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## SECURITIES AND EXCHANGE COMMISSION

## SEC FORM 17-Q

QUARTERLY REPORT PURSUANT TO SECTION 17 OF THE SECURITIES  
REGULATION CODE AND SRC RULE 17(2)(b) THEREUNDER

1. For the quarterly period ended **30 September 2024**
2. Commission identification number **CS201619734**
3. BIR Tax Identification No **009-393-167-000**
4. Exact name of issuer as specified in its charter **CHELSEA LOGISTICS AND INFRASTRUCTURE HOLDINGS CORP.**
5. Province, country or other jurisdiction of incorporation or organization **Davao City, Philippines**
6. Industry Classification Code:  (SEC Use Only)
7. Address of issuer's principal office Postal Code  
**Stella Hizon Reyes Road, Bo. Pampanga, Davao City, Philippines 8000**
8. Issuer's telephone number, including area code **+63 82 224 5373**
9. Former name, former address and former fiscal year, if changed since last report  
**N/A**
10. Securities registered pursuant to Sections 8 and 12 of the Code, or Sections 4 and 8 of the RSA

Title of each class

Number of shares outstanding

**COMMON****2,274,768,615**Amount of debt outstanding: **PHP16,865,616,616**

11. Are any or all of the securities listed on a Stock Exchange?

Yes [✓] No [ ]

If yes, state the name of such Stock Exchange and the class/es of securities listed therein:

**PHILIPPINE STOCK EXCHANGE****COMMON SHARES**

12. Indicate by check mark whether the registrant:

(a) has filed all reports required to be filed by Section 17 of the Code and SRC Rule 17 thereunder or Sections 11 of the RSA and RSA Rule 11(a)-1 thereunder, and Sections 26 and 141 of the Corporation Code of the Philippines, during the preceding twelve (12) months (or for such shorter period the registrant was required to file such reports)

Yes [✓] No [ ]

(b) has been subject to such filing requirements for the past ninety (90) days.

Yes [✓] No [ ]

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**CHELSEA LOGISTICS AND INFRASTRUCTURE HOLDINGS CORP. AND SUBSIDIARIES**  
**(A Subsidiary of Udena Corporation)**  
**CONSOLIDATED STATEMENTS OF FINANCIAL POSITION**  
**SEPTEMBER 30, 2024 AND DECEMBER 31, 2023**  
**(Amounts in Philippine Pesos)**

	<u>Notes</u>	<u>September 30, 2024</u> <u>(Unaudited)</u>	<u>December 31, 2023</u> <u>(Audited)</u>
<b><u>A S S E T S</u></b>			
<b>CURRENT ASSETS</b>			
Cash and cash equivalents	4	P 278,113,109	P 392,586,988
Trade and other receivables - net	5	657,657,515	622,856,457
Inventories	6	326,233,565	272,632,109
Advances to related parties	19	7,588,692,904	7,626,252,787
Other current assets	7	<u>2,369,015,796</u>	<u>2,031,879,227</u>
Total Current Assets		<u>11,219,712,889</u>	<u>10,946,207,568</u>
<b>NON-CURRENT ASSETS</b>			
Investment properties	8	1,270,907,961	1,270,907,961
Property and equipment - net	9	17,574,079,492	18,140,459,806
Goodwill	23	1,774,083,332	1,774,083,332
Post-employment benefit asset	16	1,911,736	1,911,736
Deferred tax assets - net	18	37,582,101	37,582,101
Other non-current assets - net	11	<u>499,576,617</u>	<u>780,205,282</u>
Total Non-current Assets		<u>21,158,141,239</u>	<u>22,005,150,218</u>
<b>TOTAL ASSETS</b>		<u><b>P 32,377,854,128</b></u>	<u><b>P 32,951,357,786</b></u>

	Notes	September 30, 2024 (Unaudited)	December 31, 2023 (Audited)
<b><u>LIABILITIES AND EQUITY</u></b>			
<b>CURRENT LIABILITIES</b>			
Trade and other payables	13	P 10,215,974,411	P 10,248,262,229
Interest-bearing loans and borrowings	12	3,110,440,244	3,855,694,365
Advances from related parties	19	504,000,000	504,000,000
Advances from customers	2	429,452,162	436,376,981
Income tax payable		10,266,905	13,053,090
Total Current Liabilities		14,270,133,722	15,057,386,665
<b>NON-CURRENT LIABILITIES</b>			
Interest-bearing loans and borrowings	12	13,755,176,371	13,182,631,974
Post-employment benefit obligation	16	127,226,447	127,226,447
Deferred tax liabilities - net	18	642,683,350	642,683,350
Other non-current liabilities		18,378,637	37,157,877
Total Non-current Liabilities		14,543,464,805	13,989,699,648
Total Liabilities		28,813,598,527	29,047,086,313
<b>EQUITY</b>			
Equity attributable to shareholders of the Company			
Capital stock	20	2,144,018,615	2,144,018,615
Additional paid-in capital		11,204,327,157	11,204,327,157
Share options outstanding		49,940,776	49,940,776
Revaluation reserves		1,904,477,715	1,917,069,636
Other reserves		( 1,058,033,280 )	( 1,058,033,280 )
Deficit		( 10,860,475,382 )	( 10,533,051,431 )
		3,384,255,601	3,724,271,473
Non-controlling interest	20	180,000,000	180,000,000
Total Equity		3,564,255,601	3,904,271,473
<b>TOTAL LIABILITIES AND EQUITY</b>		<b>P 32,377,854,128</b>	<b>P 32,951,357,786</b>

*See Notes to Interim Consolidated Financial Statements.*

CHELSEA LOGISTICS AND INFRASTRUCTURE HOLDINGS CORP. AND SUBSIDIARIES  
(A Subsidiary of Udenna Corporation)  
CONSOLIDATED STATEMENTS OF PROFIT OR LOSS  
FOR THE NINE MONTHS AND THREE MONTHS ENDED SEPTEMBER 30, 2024, 2023 AND 2022  
(Amounts in Philippine Pesos)  
(Unaudited)

	Notes	For the nine months ended September 30,			For the three months ended September 30,		
		2024	2023	2022	2024	2023	2022
REVENUES	24	P 5,991,664,291	P 5,346,346,964	P 4,630,222,569	2,014,614,878	1,769,140,207	1,716,522,711
COST OF SALES AND SERVICES	14	4,829,370,108	4,244,527,502	4,276,200,824	1,726,238,593	1,463,137,261	1,637,011,816
GROSS PROFIT (LOSS)		1,162,294,183	1,101,819,462	354,021,745	288,376,285	306,002,946	79,510,895
OTHER OPERATING EXPENSES	15	666,385,574	1,029,696,698	849,388,461	236,022,271	414,149,208	291,754,084
EXPECTED CREDIT LOSSES ON RECEIVABLES	5	817,620	29,548,730	2,214,259	329,691	13,016,129	( 2,812,369 )
OPERATING PROFIT (LOSS)		495,090,989	42,574,034	( 497,580,975 )	52,024,323	( 121,162,391 )	( 209,430,820 )
OTHER INCOME (CHARGES) - Net							
Finance costs	17	( 821,603,103 )	( 974,940,973 )	( 956,748,066 )	( 272,549,201 )	( 350,590,091 )	( 260,945,144 )
Finance income	17	518,989	1,559,634	267,294	309,398	11,793	59,567
Loss on sale of property and equipment	9	-	( 90,344,836 )	-	-	( 90,344,836 )	-
Impairment loss on investment in a joint venture	10	-	( 81,001,439 )	-	-	( 81,001,439 )	-
Reversal of impairment losses on property and equipment	9	-	3,113,064	-	-	3,113,064	-
Other income		24,833,401	61,573,229	( 21,132,248 )	( 10,722,977 )	30,631,733	( 2,277,751 )
		( 796,250,713 )	( 1,080,041,321 )	( 977,613,020 )	( 282,962,780 )	( 488,179,776 )	( 263,163,328 )
LOSS BEFORE TAX		( 301,159,724 )	( 1,037,467,287 )	( 1,475,193,995 )	( 230,938,457 )	( 609,342,167 )	( 472,594,148 )
TAX EXPENSE	18	38,856,148	6,922,275	17,219,843	28,447,859	4,175,827	16,545,095
NET LOSS		( P 340,015,872 )	( P 1,044,389,562 )	( P 1,492,413,838 )	( P 259,386,316 )	( P 613,517,994 )	( P 489,139,243 )
Loss Per Share (Basic and Diluted)	21	( P 0.159 )	( P 0.545 )	( P 0.796 )	( P 0.121 )	( P 0.320 )	( P 0.268 )

See Notes to Interim Consolidated Financial Statements.

CHELSEA LOGISTICS AND INFRASTRUCTURE HOLDINGS CORP. AND SUBSIDIARIES  
*(A Subsidiary of Udena Corporation)*  
 INTERIM CONSOLIDATED STATEMENTS OF COMPREHENSIVE INCOME  
 FOR THE NINE MONTHS AND THREE MONTHS ENDED SEPTEMBER 30, 2024, 2023 AND 2022  
*(Amounts in Philippine Pesos)*  
*(Unaudited)*

	Notes	For the nine months ended September 30,			For the three months ended September 30,		
		2024	2023	2022	2024	2023	2022
<b>NET LOSS</b>		( P 340,015,872 )	( P 1,044,389,562 )	( P 1,492,413,838 )	( P 259,386,316 )	( P 613,517,994 )	( P 489,139,243 )
<b>OTHER COMPREHENSIVE INCOME</b>							
Items that will not be reclassified subsequently to profit or loss:							
Revaluation of vessels	9	-	292,006,650	-	-	292,006,650	-
Tax income	20	-	( 73,590,217 )	-	-	( 73,590,217 )	-
<b>OTHER COMPREHENSIVE LOSS</b>		-	218,416,433	-	-	218,416,433	-
<b>TOTAL COMPREHENSIVE LOSS</b>		( P 340,015,872 )	( P 825,973,129 )	( P 1,492,413,838 )	( P 259,386,316 )	( P 395,101,561 )	( P 489,139,243 )

*See Notes to Interim Consolidated Financial Statements.*

- 8 -  
**CHELSEA LOGISTICS AND INFRASTRUCTURE HOLDINGS CORP. AND SUBSIDIARIES**  
*(A Subsidiary of Udenna Corporation)*  
**INTERIM CONSOLIDATED STATEMENTS OF CHANGES IN EQUITY**  
**FOR THE NINE MONTHS AND THREE MONTHS ENDED SEPTEMBER 30, 2024, 2023 AND 2022**  
*(Amounts in Philippine Pesos)*

Notes	Attributable to Owners of the Parent Company								Non-controlling Interest	Total Equity
	Capital Stock	Deposits on Future Stock Subscriptions	Additional Paid-in Capital	Share Options Outstanding	Revaluation Reserves	Other Reserves	Deficit	Total		
Balance at January 1, 2024	P 2,144,018,615	P -	P 11,204,327,157	P 49,940,776	P 1,917,069,636	( P 1,058,033,280 )	( P 10,533,051,431 )	P 3,724,271,473	P 180,000,000	P 3,904,271,473
Total comprehensive loss for the year	-	-	-	-	-	-	( 340,015,872 )	( 340,015,872 )	-	( 340,015,872 )
Net loss	-	-	-	-	-	-	( 340,015,872 )	( 340,015,872 )	-	( 340,015,872 )
Transfer of revaluation reserves through depreciation, net of tax	20 -	-	-	-	( 12,591,921 )	-	12,591,921	-	-	-
Balance at September 30, 2024	20 <b><u>P 2,144,018,615</u></b>	<b><u>P -</u></b>	<b><u>P 11,204,327,157</u></b>	<b><u>P 49,940,776</u></b>	<b><u>P 1,904,477,715</u></b>	<b><u>( P 1,058,033,280 )</u></b>	<b><u>( P 10,860,475,382 )</u></b>	<b><u>P 3,384,255,601</u></b>	<b><u>P 180,000,000</u></b>	<b><u>P 3,564,255,601</u></b>
Balance at January 1, 2023	<b>P</b> 1,916,227,615	<b>P -</b>	<b>P</b> 10,709,745,157	<b>P</b> 41,572,709	<b>P</b> 1,491,255,887	<b>( P 1,058,033,280 )</b>	<b>( P 9,505,438,857 )</b>	<b>P</b> 3,595,329,231	<b>P</b> 180,000,000	<b>P</b> 3,775,329,231
Total comprehensive loss for the year	-	-	-	-	218,416,433	-	( 1,044,389,562 )	( 825,973,129 )	-	( 825,973,129 )
Net loss	-	-	-	-	218,416,433	-	( 1,044,389,562 )	( 825,973,129 )	-	( 825,973,129 )
Transfer of revaluation reserves through depreciation, net of tax	20 -	-	-	-	( 15,575,657 )	-	15,575,657	-	-	-
Balance at September 30, 2023	20 <b><u>P 1,916,227,615</u></b>	<b><u>-</u></b>	<b><u>P 10,709,745,157</u></b>	<b><u>P 41,572,709</u></b>	<b><u>P 1,912,513,096</u></b>	<b><u>( P 1,058,033,280 )</u></b>	<b><u>( P 10,534,252,762 )</u></b>	<b><u>P 2,987,772,535</u></b>	<b><u>P 180,000,000</u></b>	<b><u>P 3,167,772,535</u></b>
Balance at January 1, 2022	P 1,821,977,615	P 662,596,200	P 9,998,370,157	P 16,869,063	P 1,201,437,920	( P 1,058,033,280 )	( P 3,367,774,527 )	P 9,275,443,148	P 210,363,269	P 9,485,806,417
Additions during the year	-	57,828,800	-	-	-	-	-	57,828,800	-	57,828,800
Total comprehensive loss for the year	-	-	-	-	-	-	( 1,492,413,838 )	( 1,492,413,838 )	-	( 1,492,413,838 )
Net loss	-	-	-	-	-	-	( 1,492,413,838 )	( 1,492,413,838 )	-	( 1,492,413,838 )
Transfer of revaluation reserves through depreciation, net of tax	20 -	-	-	-	( 9,152,805 )	-	9,152,805	-	-	-
Balance at September 30, 2022	<b><u>P 1,821,977,615</u></b>	<b><u>P 720,425,000</u></b>	<b><u>P 9,998,370,157</u></b>	<b><u>P 16,869,063</u></b>	<b><u>P 1,192,285,115</u></b>	<b><u>( P 1,058,033,280 )</u></b>	<b><u>( P 4,851,035,560 )</u></b>	<b><u>P 7,840,858,110</u></b>	<b><u>P 210,363,269</u></b>	<b><u>P 8,051,221,379</u></b>

See Notes to Interim Consolidated Financial Statements.

**CHELSEA LOGISTICS AND INFRASTRUCTURE HOLDINGS CORP. AND SUBSIDIARIES**  
*(A Subsidiary of Udenna Corporation)*  
**INTERIM CONSOLIDATED STATEMENTS OF CASH FLOWS**  
**FOR THE NINE MONTHS ENDED SEPTEMBER 30, 2024, 2023 AND 2022**  
*(Amounts in Philippine Pesos)*  
*(Unaudited)*

	Notes	2024	2023	2022
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>				
Loss before tax		( P 301,159,724 )	( P 1,037,467,287 )	( P 1,475,193,995 )
Adjustments for:				
Depreciation and amortization	9, 11	1,167,767,829	990,289,739	934,313,658
Interest expense	17	790,632,510	926,199,985	908,339,118
Interest income	17	( 518,989 )	( 439,908 )	( 21,322 )
Expected credit losses on receivables	5	817,620	29,548,730	2,214,259
Loss on sale of property and equipment	9, 17	-	90,344,836	-
Impairment loss on investment in joint venture	10	-	81,001,440	-
Unrealized foreign currency exchange losses - net	17	-	27,612,412	40,403,678
Gain on pretermination of lease liability	12	-	( 5,718,609 )	-
Reversal of impairment losses on property and equipment	9	-	( 3,113,064 )	-
Operating profit before working capital changes		1,657,539,246	1,098,258,274	410,055,396
Decrease (increase) in trade and other receivables		( 35,618,678 )	43,862,610	188,305,689
Decrease in inventories		( 53,601,456 )	42,534,112	255,066,876
Decrease (increase) in advances to related parties		37,559,883	531,704,480	149,345,198
Increase in other current assets		( 368,498,750 )	( 420,156,565 )	( 393,020,588 )
Increase in other non-current assets		277,633,402	( 157,460,021 )	( 114,548,915 )
Increase (decrease) in trade and other payables		( 303,563,735 )	11,024,846	156,135,675
Increase in advances from customers		( 6,924,819 )	181,003,603	47,323,225
Increase in other non-current liabilities		( 18,779,240 )	17,191,499	14,002,098
Cash generated from operations		1,185,745,853	1,347,962,838	712,664,654
Interest received		518,989	439,908	21,322
Cash paid for income taxes		( 10,280,152 )	( 3,535,836 )	( 1,565,824 )
Net Cash From Operating Activities		1,175,984,690	1,344,866,910	711,120,152
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>				
Acquisitions of property and equipment	9	( 514,535,701 )	( 404,975,719 )	( 229,638,226 )
Proceeds from disposal of property and equipment	9	-	113,876,000	383,857
Net Cash From (Used in) Investing Activities		( 514,535,701 )	( 291,099,719 )	( 229,254,369 )
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>				
Repayments of interest-bearing loans and borrowings	12	( 462,810,909 )	( 564,896,850 )	( 261,518,548 )
Interest paid		( 313,111,959 )	( 251,002,787 )	( 261,650,751 )
Repayments of advances from related parties	19	-	( 25,490,390 )	( 19,643,766 )
Net Cash From (Used In) Financing Activities		( 775,922,868 )	( 841,390,027 )	( 542,813,065 )
NET DECREASE IN CASH AND CASH EQUIVALENTS		( 114,473,879 )	212,377,164	( 60,947,282 )
CASH AND CASH EQUIVALENTS AT BEGINNING OF PERIOD		392,586,988	236,810,520	269,690,887
CASH AND CASH EQUIVALENTS AT END OF PERIOD		P 278,113,109	P 449,187,684	P 208,743,605

*See Notes to Interim Consolidated Financial Statements.*

**CHELSEA LOGISTICS AND INFRASTRUCTURE HOLDINGS CORP. AND SUBSIDIARIES**  
***(A Subsidiary of Udenna Corporation)***  
**NOTES TO CONSOLIDATED FINANCIAL STATEMENTS**  
**SEPTEMBER 30, 2024, 2023 AND 2022**  
***(Amounts in Philippine Pesos)***

**1. CORPORATE INFORMATION**

***1.1 Information and Operations***

Chelsea Logistics and Infrastructure Holdings Corp. (CLC or the Company) was incorporated and registered with the Philippine Securities and Exchange Commission (SEC) as Chelsea Shipping Group Corp. on August 26, 2016 primarily to subscribe for, invest and re-invest in, purchase, or otherwise acquire, own, hold, use, sell, assign, transfer, mortgage, pledge, exchange, deal in and hold investment or otherwise, any and all properties of every kind and description and wherever situated, including but not limited to shares of stocks, bonds, debentures, notes, evidences of indebtedness, promissory notes, or other securities or obligations, created, negotiated or issued by any corporation, association, or other entity, including, but not limited to, securities in corporations engaged in shipping and logistics.

On August 8, 2017, the shares of stock of the Company were listed at the Philippine Stock Exchange (PSE).

On April 4, 2022, the SEC approved the Company's application for increase in authorized capital stock. Relative to this, the previously recognized Deposit on Future Stock Subscription was reclassified to Capital Stock and Additional Paid-in Capital (APIC). The approval resulted in the increase in Udenna Corporation (Udenna or the Parent Company)'s effective ownership interest in the Company from 70% in 2021 to 75% in 2022. In October 2023, CLC entered into debt to equity conversion agreements with two of its lenders as part of its liability management exercise, reducing Udenna's effective ownership interest to 72.55% (see Note 20).

The Company is a subsidiary of Udenna, a company primarily organized to purchase, acquire, take over and manage all or any part of the rights, assets, business and property; undertake and assume the liabilities of any person, firm, association, partnership, syndicate of corporation; and to engage in the distribution, selling, importation, installation of pollution control devices, units and services, and all other pollution control related products and emission test servicing.

The registered office of the Company and Udenna, which is also their principal place of business, is located at Stella Hizon Reyes Road, Bo. Pampanga, Davao City.

## 1.2 Subsidiaries, Associates and their Operations

As of September 30, 2024 and December 31, 2023, the Company holds ownership interests in the following subsidiaries and associates:

Company Name	Explanatory Notes	Percentage of Ownership	
		2024	2023
Subsidiaries through direct interest:			
Chelsea Shipping Corp. (CSC)	(a)	100%	100%
Trans-Asia Shipping Lines, Incorporated (Trans-Asia)	(b)	100%	100%
Udenna Investments B. V. (UIBV)	(c)	100%	100%
Starlite Ferries, Inc. (Starlite)	(d)	100%	100%
Worklink Services, Inc. (WSI)	(e)	100%	100%
TASLI Services, Incorporated (TSI)	(f)	100%	100%
The Supercat Fast Ferry Corporation (SFFC)	(g)	100%	100%
Subsidiaries through indirect interest:			
Bunkers Manila, Inc. (BMI) <sup>1</sup>	(h)	100%	100%
Michael, Inc. (MI) <sup>1</sup>	(i)	100%	100%
PNX-Chelsea Shipping Corp. (PNX-Chelsea) <sup>1</sup>	(j)	100%	100%
Chelsea Ship Management & Marine Services Corp. (CSMMSC) <sup>1</sup>	(k)	100%	100%
Fortis Tugs Corporation (FTC) <sup>1</sup>	(l)	100%	100%
Davao Gulf Marine Services, Inc. (DGMSI) <sup>2</sup>	(l)	100%	100%
Chelsea Marine Manpower Resources, Inc. (CMMRI) <sup>1</sup>	(m)	100%	100%
Chelsea Dockyard Corporation (CDC) <sup>1</sup>	(n)	100%	100%
CD Ship Management and Marine Services Corp. (CDSMMSC) <sup>1</sup>	(o)	100%	100%
Chelsea Shipping and Logistics Singapore Pte. Ltd. (CSLSP) <sup>1</sup>	(p)	100%	100%
Quality Metals & Shipworks, Inc. (QMSI) <sup>3</sup>	(q)	100%	100%
Oceanstar Shipping, Inc. (Oceanstar) <sup>3</sup>	(r)	100%	100%
Dynamic Cuisine, Inc. (DCI) <sup>3</sup>	(s)	100%	100%
Starsy Shoppe, Inc. (SSI) <sup>3</sup>	(t)	100%	100%
Star Maritima Port and Allied Services (Star Maritima) <sup>3</sup>	(u)	100%	100%
Starbites Food Services Corp. (Starbites) <sup>4</sup>	(v)	100%	100%
Starlite Gallant Ferries, Inc. (SGFI) <sup>4</sup>	(d)	100%	100%
Starlite Premiere Ferries, Inc. (SPFI) <sup>4</sup>	(d)	100%	100%
Precision Supply Chain Solution, Inc. <sup>4</sup> (Precision) <sup>4</sup>	(z)	100%	100%
Big Hub Transport and Logistics Corp. (Big Hub) <sup>3</sup>	(w)	100%	100%
KGLI-NM Holdings, Inc. (KGLI-NM) <sup>5</sup>	(x)	100%	100%

Company Name	Explanatory Notes	Percentage of Ownership	
		2024	2023
<b>Associates:</b>			
Dito Holdings Corporation (DHC)	(y)	<b>8.59%</b>	8.59%

<sup>1</sup>Wholly owned subsidiary of CSC

<sup>2</sup>Wholly owned subsidiary of FTC

<sup>3</sup>Wholly owned subsidiary of Trans-Asia

<sup>4</sup>Wholly owned subsidiary of Starlite

<sup>5</sup>60.29% owned by CLC and 39.71% owned by UIBV, based on voting rights

Except for UIBV and CSLSP, which were organized and incorporated in the Netherlands and Singapore, respectively, all the subsidiaries and associates were organized and incorporated in the Philippines.

- (a) Incorporated on July 17, 2006 and is engaged in the business of maritime trade in the conveyance or carriage of petroleum products, goods, wares and merchandise of every kind, over domestic and international oceans, seas, lakes, rivers, canals, harbours, and other waterways in the Philippines.
- (b) Incorporated on March 25, 1974 and is engaged in the transport of passengers and cargoes within Philippine territorial waters and/or in the high seas. Trans-Asia was acquired on December 12, 2016.
- (c) Incorporated on August 25, 1994 under the laws of the Netherlands, having its corporate seat in Amsterdam, and is incorporated to participate in, to administer, to finance, to conduct the management of and to render advice and services to other companies and enterprises. UIBV is formerly known as KGL Investment B.V, a private company with limited liability.

UIBV owns 80% economic interest and 39.71% of the voting rights in KGLI-NM.

- (d) Incorporated on August 25, 1994 and is primarily engaged in general business of domestic shipping, to own and operate vessels of any class, type of description for domestic trade, to charter in and out any such vessel. SFI was acquired on November 9, 2017.

On August 10 and October 22, 2018, Starlite acquired all of the outstanding shares of stock of SGFI and SPFI, respectively. Both companies are primarily engaged in the general business of domestic shipping; to own and operate vessel of any class, type or description for domestic trade; and, to charter in and out any vessel.

- (e) Incorporated on June 2, 1994 and is engaged in logistics services such as but not limited to cargo freight forwarding (air, land and sea), cargo consolidation, courier services, distribution, trucking, warehousing, customs brokerage, packing and crafting, etc. WSI was acquired on November 8, 2017.
- (f) Incorporated on September 2, 2019 and is primarily engaged in shipping agency business and maritime operation and services.
- (g) Incorporated in June 20, 2001 and is primarily engaged in domestic shipping business - transporting both passenger and cargoes, to own, operate, and charter vessels of any class or type, and to own, control, construct and operate passenger terminals.

- (h) Incorporated on March 7, 2000 and is established to serve the growing demand of marine fuel (bunker) of foreign vessels calling on the ports of the Philippines and hauling of marine fuel and petroleum products for major oil companies.
- (i) Incorporated on December 26, 1957 and is engaged in the business of acquiring and operating floating equipment for charter or hire, and for the conveyance and carriage of goods, wares, and merchandise of every description in the Philippines coastwise traffic without any fixed schedule.
- (j) Incorporated on February 2, 2011 and is engaged in the ownership and operation of vessels for domestic trade for the purpose of conveyance or carriage of petroleum products, goods, wares and merchandise of every kind and description.
- (k) Incorporated on March 30, 2012 and is engaged in the business of ship management and to act as agent, broker, ship handler or representative of foreign/domestic shipping corporations and individuals for the purpose of managing, operating, supervising, administering and developing the operation of vessels.
- (l) Incorporated on April 8, 2013 and is engaged in the towage and salvage of marine vessels and other crafts including their cargoes upon seas, lakes, rivers, canals, bays, harbours, and other waterways between the various ports of the Philippines.

On December 15, 2016, FTC acquired 100% of the outstanding capital stock of DGMSI, a Davao-based tug service provider. DGMSI is engaged in, operates, conducts, and provides tug and marine services to all vessels, foreign or coastwise that dock and undock in the District Port of Davao and all other ports in the Philippines.

- (m) Incorporated on June 9, 2016 and is primarily engaged in the business of providing full and partial crewing for domestic and foreign vessels, to act as the authorized representative and crew manager of shipping companies, and to provide allied maritime services for said vessels and companies.
- (n) Incorporated on January 8, 2018 and is engaged in the general business of building and repair of ships, boats and other kinds of vessels as well as in ship breaking activities. As of September 30, 2024, CDC has not yet started commercial operations.
- (o) Incorporated on March 14, 2018 to primarily engage in the business of ship management and to act as agent, broker, ship chandler or representative of foreign/domestic shipping corporations and individuals for the purpose of managing, operating, supervising, administering and developing the operation of vessels.
- (p) Incorporated and domiciled in the Republic of Singapore and is primarily engaged in the business and management consultancy services. CSLSP has not yet started commercial operations as of September 30, 2024.
- (q) Incorporated on November 28, 2007 and is engaged in machining and mechanical works on ship machineries and industrial plants.
- (r) Incorporated on July 6, 2006 primarily to engage in the business of domestic shipping for the transportation of passengers and cargoes with territorial waters and/or in the high seas and is presently engaged in the charter or lease of maritime vessels.
- (s) Incorporated on June 21, 2000 primarily to establish and maintain restaurant, coffee shops, refreshment parlors, cocktail lounges and cater goods, drinks, refreshments and other food commonly served in such establishments.

