of pigeons, in addition to several actions to control these populations, such as, for example, the installation of more than 400 traps (bait holders), the removal of eggs and nests and the reduction of food availability through sweeping in the primary range and surrounding areas. In 2022, 87.58% of bait holders were maintained in functional conditions during the 12 months of assessment of the efficiency of the specialized company in carrying out actions.

87.58%

of bait holders were maintained functional during the 12 months of assessment.

Energy consumption

— GRI 302-1

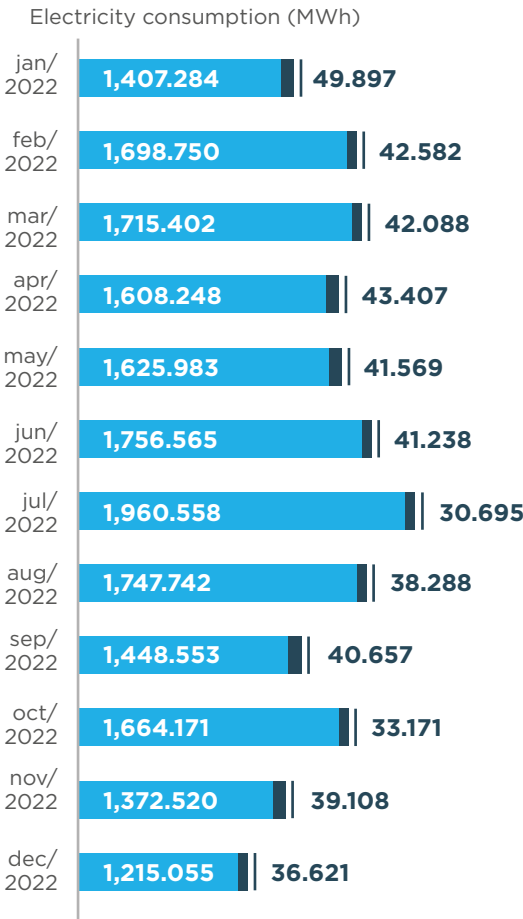
Portos do Paraná adopts effective management and promotes conscious energy consumption to promote operational efficiency and care for the environment. The company is attentive and committed to implementing actions aimed at reducing energy consumption. In 2022, the actions adopted can be seen below:

- **Basic engineering project** to replace the existing roof of the Administrative Head Office with the installation of a photovoltaic electricity generation system in the building;
- **Railway Modal** - system improvements with railway capacity expansion, seeking greater participation of this modal, reducing the road modal and, consequently, atmospheric emissions, with private investments of around BRL 8 million. Furthermore, the company was contracted to facilitate the construction of the new Portos do Paraná railway hopper to enable greater participation of this mode in cargo transport;

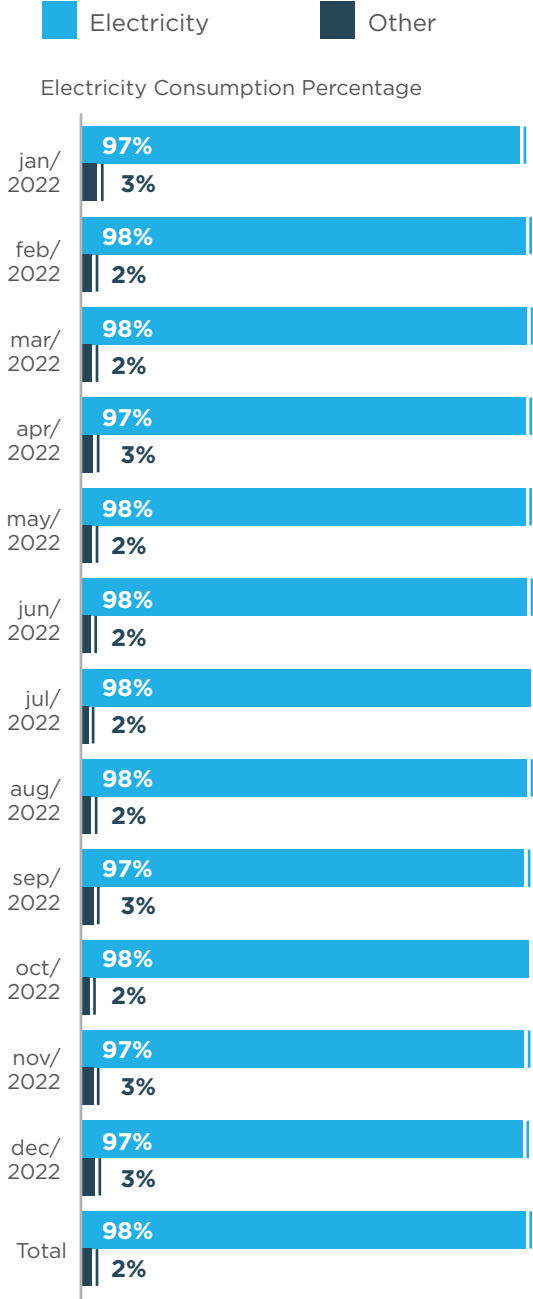


Train maneuver in the Port of Paranaguá area

Portos do Paraná energy sources



The “Other” category refers to energy from various sources available in the Brazilian electrical system, including hydroelectric, wind, solar, biomass, coal, natural gas, petroleum derivatives, and nuclear. This designation encompasses the comprehensive set of generating sources and could be replaced by “SIN (National Interconnected System).”



Month	Other	Renewable	Total
Jan-22	49.897	1,407.284	1,457.181
Feb-22	42.582	1,698.750	1,741.332
Mar-22	42.088	1,715.402	1,757.490
Apr-22	43.407	1,608.248	1,651.655
May-22	41.569	1,625.983	1,667.552
Jun-22	41.238	1,756.565	1,797.803
Jul-22	30.695	1,960.558	1,991.253
Aug-22	38.288	1,747.742	1,786.030
Sep-22	40.657	1,448.553	1,489.210
Oct-22	33.171	1,664.171	1,697.342
Nov-22	39.108	1,372.520	1,411.628
Dec-22	36.621	1,215.055	1,251.676
Total	479.321	19,220.831	19,700.152

Waste

Portos do Paraná made significant changes to contracts for providing services within the scope of waste management and changes to solid waste management procedures and structures in 2022. Some of these changes were quite considerable for users, such as reducing and restricting access to waste buckets in the port area and replacing individual bins in administrative areas with waste islands.

Furthermore, the sweeping service of roads in the port region and public roads surrounding the Port of Paranaguá started to be carried out by mechanized suction sweepers mounted on chassis and equipped with buckets with a loading capacity of 6 m² with rear tipping, eliminating the use

of stationary buckets in the port area, improving the quality of its waste disposal.

Also that year, the Solid Waste Management Plan - PGRS was revised to update operational procedures, including specific collectors for certain waste (uncontaminated PPE, furniture, and tapestries); the redistribution of PCS (selective collection points); changes to the diagnosis and quantification of waste at the Organized Ports of Paranaguá and Antonina. Opportunities for improvements were identified to better segregate waste—thus reducing the amount of waste sent to landfills—and, consequently, reduce waste disposal costs and increase the amount of recyclable waste sent to local waste picker associations.

There were more than 1,100 inspections with electronic systems (App) regarding waste segregation and storage conditions in waste collectors and islands and more than 100 mechanized suction sweeping inspections regarding cleaning efficiency and equipment condition.

There were more than

1,100

inspections with an electronic system (App) referring to waste segregation and storage conditions in the collectors.



A worker cleans the area of berth 218, where containers are handled

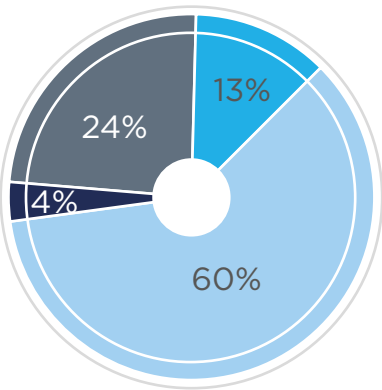
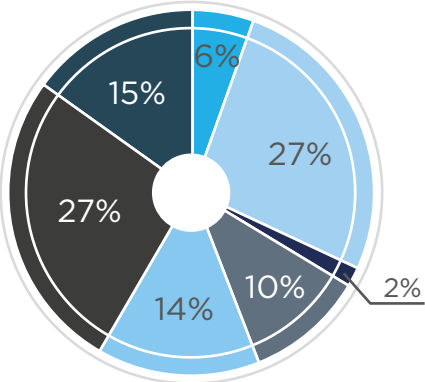
Waste distribution

GRI 306-1 | 306-2 | 306-3

In addition to the waste generated from the port's operational activities, Portos do Paraná also allocated large volumes of waste from removing mineral coal from the Barão de Teffé Port Terminal yard and demolishing obsolete/compromised port structures. These activities outside the port's daily routine were also important players in waste management in 2022, mainly in the search for environmentally appropriate waste disposal, particularly the soil containing coal in Antonina.

In percentage values, the proportion of waste generators related to individual ports can be observed, as well as other important data.

