

PHNOM PENH AUTONOMOUS PORT

THE FOURTH QUARTER REPORT 2025



កំពង់ផែស្វយ័តភ្នំពេញ
PHNOM PENH AUTONOMOUS PORT

ក្រុមហ៊ុនចុះបញ្ជីលក់មូលបត្រ
LISTED COMPANY

4th Quarterly Report of 2025
(End 31/12/2025)

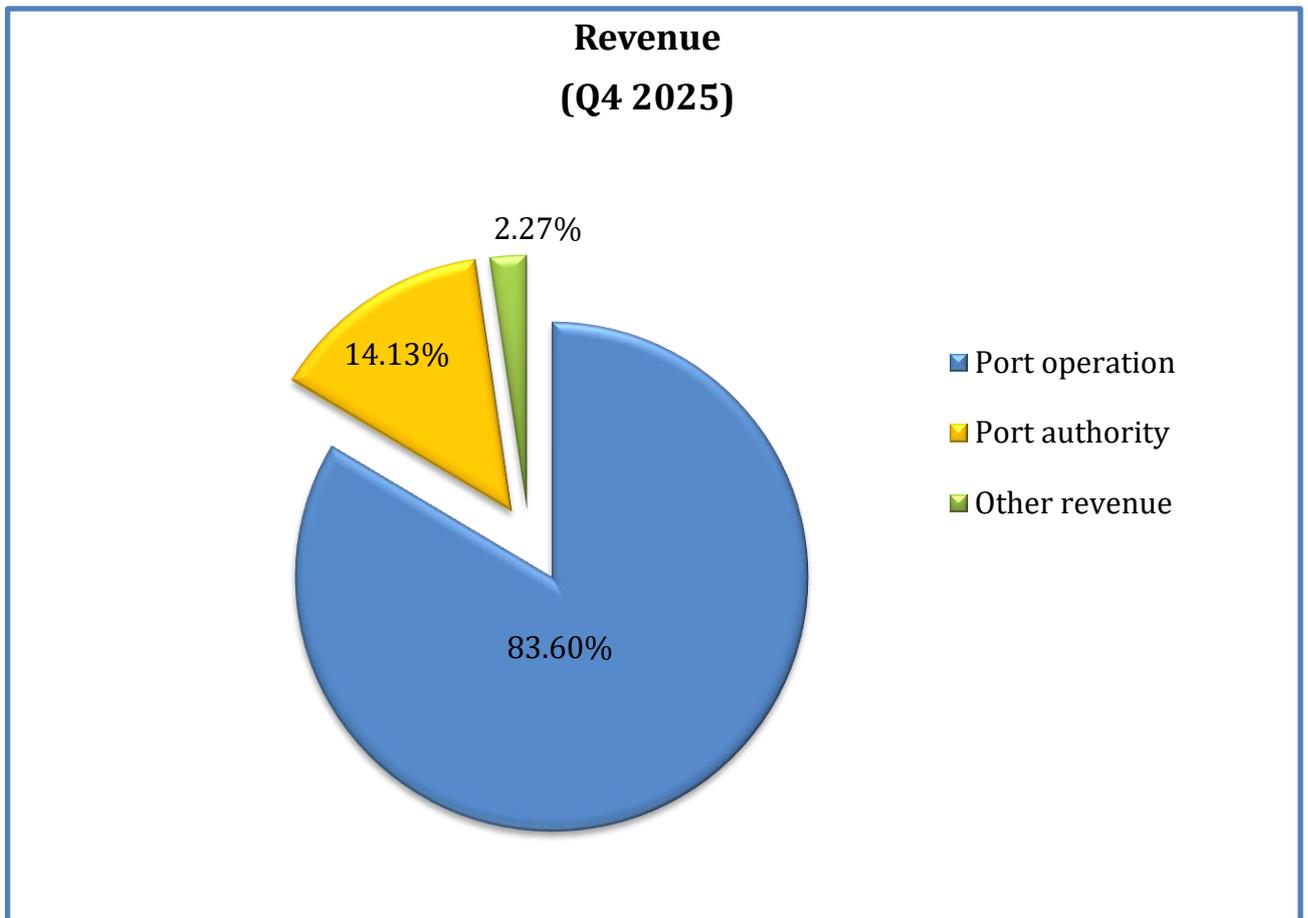
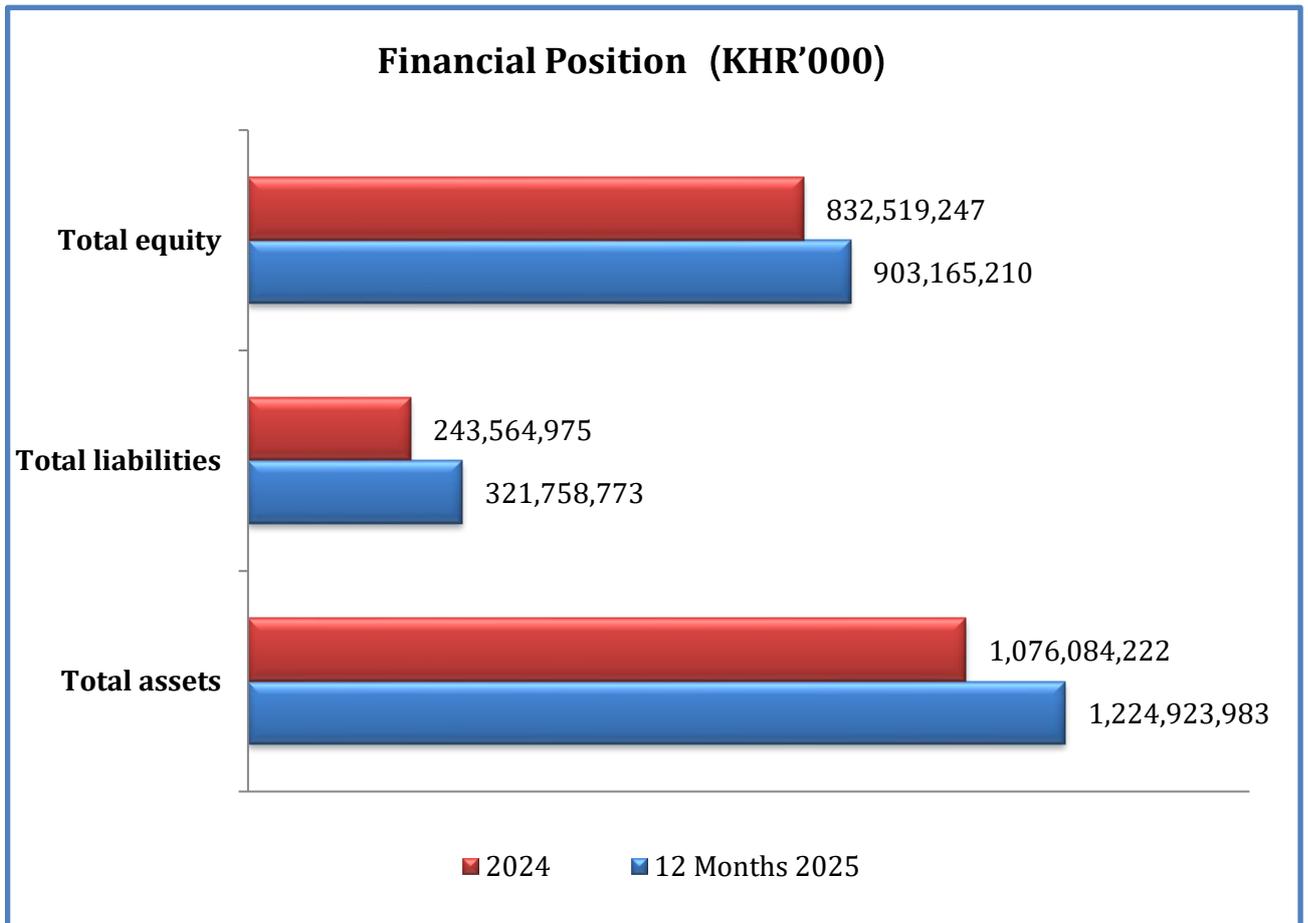
Phnom Penh Autonomous Port