- (t) Incorporated on December 31, 2005 and is engaged in the purchase of all kinds of food and beverage products and merchandise, except rice and corn, locally and/or through importation for purposes of selling the same on retail or wholesale, either local and/or through importation.
- (u) Incorporated on October 11, 2018 and is primarily engaged in arrastre services. As of September 30, 2024, Star Maritima has not yet started commercial operations.
- (v) Incorporated on June 27, 2018 and is engaged to purchase all kinds of food and beverage products and merchandise, except rice and corn, locally and/or through importation, for purposes of selling the same on retail or wholesale locally. Starbites is also engaged in the business of providing commercial laundry cleaning, folding and ironing services, and selling and managing water refilling stations.
- (w) Incorporated on November 14, 2018 and is primarily engaged to act as cargo consolidator, to engage in the business of transporting by land natural persons and/or their baggages, cargo, goods merchandise or effects, and to own, lease or charter, offer for lease or charter or operate land vehicles such as, but not limited to buses, cars, jeeps or vans.
- (x) Organized under Philippines laws and registered with SEC on August 8, 2008 as an investment holding company.
- (y) Incorporated on November 4, 2019 and is primarily engaged to acquire, hold, sell, exchange, deal and invest in real or personal property of all kinds, including stocks, bonds, or securities of any public or private corporation, including any government or any subdivision thereof, in the same manner and to the extent as a natural person might, could, or would do, to exercise all the rights, powers, and privileges of ownership, including the right to vote therein, or consent in respect thereof, for any and all purposes, without however managing securities, portfolio, or funds of the managed entity or firm, nor shall the corporation act as a stock dealer in securities or broker, nor engage in investment solicitation nor take investments from the public sector. The Company initially subscribed to 41.67% ownership interest in DHC on November 4, 2019. DHC has not yet started commercial operations as of September 30, 2024.

In 2023, the SEC approved the increase in authorized capital stock of DHC, which resulted in the dilution of the Company's ownership interest in DHC from 10.54% to 8.59% upon subscription by a third party of additional P2.2 billion in DHC. Such dilution did not result in cessation of significant influence of the Company over DHC.

- (z) Incorporated on December 28, 2023 and is primarily engaged to provide complete foreign and domestic end to end logistics, and distribution services for any and all kinds of goods including last mile delivery through the use of all available motor vehicles and vessels, aircraft, and to operate the necessary warehouses in connection with said logistics and distribution services. Precision has not yet started commercial operations as of September 30, 2024.

CLC together with CSC, Trans-Asia, UIBV, Starlite, WSI, TSI, SFFC, KGLI-NM and their respective subsidiaries are collectively referred herein as the Group.

### **1.3 Status of the Group's Operations**

The continued rapid economic expansion in 2023 follows a strong rebound from the COVID-19 pandemic during 2022, which drove the pace of growth of the Philippines economy. Still, extraordinary conditions in early 2022 triggered by the Russia-Ukraine war caused unstable fuel prices, coupled with high interest rates and inflation, which continue to weigh down on the business and push back the projected business recovery of the Group. During the year, the Group aimed at various schemes meant to surmount these challenges and to warrant the sustainability of operations.

The following initiatives were implemented:

- Increased the number of vessels put into operation and/or trading status from 47 in 2022 to 49 in 2023 as funds become available to generate more revenues;
- Rationalized routes and deployed vessels to the most profitable routes;
- Reliable vessel schedule and load factor optimization;
- Expanding strategic partnerships;
- Reduced non-essential capital expenditure and deferred or cancelled discretionary spending;
- Development of skills and talent of personnel to fully utilize existing manpower and to motivate and improve the general well-being of the workforce;
- Divested certain investments and disposed underperforming and non-performing assets;
- Negotiated for longer payment terms with business partners, creditors and suppliers;
- Ongoing drive for innovation and digitalization to increase productivity and raise customer experience;
- Statutory compliance and risk-mitigation measures to establish sustainability; and
- Ongoing Liability Management Exercise (LME) with bankers and other financial institutions for the refinancing or restructuring of existing debt, or deferring payment of debt service.

With the Group's businesses strongly directed on recovery and driving steady growth, the Group thrives on the accomplishment of key strategic projects, furthering resilience alongside external pressures and improving long-term growth prospects. The Group are in talks with Japanese and Korean shipbuilding partners for additional roll-on/roll-off (RoRo) vessels to be funded by partners, to add to fleet to serve and expand the Group's ports of call.

Based on these factors, the Group projects sufficient cash flows to support its operations. Accordingly, management has not determined material uncertainty that may cast significant doubt on the Group's ability to continue as a going concern.

### **1.4 Approval of Interim Consolidated Financial Statements**

The interim consolidated financial statements of the Group as of and for the nine months ended September 30, 2024 (including the comparative consolidated financial statements as of December 31, 2023 and for the nine months ended September 30, 2023 and 2022) were authorized for issue by the Company's Board of Directors (BOD) on November 12, 2024.

## **2. MATERIAL ACCOUNTING POLICY INFORMATION**

The material accounting policies that have been used in the preparation of these consolidated financial statements are summarized below and in the succeeding pages. These policies have been consistently applied to all the periods presented, unless otherwise stated.

## **2.1 Basis of Preparation of Consolidated Financial Statements**

### **(a) Statement of Compliance with Philippine Financial Reporting Standards**

The consolidated financial statements of the Group have been prepared in accordance with Philippine Financial Reporting Standards (PFRS). PFRS are adopted by the Financial and Sustainability Reporting Standards Council (FSRSC) from the pronouncements issued by the International Accounting Standards Board and approved by the Philippine Board of Accountancy.

The consolidated financial statements have been prepared using the measurement bases specified by PFRS for each type of asset, liability, income and expense. The measurement bases are more fully described in the accounting policies that follow.

### **(b) Presentation of Consolidated Financial Statements**

The consolidated financial statements are presented in accordance with Philippine Accounting Standard (PAS) 1, *Presentation of Financial Statements*. The Group presents consolidated statement of comprehensive income separate from the consolidated statement of profit or loss.

The Group presents a third consolidated statement of financial position as at the beginning of the preceding period when it applies an accounting policy retrospectively, or makes a retrospective restatement or reclassification of items that has a material effect on the information in the statement of financial position at the beginning of the preceding period. The related notes to the third consolidated statement of financial position are not required to be disclosed.

### **(c) Functional and Presentation Currency**

These consolidated financial statements are presented in Philippine pesos, the functional and presentation currency of the Company, and all values represent absolute amounts except when otherwise indicated.

Items included in the consolidated financial statements of the Group are measured using the Company's functional currency. Functional currency is the currency of the primary economic environment in which the Group operates.

## **2.2 Adoption of Amended PFRS**

### **(a) Effective in 2023 that are Relevant to the Group**

The Group adopted for the first time the following amendments, which are mandatorily effective for annual periods beginning on or after January 1, 2023:

PAS 1 and PFRS Practice	
Statement 2 (Amendments):	Presentation of Financial Statements – Disclosure of Accounting Policies
PAS 8 (Amendments)	: Definition of Accounting Estimates
PAS 12 (Amendments)	: Deferred Tax Related to Assets and Liabilities from a Single Transaction

Discussed below and in the succeeding page are the relevant information about these pronouncements.

- (i) PAS 1 and PFRS Practice Statement 2 (Amendments), *Presentation of Financial Statements – Disclosure of Accounting Policies*. The amendments replaced the requirement for entities to disclose their significant accounting policies with the requirement to disclose their material accounting policy information. The amendments also include guidance to help entities apply the definition of material in making decisions about accounting policy disclosures.

The amendments clarify that accounting policy information may be material because of its nature, even if the related amounts are immaterial, that accounting policy information is material if users of an entity's financial statements would need it to understand other material information in the financial statements and if an entity discloses immaterial accounting policy information, such information shall not obscure material accounting policy information. The application of these amendments is reflected in the Group's consolidated financial statements under Notes 2 and 3.

- (ii) PAS 8 (Amendments), *Definition of Accounting Estimates*. The amendments introduced a new definition of accounting estimate which is a monetary amount in the financial statements that are subject to measurement uncertainty. It also clarifies that a change in accounting estimate that results from new information or new developments is not a correction of an error. In addition, the effects of a change in an input or a measurement technique used to develop an accounting estimate are changes in accounting estimates if they do not result from the correction of prior period errors. The application of these amendments had no significant impact on the Group's consolidated financial statements.
- (iii) PAS 12 (Amendments), *Deferred Tax Related to Assets and Liabilities from a Single Transaction*. The amendments narrow the scope of the initial recognition exception under PAS 12, so that it no longer applies to transactions that give rise to equal taxable and deductible temporary differences. The amendments also clarify that where payments that settle a liability are deductible for tax purposes, it is a matter of judgement (having considered the applicable tax law) whether such deductions are attributable for tax purposes to the liability recognized in the financial statements (and interest expense) or to the related asset component (and interest expense). Management assessed that the application of such amendments had no significant impact on the Group's consolidated financial statement.

(b) *Effective in 2023 that is not Relevant to the Group*

Among the amendments to PFRS which are mandatorily effective for annual periods beginning on or after January 1, 2023, the amendments to PAS 12, *International Tax Reform – Pillar Two Model Rules*, are not relevant to the Group's consolidated financial statements.

(c) *Effective Subsequent to 2023 but not Adopted Early*

There are amendments to existing standards effective for annual periods subsequent to 2023, which are adopted by the FSRSC. The Company will adopt the following relevant pronouncements in accordance with their transitional provisions; and, unless otherwise stated, none of these are expected to have a significant impact on the Company's financial statements:

- (i) PAS 1 (Amendments), *Presentation of Financial Statements – Classification of Liabilities as Current or Non-current* (effective from January 1, 2024)
- (ii) PAS 1 (Amendments), *Presentation of Financial Statements – Non-current Liabilities with Covenants* (effective from January 1, 2024)
- (iii) PAS 7 (Amendments), *Cash Flow Statements* and PFRS 7 (Amendments), *Financial Instruments: Disclosures – Supplier Finance Arrangements* (effective from January 1, 2024)

### **2.3 Basis of Consolidation**

The Company accounts for its investments in subsidiaries, associates and joint venture as follows:

#### **(a) Investments in Subsidiaries**

Except for acquisitions involving entities under common ownership that are accounted for under the pooling-of-interest method, the acquisition method is applied to account for acquired subsidiaries (see Note 2.10).

#### **(b) Investments in Associates and a Joint Venture**

Investments in associates are initially recognized at cost and subsequently accounted for using the equity method.

### **2.4 Financial Assets**

The Group's financial assets at amortized cost are presented in the consolidated statement of financial position as Cash and Cash Equivalents, Trade and Other Receivables (excluding Advances to officers and employees), Advances to Related Parties and Security deposits and Restricted cash presented as part of Other Current Assets and Other Non-Current Assets accounts, in the consolidated statement of financial position.

For purposes of cash flows reporting and presentation, cash and cash equivalents comprise accounts with original maturities of three months or less, including cash. These generally include cash on hand, demand deposits and short-term, highly liquid investments readily convertible to known amounts of cash and which are subject to insignificant risk of changes in value.

The Group may irrevocably elect at initial recognition to classify a financial asset that meets the amortized cost criteria above as at financial assets at fair value through profit or loss (FVTPL) if that designation eliminates or significantly reduces an accounting mismatch had the financial asset been measured at amortized cost. The Group has not made such designation.

The Group applies the simplified approach in measuring ECL for its trade receivables. To calculate the ECL, the Group uses its historical experience, external indicators, forward-looking information, and other qualitative factors (including possible offsetting) to calculate the ECL using a provision matrix. The Group also assesses impairment of trade and other receivables on a collective basis as they possess shared credit risk characteristics, and have been grouped based on the days past due.

For advances to related parties which all are repayable on demand, the ECL is recognized in three stages using the general approach. Accordingly, ECL is based on the assumption that repayment of the advances or loans is demanded at the reporting date taking into consideration the historical defaults of the related parties. Management considers if the related party has sufficient accessible highly liquid assets in order to repay the loan if demanded at the reporting date. If the Group cannot immediately collect its receivables, management considers the expected manner of recovery to measure ECL. If the recovery strategies indicate that the outstanding balance of the receivables can be collected, the ECL is limited to the effect of discounting the amount due over the period until cash is realized, which may already be negligible.

For cash and cash equivalents, the Group applies low credit risk simplification and measures the ECL on the financial assets based on a 12-month ECL basis unless there has been a significant increase in credit risk since origination, in which case, the loss allowance will be based on lifetime ECL.

## **2.5 Inventories**

The net realizable value of fuel and spare parts inventories is the current replacement cost.

## **2.6 Property and Equipment**

Vessels and vessel equipment are measured at fair value less accumulated depreciation, amortization and accumulated impairment losses, if any. Land is measured at cost less any accumulated impairment losses. All other items of property and equipment are stated at cost less accumulated depreciation, amortization and any impairment in value.

Expenditures for additions, major improvements and renewals are capitalized while expenditures for repairs and maintenance are charged to expense as incurred, except for periodic drydocking costs typically performed every two years on the vessel, which are capitalized (see Note 2.7).

Following initial recognition at cost, vessels are carried at revalued amounts, which are the fair values at the date of revaluations less subsequent accumulated depreciation and any accumulated impairment losses.

Revalued amounts represent fair values determined based on valuation performed every after drydocking, which is generally done once every two years. Revaluations are performed and determined by independent appraisers and by management, for certain vessels. In addition, appraisal of vessels is conducted more frequently if market factors indicate a material change in fair value (see Note 27.4).

Depreciation is computed on the straight-line basis over the estimated useful lives of the assets as follows:

Vessels and vessel equipment [see Note 3.2(d)]	2 to 35 years
Building	20 years
Office furniture, fixtures and equipment	2 to 10 years
Transportation equipment	2 to 5 years

Leasehold improvements are amortized over the estimated useful lives of the assets of five to ten years or the lease term, whichever is shorter.

Construction-in-progress (CIP) represents vessels and properties under construction and on-going major repair works and is stated at cost. This includes cost of construction, applicable borrowing costs and other direct costs.

## **2.7 Drydocking Costs**

Drydocking costs, presented as part of Vessels and vessel equipment under the Property and Equipment account, are considered major repairs that preserve the life of the vessels. As an industry practice, costs associated with drydocking are capitalized as part of the vessel and amortized on a straight-line basis over two years or until the next drydocking occurs, whichever comes earlier (see Note 2.6). When significant drydocking expenditures occur prior to their expiry of this period, any remaining unamortized balance of the original drydocking costs is expensed in the month of subsequent drydocking.

Amortization of drydocking costs starts only when the process has been completed and the related vessel is ready for its intended use.

The carrying amount of drydocking costs is derecognized upon derecognition of the related vessels. The computed gain or loss arising on derecognition of the vessel takes into consideration the carrying amount of drydocking costs and is included in profit or loss in the year the related vessel is derecognized (see Note 2.6).

## **2.8 Investment Properties**

CIP represents an investment property under construction and is stated at cost.

The residual values, estimated useful lives and method of depreciation of investment properties are reviewed, and adjusted if appropriate, at the end of each reporting period.

Transfers from other accounts (such as property and equipment) are made to investment property when and only when there is a change in use, evidenced by ending of owner-occupation or commencement of an operating lease to another party, while transfers from investment property are made when and only when there is a change in use, evidenced by commencement of the owner-occupation or commencement of development with a view to sell.

For a transfer from investment property to owner-occupied property or inventories, the cost of property for subsequent accounting is its carrying value at the date of change in use.

If an owner-occupied property becomes an investment property, the Company accounts for such property in accordance with the policy stated under Property and Equipment account up to the date of change in use.

## **2.9 Financial Liabilities**

Interest-bearing loans and borrowings include loans that are raised for support of the investing activities and working capital requirements of the Group and lease liabilities (see Note 2.13). Finance charges, including direct issue costs, are charged to profit or loss, except for capitalized borrowing costs, on an accrual basis using the effective interest method and are added to the carrying amount of the instrument to the extent that these are not settled in the period in which they arise.

Interest charges that are attributable to the acquisition, construction or production of a qualifying asset (i.e., an asset that takes a substantial period of time to get ready for its intended use or sale) are capitalized as part of the cost of such asset. All other interest-related charges incurred on a financial liability are recognized as an expense in the consolidated statement of profit or loss.

Trade and other payables and advances from related parties are initially recognized at their fair values and subsequently measured at amortized cost, using effective interest method for maturities beyond one year, less settlement payments.

## **2.10 Business Combinations**

Business combination involving entities under common control are accounted for under the pooling of interest method.

All other business combinations are accounted for using the acquisition method.

Identifiable assets acquired and liabilities and contingent liabilities assumed in a business combination are measured initially at fair values at the acquisition date. On an acquisition-by-acquisition basis, the Group recognizes any non-controlling interest in the acquiree, either at fair value or at the NCI's proportionate share of the recognized amounts of the acquiree's identifiable assets.

For the purpose of impairment testing, goodwill is allocated to cash-generating units or groups of cash-generating units that are expected to benefit from the business combination in which the goodwill arose. The cash-generating units or groups of cash-generating units are identified according to operating segment.

## **2.11 Advances from Customers**

Advances from customers are measured at the amount of cash received from the customers under bareboat (BB) agreements and are reclassified and recognized as revenue when the related revenue transactions are consummated.

## **2.12 Revenue and Expense Recognition**

The Group assesses its revenue agreements against the specific criteria enumerated below in order to determine if it is acting as principal or agent. The Group has concluded that it is acting as principal in all its revenue arrangements.

The following specific recognition criteria must be met before revenue is recognized:

- (a) *Freight* – Revenue from freight services pertains to the transport of cargoes (rolling, bulk or containerized) from one port to another, is recognized over time, and is generally based on a rate per cubic meter or weight of the cargo, whichever is higher, while rates for containerized cargo are based on a fixed rate per container.
- (b) *Charter fees* – Revenue, which consists mainly of charter income arising from the charter hire of its vessels, is recognized based on the type of charter arrangement entered into, either under a continuing voyager charter (CVC), time charter (TC) or BB arrangement [see Note 3.1(b)].

Revenues from BB arise from the hiring of vessels for a specified period of time, with no administration or technical maintenance included as part of the agreement. These arrangements qualify as lease; hence, revenue is recognized on a straight-line basis over the term of the contract in accordance with PFRS 16 [see Note 2.13(ii)].

On the other hand, revenues from TC and CVC arise from the delivery of liquid cargoes to the customers' premises such as the customers' vessels, oil depots or terminals or fuel tanks, and is recognized over time, with the distinction that in a TC, bunkering and port charges are shouldered by the customer.

- (c) *Passage* – Revenue, which pertains to the transport of passengers from one port to another within the Philippines, is recognized over time and is based on the published tariff rates per passenger and route of the vessel. The duration of routes generally ranges from one to ten hours.

The Group incurs incremental commission fees paid to travel agencies for each passenger booked through such intermediary. These amounts are expensed as incurred.

- (d) *Tugboat fees* – Revenue, which consist of fees arising from assisting domestic and international vessels in docking, undocking, shifting, towing, ferry services, tugboat usage and delivery services, is recognized over time. The duration of such services normally ranges between one to four hours. Fees are based on agreed hourly rates for the use of tugboats.

The Group incurs incremental commission fees paid to intermediaries in connection with the provision of tugboat services. These amounts are expensed as incurred.

- (e) *Other service revenues* – Other service revenues generally include performance of ship management and crewing services, warehousing and distribution services. Ship management and crewing services are recognized based on the terms of the contract which assumes that the customer receives the benefits as the Group performs the service. Warehousing revenues is generally based on a fixed rate per pallet position for ambient or fixed rate per hour for cold storage. On the other hand, distribution services are generally recognized over time when the performance of the contractually agreed-upon services have been rendered i.e., when cargoes are received by either the shipper or consignee for delivery transactions.

- (f) *Sale of goods* – Revenue primarily include sale of food and beverage items to the vessels' passengers and is recognized at a point in time, which is generally when control over the goods have transferred to the buyer. This is generally when the customer has taken undisputed delivery of goods.

Revenues from TC, CVC, passage, freight, tugboat fees, and other services are recognized when the Group transfers control of the services over time, based on the actual service provided to the end of the reporting period as a proportion of the total services to be provided, because the customer receives and uses the benefits simultaneously.

Cost and expenses are recognized in profit or loss upon utilization of goods or services or at the date they are incurred. All finance costs are reported in profit or loss on an accrual basis, except capitalized borrowing costs, which are included as part of the cost of the related qualifying asset.

## **2.13 Leases**

- (i) *Group as Lessee*

If the lease transfers ownership of the underlying asset to the Group by the end of the lease term or if the cost of the right-of-use asset reflects that the Group will exercise a purchase option, the lessee shall depreciate the right-of-use asset from the commencement date to the end of the useful life of the underlying asset. Otherwise, the Group depreciates the right-of-use assets on a straight-line basis from the lease commencement date to the earlier of the end of the useful life of the right-of-use asset or the end of the lease term.

On the consolidated statement of financial position, right-of-use assets have been included under Property and Equipment account, which reflects how the underlying assets would have been recognized had they been owned by the Group, and lease liabilities have been included under Interest-bearing Loans and Borrowings account.

(i) *Group as Lessor*

The Group applies judgment in determining whether a lease contract is a finance or operating lease (see Note 3.1).

**2.14 Impairment of Non-financial Assets**

Goodwill is tested for impairment at least annually. All other non-financial assets are subject to impairment testing whenever events or changes in circumstances indicate that the carrying amount of those assets may not be recoverable.

For purposes of assessing impairment, assets are grouped at the lowest levels for which there are separately identifiable cash flows (cash-generating units). As a result, assets are tested for impairment either individually or at the cash-generating unit level.

Impairment loss is recognized in profit or loss for the amount by which the asset's or cash-generating unit's carrying amount exceeds its recoverable amounts, which is the higher of its fair value less costs to sell and its value in use. In determining value in use, management estimates the expected future cash flows from each cash-generating unit and determines the suitable interest rate in order to calculate the present value of those cash flows. The data used for impairment testing procedures are directly linked to the Group's latest approved budget, adjusted as necessary to exclude the effects of asset enhancements. Discount factors are determined individually for each cash-generating unit and reflect management's assessment of respective risk profiles, such as market and asset-specific risk factors.

**2.15 Employee Benefits**

The Group provides post-employment benefits to employees through a defined benefit plan and defined contribution plan, share-based compensation and other employee benefits.

The Group's defined benefit post-employment plan covers all regular full-time employees. The pension plan is tax-qualified, non-contributory and administered by a trustee. The Group grants share options to qualified employees eligible under a stock option plan.

**3. SIGNIFICANT ACCOUNTING JUDGMENTS AND ESTIMATES**

The preparation of the Group's consolidated financial statements in accordance with PFRS requires management to make judgments and estimates that affect the amounts reported in the consolidated financial statements and related notes. Judgments and estimates are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances. Actual results may ultimately differ from these estimates.

### **3.1 Critical Management Judgments in Applying Accounting Policies**

In the process of applying the Group's accounting policies, management has made the following judgments, apart from those involving estimation, which have the most significant effect on the amounts recognized in the consolidated financial statements:

#### **(a) Determination of Lease Term of Contracts with Renewal and Termination Options**

In determining the lease term, management considers all relevant factors and circumstances that create an economic incentive to exercise a renewal option or not exercise a termination option. Renewal options are only included in the lease term if the lease is reasonably certain to be extended or not terminated.

For leases of warehouses and offices, the factors that are normally the most relevant are (a) if significant penalties should the Group pre-terminate the contract, and (b) if any leasehold improvements are expected to have significant remaining value, the Group is reasonably certain to extend and not to terminate the lease contract. Otherwise, the Group considers other factors including historical lease durations and the costs and business disruption required to replace the leased asset.

The Group assessed that the renewal period of certain leases of warehouses and offices should not be included in the lease term, as there is no reasonable certainty that such renewal option will be exercised. In addition, renewal options of certain leases are deemed unenforceable as they depend on the mutual agreement of both lessor and lessee. Moreover, the Group also assessed that the termination option for a certain office lease is reasonably certain not to be exercised.

The lease term is reassessed if an option is actually exercised or not exercised or the Group becomes obliged to exercise or not exercise it. The assessment of reasonable certainty is only revised if a significant event or a significant change in circumstances occurs, which affects this assessment, and that is within the control of the Group.

#### **(b) Determination of Timing of Satisfaction of Performance Obligations**

In determining the appropriate method to use in recognizing the Group's revenues from TC, CVC, passage, freight, tugboat fees and other services, management determines that revenue is recognized over time when the Group transfers control of the services over time, based on the actual service provided to the end of the reporting period as a proportion of the total services to be provided, because the customer receives and uses the benefits simultaneously.

On the other hand, revenues from sale of goods and stand-by charges shall be recognized at a point in time when the control of the goods have passed to the customer, i.e., generally when the customer acknowledged delivery of goods.

#### **(c) Determination whether Group is Principal or Agent**

The Group assesses its revenue arrangements against the following criteria to determine whether it is acting as principal or an agent:

- whether the Group has primary responsibility for providing the services;
- whether the Group has inventory risk;
- whether the Group has direction in establishing prices; and,
- whether the Group bears the credit risk.

If the Group has determined it is acting as a principal, the Group recognizes revenue on a gross basis with the amount remitted to the other party being accounted as part of costs and expenses. If the Group has determined it is acting as an agent, only the net amount retained is recognized as revenue.

The Group assessed its revenue arrangements and concluded that it is acting as principal in all arrangements.

*(d) Assessment of Control or Significant Influence over an Investee Company*

Judgment is exercised in determining whether the Group already has significant influence or control over an entity. In assessing each interest over an entity, the Group considers the power over the investee, exposure, or rights, to variable returns from its involvement with the investee, and the ability to use its power over the investee to affect the amount of the investor's return.

Management has assessed that despite the dilution of effective ownership interest in DHC in 2023 (see Note 10.1), the Group continues to exercise significant influence arising from its representation on the board of directors and participation in policy-making processes of DHC.

The Company reassesses whether or not it controls an entity if facts and circumstances indicates that there are changes to one or more of the three elements of controls indicated above. Accordingly, entities are deconsolidated from the date that control ceases.

*(e) Distinction Between Operating and Finance Leases where the Group is a Lessor*

The Group has entered into various lease agreements. Critical judgment was exercised by management to distinguish the lease agreement as either an operating or a finance lease by looking at the transfer or retention of significant risk and rewards of ownership of the property covered by the agreement. Failure to make the right judgment will result in either overstatement or understatement of assets and liabilities. Management has determined that all of its existing lease agreements as a lessor are operating lease agreements.

*(f) Capitalization of Borrowing Costs*

The Group determines whether the amount of borrowing costs qualify for capitalization as part of the cost of the qualifying asset, or should be expensed outright. The accounting treatment for the finance costs is determined by assessing whether the asset is a qualifying asset taking into consideration the period of time to bring the asset ready for its intended use. Failure to make the right judgment will result in misstatement of assets and net profit.

*(g) Distinction between Investment Properties and Owner-managed Properties*

The Group determines whether a property qualifies as investment property. In making its judgment, the Group considers whether the property generates cash flows largely independent of the other assets held by an entity. Owner-occupied properties generate cash flows that are attributable not only to the property but also to other assets used in the production or supply process.

(h) *Going Concern Assumptions*

The Group prepares consolidated financial statements on a going concern basis unless management either intends to liquidate the Group or to cease operations, or has no realistic alternative but to do so. When the management is aware of material uncertainties related to events or conditions that may cast significant doubt upon the Group's ability to continue as a going concern, the Group shall disclose those uncertainties in the consolidated financial statements.

In assessing whether the going concern assumption is appropriate, management considers all available information about the future, which is at least, but is not limited to, 12 months from the end of the reporting period. The degree of consideration depends on the facts in each case. Management also considers a wide range of factors relating to current and expected profitability, drydocking and expected capitalization of such costs, debt repayment schedules, and potential sources of replacement. As more fully disclosed in Note 1.3, management concluded that the Group will continue as a going concern entity.

(i) *Recognition of Provisions and Contingencies*

Provisions are recognized when present obligations will probably lead to an outflow of economic resources and they can be estimated reliably even if the timing or amount of the outflow may still be uncertain. A present obligation arises from the presence of a legal or constructive obligation that has resulted from past events.

Provisions are measured at the estimated expenditure required to settle the present obligation, based on the most reliable evidence available at the end of the reporting period, including the risks and uncertainties associated with the present obligation. Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. When time value of money is material, long-term provisions are discounted to their present values using a pretax rate that reflects market assessments and the risks specific to the obligation. The increase in the provision due to passage of time is recognized as interest expense. Provisions are reviewed at the end of each reporting period and adjusted to reflect the current best estimate.