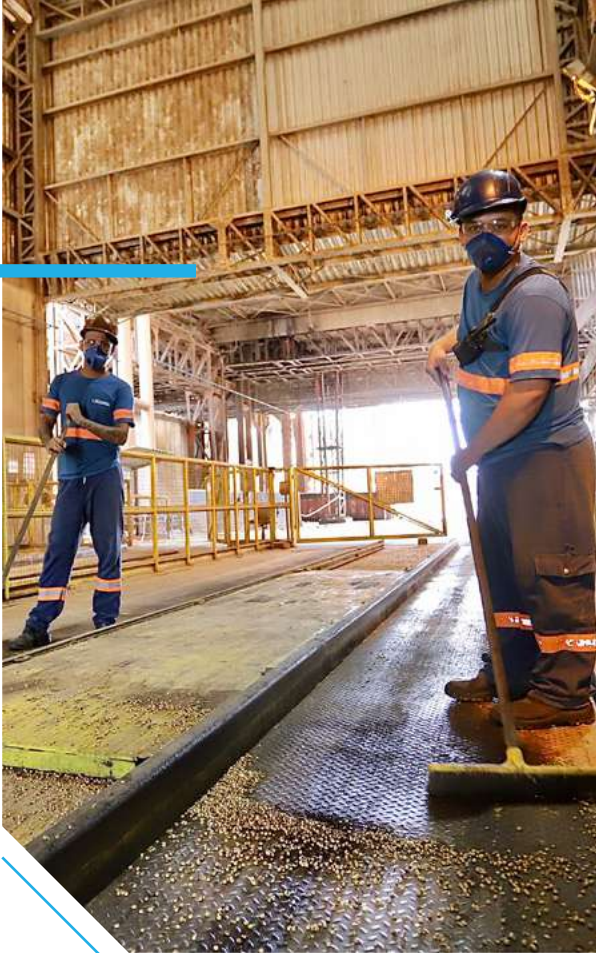
Proportion among waste generators in 2022 YTD



- Portos do Paraná
- Aboard vessels
- Port operators
- Export corridor
- Civil construction
- Vertical silo demolition
- Coal removal

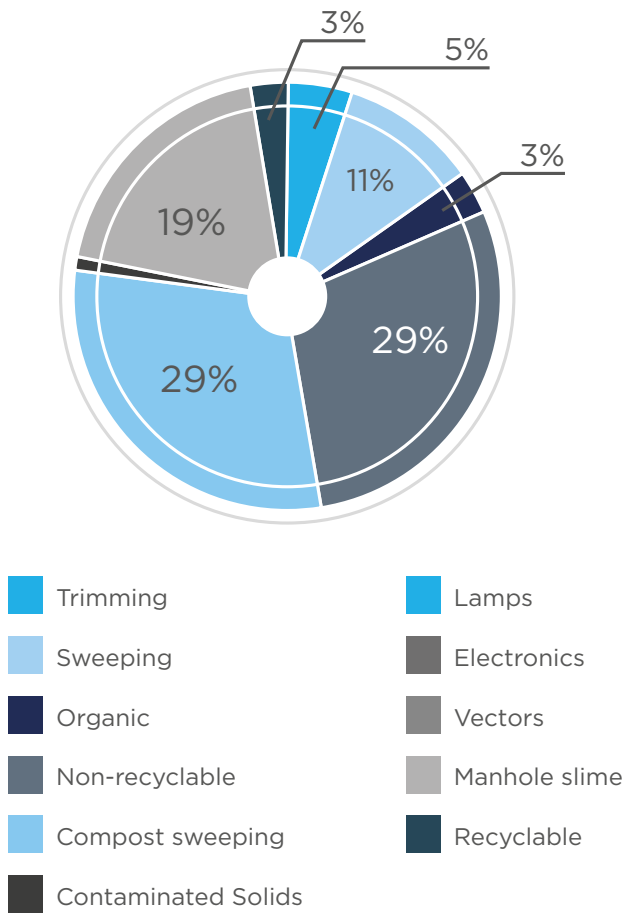
- Portos do Paraná
- Aboard vessels
- Port operators
- Export corridor

Cleaning action at the Public Silo of the Port of Paranaguá



It should be noted that the main waste generators are ships (aboard vessels-) and that this operation is carried out only by companies duly legalized and registered in the organization's system after technical and documentary proof for the waste removal and disposal activity.

Proportion of waste generation



The volume of recyclable waste improved by 400% in its disposal, jumping from around 20 tons in the last two years to 80 tons in 2022, indicating a significant improvement in this waste segregation, which was sent to the appropriate disposal. Another important indicator was the volume of waste from sweeping and road cleaning sent by Portos do Paraná for composting, which was not possible in previous years due to the mixing with other waste in the buckets for sweeping. This decrease is noted by 18% in the volume of non-recyclable waste sent to a landfill, where sweeping waste was disposed of until 2021 by Portos do Paraná due to its mixing with other waste.

Quantitative/Generator	2020	2021 ¹	2022 ²
Total annual quantity (t)	13,726	15,919.71	21,656.13
Average monthly quantity (t/month)	1,143.90	1,307.61	1,685.48
Aboard vessels (%)	38	43	60
Export corridor (%)	40	26	24
Port operators (%)	6	5	4
Portos do Paraná (%)	16	25	13

¹ Values referring to 2021, considering only waste related to port operations; therefore, amounts relating to the removal of mineral coal and demolition of port structures are not considered.

² Values referring to 2022, considering only waste related to port operations; therefore, amounts relating to the removal of mineral coal, demolitions of port structures, and civil construction are not taken into account.

Generator	Types of waste	2020	2021	2022
Portos do Paraná ¹	Recyclable	18	19	81
	Hazardous	29	1776 ²	546
	Non-hazardous	2,134	2,244	2,089
	Total	2,181	4,040	2,717
Aboard Vessel	Solid	835	626	2,723
	Oily	4,457	6,150	10,320
	Total	5,292	6,776	13,043
Port operators	Hazardous	32	103	80
	Organic	-	50	27
	Recyclable	16	7	17
	Wood	-	2.04	-
	Civil construction	-	37	6,602
	Non-recyclable	723	712.09	679
	Total	772	874	803
Export corridor	Organic	6,451	4,193	5,094

Throughout 2022, Portos do Paraná adequately managed 21,656.13 tons of solid waste generated on its premises and under its direct responsibility until final disposal. In addition to this amount of its disposed waste, Portos do Paraná monitored and controlled the documentation for the removal of another 13,043 tons, relating to waste until final disposal from aboard vessels, 5,897 tons of waste generated by port operators, the export corridor and in the public silo and 6,602 tons generated by waste from civil construction carried out in port areas.

¹ Considering only waste whose generation is directly related to port activities, waste from the removal of mineral coal and the demolition of obsolete structures is not taken into account.

² Higher value than in previous years due to the cleaning of sludge from manholes, included as hazardous waste due to disposal in ETE.

7

CONTROLS and Compliance



7.1 Risk management

— GRI 102-15 | 102-30 | 205-1
SDG 8

Strategic risk management aims to identify, assess, monitor, and control risks affecting an organization’s strategic goals. To manage existing risks, Portos do Paraná maintains them under the guidance of the Strategic Planning Area, which follows up and monitors risks in real-time.

Among the Company’s specific goals, the following stand out:

- 

Focus on legal and regulatory compliance by organizational processes;
- 

Effectively **allocate** and use resources for risk treatment;
- 

Improve accountability to society;
- 

Improve operational effectiveness and efficiency;
- 

Establish a reliable basis for decision-making and planning;
- 

Improve loss prevention and incident management;
- 

Improve internal management control;
- 

Increase the organization’s ability to adapt to change.



Container ship starting docking maneuver



Pier line in Paranaguá with mooring bollards in the foreground

The risk management methodology used by Portos do Paraná is based on COSO Enterprise Risk Management, with a quarterly assessment carried out jointly by the Board of Directors, Executive Board, Port Authority Council, and the Statutory Audit Committee via Strategy Analysis Meetings. Strategy (RAE). These periodic meetings allowed the development of a Risk Management policy that has operated since 2021.

In 2022, risk managers received executive training in 'Risk Management with an Emphasis on Ports' to maintain constant improvement. Therefore, in addition to the company's investment in the technical qualification of its human capital, this qualification generated a case product. The managers themselves developed this material to develop details of institutional risks and with a

tactical and operational risk management plan, and thus, had immediate impacts on the organization.

To understand its risks, Portos do Paraná uses SWOT cross-analysis. The cross-analysis in SWOT helps to identify the relationships between the company's internal and external factors, allowing more precise strategies consistent with the organization's reality. This is done by comparing the strengths and weaknesses

identified in the internal analysis with the opportunities and threats found in the external analysis. The SWOT analysis allowed the detailed delimitation of all strategic risks and opportunities and the impact on its stakeholders and the port community.

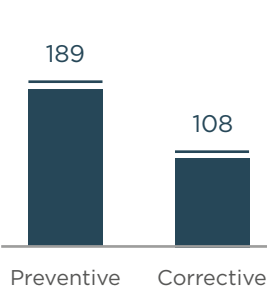
The graph highlights the overall result of the analysis and its impact on threats and opportunities.

SWOT Analysis work screens



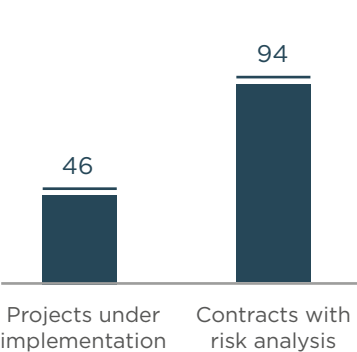
The result of this analysis made it possible to draw a Heat Map, initially containing 61 institutional risks. In response and preparation of the company to mitigate these risks, the risk area prepared a total of 189 preventive actions and 108 corrective actions, with

Actions taken when observing risk logs 2022



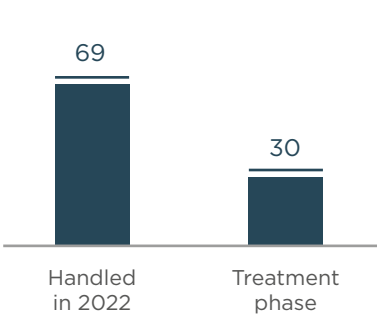
46 projects being implemented to strengthen actions and 94 contracts with risk analysis. The system relies on the participation, accountability, and involvement of all Portos do Paraná executive boards.

Status of measures taken



In addition to the observed risks, in 2022, a total of 62 activities related to risk management (logs) were recorded once the events were identified and were recorded based on competence and subdivided by the executive board according to the topic. Of these 62 logs, 69.35% were treated in 2022, and 30.65% were in the treatment phase.

Logs of registered risks and related actions



Ship docked at the Port of Paranaguá



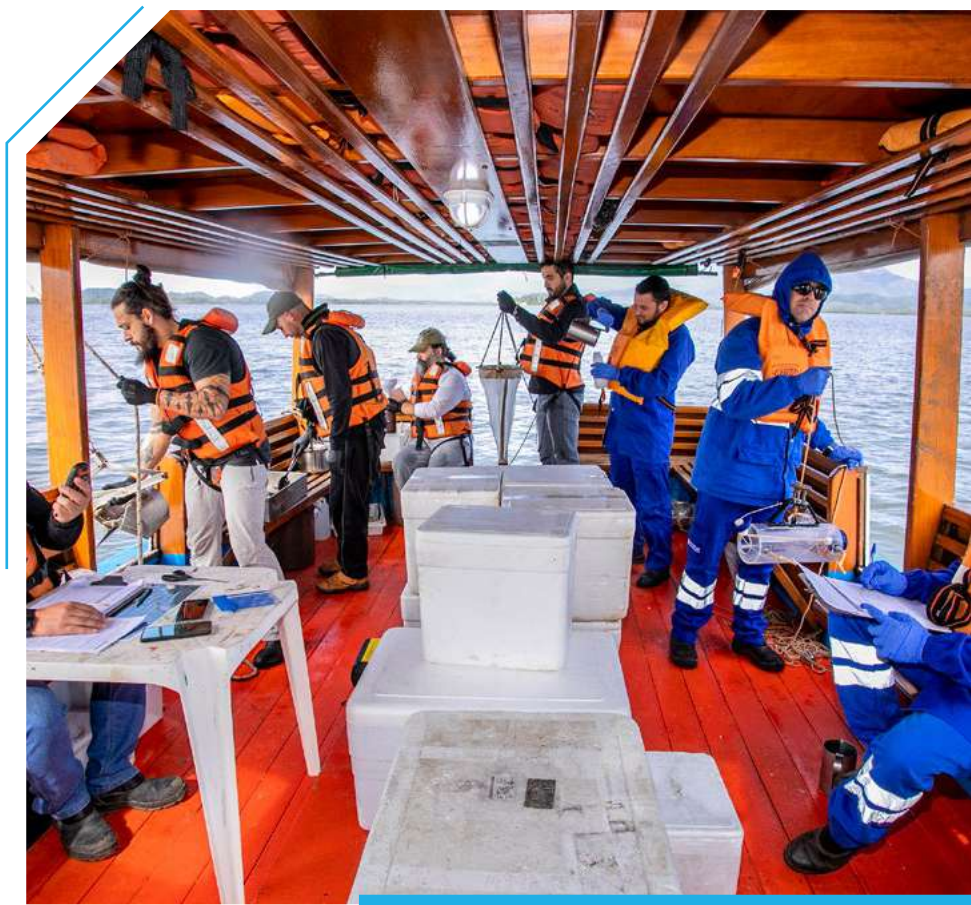
Environmental risks

Portos do Paraná recognizes the importance of environmental control and risk management as fundamental aspects of its port operations. To ensure the effectiveness of these practices, the company established a dedicated team composed of six environmental technicians, a risk management technician, and a coordinator. This team works continuously 24 hours a day, including on Sundays and holidays, carrying out environmental inspections to ensure compliance with environmental rules and procedures in port processes. Controlling environmental risks is a daily routine, covering documentary and field activities.

The registration with the Environment Executive Board of companies providing port services according to health, safety, and environment (HSE)

regulations and procedures stands out among the activities carried out. In 2022, 25 authorizations were issued to registered companies. In addition, the team also verifies and releases work plans for the execution of port services, totaling 6,751 verified and released plans.

Another important action is the awareness approach, through which corrections or recognition of work are requested according to established guidelines. Approximately 2,700 port workers were made aware through these approaches. Additionally, environmental inspections are carried out in port operations and services using an electronic system (App). Throughout the year, more than 10,000 inspections were carried out, ensuring strict and efficient control of activities.



Portos do Paraná maintains permanent water monitoring programs in Paranaguá Bay

These measures demonstrate Portos do Paraná’s commitment to environmental preservation and adequate risk management, aiming at sustainable port operations in compliance with current rules.

Customs security risk

Due to the point of attention regarding corruption-related risks, in 2022, the port security operation, jointly with the Federal Revenue Office and Federal Police, based on the preliminary risk analysis, recorded a total of 14 security violations in the customs area. All events were successfully operated and handled through the seizure of illicit products that were to be loaded or unloaded.



Port Guard during patrolling on the pier strip



Climate risk


— GRI 201-2


Coping with the consequences of climate change is one of the emerging risks and challenges in the port sector. This risk can impact and cause significant environmental and economic losses; therefore, Portos do Paraná is constantly analyzing the climate risk mapping to develop strategies and action plans to mitigate these impacts and consequently reduce financial, operational, and environmental losses.


Examples of climate risks and their impacts are:


Climate Risks	
Climate threats	Windstorms, cyclones, and storms that affect the port operation, whether within the natural variability or resulting from climate change.
	Stoppage of port operations;
Effects / Consequences	Harm to the physical integrity of workers;
	Material losses and financial losses;
	Generation of queues for mooring ships or queues for trucks.
	Include scenarios of damage due to climate catastrophes in the policy;
	Availability of a wind reference table for the port community;
	Availability of weather station data in real-time for the port community;
Preventive Actions	Monitoring of weather conditions through the meteorological station;
	Mutual Aid Plan - a forum for discussion of preventive actions;
	Procedures for port agents with guidelines for climate risk management;
	Performance of simulated adverse weather conditions.
	Activation of the Emergency Control Plan contingency actions;
	Activation of the PAM;
Corrective Actions	Acting together with the Legal Executive Board to carry out procedural defense;
	Incident management;
	Investigation of occurrences and implementation of an action plan for correction;
	Structural corrective maintenance - contract maintenance.

In 2022, climate risks significantly impacted Portos do Paraná's operations, revenues, and expenses. To the detriment of the historical rainfall in the southern region, port operations involving the movement of bulk materials were suspended when rainfall reached above-average proportions. The recurrence of climate risks has impacted several risks previously cataloged in the heat map, among which the following stand out:

 **Disasters** in highways, with events that occurred on the access roads to the port due to rockslides and asphalt ruptures.

 **Limitation** on the navigability of ships due to heavy rains and winds recorded during the accumulation period.

 **Unavailability** of systems and services affected due to the rupture of optical fibers due to rainy weather and landslides.

 **Broadcasts** carried out by third parties that harm the port's image, to the detriment of fake news spread.

Specifically for climate risks, the company has a system that enables a broad set of preventive and corrective measures for each impacted event. For example, in 2022, it cataloged all the events that occurred to assess the impact on the company and the port community.

Ship loaded with fertilizer moored at the pier in Paranaguá



7.2 Internal audit

— GRI 102-25 | 102-27

Portos do Paraná, through its Internal Control Area, is committed to promoting exemplary management guided by transparency, ethics, and efficiency in full compliance with current rules and legislation. To guarantee the integrity of the processes and procedures adopted by management, the company ensures alignment with the fundamental constitutional principles of the internal control system. In all its actions, Portos do Paraná is committed to observing the principles of legality, impersonality, morality, publicity and efficiency, thus seeking to achieve a high standard of governance and excellence in its operations.

Internal Audit plays a fundamental role at Portos do Paraná, acting independently and impartially to evaluate and advise the organization, aimed at adding value and improving its operations. During 2022, eight audits were carried out by Portos do Paraná, in addition to planning for fiscal year 2023. The areas covered by the audits included the control of measuring scales, pedestrian access to the port area, medical and social assistance, payroll, information technology, control of the validity of contracts, property assets, and data protection. These audits aimed to ensure the efficiency and conformity of processes in these areas, contributing to continuous improvement and excellence in the company's operations.

Comprehensive audits were carried out in 2022, resulting in 26 findings and 25 opportunities for improvement. This led to improvements in the company's governance environment, the promotion of a culture of internal controls, and the improvement of corporate risk management. With these actions, Portos do Paraná seeks to ensure the transparency, efficiency, and sustainability of its operations, contributing to the organization's continued success.

The internal control activity is essential to avoid errors, fraud, and waste, contributing to the achievement of Portos do Paraná's institutional goals. In this sense, internal audit develops actions that aim to improve process management, identify possible failures, and propose

“

In 2022, **comprehensive audits**, were carried out, resulting in **26 findings** and **25 opportunities for Improvement.**”

effective solutions to mitigate risks and improve the efficiency of activities. In this way, Portos do Paraná seeks to meet society's demands transparently, ensuring the correct application of public resources and promoting the sustainable development of the port region.

7.3 Ethics and integrity

— SDG 17

The Compliance area is a supporting pillar of business, capable of guiding the company's behavior in different situations. The area assists the company in its relationships through ethical and moral principles and understands that working in compliance with laws and regulations is a premise of action by Portos do Paraná. The Compliance area develops internal mechanisms and procedures that include creating rules, supervision, incentives to report irregularities, application of the code of conduct, and promotion of internal communication campaigns. It performs constant work, which is to be carried out even where there is no history of inappropriate behavior by the organization's employees.

The Compliance area of Portos do Paraná aims to ensure compliance concerning:

- **Laws, adherence, and compliance;**
- **Ethical principles and rules of conduct** – existence and observance;
- **Regulations and rules** – implementation, adherence, and updating;
- **Internal procedures and controls** – existence and observance;
- **Internal policies** that prevent issues of non-compliance with laws and regulations.

General Data Protection Law (LGPD) – 2022

Given the continuity of the work to adapt to the LGPD based on the principles of continuous improvement, the Compliance Area implemented new actions for the year 2022. From this, and to engage other sectors and seek possible adaptation measures needed, other areas started to be involved in this process.

To increase compliance with the LGPD, the Compliance Area included new metrics to be carried out during the fiscal year. It is worth noting that these requirements were verified at the III National Compliance Meeting, which was subsequently submitted to the Brazilian Data Protection Authority (ANPD) for validation.