In those cases, where the possible outflow of economic resource as a result of present obligations is considered improbable or remote, or the amount to be provided for cannot be measured reliably, no liability is recognized in the consolidated financial statements. Similarly, possible inflows of economic benefits to the Group that do not yet meet the recognition criteria of an asset are considered contingent assets; hence, are not recognized in the consolidated financial statements. On the other hand, any reimbursement that the Group can be virtually certain to collect from a third party with respect to the obligation is recognized as a separate asset not exceeding the amount of the related provision.

Judgment is exercised by management to distinguish between provisions and contingencies. Relevant disclosures are presented in Note 22.

(j) *Application of ECL on Receivables and Advances to Related Parties*

The Group uses modified loss rate to calculate ECL for all financial assets at amortized cost other than advances to related parties. The allowance for impairment is based on the ECLs associated with the probability of default of a financial instrument in the next 12 months, which is equal to the lifetime ECL.

For advances to related parties, PFRS 9 notes that the maximum period over which expected impairment losses should be measured is the longest contractual period where an entity is exposed to credit risk. In the case of advances to related parties, which are repayable on demand, the contractual period is the very short period needed to transfer the cash once demanded. The management's assessment for possible impairment is based on the sufficiency of the related parties' highly liquid assets in order to repay the loan if demanded at the reporting date taking into consideration the historical defaults of the related party.

The Group has established a policy to perform an assessment, at the end of each reporting period, whether a financial instrument's credit risk has increased significantly since initial recognition, by considering the change in the risk of default occurring over the remaining life of the financial instrument.

As of September 30, 2024, and December 31, 2023, the Group has provided allowance for impairment amounting to P1,063.7 million and P1,063.3 million, respectively (see Note 5).

### **3.2 Key Sources of Estimation Uncertainty**

The key assumptions concerning the future, and other key sources of estimation uncertainty at the end of the reporting period, that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next reporting period are presented below and in the succeeding pages.

#### **(a) Determination of Appropriate Discount Rate in Measuring Lease Liabilities**

The Group measures its lease liabilities at present value of the lease payments that are not paid at the commencement date of the lease contract. The lease payments were discounted using reasonable rates deemed by management equal to the Group's incremental borrowing rates. In determining a reasonable discount rate, management considers the term of the lease, the underlying asset and the economic environment. Actual results, however, may vary due to changes in estimates brought about by changes in such factors.

#### **(b) Impairment of Trade and Other Receivables, Security Deposits and Advances to Related Parties**

The Group measures impairment of trade and other receivables and security deposits at an amount equal to lifetime ECL. The expected credit losses on trade and other receivables are estimated using a provision matrix by reference to past default experience of the debtor and an analysis of the debtor's current financial position, adjusted for factors that are specific to the debtors (including possible offsetting of outstanding liability with the debtor), general economic conditions of the industry in which the debtors operate and an assessment of both the current as well as the forecast direction of conditions at the reporting date.

In relation to advances to related parties, PFRS 9 notes that the maximum period over which expected impairment losses should be measured is the longest contractual period where an entity is exposed to credit risk. In the case of these advances to related parties, which are repayable on demand, the contractual period refers only to the short period needed to transfer the cash once demanded. Management determines possible impairment based on the sufficiency of the related party's highly liquid assets in order to repay the loan if demanded at the end of the reporting period taking into consideration the historical defaults of the related party.

(c) *Determining Net Realizable Value of Inventories*

In determining the net realizable value of inventories, management takes into account the most reliable evidence available at the dates the estimates are made. Future realization of the carrying amounts of inventories as presented in Note 6 is affected by price changes and action from the competitors. These are considered key sources of estimation uncertainty and may cause significant adjustments to the Group's inventories within the next financial reporting period.

(d) *Estimating Useful Lives and Residual Values of Property and Equipment*

The Group estimates the useful lives of property and equipment based on the period over which the assets are expected to be available for use. The estimated useful lives of property and equipment are reviewed periodically and are updated if expectations differ from previous estimates due to physical wear and tear, technical or commercial obsolescence, and legal or other limits on the use of the asset. The Group also reviews the residual value of its property and equipment to ensure that the amount reflects the future economic benefits embodied in these vessels at the point of disposal.

There were no changes made in these accounting estimates in 2024 and 2023.

(e) *Fair Value Measurement of Vessels, Vessel Equipment and Investment Properties*

The Group's vessels and vessel equipment, included as part of Property and Equipment, are carried at revalued amounts at the end of the reporting period. In determining the fair value of these assets, the Group mostly engages the services of professional and independent appraiser, except for certain vessels which were valued by management. Valuations were made by applying the relevant methodologies and assumptions as discussed in Note 27.4.

For the Group's vessels and vessel equipment with valuation conducted prior to the end of the reporting period, management determines whether there are significant circumstances during the intervening period that may require adjustments or changes in the disclosure of fair value of those assets. In 2024 and 2023, the fair value of certain vessels was made in reference to the appraisal reports.

Investment property is measured using the cost model. The fair value disclosed in Note 27.4 to the consolidated financial statements is determined by the Group using the market comparable approach that reflects the recent transaction prices for similar properties in nearby locations.

A significant change in the inputs and assumptions in fair value measurement discussed in Note 27.4 may affect prices and the value of the assets.

(f) *Determining Realizable Amount of Deferred Tax Assets*

The Group reviews its deferred tax assets at the end of each reporting period and reduces the carrying amount to the extent that it is no longer probable that sufficient taxable profit will be available to allow all or part of the deferred tax assets to be utilized.

*(g) Impairment of Non-financial Assets*

In assessing impairment, management estimates the recoverable amount of each asset or a cash-generating unit based on expected future cash flows and uses an interest rate to calculate the present value of those cash flows. Estimation uncertainty relates to assumptions about future operating results and the determination of a suitable discount rate (see Note 2.14). Though management believes that the assumptions used in the estimation of fair values reflected in the consolidated financial statements are appropriate and reasonable, significant changes in these assumptions may materially affect the assessment of recoverable values and any resulting impairment loss could have a material adverse effect on the results of operations.

*(h) Valuation of Post-employment Defined Benefit Obligation*

The determination of the Group's obligation and cost of post-employment defined benefit is dependent on the selection of certain assumptions used by actuaries in calculating such amounts. Those assumptions include, among others, discount rates and expected salary increase rates. A significant change in any of these actuarial assumptions may generally affect the recognized expense, other comprehensive income or losses and the carrying amount of the post-employment benefit obligation in the next reporting period.

The amounts of post-employment benefit obligation and expense and an analysis of the movements in the estimated present value of post-employment benefit, as well as the significant assumptions used in estimating such obligation are presented in Note 16.2.

*(i) Fair Value Measurement of Stock Options*

The Group estimates the fair value of the stock options by applying an option valuation model, taking into account the terms and conditions on which the stock options were granted. The estimates and assumptions used are presented in Note 20.5, which include, among other things, the option life, average standard deviation of share price returns and applicable risk-free investment rate. Changes in these factors can affect the fair value of stock options at grant date.

On October 28, 2022, the Company's BOD approved the change in the subscription price to P3.99 per share as stipulated in the amended Employee Stock Option Plan (the ESOP). This change was applied prospectively from the date of approval and resulted in an increase in share options expense totaling to P18.8 million in 2022 (see Note 20.5). There were no amendments made to the ESOP in 2024 and 2023.

#### 4. CASH AND CASH EQUIVALENTS

Cash and cash equivalents include the following components:

	<u>2024</u>	<u>2023</u>
Cash on hand and in banks	<b>P 264,946,586</b>	P 344,414,084
Short-term placements	<u><b>13,166,523</b></u>	<u>48,172,904</u>
	<u><b>P 278,113,109</b></u>	<u>P 392,586,988</u>

Cash in banks generally earn interest based on daily bank deposit rates. Short-term placements are made for varying periods from 30 to 90 days and earn effective interest ranging from 1.00% to 3.50% in 2024, 2023 and 2022.

The balances of cash and cash equivalents as of September 30, 2024 and December 31, 2023 did not include cash in bank amounting to amount of P28.1 million and P7.2 million in 2024 and 2023, respectively, which is shown as Restricted cash under the Other Current Assets and Other Non-current Assets accounts in the consolidated statements of financial position (see Notes 7 and 11). Such amount is not available for the general use of the Group as this is reserved for principal and interest payments for certain loans (see Note 12.1).

#### 5. TRADE AND OTHER RECEIVABLES

This account is composed of the following:

	<u>Notes</u>	<u>2024</u>	<u>2023</u>
Trade receivables	9, 19.1		
Third parties		<b>P 1,490,767,132</b>	P 1,509,275,142
Related parties		<b>64,184,585</b>	64,184,585
Due from agencies		<b>115,914,963</b>	53,215,701
Advances to officers and employees		<b>28,493,470</b>	28,717,705
Claims receivables		<b>4,545,868</b>	4,779,384
Others		<u><b>17,829,165</b></u>	<u>25,943,988</u>
		<b>1,721,735,183</b>	1,686,116,505
Allowance for ECL		<b>( 1,064,077,668 )</b>	<b>( 1,063,260,048 )</b>
		<u><b>P 657,657,515</b></u>	<u>P 622,856,457</u>

All of the Group's trade and other receivables have been assessed for impairment using ECL methodology. Based on the assessment made using the provisional matrix as determined by the management, adequate amounts of allowance for ECL has been provided (see Note 25.2).

Trade and other receivables are unsecured, usually settled within 30 to 60 days, and do not bear any interest. All receivables, except for advances to officers and employees, are subject to credit risk exposure (see Note 25.2).

Due from agencies represent claims from authorized agencies for tickets issued to customers.

Advances to officers and employees represent unsecured, noninterest-bearing cash advances for business-related expenditures and are subject to liquidation.

Claims receivables include insurance claims from the retirement of certain vessels and charges made by the customers to the Group for claims on damages due to handling of goods and/or cargoes. These are reimbursable from the transacting agency.

## 6. INVENTORIES

This account, which are all stated at cost, includes the following:

	Note	2024	2023
Spare parts		P 172,377,028	P 141,515,670
Fuel and lubricants	19.2	70,741,747	84,311,925
Shipping supplies		59,291,277	40,046,800
Food, beverage and other supplies		<u>23,823,513</u>	<u>6,757,714</u>
		<u>P 326,233,565</u>	<u>P 272,632,109</u>

As of September 30, 2024 and December 31, 2023, based on management's assessment, the net realizable value of all of the Group's inventories is higher than its cost.

Spare parts include inventory items such as bearings, cylinders, fuel injectors and other items used for the routine repair, maintenance or replacement of vessel that does not meet the definition of property and equipment in accordance with PAS 16, *Property, Plant and Equipment*.

Costs incurred relating to these inventories, such as bunkering, repairs and maintenance and supplies, are presented under the Cost of Sales and Services account in the consolidated statements of profit or loss (see Notes 14 and 15).

As of September 30, 2024, and December 31, 2023, there are no inventories pledged as security for any of the Group's liabilities as of the end of each reporting period.

## 7. OTHER CURRENT ASSETS

The breakdown of this account as of September 30, 2024 and December 31, 2023 follows:

	Note	2024	2023
Advances to suppliers		P 693,832,940	P 499,987,908
Creditable withholding taxes		469,108,485	466,286,132
Input VAT		540,552,102	446,058,026
Deferred input VAT		410,348,109	412,132,136
Prepayments		248,167,006	200,589,971
Restricted cash	4	<u>7,007,154</u>	<u>6,825,054</u>
		<u>P 2,369,015,796</u>	<u>P 2,031,879,227</u>

Advances to suppliers pertains to the Group's advance payments for the purchases of goods and services, other than those capitalizable purchases, that are yet for delivery or to be performed to the Group.

Deferred input VAT pertains to the input VAT on services rendered to the Group that remains unpaid as of the end of each reporting period.

Prepayments primarily include prepaid taxes and licenses, rentals, and insurance.

Restricted cash represents bank accounts that are reserved for debt service requirements in relation to certain loans of the Group [see Note 12.1(b.3)].

## 8. INVESTMENT PROPERTIES

The Group's investment properties include a parcel of land located at Brgy. Ligid-Tipas, Taguig City. This was acquired by the Group in the prior years for WSI's warehousing operations. Pursuant to the plan of the Group to venture into e-Commerce business, the management has deemed that the use of the properties is currently undetermined.

The property of the Group with net carrying amount of P1,270.9 million as of September 30, 2024 and December 31, 2023, respectively, was used as a collateral to secure payment of the Company's term loan [see Note 12.1(b.3)].

Other information about the fair value measurement and disclosures related to the investment properties are presented in Note 27.4.

## 9. PROPERTY AND EQUIPMENT

The gross carrying amounts and accumulated depreciation, amortization and impairment loss of property and equipment at the beginning and end of September 30, 2024 and December 31, 2023 are shown below.

	Land	Vessels and Vessel Equipment	Transportation Equipment	Building and Leasehold Improvements	Office Furniture, Fixture and Equipment	Right of Use Assets	CIP	Total
September 30, 2024								
Cost or revalued amounts	P 213,761,703	P 29,032,807,943	P 190,408,796	P 242,070,453	P 187,005,491	P 3,532,124,986	P 274,793,487	P 33,672,972,859
Accumulated depreciation and amortization	-	( 14,174,231,267 )	( 172,714,033 )	( 108,400,295 )	( 172,813,647 )	( 684,389,270 )	-	( 15,312,548,512 )
Accumulated impairment losses	-	( 786,344,855 )	-	-	-	-	-	( 786,344,855 )
Net carrying amount	<u>P 213,761,703</u>	<u>P 14,072,231,821</u>	<u>P 17,694,763</u>	<u>P 133,670,158</u>	<u>P 14,191,844</u>	<u>P 2,847,735,716</u>	<u>P 274,793,487</u>	<u>P 17,574,079,492</u>
December 31, 2023								
Cost or revalued amounts	P 213,761,703	P 29,662,452,335	P 187,132,367	P 233,428,856	P 178,866,690	P 3,615,407,688	P 210,895,053	P 34,301,944,692
Accumulated depreciation and amortization	-	( 14,323,918,649 )	( 165,339,519 )	( 93,831,584 )	( 166,444,920 )	( 625,605,359 )	-	( 15,375,140,031 )
Accumulated impairment losses	-	( 786,344,855 )	-	-	-	-	-	( 786,344,855 )
Net carrying amount	<u>P 213,761,703</u>	<u>P 14,552,188,831</u>	<u>P 21,792,848</u>	<u>P 139,597,272</u>	<u>P 12,421,770</u>	<u>P 2,989,802,329</u>	<u>P 210,895,053</u>	<u>P 18,140,459,806</u>
January 1, 2023								
Cost or revalued amounts	P 213,761,703	P 25,468,068,867	P 203,988,390	P 224,641,523	P 175,578,549	P 3,899,937,372	P 207,129,013	P 30,393,105,417
Accumulated depreciation and amortization	-	( 10,251,521,274 )	( 164,676,189 )	( 76,678,607 )	( 159,329,139 )	( 552,886,436 )	-	( 11,205,091,645 )
Accumulated impairment losses	-	( 770,425,277 )	-	-	-	-	-	( 770,425,277 )
Net carrying amount	<u>P 213,761,703</u>	<u>P 14,446,122,316</u>	<u>P 39,312,201</u>	<u>P 147,962,916</u>	<u>P 16,249,410</u>	<u>P 3,347,050,936</u>	<u>P 207,129,013</u>	<u>P 18,417,588,495</u>

A reconciliation of the carrying amounts of property and equipment at the beginning and end of September 30, 2024 and December 31, 2023 is shown below.

	Land	Vessels and Vessel Equipment	Transportation Equipment	Building and Leasehold Improvements	Office Furniture, Fixture and Equipment	Right of Use Assets	CIP	Total
Balance at January 1, 2024, net of accumulated depreciation and amortization and impairment losses	P 213,761,703	P 14,552,188,831	P 21,792,848	P 139,597,272	P 12,421,770	P 2,989,802,329	P 210,895,053	P 18,140,459,806
Additions	-	523,112,731	3,850,191	6,995,247	9,497,027	-	63,898,434	607,353,630
Lease termination	-	-	-	-	-	( 8,961,378 )	-	( 8,961,378 )
Depreciation and amortization charges for the year	-	( 1,003,069,741 )	( 7,948,276 )	( 12,922,361 )	( 7,726,953 )	( 133,105,235 )	-	( 1,164,772,566 )
Balance at September 30, 2024, net of accumulated depreciation and amortization and impairment losses	<u>P 213,761,703</u>	<u>P 14,072,231,821</u>	<u>P 17,694,763</u>	<u>P 133,670,158</u>	<u>P 14,191,844</u>	<u>P 2,847,735,716</u>	<u>P 274,793,487</u>	<u>P 17,574,079,492</u>
Balance at January 1, 2023, net of accumulated depreciation and amortization and impairment losses	P 213,761,703	P 14,446,122,316	P 39,312,201	P 147,962,916	P 16,249,410	P 3,347,050,936	P 207,129,013	18,417,588,495
Additions	-	439,785,509	1,178,571	5,270,506	7,404,690	17,843,959	172,359,763	643,842,998
Revaluation increment - net	-	839,224,129	-	-	-	-	-	839,224,129
Reclassification	-	320,485,186	-	-	-	( 151,891,463 )	( 168,593,723 )	-
Lease termination	-	-	-	-	-	( 12,882,780 )	-	( 12,882,780 )
Disposals - net	-	( 377,008,890 )	( 4,935,487 )	-	-	-	-	( 381,944,377 )
Impairment losses	-	( 15,919,578 )	-	-	-	-	-	( 15,919,578 )
Depreciation and amortization charges for the year	-	( 1,100,499,841 )	( 13,762,437 )	( 13,636,150 )	( 11,232,330 )	( 210,318,323 )	-	( 1,349,449,081 )
Balance at December 31, 2023, net of accumulated depreciation and amortization and impairment losses	<u>P 213,761,703</u>	<u>P 14,552,188,831</u>	<u>P 21,792,848</u>	<u>P 139,597,272</u>	<u>P 12,421,770</u>	<u>P 2,989,802,329</u>	<u>P 210,895,053</u>	<u>P 18,140,459,806</u>

The fair values of the Group's vessels were based on the latest appraisal reports as shown below.

Name of Vessel	Date of Report	Net Appraised Values
M/Tug Fortis VI	February 24, 2024	P 47,645,000
M/Tug Dav Tug XI	February 19, 2024	21,872,000
MT Global Dominance	February 20, 2024	388,969,000
M/Tug Fortis VII	February 19, 2024	24,272,000
MV Asia Philippines	February 16, 2024	74,038,000
M/Tug Fortis X	February 14, 2024	49,959,000
MV San Nicolas of Myra	February 13, 2024	201,708,000
MV Starlite Tamaraw	February 8, 2024	28,772,000
MV Starlite Pacific	February 7, 2024	35,520,000
MV Trans-Asia 17	February 2, 2024	345,299,000
MT BMI Patricia	February 2, 2024	10,745,000
MT Chelsea Intrepid	February 2, 2024	24,559,000
MV Asia Pacific	January 31, 2024	71,160,000
MV Trans-Asia 10	January 31, 2024	348,123,000
MV Trans-Asia 2	January 31, 2024	105,023,000
MV Trans-Asia 16	January 30, 2024	213,601,000
MT Ernesto Uno	January 12, 2024	78,609,000
MT Chelsea Resolute	January 11, 2024	80,475,000
MT Great Princess	January 11, 2024	801,544,000
MT Maria (Chelsea Denise II)	January 10, 2024	440,000,000
MT Chelsea Jasaan	January 9, 2024	47,787,000
MV St. Emmanuel	January 4, 2024	100,000,000
MV St. Micah	January 4, 2024	103,000,000
M/Tug Orishima	January 3, 2024	8,000,000
M/Tug Fortis XI	January 3, 2024	61,000,000
M/Tug Fortis IX	January 3, 2024	76,000,000
MV Starlite Eagle	December 29, 2023	442,963,000
MT Chelsea Denise	December 29, 2023	181,000,000
MV Starlite Reliance	November 10, 2023	442,185,000
MV Starlite Stella Maris	November 10, 2023	533,652,000
MT Chelsea Excellence	November 9, 2023	117,000,000
MV Trans-Asia 19	November 6, 2023	758,740,000

<b>Name of Vessel</b>	<b>Date of Report</b>	<b>Net Appraised Values</b>
Mt Chelsea Providence	September 20, 2023	1,816,640,000
MT Chelsea Charlize	September 18, 2023	204,800,000
M/Tug Fortis I	July 31, 2023	25,354,000
MT Chelsea Enterprise	April 22, 2023	96,500,000
MV Trans-Asia 15	March 10, 2023	444,314,000
MV Trans-Asia 8	March 10, 2023	99,866,000
MV Trans-Asia 18	March 10, 2023	522,532,000
M/Tug Fortis III	February 23, 2023	25,676,000
M/Tug Fortis V	February 23, 2023	36,886,000
M/Tug Fortis VII	February 23, 2023	27,314,000
MV St. Sealthiel	January 4, 2023	76,668,000
MV St. Jhudiel	January 4, 2023	67,068,000
MV St. Camael	January 4, 2023	193,672,000
MV St. Bracquel	January 3, 2023	72,430,000
MV St. Uriel	January 3, 2023	48,212,000
MV St. Sariel	January 3, 2023	192,449,000
MV TA 20	December 30, 2022	972,546,000
MV Starlite Venus	December 30, 2022	926,106,000
Starlite Sprint 1	December 30, 2022	116,815,000
MV Starlite Annapolis	December 30, 2022	77,415,000
M/Tug Fortis XII	December 23, 2022	43,234,000
MT Chelsea Endurance	December 8, 2022	328,000,000
MV Starlite Jupiter	November 29, 2022	52,974,000
MV Starlite Saturn	November 28, 2022	455,000,000
MV Starlite Pioneer	November 28, 2022	413,975,000
MT Global Cherylyn	November 4, 2022	851,253,000
M/Tug Pindasan	October 24, 2022	46,600,000
M/Tug Samal	October 24, 2022	44,260,000
M/Tug Sigaboy	October 24, 2022	32,032,000
MV Trans-Asia 3	February 21, 2022	203,161,000
MV Trans-Asia 12	February 17, 2022	152,950,000
M/Tug Fortis XV	February 16, 2022	21,819,000
M/Tug Fortis I	February 16, 2022	30,453,000
MV Starlite Salve Regina	February 14, 2022	742,782,000
M/Tug Fortis VIII	February 11, 2022	39,164,000
MV Starlite Stella Del Mar	January 7, 2022	535,671,000
MV Starlite Archer	January 6, 2022	487,634,000
M/Tug Fortis II	September 15, 2021	39,071,000

Revaluation increments and decrements arising from the revaluations above were recognized directly in the Equity section under Revaluation Reserves account (see Note 20.2).

Management believes that there is no significant change in the fair values of the Group's vessels since the dates of their last appraisals. Meanwhile, M/Tug Fortis II is still undergoing extended drydocking as of December 31, 2023; hence, no latest appraisal is available.

If the Group's vessels and vessel equipment were measured under the cost model, the cost, accumulated depreciation, accumulated impairment losses and net carrying amount as of September 30, 2024 and December 31, 2023 are as follows:

	<u>2024</u>	<u>2023</u>
Cost	<b>P18,361,420,992</b>	P 18,024,650,877
Accumulated depreciation	<b>( 6,970,068,977 )</b>	( 6,014,861,647 )
Accumulated impairment losses	<b>( 786,344,855 )</b>	( 786,344,855 )
Net carrying amount	<b><u>P10,605,007,159</u></b>	<b><u>P 11,223,444,375</u></b>

Additional impairment loss recognized during the year is presented as Impairment losses on property and equipment under Other Income (Charges) in the consolidated statements of profit or loss (see Note 17).

Depreciation and amortization is classified in the consolidated statements of profit and loss as follows:

	<u>Notes</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>
Cost of sales and services	14	<b>P 1,122,835,225</b>	P 936,871,722	P 872,084,539
Other operating expenses		<b><u>41,937,341</u></b>	<u>50,946,655</u>	<u>59,808,368</u>
	15	<b><u>P 1,164,772,566</u></b>	<b><u>P 987,818,377</u></b>	<b><u>P 931,892,907</u></b>

Certain vessels of the Group with a total net carrying amount of P11,869.7 million and P12,168.8 million as of September 30, 2024 and December 31, 2023, respectively, were used to secure the payment of certain interest-bearing loans and borrowings (see Note 12). There were no capitalized borrowing costs in 2024 and 2023.

Certain vessels of the Group with a total net carrying amount of P875.9 million and P714.3 million were temporarily idle and laid up as of September 30, 2024 and December 31, 2023, respectively.

## 10. INVESTMENTS IN ASSOCIATES AND A JOINT VENTURE

### 10.1 Investment in Associate

On October 4, 2019, the Company subscribed to 1,041,666,665 common shares or equivalent to 41.67% interest of DHC's authorized capital stock for a total amount of P1.0 billion. Out of the subscribed shares, P781.2 million worth of shares remains unpaid as of September 30, 2024 and December 31, 2023 and is presented as Subscription payable under Trade and Other Payables in the consolidated statements of financial position (see Note 13). In 2023, a third party subscribed to the additional common shares in DHC, causing the dilution of the Group's effective ownership from 10.54% in 2022 to 8.59%. Management assessed that the Group still exercises significant influence over DHC; hence, is still recognized as an investment in associate [see Note 3.1(d)].

The carrying amount of the identifiable assets and liabilities of the associates upon acquisition approximates their respective fair values.

DHC is in net capital deficiency as of September 30, 2024 and December 31, 2023.

No dividends were received from the Group's associate in 2024 and 2023. The Group's associates are private companies; therefore, no quoted market prices are available for these shares.

## 10.2 Investment in a Joint Venture

In 2016, CSC entered into a Memorandum of Agreement with Meridian whereby both parties agreed to establish and operate a training facility on a parcel of land at the Calaca Seaport in Calaca, Batangas. The training facility shall be called the Meridian Maritime Training Center. The establishment of the facility shall have a total project cost of P50.0 million, which will be financed by CSC and any profits will be distributed 70% to CSC and 30% to Meridian until such time that CSC achieves 100% return on investment, after which, profit sharing will be 50% both to CSC and Meridian.

In 2023, management terminated the agreement with Meridian in which CSC recognized a full impairment of its investment in the joint venture amounting to P81.0 million and is presented as Impairment loss on Investment in Joint Venture under Other Income (Charges) account in the 2023 consolidated statement of profit or loss.

## 11. OTHER NON-CURRENT ASSETS

This account is composed of the following:

	Notes	2024	2023
Advances to suppliers	22.5	P 219,208,068	P 527,742,418
Deferred input VAT		50,166,013	114,906,491
Deferred charges	7	56,401,126	56,401,126
Security deposits	19.3	46,996,714	50,355,290
Software, net of amortization		26,469,584	30,464,845
Restricted cash	4	335,112	335,112
		<u>P 499,576,617</u>	<u>P 780,205,282</u>

Advances to suppliers include down payments made to suppliers for the acquisition and construction of long-term assets, which include vessels and parcels of land.

Deferred input VAT pertains to the input VAT on services rendered to the Group that remains unpaid as of the end of each reporting period.

Security deposits include rental deposits and guarantee deposits for the Group's ongoing projects.

Software refers to computer software licenses and software development costs, net of amortization.

Restricted cash represents bank accounts that are reserved for debt service requirements in relation to certain loans of the Group (see Note 12.1).

## 12. INTEREST-BEARING LOANS AND BORROWINGS

The short-term and long-term interest-bearing loans and borrowings are broken down as follows:

	Note	2024	2023
Current:			
Bank loans	12.2	P 1,612,906,266	P 3,008,112,614
Term loans	12.1	1,315,354,250	624,924,006
Lease liabilities	12.4	135,654,231	202,359,755
Mortgage loans	12.3	<u>46,525,497</u>	<u>20,297,990</u>
		<u>3,110,440,244</u>	<u>3,855,694,365</u>
Non-current:			
Term loans	12.1	11,072,368,830	10,370,290,499
Lease liabilities	12.4	2,408,557,812	2,536,122,093
Mortgage loans	12.3	111,501,434	153,709,019
Bank loans	12.2	<u>162,748,295</u>	<u>122,510,363</u>
		<u>13,755,176,371</u>	<u>13,182,631,974</u>
		<u>P 16,865,616,615</u>	<u>P 17,038,326,339</u>

The Group has taken necessary steps to manage the impact of the COVID-19 pandemic on its financial condition, including negotiating with banks for the refinancing, extension, or temporary relief of its loan obligations as part of the Group's LME. Relative to this, the Group was able to agree with banks restructuring or modification of terms of certain loans.

On October 2023, the Company entered into Subscription and Debt Conversion Agreements with certain private institutional lenders. As a result, the outstanding loan amounting to P233.4 million has been derecognized and converted through the issuance of 77,791,000 shares of the Company (see Note 20.1).