Ships moored at the pier of the Port of Paranaguá with Cotinga Island in the background



Active transparency at Portos do Paraná – 2022


Given the desire to improve transparency at Portos do Paraná and the search for continuous improvement towards the best corporate governance practices, and based on Law No. 12,527/2011 and Federal Decree No. 7724/2012, the Governance Superintendence understood the need to improve the initiatives taken for adaptation to Active Transparency in this Public Company. Therefore, Portos do Paraná initiated a study so that the aspect of service transparency could be objectively applied to the general public.


Presentation of the Port of Paranaguá Pier to the Executive Board of ANTAQ and TCU


In this sense, a meeting was held with ANTAQ on July 21, 2022, with the main objective of collecting information about the actions taken by this Agency to reach 1st place in the CGU Active Transparency ranking and thus seek a more effective manner to apply these actions in this Public Company.


In the initial stage of Active Transparency Project implementation at Portos do Paraná, only 16 out of the 49 requirements set by the CGU were met (32.7%). Four months from the beginning of the actions to adapt the Portos do Paraná, 44 requirements were met (89.8%), in addition to zeroing out the requirements not met due, in view of the actions that are already underway.


Seeking to meet the 49 Active Transparency requirements set by the Office of the Federal Controller General (CGU), several actions have already been carried out by Compliance Coordination of the Governance Superintendence. Some of these measures are listed below:


 The **Financial Balance Sheet** of Portos do Paraná will be segmented, with External Audit Certificates published separately;


 Information on **Agreements and Transfers** was centralized in just one menu, making access easier;


 Although **Open Data** requirements are not mandatory on account of Portos do Paraná being a Public Company, port Handling transparency is guaranteed;


 **Creation** of a Document Classification Manual;


 All processes classified from the beginning of 2017 **were mapped** so that they could be publicized;

 The **Organization Chart** is already being improved;

 The **“Who’s Who”** Page was attached to the “Organizational Structure” page, where all the necessary information about the holders of Commissioned Positions at Portos do Paraná is displayed;


 **Adjustments** are being made to the officers’ agendas and those responsible for updating them have also been defined;

 A page **was created**, grouping information about the sectors that provide customer service, with the title Service Hours;

 **Action to insert** CVs for Commissioned Positions on the “Organizational Structure” page is underway;

 **Publication** of the Bidding Panel;

 **Adjustment** to the Public Hearing page;

 **Publication** of the Travel and Per diem Panel.



Fertilizer unloading
port operation

7.4 Ombudsman office

GRI 102-16 | 102-17

The ombudsman office plays an essential role in providing a direct communication channel between users and the organization. It contributes to improving services, identifying areas for improvement, and promoting transparency and responsibility. Furthermore, the ombudsman office strengthens the relationship between the institution and its audiences, prevents corruption, and guarantees more efficient and ethical management.

“The ombudsman office **strengthens the relationship** between the institution and its audiences, prevents corruption, and guarantees more **efficient and ethical** management.”

At Portos do Paraná, the ombudsman office forwards all reports received to the corresponding department responsible for the contact. In the event of reports or complaints, personalized plans are drawn up to take effective corrective measures, ensuring these situations do not occur again. This process aims to ensure adequate service and resolve any problems, strengthening user trust and satisfaction.

The reports made in 2022 YTD can be seen below.

Year	Law on Access to Information	Compliment	Suggestion	Request	Report	Complaint	Total
2021	15	0	4	30	20	11	80
2022	16	0	0	23	16	26	81

The reports presented the most significant differences compared to 2021 in terms of number of complaints and, on the other hand, show a drop in complaints received.

7.5 Legal

— SDG 16

A legal department is extremely important for any company and corresponds to an extremely relevant area. At Portos do Paraná, which integrates complex infrastructure and logistics systems, the legal department plays a fundamental role in ensuring legal compliance, protecting the institution's rights and interests, and mitigating legal risks.

Among the main activities carried out by Portos do Paraná's legal department, the following stand out:

Legal Compliance Check: Ports are subject to a series of laws, regulations, and government rules related to international trade, customs, environment, safety, and labor, among others. The legal department advises the

other executive boards, analyzing the cases presented from the perspective of applicable laws and rules, issuing opinions to assist the manager in making decisions aimed at the better operation and development of the organized port, as well as legal compliance, avoiding fines, penalties and possible litigation.

Analysis, editing, and verification of compliance in contracts:

Ports deal with a wide range of contracts, terms, agreements, and similar instruments, which include leasing contracts, service provision contracts, and product acquisition, among others. The legal department is responsible for issuing a legal opinion on all contracting, dispositions, and leasing processes and for reviewing and drafting

the contracts arising from the procedures. Thus, it ensures that the port's interests are protected and that the terms and conditions appear fair and balanced, covering all the specifications demanded by the sectors interested in contracting and meeting legal requirements.

Litigation management: The legal department works strongly to prevent and contain conflicts. Furthermore, in the case of lawsuits or administrative disputes involving the port, the Legal Executive Board also exclusively represents the institution before all judicial levels, regulatory bodies, or mediators.

Internal legal advisory: The Legal Executive Board provides internal legal advice to the other

Tugboat next to ship in Paranaguá Bay



Executive Boards. Through legal opinions or information, they prepare answers to inquiries containing related legal guidance and the assistance required to interpret and apply laws and regulations. This is essential to align all port activities with the best legal and ethical practices.



Actions by the Legal Executive Board in 2022

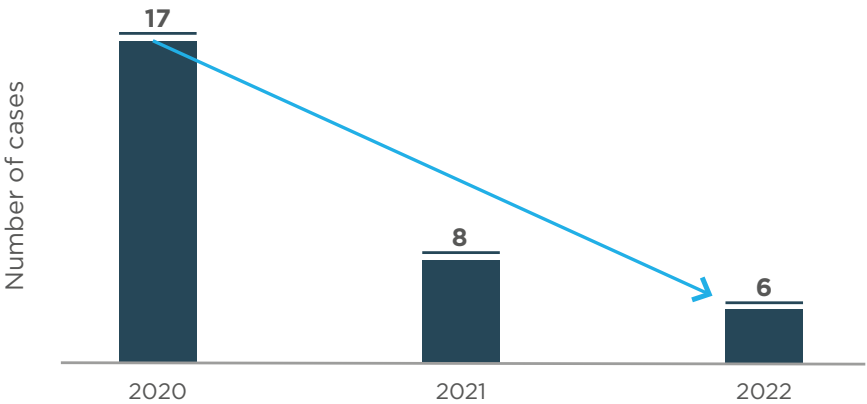
In 2022, legal activities included acting in various judicial and administrative actions (intended to obtain, reduce, or discontinue adverse judgments), preparing defenses, appeals and monitoring proceedings in all instances and spheres in which the Port Authority is a party, as well as filing suits in court or administrative level, to claim the rights of the public company. Furthermore, in the list of legal duties, the sector is responsible for producing guiding legal opinions issued in reply to inquiries). In other words, the company operates legally under two biases: litigation, through the Litigation Area, and consultancy, through the Advisory/ Preventive Area.

Concerning the main successes obtained in civil proceedings throughout this period, in 2020 a value of two hundred thousand reais (BRL 200,000.00) was determined; in 2021, savings of BRL 3,497,758.33 were estimated,

and in 2022, the success of Port Management’s treasury was measured by the amount of seventy-one million, five hundred and eighty-eight three thousand, seven hundred and forty-eight reais and thirty centavos (BRL 71,583,748.30). Successes in Civil and Labor are recorded monthly in reports submitted by the Legal Executive Board to the Board of Directors of this Port Authority.

Regarding new labor lawsuits filed against Portos do Paraná in 2022 YTD, 33 new actions were identified, with Portos do Paraná appearing as the main party in only 6. These numbers indicate a 64.71% reduction compared to 2020 (34 new litigations, being the main defendant to 17 cases) and 25% compared to 2021 (22 litigations, eight as main defendant).

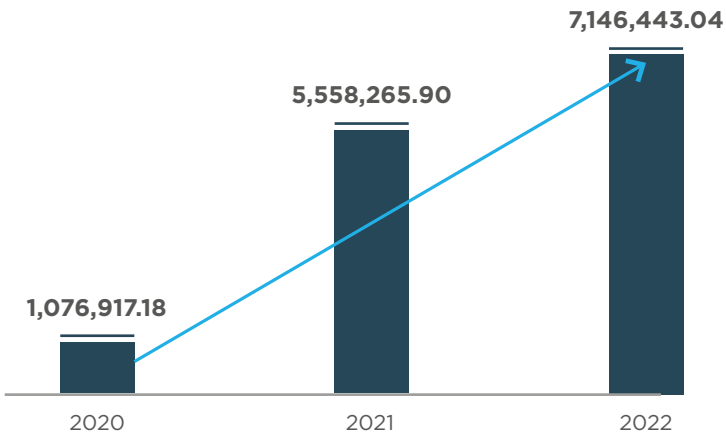
Labor litigations as the main defendant



In monetary terms, the savings in 2022 are estimated to be at least seven million, one hundred and forty-six thousand, four hundred and forty-three reais and four centavos (BRL 7,146,443.04),

an amount 28.57% higher than that obtained in 2021 (BRL 5,558,265.91) and 563.60% higher than the amounts saved in 2020 (BRL 1,076,917.18).

Cost-effectiveness with labor proceedings (BRL in millions)



At the Federal Court level, there are 210 litigations in progress, of which 142 were filed by fishermen, discussing possible environmental damage resulting from the collapse of Pedra da Palangana.

At the State Courts, a total of 1,648 actions were filed against Portos do Paraná. Nearly all (1,631) litigations, like in what was observed at Federal Courts, were filed by fishermen, discussing possible environmental damage



In monetary terms, the savings in 2022 are estimated to be worth at least

R\$ 7,146,443.04

28.57% higher than that obtained in 2021

resulting from the collapse of Pedra da Palangana. Regarding distribution, 1,209 out of the total actions were prosecuted in Antonina Tax Court; 355 in the Tax Court of Paranaguá; 2 in the Tax Court of Morretes and 82 actions in the Tax Court of Pontal do Paraná.