A reconciliation of the carrying amounts of interest-bearing loans and borrowings at the beginning and end of September 30, 2024, 2023 and 2022 is shown below.

	Term loans (see Note 12.1)	Bank loans (see Note 12.2)	Mortgage loans (see Note 12.3)	Lease Liabilities (see Note 12.4)	Total
Balance as of January 1, 2024	P 10,995,214,505	P 3,130,622,977	P 174,007,009	P 2,738,481,848	P 17,038,326,339
Cash flows from financing activities:					
Repayments	( 100,134,945 )	( 152,426,081 )	( 15,980,078 )	( 194,269,805 )	( 462,810,909 )
	( 100,134,945 )	( 152,426,081 )	( 15,980,078 )	( 194,269,805 )	( 462,810,909 )
Non-cash financing activities -					
Reclassification	1,492,643,520	( 1,202,542,335 )	-	-	290,101,185
Balance at September 30, 2024	P 12,387,723,080	P 1,775,654,561	P 158,026,931	P 2,544,212,043	P 16,865,616,615
Balance as of January 1, 2023	P 10,618,240,263	P 4,333,388,044	P 184,109,308	P 2,935,096,174	P 18,070,833,789
Cash flows from financing activities:					
Additions	425,000,000	-	-	-	425,000,000
Repayments	( 245,248,295 )	( 271,392,067 )	( 11,026,299 )	( 183,433,720 )	( 711,100,382 )
	179,751,705	( 271,392,067 )	( 11,026,299 )	( 183,433,720 )	( 286,100,382 )
Non-cash financing activities:					
Extinguishment of loan	( 335,288,970 )	-	-	-	( 335,288,970 )
Gain on debt modification - net	( 241,501,013 )	-	-	-	( 241,501,013 )
Debt to equity conversion	-	( 233,373,000 )	-	-	( 233,373,000 )
Reclassification	774,851,371	( 698,000,000 )	-	-	76,851,371
Termination of lease	-	-	-	( 19,074,562 )	( 19,074,562 )
Additions	-	-	924,000	14,665,944	15,589,944
Restatement of foreign currency					
denominated loans	( 838,850 )	-	-	( 8,771,987 )	( 9,610,837 )
	197,222,537	( 931,373,000 )	924,000	( 13,180,606 )	( 746,407,068 )
Balance at December 31, 2023	P 10,995,214,505	P 3,130,622,977	P 174,007,009	P 2,738,481,848	P 17,038,326,339

## 12.1 Term Loans

The details of the Group's term loans as of September 30, 2024 and December 31, 2023 are as follows:

Notes	Security	Terms	Interest Rates	Outstanding Balance	
				September 30, 2024	December 31, 2023
China Banking Corporation (CBC)	Real Estate Mortgage (REM), Continuing Suretyship, MT Chelsea Great Princess, MT Chelsea Charlize, MT Chelsea Resolute, MT Chelsea Enterprise, MT Chelsea Excellence, MT Chelsea Ernesto Uno, MT Chelsea Jasaan				
Development Bank of the Philippines (DBP)	(b.1) Assignment of receivables	7 years	5.00%	P 1,926,396,728	P 1,926,396,728
	MT Chelsea Providence, MT Global Cherylyn, MV Starlite Stella Maris, Corporate/Continuing Suretyship	15 years	5.00%	1,815,060,107	1,818,060,107
Landbank of the Philippines (LBP)	(f.4) MT Chelsea Intrepid, MT BMI Patricia	8 years	5.00%	1,287,601,185	-
Philippine Business Bank (PBB)	(c.2) MV Eagle, MV Archer, MV Saturn	8 years	3.00% - 7.00%	811,205,818	823,893,366
CBC	(b.3) REM	15 years	7.25%	800,000,000	800,000,000
Amalgamated Investment Bancorporation (AIB)	(i) Unsecured	9 years	6.48%	593,865,108	576,851,371
DBP	(f.3) Trans - Asia 16, 17 and 18				
	Corporate/Continuing Suretyship	15 years	5.00%	549,807,588	549,807,588
PBB	(c.4) MV Salve Regina	8 years	3.00% - 7.00%	458,850,000	467,888,754
DBP	(f.1) Corporate/Continuing Suretyship				
	MV Pioneer, MV Reliance	15 years	5.00%	450,514,005	450,514,006
PBB	(c.1) MT Global Dominance				
	MT Chelsea Endurance	8 years	3.00% - 7.00%	435,871,949	442,696,689
Asia United Bank (AUB)	(d.2) MTug Fortis I, MTug Fortis II MTug Fortis III, MTug Fortis V MTug Fortis VI, MTug Fortis VII MTug Fortis IX, MTug Fortis X	6 years	4.00%	425,000,000	425,000,000
DBP	(f.2) Corporate/Continuing Suretyship MV St. Nicholas of Myra	15 years	5.00%	415,100,000	415,100,000
BDO Unibank, Inc. (BDO)	Assignment of receivables				
	Trans - Asia 1, 8, 9 and 10, CY3 REM, Continuing suretyship	6 years	6.50%	356,276,078	383,548,077
PBB	(c.3) MV Stella Del Mar	8 years	3.00% - 7.00%	308,449,296	314,848,713
DBP	(f.5) Corporate/Continuing Suretyship MV St. Camael and MV St. Saniel	15 years	5.00%	300,086,565	300,086,565
Mega International Commercial Bank Co. (MICBC)	(e) Pledge of shares, Continuing Suretyship	5 years	6.37%	247,500,000	247,500,000
Robinsons Bank Corporation (RBC)	(e) Pledge of shares, Continuing Suretyship	5 years	6.37%	247,500,000	247,500,000
CTBC Bank (Phils) Inc. (CTBC)	(e) Pledge of shares, Continuing Suretyship	5 years	6.37%	247,500,000	247,500,000
Pentacapital	(k) Assignment of receivables	8 years	6.00% to 7.00%	205,042,335	-
Union Bank of the Philippines (UB)	(j) Continuing Suretyship	9 years	3.00%	198,000,000	198,000,000
First Commercial Bank, Ltd. (FCB)	(e) Pledge of shares, Continuing Suretyship	5 years	6.37%	165,000,000	165,000,000
CBC	(b.2) Trans - Asia 2, 3, 5, 12 and 15	10 years	5.75%	162,407,408	161,393,098
Rizal Commercial Banking Corp.	(g) Starlite Sprint I	7 years	9.50%	104,549,977	105,074,977
PBB	(c.5) Pledge of shares of stocks	8 years	11.00%	13,274,350	52,788,650
AUB	(d.1) MTug Fortis IX, MTug Fortis X, Assignment of receivables	7 years	8.02%	17,730,741	23,049,963
AUB	(d.1) MTug Fortis VI, MTug Fortis VII MTug Fortis VIII, Assignment of receivables	7 years	8.11%	13,008,556	20,845,468
AUB	(d.1) MTug Fortis III and MTug Fortis V, Assignment of receivables	7 years	5.56%	-	7,613,562
				12,555,597,794	11,170,957,683
Net premium (discount) on loans payable				( 167,874,714 )	( 175,743,178 )
				<b>P 12,387,723,080</b>	<b>P 10,995,214,505</b>

### (a) Term Loan Agreement (TLA) with BDO - Trans-Asia - Trans-Asia 1, 8 and 10

In 2014, Trans-Asia availed loans from BDO for the acquisition of MV Trans-Asia 10 totaling to P120.0 million at an interest rate of 4.5% per annum. Principal and interest payments on these loans are made monthly. Additional loans were made from BDO amounting to P243.5 million and P166.0 million in 2016 and 2017, respectively, with an interest rate of 4.25% to 5.00% per annum. Principal payments are made monthly with a grace period of one year and interest on these loans is payable monthly in arrears.

In 2020, Trans-Asia and BDO amended the existing loan agreement, revising the interest payment schedules in which 40% of all unpaid interest as of July 30, 2020 were to be paid equally without interest on interest between August and December 2020 and the remaining 60% would be paid in equal monthly basis with interest on interest from January 2021 to June 2021.

On Sept 8, 2021, Trans-Asia and BDO agreed on the second amendment of the loan agreement wherein the deferred principal and principal due from June to July 2021 be added and paid in the December 2021 and January 2022 repayment schedules.

On June 20, 2022, Trans-Asia and BDO amended the existing loan agreements, revising the previously approved terms of the preceding loans wherein BDO extended the maturity dates of the loans for six years, inclusive of a grace period of one year reckoning at the beginning of 2022, provided a sculpted quarterly principal repayment, and reduced interest rates for the first two years with a provision for a recapture rates towards the end of the loans.

The loan is secured by the same properties as mentioned in the initial bank loan with chattel mortgage of certain vessels amounting to P441.9 million and P457.8 million as of September 30, 2024 and December 31, 2023, respectively (see Note 9). The loan is also secured by a continuing suretyship by the chairman of the BOD of the company and a real estate property owned by Trans-Asia with a carrying amount of P10.3 million in September 30, 2024 and December 31, 2023, respectively (see Note 9). These loans do not contain any financial covenants.

**(b) TLA or OLSA with CBC**

**b.1. CSC - CSC's outstanding shares**

In 2016, the Company obtained a P1.8 billion loan from CBC to finance the acquisition of the outstanding shares of CSC. The loan is subject to annual interest rate of 4.50% and is payable on a lump sum basis in 181 days. The loan is secured by means of mortgage, pledge, assignment or any other form of encumbrance upon any and all properties or assets of the Company's Chairman of the BOD [see Note 19.9(a)].

In 2017, the Company converted its P1.8 billion bank loan to a six-year term loan with a grace period of four quarters commencing from the date of conversion. The principal is payable in quarterly installments with balloon payment at maturity and shall commence on the quarter after the grace period with the interest paid in arrears. The loan is secured by the same properties as mentioned in the initial bank loan.

On January 23, 2018, the Company's BOD approved the transfer of the loan to CSC.

On October 1, 2020, the bank approved CSC's request for the refinancing of outstanding loan obligations of CSC for a total of P1.9 billion, including unpaid interest. The principal payments begin on the 3<sup>rd</sup> anniversary with the following sculpted repayment schedule: year 3 - 5%; year 4 - 10%; year 5 - 20%; year 6 - 25%; and year 7 - 40%. The restructured loan is subject to annual interest rate of 6.75%.

The restructured loan is secured by the same properties as mentioned in the initial bank loan with chattel mortgage of certain vessels amounting to P1,353.8 million and P1,416.9 million as of September 30, 2024 and December 31, 2023, respectively. The loan is also secured by a continuing suretyship by the Company and Parent Company, and assignment of certain receivables amounting to P250.2 million as of September 30, 2024 and December 31, 2023 (see Note 5). The agreement requires CSC to maintain debt-to-equity ratio of not more than 3.00:1.00 and DSCR of not less than 1:00 in its consolidated financial statements.

**b.2. Trans - Asia – MV Asia Philippines and MV Asia Pacific**

On October 2, 2018, Trans-Asia obtained a long-term loan from CBC amounting to P200.0 million to fund its acquisition of vessels. The loan is subject to annual interest rate of 7.00% and is payable monthly in arrears up to 10 years from the initial drawdown, inclusive of one-year grace period from the date of drawdown. Principal shall be repayable in equal monthly amortizations to commence at the end of the 13<sup>th</sup> month of the drawdown.

On August 30, 2019, Trans-Asia obtained additional loan from the same bank amounting to P50.0 million to fund its acquisition of vessels. The loan is subject to annual interest rate of 7.00% and is payable monthly in arrears up to four years from the date of drawdown. Principal shall be repayable in equal monthly amortizations to commence at the end of the 13<sup>th</sup> month of the drawdown. These loans do not contain any financial covenants.

Certain vessels with a net carrying amount of P202.6 million and P228.6 million as of September 30, 2024 and December 31, 2023, respectively, was used as collateral to secure the payment of these loans (see Note 9).

**b.3. CLC and WSI**

On August 27, 2019, CLC and WSI entered into a loan agreement with CBC to finance the acquisition of a real estate property and for the construction of a warehouse facility on the said property amounting to P800.0 million and P450.0 million, respectively. The loan is subject to a fixed interest rate of 7.25% for the first ten years and subject to repricing for the remaining five years. On the interest rate resetting date, the interest rate shall be repriced and determined based on the higher of the benchmark rate and interest spread of 250 bps, divided by the interest premium of factor of 95% or a floor rate of 7.25%. The loan is payable on a quarterly basis up to 15 years from the initial drawdown, inclusive of two-years grace period from the date of signing. As of September 30, 2024 and December 31, 2023, WSI has no loan drawdowns and CLC has total drawdown amounting to P800.0 million from the term loan facility. The agreement requires CLC, in its consolidated financial statements, to maintain debt-to-equity ratio of not more than 3.00:1.00 and DSCR of not less than 1:25.

The land of the Company, classified under Investment properties in the consolidated statements of financial position, with net carrying amount of P1,270.9 million as of September 30, 2024 and December 31, 2023 was used as a collateral to secure payment of this loan (see Notes 8 and 9). The loan agreement also requires the Company to maintain a reserve accounts specifically for payment of principal and interest; such amounts are presented as part of Restricted cash under the Other Current Assets and Other Non-current Assets accounts in the consolidated statements of financial position (see Notes, 7, 4 and 11).

**(c) TLA with PBB**

**c.1. PNx - Chelsea - MT Chelsea Endurance and MT Chelsea Dominance**

On July 25, 2016 and August 18, 2016, PNx-Chelsea entered into term loan agreements with PBB amounting to US\$6.5 million and US\$7.6 million to finance the acquisition of MT Chelsea Endurance and MT Chelsea Dominance, respectively. On the anniversary year, these loans were converted into peso loans. The loans are subject to annual effective interest rate of 6.06% and are payable in 24 equal quarterly installments with one-year grace period from date of each release. The loans do not include any financial covenants.

On June 24, 2022, PBB approved the restructuring of the outstanding loans and unpaid interests of PNX-Chelsea into an eight-year term loan, inclusive of two years grace period on principal collection. The restructured loan bears lower interest rates for two years, collected quarterly in arrears, to be recaptured annually until the loan matures, with annual repricing based on BVAL plus a fixed interest rate beginning on the third year.

The restructured loans are secured by a chattel mortgage on MT Chelsea Endurance and MT Chelsea Dominance with net carrying amounts totalling P685.9 million and P694.5 million, as of September 30, 2024 and December 31, 2023, respectively (see Note 9).

***c.2. SFI – MV Eagle, MV Archer and MV Saturn***

In 2015, Starlite entered into a 10-year term loan agreement amounting to P1,037.4 million with PBB to finance the acquisition of MV Eagle, MV Archer and MV Saturn. The loans are subject to a fixed interest rate of 7.5% and the principal is payable in arrears.

In 2017, Starlite obtained a 15-year term loan agreement amounting to P800.0 million with PBB. The loan is subject to annual interest rate of 7.0% and principal repayments including the interest shall commence on the first quarter after a grace period of one year from the date of availment. The loan does not include any financial covenants.

On June 24, 2022, PBB approved the restructuring of the outstanding loans and unpaid interests of SFI into a 8-year term loan, inclusive of two years grace period on principal collection. The restructured loan bears lower annual interest rate for two years, collected quarterly in arrears, to be recaptured annually until the loan matures, with annual repricing based on BVAL plus a fixed interest rate beginning on the third year.

Certain vessels of Starlite with net carrying amounts of P1,217.3 million and P1,228.2 million as of September 30, 2024 and December 31, 2023, respectively, were used as collateral to secure the payment of these loans (see Note 9).

***c.3. SPFI – MV Stella Del Mar***

In 2017, SPFI entered into a loan agreement with PBB amounting to P368.1 million to finance the acquisition of MV Stella Del Mar. The loan is subject to annual interest rate of 7.50% and is payable quarterly in arrears up to 10 years from the initial drawdown. Principal repayments shall commence after the grace period of six quarters. The loan does not include any financial covenants.

On June 24, 2022, PBB approved the restructuring of the outstanding loans and unpaid interests of SPFI into a eight-year term loan, inclusive of two years grace period on principal collection. The restructured loan bears lower annual interest rate for 2 years, collected quarterly in arrears, to be recaptured annually until the loan matures, with annual repricing based on BVAL plus a fixed interest rate beginning on the third year.

The vessel of SPFI with net carrying amounts of P521.4 million and P510.7 million as of September 30, 2024 and December 31, 2023, respectively, was used as a collateral to secure the payment of this loan (see Note 9).

**c.4. SGFI – MV Salve Regina**

In 2018, SGFI entered into a loan agreement with PBB amounting to P460.0 million to finance the acquisition of MV Salve Regina. The loan is subject to annual interest rate of 7.50% and is payable quarterly in arrears up to 10 years from the initial drawdown, inclusive of one-year grace period from the date of signing. The loan does not include any financial covenant.

On June 24, 2022, PBB approved the restructuring of the outstanding loans and unpaid interests of SGFI into an eight-year term loan, inclusive of two years grace period on principal collection. The restructured loan bears lower annual interest rate for two years, collected quarterly in arrears, to be recaptured annually until the loan matures, with annual repricing based on BVAL plus a fixed interest rate beginning on the 3<sup>rd</sup> year.

The vessel of SGFI with net carrying amounts of P732.2 million and P742.9 million as of September 30, 2024 and December 31, 2023 was used as a collateral to secure the payment of this loan (see Note 9).

**c.5. CLC – MV Trans-Asia 21**

On May 2021, the Company entered into a loan facility with PBB amounting to \$3.5 million to finance the Company's equity due on MV Trans-Asia 21. The loan is subject to annual interest rate of 10.0% and is payable on a quarterly basis up to the end of third year.

On August 12, 2022, PBB and the Company has amended its MOA in which the principal repayment will be on a staggered basis commencing at the date of amendment until 2023 with annual interest rate of 11.0%. The loan does not include any financial covenant.

The loan is secured by a deed of pledge of shares of stock by Udenna and the Company with a net book value of P135.7 million as of September 30, 2024 and December 31, 2023, respectively [see Note 19.9(a)].

**(d) TLA with AUB**

**d.1 FTC – MTug Fortis III, MTug Fortis V, MTug Fortis VI, MTug Fortis VII, MTug Fortis VIII, MTug Fortis IX and MTug Fortis X**

On April 12, 2017, FTC obtained interest-bearing loans amounting to P69.7 million to partially refinance the acquisition of MTug Fortis III and MTug Fortis V. The loan bears fixed interest rate of 5.56% and the principal is payable in 28 quarterly installments.

On October 5, 2018, FTC obtained additional interest-bearing loans amounting to P70.4 million from the same bank to partially refinance the acquisition of MTug Fortis VI, MTug Fortis VII, and MTug Fortis VIII. The loan bears fixed interest rate of 5.56% and the principal is payable in 28 quarterly installments.

On January 16, 2020, FTC obtained additional interest-bearing loans amounting to P47.9 million from the same bank to partially refinance the acquisition of MTug Fortis IX and MTug Fortis X. The loan bears fixed interest rate of 7.07% and the principal is payable in 28 quarterly installments.

Certain trade receivables amounting to P42.8 million and P44.9 million as of September 30, 2024 and December 31, 2023, respectively, were assigned to secure the payment of these interest-bearing loans (see Note 5). Moreover, certain tugboats of FTC with net carrying amounts of P196.7 million and P220.8 million as of September 30, 2024 and December 31, 2023, respectively, were used as collateral to secure the payment of these loans (see Note 9). The loans do not include any financial covenants.

#### **d.2 SFI**

On October 27, 2023, SFI obtained interest-bearing loans amounting to P425.0 million to support the working capital requirement of the company. The loan bears fixed interest rate of 4.0% and the principal is payable in 72 months in equal monthly installment with grace period of one year.

Certain tugboats of FTC with net carrying amount of P92.9 million and P110.2 million as of September 30, 2024 and December 31, 2023, respectively, were used as collateral to secure the payment of these loans. The loan does not include any financial covenants.

#### **(e) TLA with CTBC, MICBC, RBC and FCB – Trans-Asia**

In 2017, Trans-Asia entered into a five-year loan facility agreement amounting to P300.0 million each with CTBC, MICBC and RBC and P200.0 million with FCB to bridge the facility obtained by CSC to fund the acquisition of Trans-Asia and for general working capital purposes. In the same year, Trans-Asia made a drawdown of P1,100.0 million loan to bridge the loan obtained by CSC in 2016. The loan is subject to annual repricing of three-month PDST rate plus 3.3% spread and is payable on quarterly basis. Principal repayments shall be 5% of the loan in the first and second year, 15% in the third and fourth year and 60% in the fifth year of the drawdown. The agreement requires Trans-Asia to maintain debt-to-equity ratio of not more than 3:50:1:00 and a DSCR of at least 1.25.

On May 27, 2021, CTBC, MICBC, RBC and FCB has approved the one-year extension of principal due from 2021 to 2022 including the non-application of the required financial covenants during the extension period.

On November 15, 2022, CTBC, MICBC, RBC and FCB approved restructuring of the outstanding loans of Trans-Asia into a five-year term loan, inclusive of two years grace period on principal collection. The restructured loan bears lower interest rate for the first year, collected quarterly in arrears, to be recaptured annually on the 5<sup>th</sup> year, with annual repricing based on BVAL plus a fixed interest rate beginning on the 3<sup>rd</sup> year. The principal is payable on installment based on the outstanding principal amount from the amended date as follows; 0% on the first year, 1% on second year, 2% on third, 7% on fourth and balloon payment at the end of the fifth year.

The loan is secured by Trans-Asia shares with a carrying value of P525.0 million, a corporate guarantee by the Parent Company and individual surety of the Company's Chairman of the BOD [see Note 19.9(a)].

**(f) TLA with DBP**

***f.1. SFI – MV Pioneer and MV Reliance***

In 2016 and 2015, Starlite entered into 15-year term loan agreements amounting to P306.0 million and P300.0 million, respectively, with DBP to finance the acquisition of MV Pioneer and MV Reliance. The loan is subject to annual interest rate of 6.95% and is payable on a quarterly basis. Principal repayments shall commence after the grace period of three periods.

On May 23, 2023, DBP approved the waiver of SFI's compliance with the current ratio for 2023 up to its maturity, meanwhile, compliance with the debt-to-equity ratio and DSCR was temporary waived for 2023 only.

On October 24, 2023, DBP and SFI amended the loan agreement in 2016 in which the former approved the principal repayment of the outstanding principal amount beginning in 2025 in sculpted quarterly amortizations to commence at the end of the 1st quarter after the two year grace period until fully paid. Interest for the first 3 years is fixed at 5.0% per annum, but SFI will only pay 3% p.a., and the 2% is amortized over three years starting on the 4th year, without interest on interest. The interest for the 4<sup>th</sup> year and onwards is fixed for one year based on a 1-year BVAL rate plus a spread with a floor rate of 5% per annum, reviewable annually.

The amendment in the agreement also requires Starlite to maintain a debt-to-equity ratio of 2.33:1.00 starting the year 2029 up to the remaining term of the loan and a DSCR of at least 1.00 starting the year 2024.

A corporate suretyship by the Company and certain vessels of Starlite with net carrying amounts of P799.7 million and P806.6 million as of September 30, 2024 and December 31, 2023, respectively, were used as collateral to secure the payment of these loans (see Note 9).

***f.2. PNX-Chelsea – MV San Pedro Calungsod, MV San Lorenzo Ruiz Uno and MV St. Nicholas of Myra***

On January 25, 2018, PNX-Chelsea entered into a loan agreement with DBP amounting to P575.0 million to refinance the acquisition of MV San Pedro Calungsod, MV San Lorenzo Ruiz Uno and MV St. Nicholas of Myra. The loan is subject to annual interest rate of 6.50% and is payable in 60 equal quarterly installments commencing on the first quarter from the initial drawdown. The agreement requires PNX-Chelsea to maintain debt-to-equity ratio of not more than 2.34:1.00.

On May 23, 2023, DBP approved the waiver of PNX's compliance with the financial covenants for 2023 up to its maturity on March 26, 2033.

On October 24, 2023, DBP and PNX amended the loan agreement in 2018 in which the former approved the principal repayment of the outstanding principal amount beginning in 2025 in sculpted quarterly amortizations to commence at the end of the 1st quarter after the two-year grace period until fully paid. Interest for the first three years is fixed at 5.0% per annum, but PNX-Chelsea will only pay 3% p.a. and the 2% p.a. is amortized over three years starting on the 4th year, without interest on interest. The interest for the 4<sup>th</sup> year and onwards is fixed for one year based on a 1-year BVAL rate plus spread with a floor rate of 5% per annum, reviewable annually.

Certain vessels of PNX-Chelsea with net carrying amounts of P226.9 million and P205.9 million as of September 30, 2024 and December 31, 2023, respectively, were used as collateral to secure the payment of these loans (see Note 9). The restructured loan is also secured by a continuing suretyship by the Company and chairman of the BOD of the Company.

***f.3. Trans-Asia – MV Trans-Asia 16, 17 and 18***

On May 2, 2018, Trans-Asia entered into a loan agreement with DBP amounting to P618.0 million to finance the acquisition of MV Trans-Asia 16, MV Trans-Asia 17 and MV Trans-Asia 18. The loan is subject to annual interest rate of 6.50% and is payable quarterly in arrears up to 15 years from the initial drawdown, inclusive of one-year grace period from the date of signing.

On May 23, 2023, DBP approved the waiver of Trans-Asia's compliance with the current ratio for 2023 up to its maturity, meanwhile, compliance with the debt-to-equity ratio and DSCR was temporary waived for 2023 only.

On October 24, 2023, DBP and Trans-Asia amended the loan agreement in 2018 in which the former approved the principal repayment of the outstanding principal amount beginning in 2025 in sculpted quarterly amortizations to commence at the end of the 1st quarter after the two-year grace period until fully paid. Interest for the first 3 years is fixed at 5.0% per annum, but Trans-Asia will only pay 3% p.a. and the 2% p.a. is amortized over three years starting on the 4th year, without interest on interest. The interest for the 4<sup>th</sup> year and onwards is fixed for one year based on a 1-year BVAL rate plus a spread, with a floor rate of 5% per annum, reviewable annually.

The amendment in the agreement also requires Trans-Asia to maintain a debt-to-equity ratio of 2.33:1.00 starting year 2031 up to the remaining term of the loan, and DSCR of at least 1.00 starting the year 2024.

Certain vessels of Trans-Asia with net carrying amounts of P1,085.8 million and P1,062.8 million as of September 30, 2024 and December 31, 2023, respectively, were used as collateral to secure the payment of these loans (see Note 9). The restructured loan is also secured by a continuing suretyship by the Company and chairman of the BOD of the Company.

***f.4. CSC – MT Chelsea Providence***

On December 28, 2018, CSC entered into a loan agreement with DBP amounting to P1.5 billion to refinance the acquisition of one second-hand oil/chemical tanker and one second-hand floating dock. The loan is subject to annual interest rate of 6.50% and is payable quarterly in arrears up to 15 years from the initial drawdown, inclusive of one-year grace period from the date of signing. The agreement requires CSC to maintain debt-to-equity ratio of not more than 3.00:1.00 and DSCR of at least 1.00.

On March 28, 2021, DBP approved the CSC's request for the refinancing of outstanding loan obligations of CSC for a total of P1.8 billion, including unpaid interest. The principal payments begin on the third anniversary with annual interest rate of 6.50%. No gain/loss on loan restructuring is recognized as there is no substantial modification of terms under PFRS 9.

On August 15, 2023, DBP approved the waiver of CSC's compliance with the financial covenants for 2023 up to its maturity on December 31, 2035.

On October 24, 2023, DBP and CSC amended the restructuring agreement in 2021 in which the former approved the sculpted principal repayment of the outstanding principal amount beginning in 2023 until year 14. Interest for the first 3 years is fixed at 5.0% per annum, but CSC will only pay 3% p.a. and the 2% p.a. is amortized over three years starting on the 4<sup>th</sup> year, without interest on interest. The interest for the 4<sup>th</sup> year and onwards is fixed for one year based on a 1-year BVAL rate plus a spread, with a floor rate of 5% per annum, reviewable annually.

Certain vessels of CSC, PNX-CSC and SGFI with net carrying amount of P3,050.5 million and P3,033.7 as of September 30, 2024 and December 31, 2023, respectively, was used as collateral to secure the payment of these loans (see Note 9). Certain trade receivables amounting to P45.1 million and P44.4 million as of September 30, 2024 and December 31, 2023, respectively, were assigned to secure the payment of these interest-bearing loans (see Note 5).

***f.5. SFFC***

On May 20, 2016, SFFC obtained a long-term loan facility from DBP amounting to P370.0 million with a term of 15 years, inclusive of 1.5 years grace period, payable in 53 equal quarterly installments to commence at the end of the seventh quarter from the date of the initial drawdown, which can be availed through promissory note with an interest at the prevailing market rate of 6.5% to finance the construction of MV St. Saniel and MV St. Camael. In addition, SFFC is required to maintain debt-to-equity ratio not exceeding 2.30:1.00 and maintain debt service coverage ratio of at least 2.00 at each testing date.

On May 23, 2023, DBP approved the waiver of SFFC's compliance with the debt-to-equity ratio for 2023.

On October 24, 2023, DBP and SFFC amended the loan agreement in 2016 in which the former approved the principal repayment of the outstanding principal amount beginning in 2025 in sculpted quarterly amortizations to commence at the end of the 1st quarter after the two-year grace period until fully paid. Interest for the first 3 years is fixed at 5.0% per annum, but SFFC will only pay 3% p.a. and 2% p.a. is amortized over three years starting on the 4<sup>th</sup> year, without interest on interest. The interest for the 4<sup>th</sup> year and onwards is fixed for one year based on a 1-year BVAL rate plus a spread, with a floor rate of 5% per annum, reviewable annually.

Certain vessels of SFFC with net carrying amount of P362.9 million and P370.1 million as of September 30, 2024 and December 31, 2023, respectively, was used as collateral to obtain this loan. The restructured loan is also secured by a continuing suretyship by the Company and the Chairman of the BOD of the Company.

***(g) TLA with RCBC – Starlite***

In 2018, Starlite entered into a loan agreement with RCBC to finance the acquisition of Starlite Sprint I. The first drawdown of P105.0 million is payable in equal quarterly installments up to eight years from the date of initial drawdown, i.e., July 19, 2019, inclusive of one year grace period. The loan is subject to annual interest rate based on 7-year fixed BVAL plus minimum spread of 1.50% and is payable on a quarterly basis. The agreement requires Starlite to maintain debt-to-equity ratio of not more than 5.50:1.00 and current ratio of not less than 1.00.

On July 24, 2023, Starlite entered into a loan restructuring agreement with RCBC to restructure its outstanding loan amounting to P105.1 million. The restructured loan bears lower annual interest rate applicable for the first three years, to be recaptured annually until year 5. The principal is payable on graduated amounts with balloon payment on the last principal repayment date and inclusive of 2 2-year grace period from July 2022. The restructured loan does not include any financial covenant.

The vessel of Starlite with net carrying amounts of P136.8 million and P129.8 million as of September 30, 2024 and December 31, 2023, respectively, was used as a collateral to secure the payment of this loan (see Note 9).

**(h) TLA with 8H Capital - CDC**

On July 2021, CDC entered into a loan agreement with 8H Capital amounting to \$2.0 million with a term of five years, inclusive of one-year grace period, payable to 16 equal quarterly installments to commence at the end of fifth quarter from the date of drawdown, with a prevailing interest rate of 9% per annum for the first year, and 12% per annum thereafter until the maturity date. The loan is guaranteed by the CLC and includes covenants as to restriction on additional indebtedness of CDC, among others. Such covenant has been breached due to an additional loan obtained by CDC. The loan has been fully settled in 2023.

**(i) TLA with AIB - CLC**

On March 31, 2023, CLC entered into a term loan agreement with AIB to restructure the Company's outstanding bank loan and unpaid interest amounting to P500.0 million and P60.4 million, respectively (see Note 12.2). The restructured loan bears lower annual interest rate applicable for year 1, collected quarterly in arrears, to be recaptured at a target rate in year 9, with annual repricing based on BVAL plus a fixed interest rate ending on the 3<sup>rd</sup> year. The principal is payable on installment based on the outstanding principal amount from the amended date in sculpted repayments until the maturity of the loan. The loan does not include any financial covenant.

**(j) TLA with UB – CSC**

On April 18, 2023, CSC entered into a term loan agreement with UB to restructure the CSC's outstanding bank loan amounting to P198.0 million (see Note 12.2). The restructured loan bears an annual interest rate of 3.00% applicable for year 1, collected quarterly in arrears, to be recaptured with a target rate of 10.00% per annum in year 9. The principal is payable on installment based on the outstanding principal amount from the amended date in sculpted repayments until the maturity of the loan. The loan does not include any financial covenant.

**(k) TLA with Pentacapital – PNX-CSC**

On December 14, 2023, PNX-CSC entered into a restructuring loan agreement with Pentacapital to restructure PNX's outstanding bank loan amounting to P200.0 million and unpaid interest amounting to P5.1 million (see Note 12.2) with value date effective January 16, 2024. The restructured loan bears an annual interest rate of 6.00% subject to adjustment at the end of the 5<sup>th</sup> year with a floor rate of 6.00% per annum and a ceiling of 7.00% per annum. The principal is payable on installment based on the outstanding principal amount from the amended date in sculpted repayments until the maturity of the loan. The loan does not include any financial covenant.

(l) **TLA with LBP – PN-X-CSC**

On May 31, 2024, PN-X-CSC entered into a term loan agreement with LBP to restructure the PN-X's outstanding bank loan amounting to P997.5 million and unpaid interest amounting to P290.1 million (see Note 12.2). The restructured loan bears an annual interest rate of 5.00% applicable for years 1 and 2, subject to annual repricing starting year 3 until maturity. The principal is payable on installment based on the outstanding principal amount from the amended date in sculpted repayments until the maturity of the loan. The loan does not include any financial covenant.

The vessel of CSC and BMI with net carrying amounts of P33.8 million as of September 30, 2024 was used as a collateral to secure the payment of this loan (see Note 9).

With regard to the existing loans with financial covenants to maintain, the Group have complied with the financial, affirmative and negative covenants except that in 2024, 2023, and 2022 [(see b.1, b.3, e)], the Group exceeded the agreed debt-to-equity ratio and had lower than the indicated current ratio. The Group also had lower than the stated DSCR. Prior to December 31, 2023, the companies already requested for the waiver of these financial covenants and management is confident that such will be approved based on the preliminary discussions with the lender banks. The companies have not received any written notice, as of the date of the issuance of the consolidated financial statements, that the loans are due and demandable, which is provided for in the loan documents as a basis to reclassify the loan to current. The Group also continued to negotiate with banks to refinance or restructure its existing loans.

Interest incurred on these loans is included as part of Finance costs under the Other Income (Charges) section of the consolidated statements of profit or loss (see Note 17.1). The related unpaid interest as of September 30, 2024 and December 31, 2023 is presented as part of Accrued expenses under the Trade and Other Payables account in the consolidated statements of financial position (see Note 13).

## 12.2 Bank Loans

The details of the Group's bank loans are as follows:

	Security	Terms	Interest Rates	Outstanding Balance	
				September 30, 2024	December 31, 2023
Primary Institutional Lenders	MV TA21 and Pledge of shares	30 to 180 days	1.00 to 10.00%	P 713,560,799	P 608,109,693
CBC	Trans-asia 2, Trans-Asia 3, Trans-Asia 5, Trans-Asia 12, Trans-Asia 15	60 days	5.75%	500,000,000	500,000,000
PBB	Unsecured	180 days	7.50%	380,000,000	485,000,000
Pentacapital	Assignment of receivables	360 days	7.00%	1,833,162	209,678,517
Landbank of the Philippines	MT Chelsea Intrepid MT BMI Patricia				
	Assignment of receivables				
	Continuing suretyship	90 days	3.00 -6.75%	180,260,600	1,327,834,768
				P 1,775,654,561	P 3,130,622,977

The bank loans were obtained to finance the drydocking of certain vessels and to support the Group's working capital requirements. These loans are secured by certain vessels owned by the Group with total net carrying amount of P829.2 million and P685.7 million as of September 30, 2024 and December 31, 2023, respectively (see Note 9). These loans do not include any financial covenants.

Interest incurred on these loans is presented as part of Finance costs under the Other Income (Charges) account in the consolidated statements of profit or loss (see Note 17.1). The related unpaid interest as of September 30, 2024 and December 31, 2023 is presented as part of Accrued expenses under the Trade and Other Payables account in the consolidated statements of financial position (see Note 13).

### 12.3 Mortgage Loans

The details of the Group's mortgage loans are as follows:

	Security	Terms	Interest Rates	Outstanding Balance	
				September 30, 2024	December 31, 2023
BDO	Real Estate Mortgage	10 years	6.75%	P 150,451,283	P 161,867,641
Toyota Financials	Chattel Mortgage on				
	Transportation Equipment	3 years	10.07%	6,652,957	10,537,049
Eastwest	Chattel Mortgage on				
	Transportation Equipment	3 years	9.71%	922,691	1,301,390
BDO	Chattel Mortgage on				
	Transportation Equipment	3 years	8.51%	-	300,929
				<u>P 158,026,931</u>	<u>P 174,007,009</u>

Mortgage loans pertain to loans obtained by the Group to finance the acquisition of certain properties and transportation equipment. These loans bear average effective interest rates ranging from 6.75% to 10.28% in both 2024 and 2023. Interest incurred on these loans are included as part of Finance costs under the Other Income (Charges) section of the consolidated statements of profit or loss (see Note 17.1). These loans do not contain any financial covenants.

These loans are secured by certain properties and transportation equipment with total carrying amount of P230.2 million and P253.0 million as of September 30, 2024 and December 31, 2023, respectively (see Note 9).

### 12.4 Lease Liabilities

The Group has leases for certain offices, warehouses and related facilities, lots and vessel and vessel equipment. With the exception of short-term leases and leases of low-value underlying assets, each lease is reflected on the consolidated statement of financial position as a right-of-use asset and a lease liability. The Group classifies its right-of-use assets in a consistent manner to its Property and Equipment (see Note 9).

Each lease generally imposes a restriction that, unless there is a contractual right for the Group to sublet the asset to another party, the right-of-use asset can only be used by the Group. Leases are either non-cancellable or may only be cancelled by incurring a substantive termination fee. The Group is prohibited from selling or pledging the underlying leased assets as security. For leases over offices and warehouse and related facilities, the Group must keep these properties in a good state of repair and return the properties in their original condition at the end of the lease. Further, the Group must insure the leased assets and incur maintenance fees on such items in accordance with the lease contracts.

Certain lease with termination option by the Group were exercised but no additional liabilities were charged to the companies. The lease termination option not recognized as part of liability, based on the lease contract, is expected to be equivalent to a certain percentage of the unrealized income of the lessor due to the termination.

As of September 30, 2024 and December 31, 2023, the Group had not committed to any leases, which had not commenced.

### 13. TRADE AND OTHER PAYABLES

This account consists of:

	Notes	2024	2023
Trade payables	8, 19.2	P 5,524,029,294	P 5,820,650,544
Accrued expenses	12, 19.2	2,018,176,630	2,044,474,354
Subscription payable	10.1	781,249,998	781,249,998
Deferred output VAT		557,042,209	510,802,393
Non-trade payables	19.6	500,000,000	500,000,000
Government-related obligations		368,308,798	301,935,802
Output VAT payable		393,790,209	241,053,686
Deferred income		5,528,539	12,365,370
Provisions	22.3	610,389	610,389
Others	9	67,238,345	35,119,694
		<b>P 10,215,974,411</b>	<b>P10,248,262,229</b>

Subscription payable pertains to the amount of subscribed shares on the Group's investments in associate that remains unpaid as of September 30, 2024 and December 31, 2023 (see Note 10.1).

Accrued expenses comprise amounts to be paid in relation to warehouse construction, repairs and maintenance, fuel and lubricants, interest expense arising from loans, fines and penalties related to taxes, and professional fees rendered to the Group.

Deferred output VAT pertains to taxes payable based on VATable revenues from services rendered, which remained uncollected as of the end of the reporting periods.

### 14. COST OF SALES AND SERVICES

The details of this account for each of the nine months ended September 30 are shown below.

	Notes	2024	2023	2022
Bunkering	6, 19.2	P 1,963,008,935	P 1,743,364,272	P 1,860,926,647
Depreciation and amortization	9	1,122,835,225	936,871,722	872,084,539
Salaries and employee benefits	16.1	402,538,544	373,498,562	394,830,060
Outside services		261,327,191	257,219,665	403,165,115
Repairs and maintenance	6	224,930,622	153,282,091	130,125,467
Handling costs		154,849,419	162,106,686	-
Insurance		154,069,950	195,040,727	158,991,275
Charter hire fees		134,474,274	10,481,143	10,856,516
Cost of inventories sold		82,120,300	65,845,111	49,551,832
Port expenses		65,602,331	93,205,305	135,826,256
Supplies	6	65,554,935	67,853,808	65,231,866
Rentals	19.3	44,451,300	41,972,844	52,903,266
Utilities and communication		35,761,359	37,235,211	23,639,233
Commission		21,599,210	20,425,370	20,530,039
Taxes and licenses		18,812,194	24,978,951	17,707,766
Transportation and travel		12,814,801	10,438,825	9,206,574
Representation and entertainment		1,082,557	802,098	-
Professional fees		29,682	315,309	38,036
Miscellaneous		63,507,279	49,589,802	70,586,337
		<b>P 4,829,370,108</b>	<b>P 4,244,527,502</b>	<b>P 4,276,200,824</b>

## 15. OPERATING EXPENSES BY NATURE

The details of operating expenses by nature for the nine months ended September 30, 2024, 2023 and 2022 are presented below.

	Notes	2024	2023	2022
Bunkering	6, 19.2	P 1,963,008,935	P 1,743,364,272	P 1,860,926,647
Depreciation and amortization	9, 11	1,167,767,829	990,289,739	934,313,658
Salaries and employee benefits	16.1	715,436,664	642,222,390	603,111,411
Outside services		340,154,517	616,524,454	792,547,902
Repairs and maintenance	6	230,930,661	157,370,541	137,054,205
Insurance		155,411,950	196,683,436	161,083,734
Handling costs		154,849,419	162,106,686	-
Charter hire fees		134,474,274	10,481,143	10,856,516
Cost of inventories sold		82,120,300	65,845,111	49,551,832
Rentals	12.4, 19.3, 22.2	72,685,973	60,653,118	69,393,005
Supplies	6	75,476,048	78,096,812	73,291,577
Port expenses		65,602,331	93,205,305	135,826,256
Taxes and licenses		62,747,335	78,600,284	100,544,136
Utilities and communication		52,863,523	51,843,384	37,543,994
Transportation and travel		35,286,211	25,968,972	21,387,723
Commission		21,599,210	21,515,518	22,410,168
Professional fees		17,073,639	44,378,322	14,806,183
Representation and entertainment		12,098,041	42,715,928	6,115,962
Advertising and promotions		5,384,725	3,315,081	1,778,960
Expected credit losses on receivables		817,620	29,548,730	2,214,259
Miscellaneous	19.9(b)	130,784,097	189,043,704	93,045,416
		<b>P 5,496,573,302</b>	<b>P 5,303,772,930</b>	<b>P 5,127,803,544</b>

These expenses are classified in the consolidated statements of profit or loss as follows:

	Note	2024	2023	2022
Cost of sales and services	14	P 4,829,370,108	P 4,244,527,502	P 4,276,200,824
Other operating expenses		666,385,574	1,029,696,698	849,388,461
Expected credit losses on receivables	5	817,620	29,548,730	2,214,259
		<b>P 5,496,573,302</b>	<b>P 5,303,772,930</b>	<b>P 5,127,803,544</b>

## 16. SALARIES AND EMPLOYEE BENEFITS

### 16.1 Salaries and Employee Benefits

The details of salaries and employee benefits for the nine months ended September 30, 2024, 2023 and 2022 are presented below.

	Notes	2024	2023	2022
Short-term employee benefits		P 697,279,375	P 624,042,873	P 586,699,301
Other employee benefits		18,157,289	18,179,517	16,412,110
	16	<b>P 715,436,664</b>	<b>P 642,222,390</b>	<b>P 603,111,411</b>

Other benefits include profit sharing, compensated absences, and other allowances. These expenses are classified in the consolidated statements of profit or loss as follows:

	Notes	2024	2023	2022
Cost of sales and services	14	P 402,538,544	P 373,498,562	P 394,830,060
Other operating expenses		<u>312,898,120</u>	<u>268,723,828</u>	<u>208,281,351</u>
	15	P <u>715,436,664</u>	P <u>642,222,390</u>	P <u>603,111,411</u>

## 16.2 Post-employment Defined Benefit

### (a) Characteristics of Post-employment Defined Benefit Plan

The Group maintains a funded, non-contributory post-employment defined benefit plan that is being administered by a trustee bank that is legally separated from the Group. The trustee bank managed the fund in coordination with the Group's management who acts in the best interest of the plan assets and is responsible for setting the investment policies. The post-employment plan covers all regular full-time employees.

The normal retirement age is 60 with a minimum of five periods of credited service. Normal retirement benefit is an amount equivalent to 22.5 days' pay for every year of credited service.

The post-employment defined benefit plan of Trans-Asia also provides for an early retirement for employees who have served or worked continuously for a period equivalent to the last salary for every year of service as shown below.

- (i) For regular employees who were hired before December 1, 2006
  - more than two periods to five periods – 7.5 days per year of service
  - five periods and years to 10 periods – 15 days per year of service
  - ten periods and years to 15 periods – 22.5 days per year of service
  - 15 periods and years and above – 30 days per year of service
- (ii) For regular employees who were hired starting December 1, 2006
  - Five periods and years to nine periods – 7.5 days per year of service
  - Nine periods and years to 15 periods – 15 days per year of service
  - 15 periods and five months to 20 periods – 22.5 days per year of service
  - 20 periods and years and above – 30 days per year of service

Further, Trans-Asia has provided its employees an opportunity to avail an advance on their retirement benefit. These can be availed by employees who were hired before December 31, 2006 and has rendered more than two periods of service to Trans-Asia and by employees who has been hired starting December 31, 2006 and has rendered at least five periods and years of service to Trans-Asia. The total number of periods of service of employees who availed of advance payment of a portion of his/her retirement shall be deducted with the number of periods he/she availed as advance retirement.

### (b) Explanation of Amounts Presented in the Consolidated Financial Statements

Actuarial valuations are made regularly to update the post-employment benefit expense and the amount of contributions.

(i) *Post-employment Benefit Asset*

The post-employment defined benefit asset of MI as of September 30, 2024 and December 31, 2023, which is recognized in the consolidated statements of financial position amounts to P1.9 million both in 2024 and 2023.

The composition of the fair value of plan assets as at September 30, 2024 and December 31, 2023 by category and risk characteristics is shown below.

	<u>2024</u>	<u>2023</u>
Cash and cash equivalents	P 50,805	P 50,805
Government securities	422,948	422,948
Corporate debt securities	1,384,273	1,384,273
Equity securities	46,500	46,500
Others	<u>7,210</u>	<u>7,210</u>
	<u>P 1,911,736</u>	<u>P 1,911,736</u>

The fair values of the above equity and debt securities are determined based on quoted market prices in active markets (classified as Level 1 of the fair value hierarchy).

Plan assets do not comprise any of the Group's own financial instruments or any of its assets occupied and/or used in its operations.

(ii) *Post-employment Benefit Obligation*

The amounts of post-employment defined benefit obligation recognized in the consolidated statements of financial position are determined as follows:

	<u>2024</u>	<u>2023</u>
Present value of the obligation	P 182,584,582	P 182,584,582
Fair value of plan assets	( <u>55,358,135</u> )	( <u>55,358,135</u> )
	<u>P 127,226,447</u>	<u>P 127,226,447</u>

The composition of the fair value of plan assets as at September 30, 2024 and December 31, 2023 by category and risk characteristics is shown below.

	<u>2024</u>	<u>2023</u>
Cash and cash equivalents	P 283,127	P 283,127
Government securities	15,589,595	15,589,595
Corporate debt securities	38,893,213	38,893,213
Equity securities	184,300	184,300
Others	<u>407,900</u>	<u>407,900</u>
	<u>P 55,358,135</u>	<u>P 55,358,135</u>

The fair values of the above equity and debt securities are determined based on quoted market prices in active markets (classified as Level 1 of the fair value hierarchy).

(c) *Risks Associated with the Retirement Plan*

The plan exposes the Group to actuarial risks such as investment risk, interest rate risk, longevity risk and salary risk.

(i) *Investment and Interest Risks*

The present value of the defined benefit obligation is calculated using a discount rate determined by reference to market yields of government bonds. Generally, a decrease in the interest rate of a reference government bond will increase the plan obligation. However, this will be partially offset by an increase in the return on the plan's investments in debt securities and if the return on plan asset falls below this rate, it will create a deficit in the plan. Currently, the plan has investments in cash and cash equivalents, debt and equity securities. Due to the long-term nature of the plan obligation, a level of continuing equity investments is an appropriate element of the Group's long-term strategy to manage the plan efficiently.

(ii) *Longevity and Salary Risks*

The present value of the defined benefit obligation is calculated by reference to the best estimate of the mortality of the plan participants both during and after their employment, and to their future salaries. Consequently, increases in the life expectancy and salary of the plan participants will result in an increase in the plan obligation.

(d) *Other Information*

The information on the sensitivity analysis for certain significant actuarial assumptions, the Group's asset-liability matching strategy, and the timing and uncertainty of future cash flows related to the retirement plan are described below and in the succeeding page.

(i) *Sensitivity Analysis*

The table below summarizes the effects of changes in the significant actuarial assumptions used in the determination of the defined benefit obligation as of September 30, 2024 and December 31, 2023.

	Impact on Post-employment Benefit Obligation		
	Change in Assumption	Increase in Assumption	Decrease in Assumption
Discount rate	+/- 1.0%	( P 18,321,501 )	P 15,501,467
Salary growth rate	+/- 1.0%	16,272,674 (	18,846,109 )

The sensitivity analysis is based on a change in an assumption while holding all other assumptions constant. This analysis may not be representative of the actual change in the defined benefit obligation as it is unlikely that the change in assumptions would occur in isolation of one another as some of the assumptions may be correlated. Furthermore, in presenting the above sensitivity analysis, the present value of the defined benefit obligation has been calculated using the projected unit credit method at the end of the reporting period, which is the same as that applied in calculating the retirement benefit obligation recognized in the consolidated statements of financial position. The methods and types of assumptions used in preparing the sensitivity analysis did not change compared to the previous period.

*(ii) Asset-liability Matching Strategies*

To efficiently manage the retirement plan, the Group through its BOD, ensures that the investment positions are managed in accordance with its asset-liability matching strategy to achieve that long-term investments are in line with the obligations under the retirement scheme. This strategy aims to match the plan assets to the retirement obligations by investing in long-term fixed interest securities (i.e., government or corporate bonds) with maturities that match the benefit payments as they fall due and in the appropriate currency. The Group actively monitors how the duration and the expected yield of the investments are matching the expected cash outflows arising from the retirement obligations.

In view of this, investments are made in reasonably diversified portfolio, such that the failure of any single investment would not have a material impact on the overall level of assets. A large portion of the plan assets as of September 30, 2024 and December 31, 2023 consists of equity and debt securities. The Group believes that equity securities offer the best returns over the long term with an acceptable level of risk. The majority of equity securities are in a diversified portfolio of local blue-chip entities.

There has been no change in the Group's strategies to manage its risks from the previous period.

*(iii) Funding Arrangements and Expected Contributions*

As of September 30, 2024 and December 31, 2023, the plan is underfunded by P127.3 million. While there are no minimum funding requirements in the country, the size of the underfunding may pose a cash flow risk in about 21 periods' time when a significant number of employees is expected to retire.

The maturity profile of undiscounted expected benefit payments from the plan within the next ten years from September 30, 2024 and December 31, 2023 follows:

	<u>2024</u>	<u>2023</u>
One to five years	<b>P 76,792,638</b>	P 76,792,638
More than five years but not more than ten years	<u><b>247,017,258</b></u>	<u>247,017,258</u>
	<u><b>P 323,809,896</b></u>	<u>P 323,809,896</u>

## 17. OTHER INCOME (CHARGES)

### 17.1 Finance Costs

The details of this account for the nine months ended September 30, 2024, 2023 and 2022 are shown below.

	<u>Notes</u>	<u>2024</u>	<u>2023</u>	<u>2022</u>
Interest expense	12	<b>P 790,632,510</b>	P 926,199,985	P 908,339,118
Foreign currency exchange losses		<b>29,692,693</b>	47,447,768	47,390,857
Bank charges		<u><b>1,277,900</b></u>	<u>1,293,220</u>	<u>1,018,091</u>
		<u><b>P 821,603,103</b></u>	<u>P 974,940,973</u>	<u>P 956,748,066</u>

## 17.2 Finance Income

The breakdown of this account for the nine months ended September 30, 2024, 2023 and 2022 are shown below.

	2024	2023	2022
Interest income	P 518,989	P 439,908	P 21,322
Foreign currency exchange gains	-	1,119,726	245,972
	<u>P 518,989</u>	<u>P 1,559,634</u>	<u>P 267,294</u>

## 18. TAXES

### 18.1 Registration with the Board of Investments (BOI)

Starlite had registered MV Archer with BOI which commenced in March 2017 for a period of four years. In 2019, Starlite had registered MV Starlite Sprint 1, which commenced on December 2019 for a period of four years. In August 2020, Starlite registered MV Starlite Venus, which will commence in November 2020 with a period of four years.

SPFI had also registered MV Stella Del Mar on April 2017 for a period of four years. SGFI had also registered MV Salve Regina, MV Stella Maris, MV Starlite Phoenix (formerly Trans-Asia 20) in November 2018, June 2019 and December 2019, respectively, for a period of four years.

In 2019, Trans-Asia had also registered MV Trans-Asia 19, which commenced in January 2019 with a period of four years.

SFFC had also registered MV St. Camael and MV St. Sarel, which commenced on July 2017 for a period of four years.

As a registered entity, Starlite, SPFI, SGFI, Trans-Asia and SFFC are entitled to tax and non-tax incentives, which includes a four-year income tax holiday (ITH). ITH incentives shall be limited only to the revenues generated by the registered activities.

### 18.2 Current and Deferred Taxes

The components of tax expense (income) as reported in the consolidated statements of profit and loss and other comprehensive income are shown below.

	2024	2023	2022
<i>Recognized in profit or loss:</i>			
Regular corporate income tax at 25%	P 38,842,901	P 6,912,551	P 17,217,198
Final tax at 20% and 7.5%	<u>13,247</u>	<u>9,724</u>	<u>2,645</u>
	<u>P 38,856,148</u>	<u>P 6,922,275</u>	<u>P 17,219,843</u>
<i>Recognized in other comprehensive income —</i>			
Deferred tax expense			
relating to origination and reversal			
of temporary differences	<u>P -</u>	<u>P -</u>	<u>P -</u>

The reconciliation of tax on pretax loss computed at the applicable statutory rate to tax income reported in the consolidated statements of profit or loss is as follows:

	<u>2024</u>	<u>2023</u>	<u>2022</u>
Tax on pretax loss at 25%	( P 75,289,931 )	( P 259,366,822 )	( P 368,798,499 )
Adjustments for income subjected to lower tax rates	( 3,312 )	( 2,431 )	( 661 )
Tax effects of:			
Unrecognized deferred tax assets on net operating loss carryover (NOLCO)	105,066,161	238,579,823	386,019,003
Nondeductible expenses	<u>9,083,230</u>	<u>27,711,705</u>	<u>-</u>
	<u>P 38,856,148</u>	<u>P 6,922,275</u>	<u>P 17,219,843</u>

The net deferred tax assets of the Company and certain subsidiaries as of September 30, 2024 and December 31, 2023 pertain to the following:

	<u>2024</u>	<u>2023</u>
Post-employment benefit obligation	P 19,385,029	P 19,385,029
Impairment losses on trade and other receivables	10,482,084	10,482,084
Loss (gain) on debt modification	( 9,991,993 )	( 9,991,993 )
Unrealized foreign exchange loss	7,760,096	7,760,096
Share-based compensation	6,116,487	6,116,487
Impairment losses on property and equipment	4,454,824	4,454,824
Leases	( 1,589,998 )	( 1,589,998 )
Others	<u>965,572</u>	<u>965,572</u>
	<u>P 37,582,101</u>	<u>P 37,582,101</u>

The net deferred tax liabilities of certain subsidiaries as of September 30, 2024 and December 31, 2023 are as follows:

	<u>2024</u>	<u>2023</u>
Revaluation reserves on property and equipment	( P 789,688,603 )	( P 789,688,603 )
Impairment losses on trade and other receivables	187,208,304	187,208,304
Impairment losses on property and equipment	52,353,628	52,353,628
Gain on debt modification	( 46,324,646 )	( 46,324,646 )
Leases	( 38,404,555 )	( 38,404,555 )
Capitalized borrowing costs	( 31,838,769 )	( 31,838,769 )
MCIT	17,949,641	17,949,641
Post-employment benefit obligation	7,810,403	7,810,403
Unamortized past service costs	( 3,128,341 )	( 3,128,341 )
Unrealized foreign exchange gain	( 2,371,109 )	( 2,371,109 )
Share-based compensation	1,881,051	1,881,051
Provisions	90,407	90,407
Others	<u>1,779,240</u>	<u>1,779,240</u>
	<u>(P 642,683,350)</u>	<u>(P 642,683,350)</u>

The details of the Group's NOLCO and MCIT are shown below.