Regarding ongoing administrative proceedings handled by the consultative prosecutor’s office, the main measures were related to files from previous fiscal years and dealt with various topics and claims, along with the plurality of bodies illustrated in the table. Each entity or body communicates with the port activity in exercising its competence and, therefore, demands that the Advisory/ Preventive Prosecutor’s Office act differently, depending on the situation presented.

In 2022, Portos do Paraná recorded reduced fines by inspection bodies. It is worth noting that more than 50 requests for access to information were made to ANVISA, which allowed the full sharing of the proceedings in dispute with the Regulatory Agency. This enabled a detailed analysis, identifying weak points that could be improved

and supporting administrative appeals and legal actions to cancel debts. Furthermore, the presentation of appeals is now done electronically, reducing additional costs for Portos do Paraná.

In addition, the Legal Area of Portos do Paraná held

several meetings, lectures, and events of great relevance to the company. Of particular note is the participation in the Intermodal 2022 event, an important meeting for the sector. Participation was also made in the Port Management Seminar sponsored by the Brazilian Academy of Training

and Research (ABFP), with the panel mediating “Controversial Aspects of Port Regulation: The Regulatory Asymmetry between Private Use Terminals and Public Ports.” These participations reinforce Portos do Paraná’s commitment to being up-to-date and engaged in discussions relevant to the port sector.

CONTROL BODIES



8

PEOPLE AND **social** **management**



8.1 People management

— GRI 102-8 | 405-1 | 405-2
SDG 4, 8, 16

The ports of Paranaguá and Antonina are known for being an important source and reference for employability in the region. In addition to direct jobs, port activity also provides a series of indirect work opportunities, extending its benefits to an even greater number of people. On average, approximately 4 thousand people work daily at the ports, highlighting the significant workforce employed.

Portos do Paraná remains committed to maintaining our ports as a true engine of employability, sealing a commitment to the local economy, the community, employees, and all those who benefit directly or indirectly from the port activity.

Employees Profile

— GRI 102-7 | 102-8

For Portos do Paraná, employees represent the driving force toward the company’s goals and objectives. The company recognizes that employees are the first customers and, therefore, focuses its efforts on understanding and meeting the needs of internal employees, exceeding their expectations, and making them allies in the search for business success.

Portos do Paraná aims to promote and strengthen an inclusive and safe environment for everyone. Recognizing its role in the pursuit of equity, the company values the relationships and actions that



Painting and signage work on the primary pier strip

contribute to this equity. It is proud of the excellence of its services, which is a result of the qualification of its port workers.

The company invests in training and development, ensuring that its team is prepared to face

the port sector’s challenges and offer customers high-quality service. Committed to cultivating a satisfactory and engaging work environment, Portos do Paraná believes that the employees drive the company’s success.

Together, the company and its employees continue to build a solid organization based on excellence, respect, and appreciation for each individual who makes up the team. In December 2022, Portos do Paraná had 534 employees, of which 82 were women, 34 were interns, and 7 were people with disabilities (PwD).

The graphic expressions illustrate the breakdown of employees:



www.portosdoparana.pr.gov.br/Pagina/Quadro-de-Servidores

Compensation and Benefits

— GRI 102-8 | 401-1 | 401-2

Two ways to join the Portos do Paraná team of employees are through a public civil servant examination for permanent positions and free appointment by an administrative act for commission-paid workers. For permanent employees, compensation is established by State Decree 7447/1990 and CONSAD Normative Resolution APPA No. 01, dated June 30,

2016, while for commission-paid workers, compensation is determined by State Law/PR 20284/2020. There are no differences in compensation between men and women performing the same duties.

In addition, to support the welfare and value of employees, Portos do Paraná extends benefits to all employees.



Food allowance



Daycare allowance



Funeral allowance



Transportation allowance



Life insurance



Health care plan



Dental plan

All employees are entitled to maternity and paternity leave, with no risk of dismissal upon their return, according to the principles of Portos do Paraná. The company is also concerned with educating its employees' dependents; therefore, it provides a monthly allowance to those who need it and can prove school, daycare or babysitting expenses. In 2022, the company provided daycare assistance to forty-six (46) employees, providing care for fifty (50) children aged seven (7) months to six (6) years of age.

Another new benefit in 2022 was the first dental plan at Portos do Paraná. In the first action as the partner company, a week of care was carried out in a mobile ambulance on the premises of Portos do Paraná. This action generated care for a total of three hundred and thirty-two (332) care holders and five hundred and seventy-four (574) dependents.

Training and Development

Several actions were carried out throughout 2022 regarding personnel training and development. These actions are listed below in presentation format.

Online/EAD Trainings

- **Building** Port Resilience Against Pandemics - Feb/Mar - Free; Recommended to all employees (CDESP Recomenda), particularly via email to members of the COVID committee;
- Best Practices for Board of Directors **Course** (IBGC) - Jan/Feb - for directors, officers, governance, and managers;
- **Tools** for Risk Management - Fundação Euclides da Cunha (UFF) - Oct/Dec - 2022 - For Risk Managers.

In-Company Training

- **Preparation** of Terms of Reference - covering all executive boards (First semester);
- Auctioneer **Training** (First semester);
- **Action** as Representative (Feb/Mar);
- DTR40 System **Training** - 06/06/2022 - General training for employees who prepare TRs, provided by the supplier company (GRG Tech Assessoria em Informática Ltda);
- **Teamwork** and Feedback - Oct/Nov - 2022 - For team managers and other nominated employees;
- **Fundamentals** of Project Management - Oct/Nov - 2022 - For managers of strategic projects.



Detail of the stern of a ship moored at the Paranaguá pier

External Training

- Panama Canal International Logistics Course - DOP - Technical Visit;
- In-person Seminar: 40 most common defects in state-owned companies' contracting - employees in the bidding and procurement area;
- 3rd Master in Logistics and Port Management - Postgraduation, in partnership with Valenciaport - 07 employees;
- Brazilian Training and Development Conference - CBTD 2022 - 05 employees of the Personnel Development and People Management area;
- III National Meeting - Compliance, Integrity, Anti-Corruption Law and LGPD - Governance;

- Director Development Program - ABEPH/ IBGC - For Governance, Officers and Directors (Sep/Dec - 2022).

Investments

By way of comparison, in 2021, with the gradual return of activities after the Covid-19 pandemic, 10 actions were carried out, with an investment of around BRL 110,000.00. In 2022, with the pandemic situation already under control, 30 learning actions were carried out and monitored by CDESP, totaling an investment of more than BRL 800,000.00.

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BRL 800,000.00



Continuous Development

For purposes of supporting the implementation of a continuous development culture of our employees and effective knowledge management, CDESP started to implement several actions, such as internal training, partnerships, and the learning trail.

Internal coaching aims to identify talents within the organization, people who are experts in a given topic and can disseminate their knowledge to other co-workers through expository presentations to several people or even individually at their workplace.

In 2022, several internal training sessions were carried out with immediate results for Portos do Paraná, such as:

-  **ISPS Code and its Systems** - Taught by Rodrigo Vanhoni/ Eduardo Domanski, covering all executive boards of Portos do Paraná;
-  **Travel Procedures** - Taught by Employee Naiara Galeriani Pirasol, covering all executive boards of Portos do Paraná;
-  **Waste management at Portos do Paraná and its social and environmental impacts** - Taught by Employee Thales Trevisan, covering all executive boards of Portos do Paraná;
-  **Developing PowerBi in the Agile Model Workshop** - Organized by Employee Honorato Chudson for all employees and interns.



Holding of the 2nd Internal Instruction “Developing Power BI in the Agile model”



Presentation of real cases developed by the teams in the 2nd Internal Instruction, “Developing Power BI in the Agile model”

Another measure was partnerships with institutions that promote the intellectual development of individuals. In 2022, some negotiations were encouraged with educational institutions to enter into agreements for granting discounts in undergraduate and postgraduate courses for employees and their dependents, in addition to other benefits that partnerships can bring to Portos do Paraná.

These negotiations are ongoing and will be announced internally after the formal procedures so that all employees have access to this benefit.

The third way of action in 2022 for the continuous development of the team was the development of Learning Trails. Combined with the Performance Management system, Portos do Paraná Learning Trails were developed to encourage the self-development of employees.

The trails are formulated by topics related to existing areas at Portos do Paraná, and each of them describes the competences inherent to the topic in question, which can be classified as technical, managerial, or behavioral. For each competence, free or low-cost learning options will be suggested to enable employees to develop or improve the skills they need.

“

In 2022, some negotiations were **encouraged** with educational institutions to enter into agreements for granting discounts in undergraduate and postgraduate courses for **employees and their dependents**, in addition to other benefits that **partnerships** can bring to Portos do Paraná.”

Performance Appraisals

Currently, individual performance appraisals of Portos do Paraná employees are carried out every two years of effective exercise. Through them, it is possible to measure and analyze, according to the vision of immediate managers, the performance of each employee under behavioral and technical aspects. According to the current Job and Salary Plan, this appraisal is a requirement for employees' career progression.

CDESP plays the role of manager of this process, controlling the timing of appraisals of each employee, encouraging appraisals by managers, and formalizing the request for implementation of progressions.

In 2022, 84 performance appraisals were carried out: 22 related to the probation period (three months) and 62 related to each employee's two-year period.

02	February 2, 2022 - 18.593.071-8 - Regulation 050/2022
06	June 6, 2022 - 18.964.642-9 - Regulation 140/2022
07	July 7, 2022 - 19.138.172-6 - Regulation 170/2022
08	August 8, 2022 - 19.296.734-1 - Regulation 228/2022
10	October 2022 - 19.587.984-2 - Regulation 007/2023

Internal Communication

The Company knows the importance of internal communication; thus, it seeks to always maintain dynamic and educational communication, to cooperate with the organizational climate with transparency and the credibility of Portos do Paraná, encouraging its employees' sense of belonging.