Year		Original Amount	Applied in Previous Periods	Applied in Current Period	Expired Balance	Remaining Balance	Valid Until
<b>NOLCO:</b>							
2023	P	1,636,658,480	P -	P -	P -	P 1,636,658,480	2026
2022		2,788,158,622	-	28,265,644	-	2,759,892,979	2025
2021		3,058,905,374	-	5,850,807	-	3,053,054,567	2026
2020		2,472,631,204	29,949,659	329,836,179	-	2,112,845,366	2025
	<b>P</b>	<b>9,956,353,680</b>	<b>P 29,949,659</b>	<b>P 363,952,630</b>	<b>P -</b>	<b>P 9,562,451,391</b>	
<b>MCIT:</b>							
2023	P	24,731,462	P -	P -	P -	P 24,731,462	2026
2022		7,807,851	-	273,000	-	7,534,851	2025
2021		3,118,990	-	-	-	3,118,990	2024
2020		3,587,849	-	-	3,587,849	-	2023
	<b>P</b>	<b>39,246,152</b>	<b>P -</b>	<b>P 273,000</b>	<b>P 3,587,849</b>	<b>P 35,385,303</b>	

The NOLCO incurred by entities within the Group can be claimed as deductions from their respective future taxable profits within five years after the year the tax loss was incurred. Specifically, the NOLCO incurred in 2021 and 2020 can be claimed as deduction within five years after the year it was incurred, pursuant to Section 4 (bbbb) of RA No. 11494 and as implemented through Revenue Regulations No. 25-2020.

The Group is subject to the MCIT, which is computed at 1.5% of gross income in 2024 and 2023 and 1% of gross income in 2022 as defined under the tax regulations or RCIT, whichever is higher.

In 2024, 2023 and 2022, the Group opted to claim itemized deductions in computing for its income tax due.

### 18.3 Impact of the Corporate Recovery and Tax Incentives for Enterprises (CREATE) Act

On March 26, 2021, R.A. No. 11534, *Corporate Recovery and Tax Incentives for Enterprises (CREATE) Act*, as amended, was signed into law and shall be effective beginning July 1, 2020. The following are the major changes brought about by the CREATE Act that are relevant to and considered by the Group:

- (a) RCIT rate was reduced from 30% to 25% starting July 1, 2020;
- (b) MCIT rate was reduced from 2% to 1% starting July 1, 2020 until June 30, 2023; and,
- (c) the allowable deduction for interest expense is reduced from 33% to 20% of the interest income subjected to final tax.

## 19. RELATED PARTY TRANSACTIONS

The Group's related parties include Udenna, related parties under common ownership, associates, the Group's key management personnel.

Transactions amounting to more than 10% or more of the total consolidated assets that were entered into with a related party, either individually or in aggregate value over a 12-month period with the same related party, are considered material. This is based on the requirements of SEC Memorandum Circular No. 2019-10, *Rules of Material Related Party Transactions of Publicly-listed Corporations*.

All individual material related party transactions shall be approved by at least two-thirds vote of the BOD, with at least a majority of the independent directors voting to approve the material related party transactions. In case that a majority of the independent directors' vote is not secured, the material related party transactions (RPT) may be ratified by the vote of the stockholders representing at least two-thirds of the capital stock. For aggregate RPT transactions within a 12-month period that breaches the materiality threshold of 10% or more of the total consolidated assets, the same BOD approval would be required for the transactions that meet and exceed the materiality threshold covering the same related party.

Directors with personal interest in the transaction should abstain from participating in discussions and voting on the same. In case they refuse to abstain, their attendance shall not be counted for the purposes of assessing the quorum and their votes shall not be counted for purposes of determining approval.

A summary of the Group's transactions with its related parties for the nine months ended September 30, 2024, 2023 and 2022 and the related outstanding balances as of September 30, 2024 and December 31, 2023 is presented below and in the succeeding page.

Related Party Category	Notes	Amounts of Transactions			Outstanding Balances	
		2024	2023	2022	September 30, 2024	December 31, 2023
<b>Parent —</b>						
Cash advances granted	19.4	( P 11,699,609 )	( P 82,486 )	( P 10,936,541 )	P 7,105,760,703	P 7,117,460,312
<b>Associate —</b>						
Sale of Dito	10, 19.4	-	-	-	271,874,967	271,874,967
<b>Related parties under common ownership:</b>						
Chartering of services rendered	19.1	-	9,881,618	109,987,271	64,184,585	64,184,585
Fuel purchases	19.2	183,610,558	31,028,580	787,617,140	( 2,914,752,886 )	( 2,979,533,494 )
Acquisition of CSC's shares	19.6	-	-	-	( 500,000,000 )	( 500,000,000 )
Rental expense	19.3	-	1,025,325	1,504,479	( 3,420,866 )	( 3,420,866 )
Cash advances granted	19.4	-	-	17,291,343	86,032,238	86,032,238
Cash advances obtained	19.4	-	( 25,490,390 )	71,198,734	( 504,000,000 )	( 504,000,000 )
Right-of-use assets	9, 19.7	( 5,552,180 )	( 12,492,405 )	( 12,492,405 )	-	5,552,180
Lease liabilities	12.4, 19.7	5,118,195	13,382,259	12,708,552	-	( 5,118,195 )
<b>Stockholders -</b>						
Cash advances granted	19.4	( 53,938,607 )	-	-	125,024,996	178,963,603

The Group's outstanding receivables with related parties were subjected to impairment testing using PFRS 9's ECL model (see Note 25.2).

Unless otherwise stated, the outstanding receivables and payables from and to related parties are unsecured, noninterest-bearing and are generally settled in cash upon demand or through offsetting arrangement with the related parties.

### 19.1 Charter Fees

The Group entered into chartering agreements with PPPI, a related party under common ownership, which are made on the same terms as those transactions with third parties. The amounts of revenue recognized are presented as part of Charter fees under the Revenues section of the consolidated statements of profit or loss. The related outstanding receivable as of September 30, 2024 and December 31, 2023 is presented as part of Trade receivables under the Trade and Other Receivables account in the consolidated statements of financial position (see Note 5).

The outstanding receivables from related parties are unsecured and do not bear any interest as the credit terms range from 30 to 45 days. Further, no impairment loss was recognized on the outstanding receivables from related parties as of September 30, 2024 and December 31, 2023 based on management's assessment.

### **19.2 Fuel Purchases**

The Group purchases fuel and lubricants from PPPI, a related party under common ownership. Fuel consumed is included as part of Bunkering under the Cost of Sales and Services account in the consolidated statements of profit and loss (see Note 14) while the remaining fuel and lubricants inventory amounting to P120.6 million and P96.2 million as of September 30, 2024 and December 31, 2023, respectively, are included as part of the Inventories account in the consolidated statements of financial position (see Note 6). The outstanding liability, which are unsecured, and do not bear any interest as the credit terms range from 30 to 90 days, arising from these transactions as of September 30, 2024 and December 31, 2023 is presented as part of Trade payables and Accrued expenses under the Trade and Other Payables account in the consolidated statements of financial position (see Note 13).

### **19.3 Rentals**

The Group entered into a one-year contract of lease covering vehicles with Valueleases, Inc., a related party under common ownership, renewable at the end of the lease term upon mutual agreement of the parties. Related expense is presented as part of Rentals under Cost of Sales and Services in the consolidated statements of profit or loss (see Notes 14 and 15). The outstanding security deposits arising from this transaction is presented as part of Security deposits under the Other Non-current Assets accounts in the consolidated statements of financial position (see Note 11).

### **19.4 Advances to and from Related Parties**

In the normal course of business, the Group grants and obtains unsecured, noninterest-bearing cash advances to and from its related parties mainly for working capital requirements and to bridge financing of vessel acquisitions pending draw down of related loans.

As of September 30, 2024 and December 31, 2023, the outstanding receivable and payable balances from these advances are shown as Advances to Related Parties and Advances from Related Parties, respectively, in the consolidated statements of financial position. These advances have no repayment terms and are payable in cash on demand or through offsetting arrangement with the related parties.

The movements in Advances to Related Parties in as of September 30, 2024 and December 31, 2023 are as follows:

	Parent Company	Associate	Related Parties under common Ownership	Stockholders	Total
<b>September 30, 2024</b>					
Balance at beginning of year	P 7,117,460,312	P 271,874,967	P 86,032,238	P 150,885,270	P 7,626,252,787
Advances (Collections)	( 11,699,609 )	-	-	( 25,860,274 )	( 37,559,883 )
Balance at end of period	<u>P 7,105,760,703</u>	<u>P 271,874,967</u>	<u>P 86,032,238</u>	<u>P 125,024,996</u>	<u>P 7,588,692,904</u>
<b>December 31, 2023</b>					
Balance at beginning of year	P 7,113,121,679	P 271,874,967	P 86,058,666	P 148,223,838	P 7,619,279,150
Advances	4,338,633	-	-	2,661,432	7,000,065
Collections	-	-	( 26,428 )	-	( 26,428 )
Balance at end of year	<u>P 7,117,460,312</u>	<u>P 271,874,967</u>	<u>P 86,032,238</u>	<u>P 150,885,270</u>	<u>P 7,626,252,787</u>

Based on management's assessment, no impairment loss is recognized in 2024, 2023 and 2022 related to the advances granted to related parties (see Note 25.2).

### 19.5 Transactions with Post-employment Benefit Plan

The Group's retirement fund is a multi-employer retirement plan, which is administered by a trustee bank. The retirement fund includes investments in cash and cash equivalents, equity and debt securities, with fair value totaling P57.3 million as of September 30, 2024 and December 31, 2023, respectively. As of September 30, 2024 and December 31, 2023, the Group's retirement funds do not include any investments in debt or equity securities issued by the Group or any of its related parties.

The details of the contributions of the Group and benefits paid out by the plan to employees are presented in Note 16.2.

### 19.6 Acquisition of CSC Shares

On November 24, 2016, the Company acquired all of the outstanding shares of CSC from PPPI, a related party under common ownership, for a total consideration of P2.0 billion. The carrying amounts of the consolidated assets and liabilities of CSC at the time of acquisition amounted to P8.4 billion and P5.4 billion, respectively. The excess of the net identifiable assets over the acquisition price is presented as Other Reserves under the Equity section of the consolidated statements of financial position (see Note 20.3). As of September 30, 2024 and December 31, 2023, the outstanding liability from this transaction amounting to P500.0 million is presented as Non-trade payables under the Trade and Other Payables account in the consolidated statements of financial position (see Note 13).

### 19.7 Leases

Under PFRS 16, the Company recognized right-of use assets and lease liabilities related to lease of a certain office space from a related party under common ownership amounting to P39.4 million and P43.0 million, and P38.9 million and P43.5 million, respectively, in the consolidated statements of financial position (see Notes 9 and 12.4). The total amortization on the right-of-use asset is presented as part of Depreciation and amortization under Other Operating Expenses in the consolidated statements of profit or loss (see Note 15). Interest expense arising from the lease liabilities is recognized as part of Finance costs under Other Income (Charges) in the consolidated statements of profit or loss (see Note 17.1).

## 19.8 Others

- (a) Certain interest-bearing loans of the Group were secured by a corporate guarantee of Udenna and by certain stockholders through a continuing surety agreement with the respective banks (see Note 12.1). Certain interest-bearing loans of Udenna were also secured by a corporate guarantee of the Company through a continuing surety agreement with the respective banks.

## 20. EQUITY

### 20.1 Capital Stock

Capital stock consists of:

	Shares			Amount		
	2024	2023	2022	2024	2023	2022
<b>Preferred shares – P1 par value</b>						
Authorized	<u>10,000,000</u>	<u>10,000,000</u>	<u>10,000,000</u>	<u>P 10,000,000</u>	<u>P 10,000,000</u>	<u>P 10,000,000</u>
Issued and outstanding	<u>500,000</u>	<u>500,000</u>	<u>500,000</u>	<u>P 500,000</u>	<u>P 500,000</u>	<u>500,000</u>
<b>Common shares - P1 par value</b>						
Authorized	<u>3,490,000,000</u>	<u>3,490,000,000</u>	<u>3,490,000,000</u>	<u>P 3,490,000,000</u>	<u>P 3,490,000,000</u>	<u>P 3,490,000,000</u>
Issued						
Balance at beginning of year	<u>1,899,768,615</u>	<u>1,821,977,615</u>	<u>1,821,977,615</u>	<u>P 1,899,768,615</u>	<u>P 1,821,977,615</u>	<u>P 1,821,977,615</u>
Issuance during the year	<u>-</u>	<u>77,791,000</u>	<u>-</u>	<u>-</u>	<u>77,791,000</u>	<u>-</u>
Balance at end of year	<u>1,899,768,615</u>	<u>1,899,768,615</u>	<u>1,821,977,615</u>	<u>P 1,899,768,615</u>	<u>P 1,899,768,615</u>	<u>P 1,821,977,615</u>
Subscribed shares and receivables						
Balance at beginning of year	<u>243,750,000</u>	<u>93,750,000</u>	<u>-</u>	<u>P 131,250,000</u>	<u>P 281,250,000</u>	<u>P -</u>
Subscribed during the year	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>375,000,000</u>
Paid during the year	<u>-</u>	<u>150,000,000</u>	<u>93,750,000</u>	<u>-</u>	<u>( 150,000,000 )</u>	<u>( 93,750,000 )</u>
Balance at end of year	<u>243,750,000</u>	<u>243,750,000</u>	<u>93,750,000</u>	<u>P 131,250,000</u>	<u>P 131,250,000</u>	<u>281,250,000</u>
Total issued, subscribed and outstanding shares	<u>2,144,018,615</u>	<u>2,144,018,615</u>	<u>1,916,227,615</u>	<u>P 2,144,018,615</u>	<u>P 2,144,018,615</u>	<u>P 1,916,227,615</u>

On March 27, 2017, CLC acquired all of UIBV's outstanding capital stock through a share swap agreement with Udenna wherein Udenna transferred to CLC 18,200 UIBV shares. In exchange, the Company issued 775,384,615 new common shares from its authorized and unissued capital stock in favor of Udenna. In addition, the Company recognized APIC amounting to P5,272,615,385.

On July 11, 2017, the SEC issued an Order approving the Registration Statement covering the securities, which comprised the Company's outstanding capital stock. On August 8, 2017, the Company's shares were listed in the PSE and the trading of offer shares commenced. The Company offered to the public 546,593,000 primary shares at an offer price of P10.68 per share for a total gross proceeds of P5.8 billion. In addition, the Company recognized the APIC amounting to P4,725,754,772, net of issuance costs amounting to P565,265,468. As at September 30, 2024 and December 31, 2023, the Company's listed shares closed at P1.12 and P1.49 per share, respectively.

On October 6, 2020, the Shareholders ratified the BOD's approval of the issuance of 500,000 Preferred Shares via private placement to Global Kingdom Investments Limited at the subscription price of P1,000 per share, subject to certain terms and conditions. The par value of the Preferred Shares is P1.0 per share. Actual issuance of the shares has not yet been executed as of December 31, 2021.

On the same date, the Shareholders also ratified the BOD's approval of the increase in the authorized capital stock of the Company to P3,500,000,000. The increase of 1,500,000,000 shares, consists of all common shares. Udenna subscribed to 375,000,000 common shares, which is 25% of the increase in common shares, at the price of P3.26 per share with reference to the 90-day volume weighted average price. The par value of the common shares is P1.0 per share.

The receipt of capital infusion from Global Kingdom Investments Limited amounting to P414.8 million and from Udenna amounting to P305.6 million, totaling to P805.6 million was presented as Deposits on Future Stock Subscriptions under Equity section as of December 31, 2021 and was reclassified as part of Capital Stock and Additional Paid-in Capital in 2022 upon approval of the increase in the authorized capital stock of SEC on April 4, 2022 (see Note 1.1).

In 2022, Global Kingdom has fully paid its subscriptions to preferred shares and the Company subsequently issued the preferred shares. The preferred shares are non-voting, redeemable at the option of the issuer at subscription price and earn cumulative cash dividend at a rate of 8% per annum payable upon BOD's declaration and approval.

The subscription of Udenna diluted the public ownership of the Company from 30% to 25% as of in 2022.

On October 2023, the Company entered into Subscription and Debt Conversion Agreements with lenders Metropolitan Bank & Trust Company – Trust Banking Group (MBTC) and Private Education Retirement Annuity Association (PERAA), in which the Company settled two of its outstanding loans amounting to P221.8 million and P11.6 million through the issuance of 73,932,000 and 3,859,000 shares, which represents 3.25% and 0.17% of the total issued and outstanding shares of the Company, respectively (see Note 10). The conversion price for the MBTC and PERAA shares is P3.00 per share. APIC was recognized amounting to 155.6 million and is presented under Equity section as of December 31, 2023.

In 2023, the Company collected from Udenna a partial payment of the subscription receivable amounting to P489.0 million, which 150,000,000 was presented as part of subscribed and 339,000,000 shares as part of APIC as of December 31, 2023.

## **20.2 Revaluation Reserves**

Revaluation reserves comprise gains and losses arising from the revaluation of the Group's vessels, remeasurements of post-employment defined benefit plan and cumulative translation adjustments on financial statements of foreign subsidiaries.

The components and reconciliation of items of other comprehensive income presented in the consolidated statements of changes in equity at their aggregate amount under the Revaluation Reserves account are shown in the succeeding page.

	Revaluation of Property and Equipment (see Note 9)	Actuarial Gain or Loss on PBO (see Note 16.2)	Cumulative Translation Adjustments	Total
Balance as of January 1, 2024	P 1,811,469,432	P 103,483,674	P 2,116,529	P 1,917,069,636
Transfer to retained earnings - Depreciation of revalued vessels	( 12,591,921 )	-	-	( 12,591,921 )
Balance at September 30, 2024	<u>P 1,798,877,511</u>	<u>P 103,483,674</u>	<u>P 2,116,529</u>	<u>P 1,904,477,715</u>
Balance as of January 1, 2023	P 1,380,564,802	P 108,308,125	P 2,382,959	P 1,491,255,887
Revaluation increment	839,224,129	-	-	839,224,129
Remeasurements of post-employment benefit obligation	-	( 6,291,481 )	-	( 6,291,481 )
Currency exchange differences on translating financial statements of foreign operations	-	-	( 266,430 )	( 266,430 )
Other comprehensive income	839,224,129	( 6,291,481 )	( 266,430 )	832,666,218
Tax income	( 244,847,809 )	1,467,030	-	( 243,380,779 )
Other comprehensive income after tax	<u>594,376,320</u>	<u>( 4,824,451 )</u>	<u>( 266,430 )</u>	<u>589,285,439</u>
Transfer to retained earnings - Depreciation of revalued vessels	( 163,471,690 )	-	-	( 163,471,690 )
Balance at December 31, 2023	<u>P 1,811,469,432</u>	<u>P 103,483,674</u>	<u>P 2,116,529</u>	<u>P 1,917,069,636</u>

### 20.3 Other Reserves

Other reserves amounting to P1.1 billion pertain to the excess of the net identifiable assets of CSC amounting to P3.0 billion over the Company's acquisition price of P2.0 billion. The business combination entered was accounted for under the pooling-of-interest method (see Note 19.6). Under this method, the assets and liabilities of the combining entities are reflected in the consolidated financial statements at their carrying amounts. No adjustments are made to reflect their fair values, or recognize new assets and liabilities.

### 20.4 Non-controlling Interest

Non-controlling interests represent the interest not held by the Group in Trans-Asia. The balance as at September 30, 2024 and December 31, 2023 represents preferred shares subscription of certain individuals in Trans-Asia. These shares are non-voting and redeemable at the option of Trans-Asia.

## 20.5 Employee Stock Option Plan

On February 13, 2019, the BOD of the Company approved an ESOP covering all regular employees with at least one year of service from the date of grant. This was subsequently ratified by stockholders holding at least two-thirds of the outstanding capital stock on March 15, 2019. The objective of the ESOP is to recognize the loyalty, dedication and exemplary performance of the employees of the Company, thereby encouraging long-term commitment to the Company.

Under the ESOP, the Company shall initially reserve for exercise of stock options up to 56.3 million common shares of the Company's outstanding shares to be issued, in whole or in part, out of the authorized but unissued shares, 66.67% of which were granted to existing employees as of the initial offering date (IOD) while the remaining 33.33% is reserved for employees hired after the IOD. Stock options may be granted within five years from the adoption of the ESOP and may be exercised within 10 years from the date of grant. The exercise price shall be based on the volume weighted average price of the Company 30 days prior to the IOD. The options shall vest for a period of one to five years from the IOD. The Company shall receive cash for the stock options.

In 2022, the Company amended the subscription price of the stock options to P3.99 per share from P6.28 per share and the exercise periods to the first five trading days of September of every year. This change was taken prospectively from date of approval and resulted to an increase in share options expense amounting to P18.8 million in 2022.

As of September 30, 2024 and December 31, 2023, pursuant to the ESOP, the Company has granted the option to its eligible employees to subscribe to 37.6 million shares of the Company. An option holder may exercise in whole or in part his vested option, provided that, an option exercisable but not actually exercised within a given year shall accrue and may be exercised at any time thereafter but prior to the expiration of said option's life cycle. No options have been exercised as at September 30, 2024 and December 31, 2023.

The fair value of the option granted was estimated using binomial option pricing model that takes into account factors specific to the ESOP. The principal assumptions used in the valuation are shown below.

Grant date	:	May 15, 2019
Vesting period ends	:	May 15, 2024
Option life	:	Five years
Share price at grant date	:	P6.05
Amended exercise price	:	P3.99
Original exercise price at grant date	:	P6.28
Average fair value at grant date	:	P3.16
Average standard deviation of share price returns	:	51.28%
Average risk-free investment rates	:	6.14%

The underlying expected volatility was determined by reference to historical data of the Company's shares over a period of time consistent with the option life.

## 21. LOSS PER SHARE

Basic and diluted loss per share loss attributable to the Company's stockholders are computed as follows:

	2024	2023	2022
Net loss	( P 340,015,872 )	( P 1,044,389,562 )	( P 1,492,413,838 )
Divided by weighted average shares outstanding	<u>2,144,018,615</u>	<u>1,916,227,615</u>	<u>1,874,338,726</u>
Loss per share – basic and diluted	( <u>P 0.159</u> )	( <u>P 0.545</u> )	( <u>P 0.796</u> )

In relation to the approved ESOP for eligible employees, the options exercisable by any of the option holders are considered as potentially anti-dilutive shares as at the end of September 30, 2024 and December 31, 2023. There were no outstanding convertible preferred shares and bonds or other stock equivalents as of September 30, 2024 and December 31, 2023; hence, diluted earnings per share is equal to the basic earnings per share.

## 22. COMMITMENTS AND CONTINGENCIES

The following are the significant commitments and contingencies involving the Group:

### 22.1 Charter Agreements

The Group has existing commitments to charterers under TC, CVC, and BB agreements, which ranges from two to five years, for the use of its vessels in transporting oil products for a fixed period. Also associated with these charter agreements, is the obligation to keep the Group's vessels in good working condition and compliant with all the shipping regulations as required by the Maritime Industry Authority.

### 22.2 Operating Lease Commitments – Group as Lessor

The Group entered into BB agreements, which qualifies as a lease. These are presented as part of Charter fees under Revenues in the consolidated statements of profit or loss (see Note 24.5). Commitments relating to these agreements amounted to P330.1 million and P361.6 million as of September 30, 2024 and December 31, 2023, respectively.

The future minimum lease receivables under these BB agreements are as follows:

	2024	2023
Within one year	P 26,505,459	P 106,021,836
After one year but not more than two years	96,019,776	96,019,776
After two years but not more than three years	96,019,776	96,019,776
After three years but not more than four years	<u>32,006,592</u>	<u>32,006,592</u>
	<u>P 250,551,603</u>	<u>P 330,067,980</u>

To manage its risks over these operating leases, the Group's risk management strategy for the rights it retains in underlying assets, include buy-back agreements and residual value guarantees. These BB agreements do not include provisions on variable lease payments in 2024 and 2023.

### **22.3 Legal Claims**

In 2016, Trans-Asia was a defendant of a litigation related to the sinking of MV Asia South Korea. The Regional Trial Court had provided a decision to award the plaintiffs of the case a total of P8.9 million for four casualties and 11 survivors. The Group's legal counsel has advised that it is probable that Trans-Asia will be found liable; hence, a provision for the claim has been made in the consolidated financial statements. On August 9, 2017, Trans-Asia and the plaintiffs signed a compromise agreement whereby Trans-Asia paid P8.8 million.

In October 2017, three other complainants of the similar litigation that was filed against the Company related to a dispute with passengers for the sinking of M/V Asia South Korea signed a compromise agreement with the Company to which Trans-Asia paid P0.5 million. A provision for the claim with probable settlement amount of P0.8 million has been made in the consolidated financial statements. On June 1, 2018, Trans-Asia and the two plaintiffs signed a compromise agreement whereby Trans-Asia paid P0.2 million. The outstanding liability is presented as Provisions under the Trade and Other Payables account in the consolidated statements of financial position (see Note 13).

### **22.4 Warehouse Construction**

On December 19, 2019, the WSI entered into a construction contract with a general contractor to undertake the construction of its central distribution warehouse for a total amount of P390.2 million, exclusive of VAT. In 2022, the construction of the warehouse was put into permanent stoppage and the total capital expenditure amounting to P232.6 million was written off and recognized as Impairment losses on investment properties under the Other Income (Charges) account in the 2022 consolidated statement of profit or loss.

### **22.5 Others**

There are other commitments and contingent liabilities that arise in the normal course of the Group's operations which have not been reflected in the Group's consolidated financial statements. Management is of the opinion that losses, if any, from other commitments and contingencies will not have material effects on the Group's consolidated financial statements.

## **23. GOODWILL**

Goodwill recognized in the consolidated financial statements primarily comprises the value of expected synergies from the acquisition of these subsidiaries as part of the Group's expansion program and is derived by deducting the fair values of the net assets acquired as of the date of acquisition from the amount of total consideration paid.

The gross carrying amount and accumulated impairment loss of goodwill as of September 30, 2024 and December 31, 2023 are as follows:

	<u>2024</u>	<u>2023</u>
Cost	<b>P 1,848,378,146</b>	P1,848,378,146
Accumulated impairment loss	<b>( 74,294,814 )</b>	( 74,294,814 )
Net carrying amount	<b><u>P 1,774,083,332</u></b>	<b><u>P 1,774,083,332</u></b>

Goodwill recognized by the Group are significantly allocated to the following segments:

	<u>2023</u>	<u>2022</u>
Roll-on/roll-off passenger	<b>P 1,295,633,122</b>	P 1,295,633,122
Distribution and warehousing	<b><u>478,450,210</u></b>	<u>478,450,210</u>
	<b><u>P 1,774,083,332</u></b>	<b><u>P 1,774,083,332</u></b>

Goodwill is subject to annual impairment testing as required under PAS 36, *Impairment of Assets*. In 2024 and 2023, the recoverable amounts of the cash-generating units were determined based on value-in-use calculations, which require use of various assumptions.

Management's impairment analysis for goodwill were based on budgets approved by management covering a five-year period, which were based on expectation of future outcomes taking into consideration past experience for five years, adjusted for anticipated revenue growth and recalibrated to incorporate COVID-19 impact on projections. The growth rates also reflect the long-term growth rates in the Philippines for the years presented.

	<u>2023</u>		<u>2022</u>	
	Average Discount Rate	Terminal Growth Rate	Average Discount Rate	Terminal Growth Rate
Roll-on/Roll-off passenger	6.47%	3.70%	6.41%	3.70%
Distribution and warehousing	6.47%	3.70%	5.75%	3.70%
Tankering	6.47%	3.70%	6.55%	3.70%

Based on these analyses, management has assessed that no further impairment of goodwill is required to be recognized as of September 30, 2024 and December 31, 2023. Management also assessed that a reasonably possible change of +/- 1% on the Group's cost of equity and terminal growth rate would not cause the carrying values of goodwill arising from the Group's acquisitions to materially exceed their recoverable amounts.

## 24. SEGMENT INFORMATION

### 24.1 Business Segments

The Group's operating businesses are organized and managed separately according to the nature of products and services provided, with each segment representing a strategic business unit that offers different products and serves different markets. The Group's different business segments are as follows:

- (a) Tankering services is involved in the conveyance, carriage, loading, transportation, discharging and storage of petroleum products, goods and merchandise of every kind;
- (b) Tugboats services is involved in the towage and salvage of marine vessels and other crafts including their cargoes upon seas, lakes, rivers, canals, bays, harbors and other waterways between the various ports of the Philippines;
- (c) Roll-on/roll of passenger shipping services is involved in the transport of passengers and cargoes within Philippine territorial waters and/or high seas;
- (d) Distribution and warehousing services is involved in the logistics services such as but not limited to cargo freight forwarding (air, land and sea), cargo consolidation, courier services, distribution, trucking, warehousing, customs brokerage, packing and crating, etc.;
- (e) Ship management and crewing services is involved in the business of ship management and in providing full and partial crewing for domestic and foreign vessels; and,
- (f) Investing and other activities include holding companies.