The internal communication channels are email, banners, interactive screens - PortTV, applications with financial data (payslip and income report), the website, and the official WhatsApp group.







Worker carries out noise monitoring

8.2 Health and safety

— GRI 403-1 | 403-3 | 403-4 | 403-5 | 403-6 | 403-7 | 403-9
SDG 3

Security is one of Portos de Paraná’s main concerns, being an essential value in all its port activities and services. Among the company’s values and commitments, the following can be highlighted:

-  **Commitment to life:** people’s safety is an absolute priority for Portos de Paraná, which seeks to ensure a safe and healthy working environment for all employees and port users.
-  **Accident prevention:** it develops preventive actions to avoid accidents and incidents, including training workers, maintaining and modernizing facilities and equipment, and rigorous inspection of port activities.
-  **Environmental protection:** it seeks to ensure the environmental safety of port activities, preventing pollution and minimizing environmental impacts.
-  **Cooperation with competent authorities:** it works in close cooperation with port authorities, regulatory bodies, and other entities responsible for port safety to ensure legal compliance and operational safety.

In short, safety is a non-negotiable value for Portos de Paraná, which is committed to adopting all necessary measures to guarantee the safety and protection of life, the environment, and port operations.

Portos do Paraná has an Integrated Management System (IMS) implemented, comprising the areas of Health, Occupational Safety and Environment (HSE). This system is guided by the IMS policy, widely disseminated and aligned with the pursuit of excellence in port management.



Port Guard during first aid training

Delving deeper into the area of Occupational Health and Safety, the Occupational Health and Safety Master Plan was also implemented, which has as its main premises:

- **Compliance** with legal OSH obligations;
- **Standardization** of HSE requirements in port operations;
- Constant **awareness** of our workers and users and;
- The positive **influence** on continuous improvement actions in HSE topics with stakeholders that comprise the Port Community of Paranaguá and Antonina.

The occupational health and safety management system covers all activities and operating locations within non-leased

public areas and includes controls with suppliers and contracted service providers who work on the company's premises.

The ports move a large number of products, and the operational areas require a series of precautions and preventive actions. To this end, procedures are defined to establish guidelines for people's health and safety and environmental protection. Seeking continuous improvement, the Company promotes a safety culture, disseminating the topic to all users and encouraging the cooperation of the entire port community. Therefore, Portos do Paraná relies on:

- **Explanatory institutional video** - presents basic health, safety, and environmental rules that must be respected in the customs areas of the Ports of Paranaguá and Antonina;

- **Safety Map** - gathers the basic information for work on the port area;
- **General Safety Rules Playbook** - informs general traffic rules, safety map, and safety signs.

Safety Programs

Portos do Paraná is already recognized for its efficiency in port management and is constantly working to improve its performance. In this way, the Company also acts as a reference in occupational health and safety. Promoting a health and safety culture, along with various safe work practices, is a priority for Portos do Paraná. To this end, the following programs and actions are developed:

- **Management** of Mandatory OSH Programs;
- Risk **Control** and Management **Program**;
- **Program for Standardization, Regulation, and Supervision** of HSE Requirements in Port Operations;
- Accident, Incident, and Misbehavior **Control, Management, and Reduction Program**;
- Emergency **Management Program**;
- **Occupational Health and Safety Awareness Actions** focused on safe behavior;
- **Incentive Actions** for developing OSH Governance in the Port Community of Paranaguá and Antonina.

OSH Risk Management Program

Portos do Paraná has a Risk Management Program - PGR, which develops, through the working group (GT), study actions and creation of rules and preventive and emergency operational procedures. The group has a weekly agenda to discuss preventive actions and deal with corrective actions derived from operational events together with those responsible within the Organized Port. The GT also issues safety alerts with lessons learned from events so that the entire port community can improve its HSE practices.

Portos do Paraná also maintains a daily risk control routine in 2022 through:

- **More than 3,800 documentary checks** related to dangerous cargo in ships passing through the Ports;
- **Release** of work permits (more than 595 TSPs in 2021);
- **Observations** and safety approaches to neutralize behavioral deviations (more than 4,900 workers contacted and made aware in 2021);
- **Performance** of more than 4,207 ethylometry tests;
- Monthly traffic **stops** using speed radar, with the regularization of more than 80 deviations/traffic violations);
- **Audit** of contracts and worksites with more than 85% OSH compliance rate;



Team during emergency simulation in port operation equipment

- **All OSH results** and indicators are verified monthly in goal-checking meetings, and the critical analyses derived from these meetings generated 22 systemic improvement actions in 2022.

Furthermore, the Company has an extension that is a channel for communicating reports of “near misses,” accidents, or any other emergencies. The Port Guard registers the information in a form and makes the necessary referrals. The Ombudsman Office is also able to receive statements of this nature.

Internal Commission for Accident Prevention (CIPA) and Working Groups

To assist the Health and Safety area, Portos do Paraná has an internal commission for accident prevention (CIPA) that favors port workers' health and safety. CIPA has a routine of monthly meetings to discuss preventive actions and address those responsible for resolutions. It also has free circulation within the organization, maintaining direct communication with all Executive Boards. In 2022, it acted in 12 preventive actions.

Portos do Paraná maintains a contracted medical service to carry out occupational examinations on its employees and monitor health conditions and follow-ups carried out by occupational physicians.

Portos holds traveling lectures and monthly health promotion campaigns for its employees and service providers, including vaccination campaigns. The Porto em Ação project is also part of this agenda, which provides good health and well-being services to truck drivers and members of communities around ports.

Portos do Paraná also coordinates two groups of significant importance for the port scenario of Paranaguá. The Mutual Aid Plan (PAM) and the Area Plan (PA) lead simulations and a meeting agenda with the attendance of more than 28 signatory companies and with the participation of the Civil Defense and Fire Department.

OSH Training

Portos do Paraná strives to consolidate a culture of health and safety in its port activities, adopting proactive measures to disseminate information and promote awareness among port users. With this, the company seeks to guarantee a safe and healthy work environment for everyone involved in its operations. Therefore, the company maintains a calendar of safety training and simulations annually, which addresses:

- **Training:** Fire brigade, safety with machinery and equipment, work at height, among others.
- **Simulations:** Fire and explosion scenarios, assistance to accident victims, leakage of dangerous products, and adverse weather conditions, among others.



Portos do Paraná emergency brigade training

In 2022, 10 internal training sessions were conducted to train employees, focusing on OSH topics. Further to the internal training, Portos do Paraná conducts weekly onboarding training with its third parties. Throughout the past year, around 537 workers were properly trained in the internal HSE requirements to enable them to perform their activities safely while respecting the environment.

In addition to the monthly OSH campaigns, in 2022, a tool for daily use entitled “DS - Porto Security Dialogue” was developed. As a result of these awareness events, Portos do Paraná achieved an unprecedented milestone, bringing preventive OSH information to more than 16,300 users of Portos Paraná in 2022.

During April, several awareness-raising actions were carried out among employees, and the main Health and Safety campaign, Green April, was also implemented. The topic discussed was ‘Self-Care, I practice it!’ Furthermore, actions were developed regarding Saúde nos Portos Program, a program of the Ministry of Infrastructure that aims to provide health care and monitor the health of users of Portos do Paraná.

Among all these actions carried out during OSH prevention month, we reached 1,185 port users.

Promotion of workers’ health

In 2022, Portos do Paraná promoted several programs involving the health of direct and indirect employees. The several actions facilitating access to health include:

- **Mass vaccination** of all port workers, in addition to their families and the general population who sought care at the service stations;
- **Availability of vaccines** against Covid-19 and Influenza (all variants);
- **Disclosure of awareness materials** and benefits offered by the vaccines;
- **Lectures and conversation circles** on dates that mark “Pink October and Blue November” in partnership with the company providing health plan services;
- **Service with nurses** and other health professionals, who are available in the company to answer questions from employees, also facilitating the scheduling of appointments, among other topics;
- **A dental plan with national coverage** is offered to all employees and eligible dependents. Paranaguá has almost forty (40) service points, including professionals ready for urgent and emergency cases;
- **A week of on-site appointments was held** for employees who sought an opinion on their oral health, to later consult with professionals accredited in the plan, all of this for free;
- **Health insurance** for all employees;
- **All employees and interns** of the company are covered by the integrated management system.

OSH in 2022

Portos do Paraná maintains a strong campaign to raise awareness and pay attention to women’s health. This year, in particular, it also seeks to remind the importance of prevention and early diagnosis to win the fight against breast cancer. The period was also a warning period for the occurrence of cervical cancer.

In the same sense, due to the great success of the previous year (2021), Portos do Paraná held the second stage of the “Blue November Tournament” in partnership with the company providing health plan services, which offered healthcare professionals at the event, to clarify doubts about prevention exams and treatments.

Furthermore, in 2022, the vaccination campaign continued strong. The vaccination of the port community took place through the Port/City partnership, that is, through the health

department of the municipality of Paranaguá, which made professionals available on the premises of Portos do Paraná to vaccinate both employees and the community in general.

That year, a new action was also to promote heart health, quality of life, and healthy eating. A nutritionist and a Unimed nurse attended this action, provided guidance, and passed on tips to employees about food and quality of life.

At the same event, the partner company in the health care plan also promoted the possibility of measuring blood pressure and carrying out a Bioimpedance assessment, answering questions about the programs offered by Unimed’s Preventive Medicine. The Bioimpedance assessment was carried out in the lobby of Palácio Taguré and had the significant participation of seventy-two (72) employees.



Health care for port workers during Portos do Paraná’s Abril Verde campaign

Occupational accidents

Portos do Paraná is a company committed to continuous improvement and excellence in its port activities. Monitoring indicators and performance analysis are essential tools for identifying opportunities for improvement and mitigating risks, allowing the company to maintain its excellent results and continue to grow and develop in the port market.