Operating segments are reported in a manner consistent with the internal reporting provided to the Group's Executive Committee, its chief operating decision-maker. The Executive Committee is responsible for allocating resources and assessing performance of the operating segments.

Each of these operating segments is managed separately as each of these service lines requires different technologies and other resources as well as marketing approaches. All intersegment transfers are carried out at arm's length prices.

The measurement policies the Group uses for segment reporting under PFRS 8, *Operating Segments*, are the same as those used in its consolidated financial statements.

### 24.2 Segment Assets and Segment Liabilities

Segment assets include all operating assets used by each business segment and consist principally of operating cash, receivables, inventories and property and equipment, net of allowances and provisions. Similar to segment assets, segment liabilities include all operating liabilities used by each segment and consist principally of accounts, wages, taxes currently payable and accrued liabilities.

### 24.3 Intersegment Transactions

Segment revenues, expenses and performance include sales and purchases between business segments. Such sales and purchases are eliminated in consolidation and combination in 2024, 2023 and 2022.

## 24.4 Analysis of Segment Information

The tables below and in the succeeding pages present revenue and profit information regarding business segments for the nine months ended September 30, 2024, 2023 and 2022 and assets and liabilities information regarding segments as at September 30, 2024 and December 31, 2023.

	Investing and Other Activities	Tanker	Tugboats	Roll-on/ Roll-off Passenger	Distribution and Warehousing	Ship Management and Crewing	Total
<b>September 30, 2024</b>							
<b>SEGMENT RESULTS</b>							
Sales to external customers	P -	P 556,750,034	P 304,775,100	P 4,743,545,744	P 386,593,413	P -	P 5,991,664,291
Intersegment sales	291,983,106	-	34,969,373	67,950,000	-	319,902,165	714,804,644
Total revenues	291,983,106	556,750,034	339,744,473	4,811,495,744	386,593,413	319,902,165	6,706,468,935
Cost of sales and services	-	525,669,198	244,081,116	4,015,847,413	243,692,347	254,560,444	5,283,850,518
Other operating expenses	128,790,126	111,161,140	34,803,859	526,860,161	75,061,124	29,475,995	906,152,405
Expected credit losses on receivables	-	-	-	228,000	589,620	-	817,620
Finance costs	64,000,470	324,701,853	3,201,967	422,732,291	1,815,344	5,151,178	821,603,103
Finance income	( 153,681 )	( 19,137 )	( 204,756 )	( 44,466 )	( 94,200 )	( 2,749 )	( 518,989 )
Other loss (income)	( 1,118,201 )	( 1,966,787 )	( 16,582,274 )	( 53,421,174 )	-	( 1,448,873 )	( 74,537,309 )
Segment operating profit (loss)	P 100,464,392	( P 402,796,233 )	P 74,444,561	( P 100,706,481 )	P 65,529,178	P 32,166,170	( P 230,898,413 )
<b>SEGMENT ASSETS AND LIABILITIES</b>							
Total assets	P 35,244,276,478	P 8,479,684,356	P 901,068,587	P 15,443,372,796	P 315,296,894	P 836,309,557	P 61,220,008,668
Total liabilities	P 19,373,410,672	P 9,986,381,892	P 196,523,546	P 17,524,157,932	P 223,580,274	P 579,202,450	P 47,883,256,766
<b>September 30, 2023</b>							
<b>SEGMENT RESULTS</b>							
Sales to external customers	P -	P 329,937,244	P 280,727,776	P 4,357,663,699	P 378,018,245	P -	P 5,346,346,964
Intersegment sales	302,695,490	-	30,942,651	67,950,000	-	275,388,620	676,976,761
Total revenues	302,695,490	329,937,244	311,670,427	4,425,613,699	378,018,245	275,388,620	6,023,323,725
Cost of sales and services	-	521,947,094	227,926,920	3,358,237,515	311,563,232	222,326,393	4,642,001,154
Other operating expenses	229,444,546	150,882,288	33,998,507	725,371,939	97,999,851	34,181,310	1,271,878,441
Expected credit losses on receivables	-	( 3,045,986 )	-	30,146,228	2,448,488	-	29,548,730
Finance costs	125,135,440	410,764,000	5,272,817	437,795,989	2,418,596	20,996,441	1,002,383,283
Finance income	( 28,166,092 )	43,318	( 7,845 )	( 1,196,130 )	( 125,862 )	( 6,906 )	( 29,459,517 )
Other loss (income)	( 1,043,178 )	165,454,406	( 16,717,510 )	( 50,723,761 )	( 33,375 )	( 6,367,938 )	90,568,644
Segment operating profit (loss)	( P 22,675,226 )	( P 916,107,876 )	P 61,197,538	( P 74,018,081 )	( P 36,252,685 )	P 4,259,320	( P 983,597,010 )
<b>December 31, 2023</b>							
<b>SEGMENT ASSETS AND LIABILITIES</b>							
Total assets	P 34,991,396,110	P 8,650,256,411	P 902,202,529	P 15,645,364,680	P 401,876,407	P 659,874,772	P 61,250,970,909
Total liabilities	P 19,435,208,233	P 9,757,849,355	P 238,336,194	P 17,520,778,465	P 369,711,651	P 434,248,260	P 47,756,132,158
<b>September 30, 2022</b>							
<b>SEGMENT RESULTS</b>							
Sales to external customers	P -	P 410,031,981	P 306,741,796	P 3,511,695,142	P 401,753,650	P -	P 4,630,222,569
Intersegment sales	268,892,820	-	29,976,956	234,900,000	-	188,749,620	255,659,678
Total revenues	268,892,820	410,031,981	336,718,752	3,746,595,142	401,753,650	188,749,620	5,352,741,965
Cost of sales and services	-	564,120,121	241,409,298	3,483,047,582	295,570,181	220,571,952	4,804,719,134
Other operating expenses	178,033,741	75,347,518	35,838,435	694,089,066	80,471,612	54,736,278	1,118,516,650
Expected credit losses on receivables	-	-	-	218,149	1,996,110	-	2,214,259
Finance costs	148,708,864	381,230,663	9,952,333	408,520,033	2,472,915	33,763,258	984,648,066
Finance income	( 27,903,218 )	( 6,502 )	( 1,401 )	( 207,294 )	( 47,015 )	( 1,864 )	( 28,167,294 )
Other loss (income)	( 3,610,310 )	7,719,935	( 2,761 )	10,978,507	6,948,655	( 879,023 )	21,155,003
Segment operating profit (loss)	( P 26,336,257 )	( P 618,379,754 )	P 49,522,848	( P 850,050,901 )	P 14,341,192	( P 119,440,981 )	( P 1,550,343,853 )

Presented below is a reconciliation of the Group's segment information to the key financial information presented in its consolidated financial statements.

	2024	2023	2022
<b>Revenues</b>			
Total segment revenues	P 6,706,468,935	P 6,023,323,725	P 5,352,741,965
Elimination of intersegment revenues	( 714,804,644 )	( 676,976,761 )	( 722,519,396 )
Reported as profit or loss	P 5,991,664,291	P 5,346,346,964	P 4,630,222,569
<b>Profit or loss</b>			
Segment operating profit (loss)	( P 230,898,413 )	( P 983,597,010 )	( P 1,550,343,853 )
Other unallocated expense	( 70,261,311 )	( 53,870,277 )	75,149,858
Profit before tax as reported in profit or loss	( P 301,159,724 )	( P 1,037,467,287 )	( P 1,475,193,995 )
<b>Assets</b>			
Segment Assets	P 61,220,008,668	P 61,250,970,909	
Elimination of intercompany accounts	( 28,842,154,540 )	( 28,299,613,123 )	
Total assets as reported in the consolidated statement of financial position	P 32,377,854,128	P 32,951,357,786	
<b>Liabilities</b>			
Segment Liabilities	47,883,256,766	47,756,132,158	
Elimination of intercompany accounts	( 19,069,658,239 )	( 18,709,045,845 )	
Total liabilities as reported in the consolidated statement of financial position	P 28,813,598,527	P 29,047,086,313	

## 24.5 Disaggregation of Revenues from Contracts with Customers

The disaggregation of revenues based on the timing of satisfaction of performance obligations for the periods ended September 30, 2024, 2023 and 2022 is presented below.

	2024	2023	2022
Revenues recognized over time:			
Freight	P 2,784,026,256	P 2,670,934,713	P 2,441,096,153
Passage	1,717,002,378	1,431,962,478	887,480,928
Charter fees	634,748,032	461,841,409	505,961,726
Other service revenues	390,362,593	378,737,101	407,487,918
Tugboat fees	304,775,100	280,727,776	305,025,278
	5,830,914,359	5,224,203,477	4,547,052,003
Revenues recognized at a point in time -			
Sale of goods	160,749,932	122,143,487	83,170,566
Total revenues	P 5,991,664,291	P 5,346,346,964	P 4,630,222,569

## 25. RISK MANAGEMENT OBJECTIVES AND POLICIES

The Group is exposed to a variety of financial risks in relation to its financial instruments. The Group's financial assets and financial liabilities by category are summarized in Note 26. The main types of risks are market risk, credit risk and liquidity risk.

The Group's risk management is coordinated with its Parent Company, in close cooperation with the BOD, and focuses on actively securing the Group's short to medium-term cash flows by minimizing the exposure to financial markets.

The Group does not actively engage in the trading of financial assets for speculative purposes nor does it write options. The relevant financial risks to which the Group is exposed to are described below.

### 25.1 Market Risks

The Group is exposed to market risk through its use of financial instruments and specifically to foreign currency risk and interest rate risk which result from both its operating, investing and financing activities.

#### (a) Foreign Currency Risk

Most of the Group's transactions are carried out in Philippine pesos, its functional currency. Exposures to currency exchange rates arise from the Group's cash, trade and other receivables and interest-bearing loans, which are denominated in U.S. dollars.

To mitigate the Group's exposure to foreign currency risk, non-Philippine peso cash flows are monitored.

U.S. dollar denominated financial assets and financial liabilities, translated into Philippine pesos at the September 30, 2024 and December 31, 2023 closing rates follow:

	<u>2024</u>	<u>2022</u>
Financial assets	<b>P 24,799,718</b>	P 56,649,350
Financial liabilities	<b>( 1,424,900,901 )</b>	( 934,222,696 )
Net exposure	<b>( P 868,358,547 )</b>	( P 877,573,346 )

If the Philippine peso had strengthened against the U.S. dollar, loss before tax in 2024 and 2023 would have decreased by P224.3 million and P140.5 million, respectively. If the Philippine peso had weakened against the U.S. dollar, then this would have increased loss before tax in 2024 and 2023, respectively, by the same amount. This sensitivity of the net result for the period assumes a +/-16.02% change of the Philippine peso/U.S. dollar exchange rate for the periods ended September 30, 2024 and December 31, 2023, respectively. These percentages have been determined based on the average market volatility in exchange rates, using standard deviation, in 12 months for 2024 and 2023 estimated at 99% level of confidence. The sensitivity analysis is based on the Group's foreign currency financial instruments held at the end of the reporting period.

Exposures to foreign exchange rates vary during the year depending on the volume of transactions. Nonetheless, the analysis above is considered to be representative of the Group's foreign currency risk.

(b) *Interest Rate Sensitivity*

The Group's policy is to minimize interest rate cash flow risk exposures on long-term financing. At September 30, 2024 and December 31, 2023, the Group is exposed to changes in market interest rates through cash in bank and certain bank borrowings, which are subject to variable interest rates (see Note 12). All other financial assets and financial liabilities have either fixed interest rates or are noninterest-bearing.

Cash in banks are tested on a reasonably possible change of +/- 1.47% in 2024 and in 2023, respectively. Bank loans, which vary with certain foreign interest rates, are tested on a reasonably possible change of +/- 0.11% in 2024 and 2023. These percentages have been determined based on the average market volatility of interest rates, using standard deviation, in the previous twelve months estimated at 99% level of confidence. The sensitivity analysis is based on the Group's financial instruments held at the end of each reporting period, with effect estimated from the beginning of the year. All other variables are held constant.

**25.2 Credit Risk**

Credit risk is the risk that a counterparty may fail to discharge an obligation to the Group. The Group is exposed to this risk for various financial instruments, for example, by granting advances and rendering services to customers and related parties and by placing deposits with banks.

Generally, the maximum credit risk exposure of financial assets is the carrying amount of the financial assets as shown in the consolidated statements of financial position or in the detailed analysis provided in the notes to the consolidated financial statements, as summarized below.

	Notes	2024	2023
Cash and cash equivalents	4	P 278,113,109	P 392,586,988
Trade and other receivables – net (excluding advances to officers and employees)	5	1,693,241,712	1,657,398,799
Restricted cash	7, 11	7,342,266	7,160,166
Security deposits	11	46,996,714	50,355,290
Advances to related parties	19.4	<u>7,588,692,904</u>	<u>7,626,252,787</u>
		<b><u>P 9,614,386,705</u></b>	<b><u>P 9,733,754,030</u></b>

The Group maintains defined credit policies and continuously monitors defaults of customers and other counterparties, identified either individually or by group, and incorporates this information into its credit risk controls. Where available at a reasonable cost, external credit ratings and/or reports on customers and other counterparties are obtained and used and credit verification procedures are performed. The Group's policy is to deal only with creditworthy counterparties.

None of the financial assets are secured by collateral or other credit enhancements, except for cash and trade and other receivables as described below.

The credit risk for cash is considered negligible, since the counterparties are reputable banks with high quality external credit ratings. Included in cash are cash and cash equivalents which are insured by the Philippine Deposit Insurance Corporation up to a maximum coverage of P0.5 million for every depositor per banking institution.

The Group applies the PFRS 9 simplified approach in measuring ECL, which uses a lifetime expected loss allowance for all trade receivables and other receivables.

To measure the expected credit losses, trade and other receivables have been grouped based on shared credit risk characteristics and the days past due. The expected loss rates are based on the payment profiles of sales over a period of 36 months before September 30, 2024 and December 31, 2023, and the corresponding historical credit losses experienced within such period. The historical loss rates are adjusted to reflect current and forward-looking information on macroeconomic factors affecting the ability of the customers to settle the receivables.

On that basis, the loss allowance as at September 30, 2024 and December 31, 2023 was determined based on months past due, as follows for trade receivables (see Note 5).

	Current	Not more than 3 months	More than 3 months but not more than 6 months	More than 6 months	Total
<b>September 30, 2024</b>					
Expected loss rate	0.00%	15.36%	30.17%	91.69%	
Gross carrying amount - trade receivables	201,786,951	182,528,410	60,585,440	1,110,050,915	1,554,951,717
Loss allowance	-	28,042,813	18,279,735	1,017,755,120	1,064,077,668
<b>December 31, 2023</b>					
Expected loss rate	0.00%	28.17%	50.19%	81.94%	
Gross carrying amount - trade receivables	198,395,522	96,636,313	36,418,001	1,242,009,891	1,573,459,727
Loss allowance	-	27,225,192	18,279,736	1,017,755,121	1,063,260,048

The Group also considers the existence of financial liabilities, which may be offset against the outstanding trade receivables with the same counterparty. Portion of the financial assets past due for more than three months in both years pertain to the trade receivables from PPPI. The management believes that such receivables are not impaired as it may be offset against the Group's outstanding liabilities to PPPI (see Notes 19.1 and 19.2).

For due from agencies and claims receivable, no impairment losses were also recognized as these are assessed to be recoverable as there were no historical defaults from the authorized transacting agencies.

Furthermore, the Group's advances to related parties are repayable on demand and the contractual period refers only to the short period needed to transfer the cash once demanded. Management determines possible impairment based on the related party's ability to repay the advances upon demand at the reporting date, taking into consideration historical defaults from the related parties. The Group also considers possible recovery strategies and the expected manner in which those will be realized and cash would be available for payment of the advances. Management assessed that the outstanding advances from related parties as of September 30, 2024 and December 31, 2023 are recoverable since these the related parties were assessed to have a capacity to pay the advances upon demand and there were no historical defaults. Hence, no impairment is necessary.

The credit risk for security and other deposits is also considered negligible as the Group has ongoing lease agreements with the counterparties and the latter are considered to be with sound financial condition and sufficient liquidity.

### 25.3 Liquidity Risk

The Group manages its liquidity needs by carefully monitoring scheduled debt servicing payments for short-term and long-term financial liabilities as well as cash outflows due in a day-to-day business. Liquidity needs are monitored in various time bands, on a day-to-day and week-to-week basis, as well as on the basis of a rolling 30-day projection. Long-term liquidity needs for a six-month and one-year period are identified monthly.

The Group maintains cash to meet its liquidity requirements for up to 60-day periods. Funding for short-term and long-term liquidity needs is additionally secured by an adequate amount of committed credit facilities and the ability to sell long-term financial assets.

As at September 30, 2024, the Group's financial liabilities, excluding lease liabilities, have contractual maturities which are presented below.

	Notes	Current		Non-current	
		Within Six Months	Six to 12 Months	One to Five Years	More than Five Years
Interest-bearing loans	12	P 2,780,230,076	P 862,446,906	P 12,984,900,259	P 5,689,344,963
Trade and other payables (except for government-related obligations)	13	6,024,029,294	-	-	-
Advances from related parties	19.4	252,000,000	252,000,000	-	-
		<b>P 9,056,259,370</b>	<b>P 1,114,446,906</b>	<b>P 12,984,900,259</b>	<b>P 5,689,344,963</b>

As at December 31, 2023, the Group's financial liabilities have contractual maturities, which are presented below.

	Notes	Current		Non-current	
		Within Six Months	Six to 12 Months	One to Five Years	More than Five Years
Interest-bearing loans	12	P 1,292,581,561	P 2,565,149,039	P 11,226,730,316	P 7,835,554,790
Trade and other payables (except for government-related obligations)	13	6,320,650,544	-	-	-
Advances from related parties	19.4	252,000,000	252,000,000	-	-
		<b>P 7,865,232,105</b>	<b>P 2,817,149,039</b>	<b>P 11,226,730,316</b>	<b>P 7,835,554,790</b>

These contractual maturities reflect the gross cash flows, which may differ from the carrying values of the liabilities at the end of the reporting periods.

## 26. CATEGORIES AND OFFSETTING OF FINANCIAL ASSETS AND FINANCIAL LIABILITIES

### 26.1 Carrying Amounts and Fair Values by Category

For financial assets and financial liabilities as of September 30, 2024 and December 31, 2023, management considers that the carrying amounts of the financial instruments approximate their fair values.

		September 30, 2024		December 31, 2023	
	Notes	Carrying Amounts	Fair Values	Carrying Amounts	Fair Values
<b>Financial Assets —</b>					
<i>At amortized cost:</i>					
Cash and cash equivalents	4	P 278,113,109	P 278,113,109	P 392,586,988	P 392,586,988
Trade and other receivables - net	5	629,164,044	629,164,044	600,512,469	600,512,469
Restricted cash	8, 11	7,342,266	7,342,266	7,160,166	7,160,166
Security deposits	8, 11	46,996,714	46,996,714	50,355,290	50,355,290
Advances to related parties	19.4	7,588,692,904	7,588,692,904	7,544,564,874	7,544,564,874
		<b>P 8,550,309,037</b>	<b>P 8,550,309,037</b>	<b>P 8,595,179,787</b>	<b>P 8,595,179,787</b>
<b>Financial Liabilities —</b>					
<i>At amortized cost:</i>					
Trade and other payables	13	P 7,542,205,924	P 7,542,205,924	P 7,817,688,972	P 7,817,688,972
Interest-bearing loans	12	16,865,616,615	16,865,616,615	17,041,860,049	17,041,860,049
Advances from related parties	19.4	504,000,000	504,000,000	504,000,000	504,000,000
		<b>P 24,911,822,539</b>	<b>P 24,911,822,539</b>	<b>P 25,363,549,021</b>	<b>P 25,363,549,021</b>

See Notes 2.5 and 2.10 for the description of the accounting policies for each category of financial instruments. A description of the Group's risk management objectives and policies for financial instruments is provided in Note 25.

## **26.2 Offsetting of Financial Assets and Financial Liabilities**

The Group has not set off financial assets and financial liabilities in 2024 and 2023 and does not have relevant offsetting arrangements. Currently, financial assets and financial liabilities are settled on a gross basis; however, each party to the financial instruments may have the option to settle on a net basis in the event of default of one of the parties through approval by the respective BOD and stockholders of both parties or upon instruction by Udenna. In addition, the Group's outstanding interest-bearing loans from certain banks can be potentially set-off to the extent of the Group's outstanding cash deposited in the same banks.

The outstanding balances of trade and other receivables and cash advances granted to related parties totaling P7,256.0 million and P7,428.3 million as of September 30, 2024 and December 31, 2023, respectively, may be offset against the outstanding balances of trade and other payables and cash advances obtained from related parties totaling P3,922.2 million and P3,935.3 million as of September 30, 2024 and December 31, 2023, respectively.

The Group also has certain trade receivables, which were used as collateral to secure the payment of certain interest-bearing loans (see Notes 5 and 12.1). None of these certain receivables were set off against the related interest-bearing loans in both years.

Certain cash balances are also restricted for use to secure line of credits with banks (see Notes 7 and 11).

## **27. FAIR VALUE MEASUREMENTS AND DISCLOSURES**

### **27.1 Fair Value Hierarchy**

In accordance with PFRS 13, *Fair Value Measurement*, the fair value of financial assets and financial liabilities and non-financial assets which are measured at fair value on a recurring or non-recurring basis and those assets and liabilities not measured at fair value but for which fair value is disclosed in accordance with other relevant PFRS, are categorized into three levels based on the significance of inputs used to measure the fair value. The fair value hierarchy has the following levels:

- Level 1: quoted prices (unadjusted) in active markets for identical assets or liabilities that an entity can access at the measurement date;
- Level 2: inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly (i.e., as prices) or indirectly (i.e., derived from prices); and,
- Level 3: inputs for the asset or liability that are not based on observable market data (unobservable inputs).

The level within which the asset or liability is classified is determined based on the lowest level of significant input to the fair value measurement.

For purposes of determining the market value at Level 1, a market is regarded as active if quoted prices are readily and regularly available from an exchange, dealer, broker, industry group, pricing service, or regulatory agency, and those prices represent actual and regularly occurring market transactions on an arm's length basis.

When the Group uses valuation technique, it maximizes the use of observable market data where it is available and relies as little as possible on entity specific estimates. If all significant inputs required to determine the fair value of an instrument are observable, the instrument is included in Level 2. Otherwise, it is included in Level 3.

## 27.2 Financial Instruments Measured at Fair Value

The Group has no financial instruments measured at fair value as of September 30, 2024 and December 31, 2023.

## 27.3 Financial Instruments Measured at Amortized Cost but for which Fair Value is Disclosed

The tables in the succeeding page summarize the fair value hierarchy of the Group's financial assets and financial liabilities as of September 30, 2024 and December 31, 2023, which are not measured at fair value in the consolidated statements of financial position but for which fair value is disclosed.

September 30, 2024				
	Level 1	Level 2	Level 3	Total
<b>Financial Assets:</b>				
<i>At amortized cost:</i>				
Cash and cash equivalents	P 278,113,109	p -	P -	P 278,113,109
Trade and other receivables - net	-	-	629,164,044	629,164,044
Restricted cash	7,342,266	-	-	7,342,266
Security deposits	-	-	46,996,714	46,996,714
Advances to related parties	-	-	7,588,692,904	7,588,692,904
	<b>P 285,455,375</b>	<b>P -</b>	<b>P 8,264,853,662</b>	<b>P 8,550,309,037</b>
<b>Financial Liabilities —</b>				
<i>At amortized cost:</i>				
Trade and other payables	P -	p -	P 7,542,205,924	P 7,542,205,924
Interest-bearing loans	-	-	16,865,616,615	16,865,616,615
Advances from related parties	-	-	504,000,000	504,000,000
	<b>P -</b>	<b>P -</b>	<b>P 24,911,822,539</b>	<b>P 24,911,822,539</b>
December 31, 2023				
	Level 1	Level 2	Level 3	Total
<b>Financial Assets:</b>				
<i>At amortized cost:</i>				
Cash and cash equivalents	P 392,586,988	P -	P -	P 392,586,988
Trade and other receivables - net	-	-	600,512,469	600,512,469
Restricted cash	7,160,166	-	-	7,160,166
Security deposits	-	-	50,355,290	50,355,290
Advances to related parties	-	-	7,544,564,874	7,544,564,874
	<b>P 399,747,154</b>	<b>P -</b>	<b>P 8,195,432,633</b>	<b>P 8,595,179,787</b>
<b>Financial Liabilities:</b>				
<i>At amortized cost:</i>				
Trade and other payables	P -	P -	P 7,817,688,972	P 7,817,688,972
Interest-bearing loans	-	-	17,041,860,049	17,041,860,049
Advances from related parties	-	-	504,000,000	504,000,000
	<b>P -</b>	<b>P -</b>	<b>P 25,363,549,021</b>	<b>P 25,363,549,021</b>

For financial assets with fair values included in Level 1, management considers that the carrying amounts of these financial instruments approximate their fair values due to their short duration.

The fair values of the financial assets and financial liabilities included in Level 3, which are not traded in an active market, are determined based on the expected cash flows of the underlying net asset or liability based on the instrument where the significant inputs required to determine the fair value of such instruments.

#### **27.4 Fair Value Measurements of Non-financial Assets**

The fair values of the Group's vessels, included as part of Property and Equipment account, were generally determined based on the appraisal reports of professional and independent appraisers with appropriate qualifications and recent experience in the valuation of similar properties in the relevant locations (see Note 9). To some extent, the valuation process was conducted by the appraisers in discussion with the Group's management with respect to the determination of the inputs such as the size, age, capacity and condition of the vessels. In estimating the fair value of these vessels, management considers the market participant's ability to generate economic benefits by using the assets in their highest and best use. Based on management's assessment, the best use of the Group's non-financial assets indicated above is their current use.

The fair value of vessels was determined using the cost approach that reflects the cost to a market participant to construct an asset of comparable usage, construction standards, design and layout, adjusted for obsolescence. The more significant inputs used in the valuation include direct and indirect costs of construction and major repairs or part replacements such as but not limited to, labor and contractor's profit, materials and equipment, surveying and permit costs, electricity and utility costs, architectural and engineering fees, insurance and legal fees. These inputs were derived from various suppliers and contractor's quotes, price catalogues, and construction price indices. Under this approach, higher estimated costs used in the valuation will result in higher fair value of the properties.

The fair values of these vessels were estimated using an income approach which utilizes the estimated income stream, net of projected operating costs, using a discount rate computed using capital asset pricing model. The estimated income stream takes into account the current contractual cash flows from the vessels including increase in rates and expectations of continued use of the vessels over the remaining economic life, and expected value of the vessels at the end of the remaining economic life of the vessels. The most significant inputs are the estimated cash flows, which were estimated to have escalation rates of 4% every five years and the discount rate used of 8.31%. The overall valuation are sensitive to changes in these valuations.

The fair value of land was derived using the market comparable approach that reflects the recent transaction prices for similar properties in nearby locations. Under this approach, when sales prices of comparable land in close proximity are used in the valuation of the subject property with adjustments on the price for the differences in key attributes such as property size, zoning, and accessibility, the fair value is included in Level 3. On the other hand, if the observable recent prices of the reference properties were not adjusted, the fair value is included in Level 2. The most significant input into this valuation approach is the price per square meter of the land; hence, the higher the price per square meter, the higher the fair value. For the construction-in-progress, management considers that the carrying amount of the investment property approximates its fair value as the capitalized costs pertain to recent transactions incurred for the on-going construction.

As at September 30, 2024 and December 31, 2023, the fair value of the land classified under investment properties amounted to P1,881.1 million as determined by reference to current prices for similar properties in the same location and condition. Accordingly, the Company's investment properties as at September 30, 2024 and December 31, 2023 is not impaired.

The valuation of these non-financial assets are determined to be Level 3. Also, there were no transfers into or out of Level 3 fair value hierarchy in 2024 and 2023.

## 28. CAPITAL MANAGEMENT OBJECTIVES, POLICIES AND PROCEDURES

The Group's capital management objectives are to ensure the Group's ability to continue as a going concern and to provide an adequate return to shareholders by pricing products and services commensurate with the level of risk.