Although the objective is the continuous search for **ZERO ACCIDENTS**, the frequency rate in the last two years, according to the International Labor Organization - ILO, presents results considered as “very good.” The frequency rate consists of an estimate of accidents per million hours worked, while the severity rate represents how much working time a company loses due to accidents in a given period. Both rates are calculated according to NBR 14280.

Indicators	2021	2022
Total FR (frequency rate) index of the company in the period, for employees	3.6	2.65
SR (Severity Rate) Index in the period, for employees	0.91	1.74
ACA - Accidents with lost time	1	1
ASA - Accidents without lost time	3	1
Deaths - own employees	0	0
Deaths - outsourced workers	0	0



Medical care during emergency simulation at Portos do Paraná

Most employees work daily in the primary zone of the Port of Paranaguá. Port operations are carried out in these operational areas, with intense movement of vehicles and large equipment. The operational teams and managers are committed and always looking for the best practices to prevent workplace accidents. In 2022, internal

OSH procedures and guidance booklets on accident prevention were developed, and over 129 training events (including safety dialogues aimed specifically at the internal audience) were held. Around 99 risk conditions were also detected, registered, and addressed; the majority were properly treated.

8.3 Social commitment

— SDG 1, 3, 4, 5, 10, 16

One of the fundamental premises of Portos do Paraná is to strengthen the relationship between the community and the port. The company recognizes the importance of its role in reducing the social and environmental impacts of port activities and improving the quality of life of society as a whole. In this sense, Portos do Paraná is committed to developing initiatives that seek to transform its image so that the port stops being just a symbol of the sea and becomes associated with the city and the people who live there.

Therefore, the strategic goals of Portos do Paraná include:

- **Contribute** to the economic development of the state of Paraná, effectively improving the Port-city relationship;
- **Foster** social development, job and income generation;
- **Incorporate** ESG and SDG standards and principles into port management.

Portos do Paraná is involved in government projects and actions to repay the services provided and donations received for the benefit of the coast of Paraná. Furthermore, it seeks to propose initiatives, mainly in islands and coastal communities within its area of influence, acting as a true intermediary between the bodies of the Three Branches and the beneficiaries. In this way, the company seeks to establish a solid connection between different players, aiming at the development and welfare of these coastal regions.



Portos do Paraná employee is vaccinated during internal health campaign

External initiatives:



Sustainable Development Goals - SDG

Actions carried out by the Environment Executive Board that are within the 17 SDGs, within the area of influence of Portos do Paraná, including islands and maritime communities.



COP-26 - Egypt

For the third consecutive year, the only port authority in the world to be invited to speak at the Conference on Climate Change held by the United Nations (UN).



Women's Day:

Action in partnership with the Global Health Institute for a health and beauty circuit.



Blue November

An indoor soccer tournament between Portos do Paraná employees and service providers was held at the Albertina Salmon Arena.



Yellow May

Awareness actions with truck drivers in the port strip of the Port of Paranaguá pier.



Children's Day

Collection and delivery of gifts with employees for children from municipal schools in isolated communities in the Paranaguá Bay/PR.



Easter Campaign

Eighty-five packages were distributed to the Vila Maria Association of Recyclable Material Collectors (Assepar) in Paranaguá. In Antonina, 89 boxes were distributed to the KM 4 Recyclers Association in Antonina. Donations were collected by the public company's employees and executive board.



Solidary Christmas

Collection and delivery by employees of gifts for children of social projects in Antonina/PR.



Food donation

During the Covid-19 pandemic, an initiative by Portos do Paraná, together with the port community in Paraná, composed of 30 companies, collected 9,000 staple food baskets - equivalent to 125 tons - which were destined for needy families.



Porto em Ação

The action brings together partner entities that provide legal, traffic, health care, and hygiene services, among others, to truck drivers who pass through the public company's Sorting Yard and residents of maritime communities surrounding the port.



Mangrove cleaning

Throughout the year, Portos do Paraná carried out several actions to clean the mangroves on the islands and maritime communities in the Bays of Paranaguá and Antonina.



Blood Donation

During volunteering week, employees donated blood at Hemepar, Paranaguá.



Training in the Islands

In partnership with SESC-PR, the public company offered courses from the Jovem Aprendiz project to residents of maritime communities surrounding Portos do Paraná.



“Caps” Collection:

Portos do Paraná embraced the project to collect a ton of plastic material to be donated and sold by a philanthropic entity, in addition to encouraging recycling and preventing environmental pollution.



Participation of female employees attending a women-only international port management course in the city of Lahavre, France.



Campaign to prevent and combat sexual harassment aimed at all employees, independent contractors, and third parties in the port community.

Associations

GRI 102-13

- Brazilian Association of Port Entities and Waterways – Member
- American Association of Port Authorities (AAPA) - Member
- Coastal Watershed Committee - Member
- Paranaguá Environmental Council - Member
- Antonina Environmental Council - Member
- Council for Territorial Development of the Coast of Paraná - Member
- Technical Chamber of Coastal Management - Member
- United Nations Framework Convention on Climate Change (COP) - Participant

Port-City Engagement

To strengthen its relationship with stakeholders, integrate the port’s business with the local economy and community, and affirm its commitment to social responsibility, Portos do Paraná seeks to maintain a constant and transparent dialogue with stakeholders.

The stakeholders of this relationship include:

- Civil society;
- Truck drivers;
- Fishermen;
- Maritime communities;
- Occupational category unions;
- Outsourced employers;
- Local community;

- Importers;
- Exporters;
- Port operators;
- Lessees;
- Maritime Agencies;
- Shipowners;
- Federal Government - Ministry of Infrastructure;
- Government of Paraná - Secretariat for Infrastructure;
- Municipal Government of Paranaguá;
- Municipal Government of Antonina;
- National Waterway Transport Agency - ANTAQ;
- Ministry of Infrastructure.

Engagement is constant through various programs and actions promoted by Portos do Paraná. The approach includes publicity campaigns in the local media (radio, TV, newspaper), written communication (social media, official website, groups in messaging applications, email for mailing list), face-to-face meetings in maritime communities, and on-site visits by the public company’s teams in residents’ homes about itinerant actions and projects brought to the city, as well as the use of internal communication from partner companies and institutions that are part of the port community.

Positive impacts on local communities

GRI 413-1

Portos do Paraná’s activities aim to promote harmonious coexistence with local communities and generate a positive social impact in the sectors in which it operates. Aiming at sustainable development, acting in a safe, transparent, and integrated way with values and strategies, Portos do Paraná carried out several actions in favor of the community in the year 2022:

Porto Escola Project - Educação para a Sustentabilidade (Education for Sustainability) - a partnership between Portos do Paraná and the Municipalities of Paranaguá and Antonina. The project aims to teach, in a playful way, the importance of the port activity for the local and national economy, in addition to talking about the characteristics of Paranaguá bay, the correct management of solid waste, and the safety procedures in force at the port. Students have the

opportunity to go to the ports of Paranaguá and Antonina weekly to attend lectures and visit the pier. In addition, at the end of the school year, Portos organizes a drawing contest and awards the ten winning students with a boat trip across the bay. 1,599 5th-grade students were served in Paranaguá and 284 in Antonina in 2022. Since the start of the Project in 2015, more than 10 thousand students from the municipal education network have been served.

Porto em Ação - After more than a year at a standstill due to the pandemic, the Porto em Ação project was resumed. The project consists of a program to integrate and provide services to the community to strengthen the relationship with the population. The event took place in the Piaçaguera community kitchen and benefited the residents of Ilha de Amparo. It offered health, Detran, Sest/Senat services, haircuts, and guidance on traffic, the environment, and

safety. Porto em Ação is carried out in maritime communities and islands within Portos do Paraná’s influence. The action is carried out exclusively through partnerships with municipal, state, federal, or quasi-public institutions, which provide health services, legal guidance, professional training, and environmental education, among others, depending on availability.



Environmental education activities carried out by Portos do Paraná

Porto Cidade Project - In partnership with DETRAN-PR, SESC/SENAC, SENAI, SEST/SENAT, the Municipality of Paranaguá, and other partners, joint efforts are used to bring various public services to vulnerable communities in the municipality, including haircuts, vaccinations, medical tests, dentistry, environmental education activities, among others.

Trilhas do Amanhã Project - It aims to enable youths from communities in the area of influence of the ports of Paranaguá and Antonina. In 2022, three courses aimed at young audiences were held.

Nossa Pesca Project - As an alternative source of income for fishing communities surrounding Portos do Paraná, three “Cutting and Sewing” courses were organized for women from the community of Piaçaguera to promote continued training for this audience.

Compostar para Cultivar Project - Project developed in Ilha do Mel that aims to present basic teachings about the composting process and raise awareness about the correct segregation and reuse of solid waste. In 2022, 250 people were involved in the project activities.

Jovem Aprendiz Project - Communication and Service and Introduction to Make-Up - In partnership with the National Service for Commercial Learning (Senac), the project involved 35 youths from Ilha dos Valadares. The project aims to develop and bring training to youths and empower communities.

Cleaning actions - Through partnerships with local associations, scouts, employees, and the port community, actions were carried out to clean up mangroves, islands, and maritime communities in places lacking infrastructure.

Composting - Actions to teach residents of isolated communities about permaculture and sustainability through composting.

Dengue Combating - Several fumigations were promoted to combat dengue in the Port of Paranaguá. The joint effort also mobilized residents of São Miguel, Ponta do Ubá, Eufrasina, Amparo, and Piaçaguera. The communities received kits with active chlorine and garbage bags to clean the land and avoid water accumulation.

Environmental Education Program - Campaigns aimed at saving energy and water and correctly managing waste and guidance on the importance of artisanal fishing. The actions involved all port workers. In addition, the activity guarantees an income for around six thousand families on the coast of Paraná.

Solidarity - The port community collected 9,000 staple food baskets for donation, and 125 tons of food were delivered to vulnerable families.