The Group monitors capital on the basis of the carrying amount of equity as presented in the consolidated statements of financial position. Capital for the reporting periods under review is summarized as follows:

	<u>2024</u>	<u>2023</u>
Total liabilities	<b>P 28,813,598,527</b>	P 29,047,086,313
Total equity	<u><b>3,564,255,601</b></u>	<u>3,904,271,473</u>
Debt-to-equity ratio	<u><b>8.08 : 1.00</b></u>	<u>7.44 : 1.00</u>

The Group's goal in capital management is to maintain a debt-to-equity structure ratio, which is in line with the Group's covenants related to its bank borrowings (see Note 13).

The Group sets the amount of capital in proportion to its overall financing structure, i.e., equity and total liabilities. The Group manages the capital structure and adjusts it in the light of changes in economic conditions and the risk characteristics of the underlying assets. In order to maintain or adjust the capital structure, the Group may issue new shares or sell assets to reduce debt.

## 29. SEASONAL FLUCTUATIONS

There were no seasonal aspects that had a material effect on the financial condition or results of operations of the Group.

## Item 2. MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION AND RESULTS OF OPERATIONS

Chelsea Logistics and Infrastructure Holdings Corp. and its Subsidiaries' (CLIHC or the Group) Discussion and Analysis provides an overview of the Group's financial activities as of and for the period ending September 30, 2024 and 2023. The following discussions should be read in conjunction with the attached Unaudited Consolidated Financial Statements of the Group as of September 30, 2024 and 2023.

### Comparable discussion on Material Changes in Results of Operations for the period ending September 30, 2024 and 2023.

Amounts in millions (Php)	September 30,					
	2024	%Rev	2023	%Rev	% Change	
<b>Revenues</b>	<b>P 5,992</b>	<b>100%</b>	<b>P 5,346</b>	<b>100%</b>	<b>12%</b>	
Cost of sales and services	<b>4,829</b>	81%	4,245	79%	14%	
<b>Gross Profit</b>	<b>1,162</b>	<b>19%</b>	<b>1,102</b>	<b>21%</b>	<b>5%</b>	
Other operating expenses	<b>666</b>	11%	1,030	19%	(35%)	
Provision for expected credit losses	<b>1</b>	0%	30	1%	(97%)	
<b>Operating profit</b>	<b>495</b>	<b>8%</b>	<b>43</b>	<b>1%</b>	<b>1063%</b>	
Finance cost, net	<b>( 821 )</b>	(14%)	( 973 )	(18%)	(16%)	
Other charges (income) - net	<b>25</b>	0%	( 107 )	(2%)	(123%)	
<b>Loss before tax</b>	<b>( 301 )</b>	<b>(5%)</b>	<b>( 1,037 )</b>	<b>(19%)</b>	<b>(71%)</b>	
Tax expense	<b>39</b>	1%	7	0%	461%	
<b>Net loss after tax</b>	<b>( P 340 )</b>	<b>(6%)</b>	<b>( P 1,044 )</b>	<b>(20%)</b>	<b>(67%)</b>	
Add Back:						
Tax expense (income)	<b>39</b>	1%	7	0%	461%	
Depreciation and amortization	<b>1,168</b>	19%	990	19%	18%	
Interest expense	<b>791</b>	13%	926	17%	(15%)	
Loss on sale of property and equipment	-	0%	90	2%	(100%)	
Impairment loss on investment	-	0%	81	2%	(100%)	
Unrealized foreign currency exchange losses	-	0%	28	1%	(100%)	
Provision for expected credit losses	<b>1</b>	0%	30	1%	(97%)	
Gain on pretermination of lease liability	-	0%	( 6 )	(0%)	(100%)	
Reversal of impairment losses on property and equipment	-	0%	( 3 )	(0%)	(100%)	
Interest Income	<b>( 1 )</b>	(0%)	( 0 )	(0%)	18%	
<b>Adjusted EBITDA</b>	<b>P 1,658</b>	<b>28%</b>	<b>P 1,098</b>	<b>21%</b>	<b>51%</b>	

For the 9-month period ending September 30, 2024, the Group's consolidated revenues reached ₱5.992 Billion, marking a 12% increase compared to 2023. This growth was fueled by strong performance across all segments, with Passage revenues rising by 20%, passage-related Sales of Goods increasing by 32%, and the Chartering business growing by 37%. The Group's current performance has exceeded the 2019 pre-pandemic revenues for the same period by 16%.

The consolidated Operating Profit increased 10.6x to ₱495 Million from ₱43 Million in 2023, outpacing topline growth. This was attributable to strong topline performance and effective cost containment measures, and partially offset by higher Direct Fixed Costs during this period. Depreciation and Amortization rose by 18% due to vessel revaluation and additional trading vessels during the period. Repairs and Maintenance Costs also increased by 31% because of vessel breakdowns. Additional vessels were chartered to meet the increased demands from customers.

Consolidated Other Operating Expenses decreased by 35% to ₱666 Million, representing 11% of revenue compared to 19% in 2023. This reduction was primarily due to a significant decrease in Outside Services Costs in 2024.

An additional Provision for Expected Credit Losses (ECL) amounting to ₱1 Million was recorded for the period. This adjustment for the total allowance for ECL was deemed sufficient to cover any doubtful accounts.

Interest Expenses decreased by 16% to ₱821 Million compared to last year, with the implementation of the Group's Liability Management Exercise (LME) pursuant to which certain interest-bearing loans were restructured during the year.

Other Income from the sale of scrap materials and from passage-related auxiliary services, such as use of charging station, excess baggage fee, linen rental, upgrade fee, etc., decreased from ₱65 Million to ₱25 Million this year.

In 2023, a non-cash asset impairment of ₱81 Million from a joint venture was recognized, along with a ₱90 Million loss on the sale of a vessel.

Despite high interest costs for the period, the Net Loss after Tax was significantly reduced by 71% to ₱301 Million from the ₱1.037 Billion loss in 2023. The Loss per Basic and Diluted Share this period is ₱0.16, an improvement from prior year's ₱0.55 Loss per Share.

The Group's Consolidated Adjusted Earnings Before Interest, Taxes, Depreciation and Amortization (EBITDA) for the period amounted to ₱1.658 Billion, a substantial 51% increase from the same period in 2023.

**Financial Condition**

September 30, 2024 and December 31, 2023

Amounts in millions	Unaudited September 2024	Audited December 2023	% Change
Current Assets	<b>11,220</b>	10,946	2%
Non-Current Assets	<b>21,158</b>	22,005	(4%)
<b>Total Assets</b>	<b>32,378</b>	<b>32,951</b>	<b>(2%)</b>
Current Liabilities	<b>14,270</b>	15,057	(5%)
Non-Current Liabilities	<b>14,543</b>	13,990	4%
<b>Total Liabilities</b>	<b>28,814</b>	<b>29,047</b>	<b>(1%)</b>
<b>Total Equity</b>	<b>3,564</b>	<b>3,904</b>	<b>(9%)</b>
<b>Total Liabilities and Equity</b>	<b>32,378</b>	<b>32,951</b>	<b>(2%)</b>

The Group's consolidated Total Assets remained stable at ₱32 Billion for both periods. As the result of the Group's Liability Management Exercise (LME), certain interest-bearing loans and borrowings were reclassified from current to non-current liabilities, leading to a 5% decrease and a 4% increase, respectively, from last year. Total Equity decreased by 9% in 2024 due to additional losses incurred during the period.

This resulted to a decrease in Book Value per Share to ₱1.66 from ₱1.82 in December 2023.

**Comparable discussion on Material Changes in Results of Operations for the period ending September 30, 2023 and 2022.**

Amounts in millions (Php)	September 30,					
	2023	%Rev	2022	%Rev	% Change	
<b>Revenues</b>	<b>P 5,346</b>	<b>100%</b>	<b>P 4,630</b>	<b>100%</b>	<b>15%</b>	
Cost of sales and services	4,245	79%	4,276	92%	(1%)	
<b>Gross Profit</b>	<b>1,102</b>	<b>21%</b>	<b>354</b>	<b>8%</b>	<b>211%</b>	
Other operating expenses	1,030	19%	849	18%	21%	
Provision for expected credit losses	30	1%	2	0%	100%	
<b>Operating profit (loss)</b>	<b>43</b>	<b>1% (</b>	<b>498 )</b>	<b>(11%)</b>	<b>(109%)</b>	
Finance cost, net	( 973 )	(18%) (	956 )	(21%)	2%	
Other charges (income) - net	( 107 )	(2%) (	21 )	(0%)	405%	
<b>Profit (Loss) Before Tax</b>	<b>( 1,037 )</b>	<b>(19%) (</b>	<b>1,475 )</b>	<b>(32%)</b>	<b>(30%)</b>	
Tax expense (income)	7	0%	17	0%	(60%)	
<b>Net profit (loss)</b>	<b>( P 1,044 )</b>	<b>(20%) (</b>	<b>P 1,492 )</b>	<b>(32%)</b>	<b>(30%)</b>	
Add Back:						
Tax expense (income)	7	0%	17	0%	(60%)	
Depreciation and amortization	990	19%	934	20%	6%	
Interest expense	926	17%	908	20%	2%	
Loss on sale of property and equipment	90	2%	-	0%	100%	
Impairment loss on investment	81	2%	-	0%	100%	
Unrealized foreign currency exchange losses	28	1%	40	1%	(32%)	
Provision for expected credit losses	30	1%	2	0%	100%	
Gain on pretermination of lease liability	( 6 )	(0%)	-	0%	100%	
Reversal of impairment losses on property and equipment	( 3 )	(0%)	-	0%	(100%)	
Interest Income	( 0 )	(0%) (	0 )	(0%)	1963%	
<b>EBITDA</b>	<b>P 1,098</b>	<b>21%</b>	<b>P 410</b>	<b>9%</b>	<b>168%</b>	

For the 9-month period ending September 30, 2023, the financial results of CLIHC and subsidiaries, show increased revenue, improved gross profit margin, increased operating profit, and improved liquidity compared with 2022. These positive changes were despite the lingering effects of the pandemic which continued to weigh down the business, including vessel availability issues due to extended drydocking, volatile fuel costs, and inflation.

The Group posted a 15% growth in its Consolidated Revenues of ₱5.346 Billion, exceeding the levels achieved in the same period in 2022 and even those attained in pre-pandemic period in 2019 by 4%. The improvement in performance reflects the continued and accelerating growth of Freight and Passage businesses with the continuing rebound of passenger and cargo volumes, and the increasing number of vessels in trade.

Consolidated Gross Profit for the period was ₱1.102 Billion, compared to ₱354 Million in 2022 and increased primarily due to improved revenue and increased trading vessels as described above. The Gross Margin in 2023 increased to 21% of revenues compared to 8% in the prior year, reflecting the impact of improved revenues on fixed cost of services elements such as depreciation and amortization, crew costs, and repairs and maintenance costs, including the semi-variable bunkering cost.

Other operating expenses were kept at 19% of revenues, slightly higher from 18% in prior year despite the increased business activities. This was substantially driven by the increase in Labor and labor related costs by 29% to ₱269 Million year to date due to filled up vacant positions to complement current business requirements. Professional fees and representation and entertainment likewise increased.

Additional Provision for expected credit losses of ₱30 Million was set-up to uplift coverage as well as to closely monitor asset quality.

Operating results for the period was upturned to a profit of ₱43 Million compared to a loss of ₱498 Million in 2022 basically due to factors stated above.

During the third quarter of the year, a non-cash asset impairment of ₱81 Million from a joint venture was recognized. Likewise, a ₱90 Million Loss on sale of a vessel was recorded.

The combined effects of impairment and loss including Interest expense for the period resulted to a Net Loss Before Tax of ₱1.037 Billion as of September 30, 2023, or a per share loss of ₱0.32, a 30% reduction compared with a Net Loss of ₱1.492 Billion, or a ₱0.796 loss per basic and diluted share the same period in 2022.

Adjusted EBITDA in 2023 increased 168% to ₱1.098 Billion compared with ₱410 Million in 2022, reflecting the above factors

### Financial Condition

September 30, 2023 versus December 31, 2022

Amounts in millions	Unaudited September 30, 2023			Audited December 31, 2022			% Change
Current Assets	P	10,646	33%	P	10,668	32%	(0%)
Non-Current Assets		21,859	67%		22,262	68%	(2%)
Total Assets	P	32,505	100%	P	32,930	100%	(1%)
Current Liabilities	P	16,680	51%	P	16,266	49%	3%
Non-Current Liabilities		12,875	40%		12,889	39%	(0%)
Total Liabilities	P	29,556	91%	P	29,155	89%	1%
Total Equity	P	2,949	9%	P	3,775	11%	(22%)
Total Liabilities and Equity	P	32,505	100%	P	32,930	100%	(1%)

The Group's Consolidated Total Assets are practically the same for both periods, posted at ₱33 Million. Total Equity went down by 22% in September 2023 due to additional losses incurred this period.

This resulted to a decrease in Book Value per Share to ₱1.54 in September 2023 from ₱2.07 in December 2022.

**Comparable discussion on Material Changes in Results of Operations for the period ending September 30, 2022 and 2021.**

Amounts in millions	For the Nine Months Ending September 30				
	2022	%/Rev	2021	%/Rev	% Change
<b>Revenues</b>	<b>₱ 4,630</b>	<b>100%</b>	<b>₱ 3,272</b>	<b>100%</b>	<b>41%</b>
Cost of sales and services	<b>4,276</b>	<b>92%</b>	3,586	110%	19%
<b>Gross profit (loss)</b>	<b>354</b>	<b>8%</b>	(314)	(10%)	(213%)
Other operating expenses	<b>849</b>	<b>18%</b>	502	15%	69%
Provision for estimated credit losses	<b>2</b>	<b>0%</b>	204	6%	(99%)
<b>Operating loss</b>	<b>(498)</b>	<b>(11%)</b>	(1,019)	(31%)	(51%)
Finance cost, net	<b>(957)</b>	<b>(21%)</b>	(1,085)	(33%)	(12%)
Share in net loss of an associate	<b>0</b>	<b>0%</b>	(592)	(18%)	(100%)
Gain on sale of an asset held for sale	<b>0</b>	<b>0%</b>	154	5%	(100%)
Other charges (income), net	<b>(21)</b>	<b>(0%)</b>	340	10%	(106%)
Loss before tax	<b>(1,475)</b>	<b>(32%)</b>	(2,202)	(67%)	(33%)
Tax expense	<b>17</b>	<b>0%</b>	2	0%	840%
<b>Net loss after tax</b>	<b>(₱ 1,492 )</b>	<b>(32%)</b>	<b>(₱ 2,204 )</b>	<b>(67%)</b>	<b>(32%)</b>
Add (Deduct):					
Tax expense	<b>17</b>	<b>0%</b>	2	0%	840%
Depreciation and amortization	<b>934</b>	<b>20%</b>	1,145	35%	-18%
Interest expense	<b>908</b>	<b>20%</b>	1,065	33%	-15%
Share in net loss (income) of an associate	<b>-</b>	<b>0%</b>	592	18%	-100%
Provision for expected credit losses	<b>2</b>	<b>0%</b>	204	6%	100%
Interest income	<b>-</b>	<b>0%</b>	(0)	0%	-63%
<b>EBITDA</b>	<b>₱ 370</b>	<b>8%</b>	<b>₱ 804</b>	<b>25%</b>	<b>-54%</b>

Chelsea Logistics and Infrastructure Holdings Corp. and its Subsidiaries (CLIHC or the “Group”) generated consolidated revenues of ₱4,630 Million for the nine-month period ending September 30, 2022, a 41% upsurge from ₱3,272 Million posted in the same period last year. The growth was driven by the easing of pandemic-related protocols which increased the movement of goods and passenger volume during the period. Passage revenue was up more than 6x to ₱887 Million from ₱180 Million in 2021. Likewise, passage-related Sales of Goods rose by 92% to ₱89 Million in 2022. Freight revenue grew to ₱2,441 Million for a 20% increase year on year. Logistics segment’s revenue was ₱402 Million, a 23% increase from 2021, coming mostly from the upturn in revenues of its warehousing, distribution and trucking segments, and from E-commerce, its new business line. Tugboat Service revenue went up to ₱305 Million from ₱238 Million in 2021 with the increase in the number of vessel movements notably in its Davao operations and also with the implementation of rate increases. Tankering revenue was ₱506 Million in 2022, a 13% increase of ₱60 Million from 2021. The shipping segment implemented rate increases to partially cover the increasing cost of fuel.

Bunkering cost was ₱1,861 Million or 75% higher than last year’s ₱1,066 Million due to increasing fuel prices in the current year and an increase in the number of sailings. Consequently, Cost of Sales and Services escalated to ₱4,276 Million in 2022 from ₱3,586 Million in 2021.

Gross Profit as a percentage of Revenues increased to 8% in 2022 with significant growth in the topline, reversing the negative margin of 10% in prior year. The increase in the load factors of ships significantly contributed to this improvement.

Consolidated Other Operating costs were ₱849 Million for the period, a 69% increase year over year, which was substantially due to higher Outside Services costs.

The Group thoroughly considered and set aside the expected credit loss this period of ₱2 Million in addition to ₱204 Million provided in 2021, to uplift coverage as well as to closely monitor asset quality.

Investment cost in Dito Holdings Corp., an associate as of December 31, 2021 is at NIL hence no share in net loss was taken up this period.

In 2021, the Group recognized a ₱154 Million gain on sale of investment in stocks in 2Go Group and ₱313 Million gain in the pre-termination of a Time Charter contract lodged in Other Charges (Income).

Overall, it was a recovery period from the COVID-19 crisis, reducing incurred Consolidated Net Loss to ₱1,492 Million in 2022 from ₱2,204 Million in 2021. This is a 32% improvement in performance from the same period last year. This translates to a ₱0.796 loss per basic and diluted share, an improvement from ₱1.210 loss in the same period in 2021.

The Group posted adjusted EBITDA of ₱370 Million, a 54% reduction from ₱804 Million in 2021, substantially due to the one-off gain on sale of an asset held for sale and the contract pre-termination recorded in 2021.

### Financial Condition

September 30, 2022 versus December 31, 2021

<i>Amounts in millions</i>	Unaudited September 30, 2022	% /Total	Audited December 31, 2021	% /Total	% Change
Current Assets	₱ 10,843	32%	₱ 11,038	32%	(2%)
Non-Current Assets	22,617	68%	23,084	68%	(2%)
<b>Total Assets</b>	<b>₱ 33,460</b>	<b>100%</b>	<b>₱ 34,122</b>	<b>100%</b>	<b>(2%)</b>
Current Liabilities	₱ 17,335	52%	₱ 16,135	47%	7%
Non-Current Liabilities	11,882	36%	12,337	36%	(4%)
<b>Total Liabilities</b>	<b>₱ 29,217</b>	<b>87%</b>	<b>₱ 28,472</b>	<b>83%</b>	<b>3%</b>
<b>Total Equity</b>	<b>₱ 4,243</b>	<b>13%</b>	<b>₱ 5,650</b>	<b>17%</b>	<b>(25%)</b>
<b>Total Liabilities and Equity</b>	<b>₱ 33,460</b>	<b>100%</b>	<b>₱ 34,122</b>	<b>100%</b>	<b>(2%)</b>

The Group's Financial Condition during both periods is almost the same. However, the total Equity of the Group decreased by 25% to ₱4,243 Million against the ₱5,650 Million last year. This was due to additional losses this year amounting to ₱1,492 Million which were however offset by additional equity on the collection of subscription receivable from the parent company. This resulted to a decrease in Book Value per Share to ₱2.21 in 2022 from ₱3.10 in December 31, 2021.

### Key Performance Indicators and Relevant Ratios

The Group's key performance indicators and relevant ratios and how they are computed are listed below.

	Sept. 2024	Dec. 2023	Sept. 2023	Dec. 2022	Sept. 2022
Current ratio	<b>0.79</b>	0.73	<b>0.64</b>	0.66	0.63
Debt-to-equity ratio	<b>8.08</b>	7.44	<b>10.02</b>	7.73	6.89
Book value per share	<b>1.66</b>	1.82	<b>₱1.54</b>	₱2.07	₱2.21
EBITDA margin	<b>28%</b>	22%	<b>24%</b>	15%	8%
Return on equity	<b>-10%</b>	-29%	<b>-35%</b>	-67%	-35%
Loss per share	<b>₱-0.16</b>	₱-0.59	<b>₱-0.55</b>	₱-1.34	₱-0.79

These key indicators were chosen to provide Management with a measure of the Group's financial strength (Current Ratio and Debt to Equity) and the Group's ability to maximize the value of its stockholders' investment in the Group (Return on Equity, Net Book Value Per Share and Earnings Per Share). Likewise, these ratios are used to compare the Group's performance with similar companies.

### Known Trends or Demands, Commitments, Events or Uncertainties that will impact Liquidity

The Company is not aware of any known trends, demands, commitments, events or uncertainties that will materially affect its liquidity.

### Events that will trigger Direct or Contingent Financial Obligation that is material to the Company, including any default or acceleration of an obligation

The Company is not aware of other events that will materially trigger a direct or contingent financial obligation.

### Material Off-Balance Sheet Transactions, Arrangements, Obligations (including contingent obligations), and Other Relationships of the Company with Unconsolidated Entities or Other Persons Created during the Reporting Period

The Company has no material off-balance sheet transactions, arrangements, obligations and other relationships with unconsolidated entities or other persons created during the period that is not included in the Financial Statements.

### Material Commitments for Capital Expenditures, the General Purpose of the Commitment and Expected Sources of Funds

As discussed in Note 24.6 to the financial statements, the Company signed a shipbuilding agreement for the delivery of a bed/seat Ro-Ro type passenger ferry ship presently identified as Builder's No. F-1351 for delivery in June 2021.

### Known Trends, Events or Uncertainties that will impact Sales / Revenues / Income from Continuing Operations

The Company is not aware of any known trends, events or uncertainties that will impact its sales and/or income from continuing operations.

**Significant Elements of Income or Loss that Did Not Arise from Continuing Operations**

On March 27, 2021, the President of the Republic of the Philippines declared the imposition of Enhanced Community Quarantine (ECQ) which restricted all land, air and sea transport to and from Luzon. Several local government units in Visayas and Mindanao also followed with their respective Executive Orders restricting all forms and transport. These pronouncements resulted in a significant slowdown in the Group's operations while continuously incurring costs while the vessels are on laid-up status.

**Seasonal Aspects that had Material Effect on the Financial Condition or Results of Operations**

The RoPax segment transports passengers and cargoes within Philippine territorial waters and/or on the high seas. Due to the seasonal nature of this segment, higher passage revenues and operating profits are usually experienced in the summer months of the year (March, April and May), school holidays (October and November) and Christmas holidays (December and January) rather than in the other months of the year. Freight revenues, on the other hand, are higher at the last quarter of the year rather than in the early months. This scenario, however did not hold true for 2020 because of the ECQ declared in the various cities and provinces where the Group operates, starting second half of March 2020.

The seasons of the year have no or little effect on the operations of the tanker and tugboat segments.

## **PART II            OTHER INFORMATION**

On 27 March 2021, the Philippine Government imposed an Enhanced Community Quarantine which restricted the travel of people via sea transport but allowed delivery of cargo including petroleum products to continue trading activities. On passenger transport, travel to and from the NCR and other provinces, cities and municipalities have been restricted and this greatly impacted the revenues of our passage vessels. Our passenger shipping business comprised 20% of our revenues in 2019.

On 26 April 2021, KGLI-NM executed the sale of 86,116,844 2GO shares as part of the full disposal of the Group's investment in 2GO.

On 11 May 2021, Trans Asia received delivery of Trans Asia 21 from Fukuoka shipyard. On July 17, the vessel was blessed and set sail from Cebu to Cagayan de Oro.

On 3 June 2021, Chelsea Logistics and Infrastructure Holdings Corp. completed the sale of 550,558,388 Common shares of the 2GO Group, Inc. (2GO) to SM Investments Corporation, and of 230,563,877 Common shares of 2GO to Trident Investments Holdings Pte. Ltd., representing an aggregate of approximately 31.73% of 2GO's total issued and outstanding capital stock, comprising Chelsea Logistic's entire effective interest in 2GO.

The sale was done by KGLI-NM Holdings, Inc., a 90% owned subsidiary of Chelsea Logistics at ₱8.50 per share. The sale was transacted via special block sales through the Philippine Stock Exchange.

From the time of the approval of the Employee Share Option Plan (ESOP) by the Directors on March 14, 2019 and by the Stockholders of the Corporation on March 15, 2019 to date, no stock options have been exercised. In addition, supervening events have taken place which make it necessary to amend the said Plan in order for its objectives to be achieved. The ESOP Committee has recommended the amendment of the ESOP particularly the provisions on the Subscription Price and the Exercise Date.

The Subscription Price will be revised from the initial Offer Price of ₱6.28 to the average of the (a) volume weighted average market price (VWAP) for the thirty (30) days trading days on the Philippine Stock Exchange (PSE) immediately prior to the approval of the Board of Directors of this Amended ESOP, and (b) the initial Subscription Price of ₱6.28 under the original ESOP. The Exercise Date will be revised to 18 March 2023.

As of December 31, 2021 and 2020, pursuant to the ESOP, the Company has granted the option to its eligible employees to subscribe to 37.6 million shares of the Company. An option holder may exercise in whole or in part his vested option, provided that, and option exercisable but not actually exercised within a given year shall accrue and may be exercised at any time thereafter but prior to the expiration of said option's life cycle. No options have been exercised as at December 31, 2021 and 2020.

A total of ₱5.9 million and ₱16.9 million is recognized for the years ended December 31, 2021 and 2020, respectively, and is included as part of Salaries and employee benefits in the 2021 and 2020 consolidated statements of profit or loss and is credited to Share Options Outstanding in the Equity section of the consolidated statements of financial position. The outstanding share options as of December 31, 2021 and 2020 totaling to ₱4.6 million options and ₱20 million options, respectively.

As of December 31, 2021, none of these options have been exercised.

On July 16, 2022, Trans-Asia 1, a non-trading vessel of Trans-Asia Shipping Lines, Inc. caught fire while aground in Punta Engaño, Mactan, Cebu. Cost of damage has yet to be determined.

On August 26, 2022, MV Asia Philippines captured fire while vessel was waiting for berthing at anchorage. Fire broke out at Promenade Deck inside the dining area. There were no casualties and rolling cargo on board were not affected. Cost of damage has yet to be determined.

The receipt of capital infusion from Global Kingdom Investments Limited amounting to P414.8 million and from Udenna amounting to P305.6 million, totaling to P805.6 million was presented as Deposits on Future Stock Subscriptions under Equity section as of December 31, 2021 and was reclassified as part of Capital Stock and Additional Paid-in Capital in 2022 upon approval of the increase in the authorized capital stock of SEC on April 4, 2022. (see Note 1.1)

In 2022, Global Kingdom has fully paid its subscriptions to preferred shares and the Company subsequently issued the preferred shares. The preferred shares are non-voting, redeemable at the option of the issuer at subscription price and earn cumulative cash dividend at a rate of 8% per annum payable upon BOD's declaration and approval.

The subscription of Udenna diluted the public ownership of the Company from 30% to 25% as of December 31, 2022.

In October 2023, the Company entered into subscription and debt conversion agreements with lenders Metropolitan Bank & Trust Company – Trust Banking Group (MBTC) and Private Education Retirement Annuity Association (PERAA), in which the Company settled two of its outstanding loans amounting to P221.8 million and P11.6 million through the issuance of 73,932,000 and 3,859,000 shares, which represents 3.25% and 0.17% of the total issued and outstanding shares of the Company, respectively (see Note 10). The conversion price for the MBTC and PERAA shares is P3.00 per share. APIC was recognized amounting to 155.6 million and is presented under Equity section as of December 31, 2023.

In 2023, the Company collected from Udenna a partial payment of the subscription receivable amounting to P489.0 million, which 150,000,000 was presented as part of subscribed and 339,000,000 shares as part of APIC as of December 31, 2023.

In September 2023 and November 2023, PNX-Chelsea disposed two vessels with a total net book value of P377.0 million for a total consideration of \$3.8 million (P211.7 million) in which PNX-Chelsea recognized a loss on sale amounting to P162.9 million and is presented as part of Loss on sale of property and equipment under the Other Income (Charges) account in the 2023 consolidated statement of profit or loss.

**SIGNATURES**

Pursuant to the requirements of the Securities Regulation Code, the issuer has duly caused this report to be signed on its behalf by the undersigned thereunto duly authorized.

**CHELSEA LOGISTICS AND INFRASTRUCTURE HOLDINGS CORP.**

By:

**DENNIS A. UY**

Chairman of the Board

**CHRYSS ALFONSUS V. DAMUY**

President and CEO

**DARLENE A. BINAY**

Chief Finance Officer

Signed this 14<sup>th</sup> day of November 2024