The port community collected
9 thousand
staple food baskets
for donation



Actions carried out in communities in the area of influence of the ports in Paraná

Vaccination against Covid-19 and Influenza

In 2022, we will remain strong with the vaccination of the port community, given the benefits that the vaccines have shown in terms of reducing serious COVID-19 cases and hospital admissions, as well as the reduction in positive cases in the country in general.

The vaccination of the port community took place through the Port/City partnership, that is, through the health department of the municipality of Paranaguá, which made professionals available on the premises of Portos do Paraná, vaccinating both our employees and the port community in general.

Volunteering Actions - SOS Litoral

Still in the year 2022, Portos do Paraná started integration between the various sectors of the public company, aiming at volunteering campaigns in favor of Paranaguá and the various islands surrounding the birthplace of Paraná.

Due to heavy rains on the coast of Paraná, which left thousands of people homeless or in a situation of need, a fundraising campaign was created, which had massive support from the

entire port community and various people and institutions from all over Brazil.

Donations were delivered to collection points, namely the Palácio Taguaré and the Dom Pedro II building. For those who could not send their donations, we also provided an “online vakinha” (online funding), which we used to withdraw to purchase construction materials for families who needed to rebuild their homes.



APPINHA Project

After helping to collect a ton of bottle caps, the fundraising campaign continued at full steam at Portos do Paraná. The Perseverança Nursing Home held a collection to purchase diapers in favor of the entity's residents. To this end, they continued to collect caps, seals, and even medicine packs from employees, their family members, and friends, as well as the Port Community, which helped them monthly with the collection and delivery of bags of caps.

After helping to collect
1 ton

of bottle caps, the fundraising campaign continued at full steam at Portos do Paraná.



Campaign to collect plastic caps for the social project with the community

Preservation

Porto cooperates with the International Operation against maritime pollution in partnership with the Federal Police. List of Associations/Organizations:

- Brazilian Association of Port Entities and Waterways - **Member**;
- Coastal Watershed Committee - **Member**;
- Paranaguá Environmental Council - **Member**;
- Antonina Environmental Council - **Member**;
- Council for Territorial Development of the Coast of Paraná - **Member**;
- Technical Chamber of Coastal Management - **Member**;
- Consultative Council of the Ilha dos Currais National Marine Park - **Member**.

Rock blasting of Pedra da Palangana

Pedra da Palangana's rock blasting is necessary to increase navigation productivity and safety and was considered a major operation that resulted in concerns for the local community. The complexity and peculiar aspects of the operation with underwater disassembling in the Access Channel to the Port, between the Container Terminal of Paranaguá and Cotinga Island, where Indigenous people live, demanded a great communication effort to demystify the operation. A task force assisted those interested in various meetings and in loco on the islands to clarify the size of the underwater rock blasting to be carried out and the possible environmental impacts. In addition, a communication plan was prepared and implemented before, during, and after the work to update stakeholders at each step of the work schedule. All measures were taken to communicate and clarify the real



Point the camera of your cell phone and watch the animation of **Porto Explica** about rock blasting.

<https://m.youtube.com/watch?feature=shared&v=qMMeyWQoTkU>

and potential damage caused by underwater blasting to demystify the project for the local community. The organization was open to dialogue and consultation, including trips to remote maritime communities located within Portos do Paraná's influence.

The rock blasting started in 2021 and continued with the removal in 2022, crushing, and disposal of the rocks to six municipalities on the State Coast. The work was necessary to reduce risks to navigation in the access channel to the port of Paranaguá and to enable more efficient operations. It is noteworthy that the blasted rocks were recycled through crushing, donated, and reused for civil construction in the municipality of Paranaguá and others on the coast of Paraná. Seeking the beneficial use of the blasted material, more than 4,600 m² of rocks from Pedra da Palangana were donated in 2022.

Emergency containment - simulated exercises

Sixteen simulated exercises covered the PAE-PCE plans; Mutual Aid Plan of Portos do Paraná (PAM); Area Plan; PEI-Paranaguá and PEI-Antonina. The exercises simulated emergency scenarios such as fire, oil leaks, and adverse weather conditions. Different areas of the company, service providers, port operators, and external bodies were integrated into these training sessions.

The plans for emergency response actions in the common areas (not leased) of the organized ports of Paranaguá and Antonina are established in the following documents:

- **Action Plan/Emergency Control (PAE/PCE)** of Portos do Paraná (APPA);
- **Individual Emergency Plan (PEI)** for the Organized Port of Antonina (APPA);
- **PEI** for the Organized Port of Paranaguá;
- **Emergency plans** for other port agents operating in the organized ports of Paranaguá and Antonina.

In addition, emergency response guidelines that transcend the response capacity of the affected port agent and require integrated efforts are established in the following contingency plans:

- **Mutual Aid Plan** of Portos do Paraná (PAM);
- **Area Plan** of Portos do Paraná (PA-PPR).

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GRI 102-55

Portos do Paraná reported the information cited in this GRI content summary for the period from January 1, 2022, to December 31, 2022, based on the GRI Standards.

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Assurance letter

APPA – Management of the Ports of Paranaguá and Antonina

Independent auditor’s limited
assurance report.

Related to fiscal year 2022.



<https://www.portosdoparana.pr.gov.br/Formulario/Pesquisa-de-satisfacao-l-Relacao-porto-e-sociedade>

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Independent Auditor’s Limited Assurance Report

To
The Board of Directors, the Executive Board, and other stakeholders of the MANAGEMENT OF THE PORTS OF PARANAGUÁ AND ANTONINA - APPA

Paranaguá - PR

Introduction

We were retained by the Management of the Ports of Paranaguá and Antonina (“APPA”) for independent and limited assurance on the information contained in the Sustainability Report 2022, prepared based on the guidelines of the Global Reporting Initiative (“GRI”), Standards version, relating to the fiscal year ending December 31, 2022.

Management’s responsibilities

The management of the Ports of Paranaguá and Antonina is responsible for preparing and adequately presenting the sustainability information disclosed in the Sustainability Report 2022, using as a reference the Standards for Sustainability Reporting of the Global Reporting Initiative - GRI, and according to the controls needed to allow the preparation of this information free from relevant misstatements, regardless of whether caused by fraud or error.

APPA is also responsible for preparing and adequately presenting information related to greenhouse gas emissions and the internal controls it determines as necessary to allow the preparation of this information to be free from relevant misstatements, regardless of whether it is caused by fraud or error.

Responsibility of the independent auditors

Our responsibility is to express a conclusion about the information contained in the Sustainability Report 2022, based on the limited assurance work performed according to Ibracon Technical Communication (CT) 07/2012, approved by the Federal Accounting Council and prepared based on NBC TO 3000 (Assurance Works Other than Audit and Review), issued by the Federal Accounting Council - CFC, which is equivalent to the international standard ISAE 3000, issued by the International Federation of Accountants, applicable to non-historical information.

These rules require compliance with ethical requirements, including independence requirements, and that the work is performed to obtain limited assurance that the information contained in the Sustainability Report 2022, taken as a whole, is free from material misstatement.

Limited assurance work performed according to NBC TO 3000 (ISAE 3000) consists mainly of inquiries to management and other APPA professionals involved in preparing the information contained in the Sustainability Report 2022, as well as the application of analytical and substantive tests by sampling to obtain evidence that allows us to conclude on the sustainability information. A limited assurance work also requires the execution of additional procedures, where the independent auditor takes knowledge of matters leading to believe that the information contained in the Sustainability Report may present material misstatements.

The procedures selected were based on an understanding of aspects relating to the compilation, materiality, and presentation of the information contained in the Sustainability Report 2022 and other circumstances of the work and our consideration of areas and processes associated with material sustainability information disclosed in the Sustainability Report 2022, in which relevant misstatements could exist.

The procedures comprised:

- Planning of the work, considering the materiality of APPA's activities, the relevance of the information disclosed, the volume of quantitative and qualitative information, and the operational and internal control systems that served as the basis for preparing the information contained in the APPA Sustainability Report 2022;
- Understanding and analysis of the information disclosed regarding the management of material aspects;
- Analysis of the processes for the preparation of the Sustainability Report 2022 and its structure and content, using as a reference the Content and Quality Principles of the Global Reporting Initiative - GRI Sustainability Reporting Standards (GRI-Standards);

- Evaluation of sampled non-financial indicators:
- Understanding of calculation methodologies and procedures for compiling indicators through interviews with managers responsible for preparing the information;
- Application of analytical procedures on quantitative information and inquiries about qualitative information and its correlation with the indicators disclosed in the Sustainability Report 2022;
- Analysis of evidence supporting the information disclosed;
- a. The comparison of financial indicators with the financial statements and/or accounting records.

We believe that the information, evidence and results obtained in our work are sufficient and appropriate to support our conclusion in limited form.

Scope and limitations

The procedures applied in a limited assurance work are substantially less extensive than those applied in a reasonable assurance work. Consequently, they do not enable us to obtain assurance that we took knowledge of all matters identified in a reasonable assurance work, which aims to provide an opinion. Had we carried out reasonable assurance work, we could have identified other issues and possible misstatements in the information in the Sustainability Report 2022.

Non-financial data are subject to more inherent limitations than financial data, given the nature and diversity of methods used to determine, calculate or estimate such data. Qualitative data materiality, relevance, and accuracy interpretations are subject to individual assumptions and judgments. Additionally, we did not carry out any work on data reported for previous periods to assess the adequacy of its sustainability policies, practices, and performance, nor in relation to future projections.

Our work aimed to apply limited assurance procedures to the sustainability information disclosed in APPA's Sustainability Report 2022, not including assessing the adequacy of its sustainability policies, practices, and performance.

Conclusion

Based on the procedures carried out, as described in this report, nothing has come to our attention that leads us to believe that the information contained in the APPA Sustainability Report 2022 was not compiled in all relevant aspects, according to the records and files that served as basis for its preparation, following the guidelines of the Global Reporting Initiative - GRI, Standards version.

Barueri, September 11, 2023

RUSSELL BEDFORD GM
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2 CRC RS 5.460/O-0 “T” SP

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