1. Financial Highlight, Graph of Financial Information and Stock Ownership

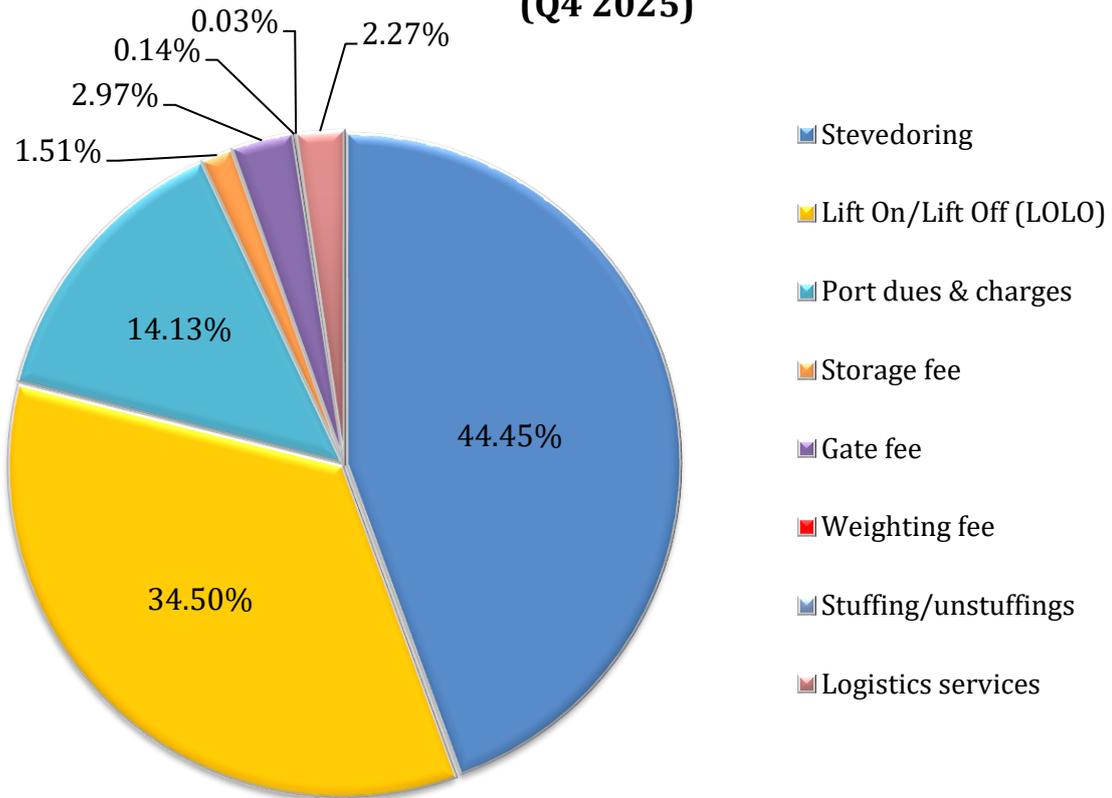
1.1. Financial Highlight

Description		31 December 2025	31 December 2024	31 December 2023
Financial Position (KHR'000)				
Total assets		1,224,923,983	1,076,084,222	1,040,883,533
Total liabilities		321,758,773	243,564,975	244,123,143
Total equity		903,165,210	832,519,247	796,760,390
Profit/(Loss) (KHR'000)		Q4 2025	Q4 2024	Q4 2023
Total revenues		53,010,784	40,959,504	33,437,025
Profit/(Loss) before tax		22,969,891	14,053,435	11,987,839
Profit/(Loss) after tax		18,820,951	12,411,088	9,429,520
Total comprehensive income		19,650,142	4,941,289	1,556,899
Financial Ratios		Q4 2025	31 December 2024	31 December 2023
Solvency ratio (%)		7.91%	30.58%	23.55%
Liquidity ratio	Current ratio (times)	1.09	1.73	1.44
	Quick ratio (times)	1.03	1.67	1.35
		Q4 2025	Q4 2024	Q4 2023
Profitability ratio	Return on assets (%)	1.54%	1.15%	0.91%
	Return on equity (%)	2.08%	1.49%	1.18%
	Gross profit margin (%)	54.78%	60.85%	62.36%
	Profit margin(%)	35.50%	30.30%	28.20%
	Earning per share (Riel)	909.91	600.02	455.88
Interest coverage ratio (times)		26.88	23.26	17.20

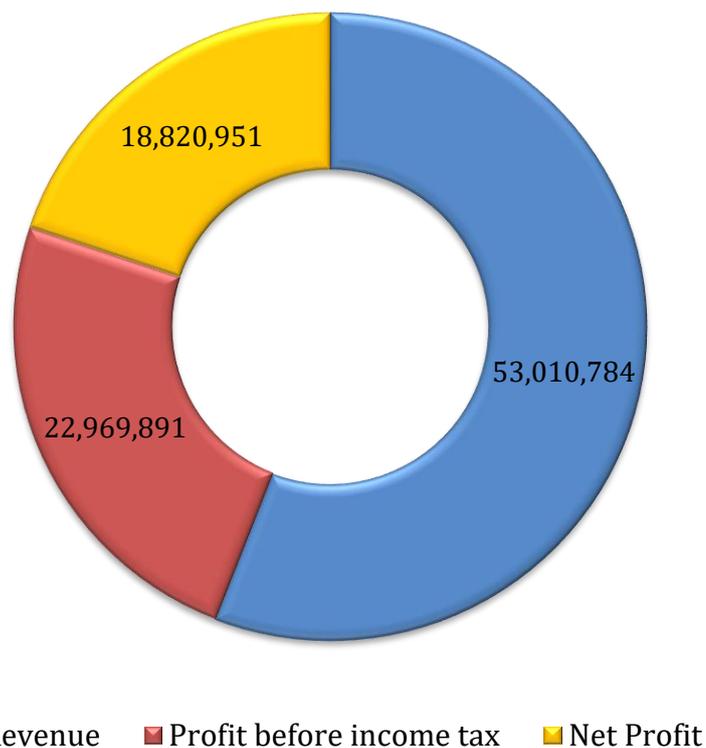
1.2. Graph of Financial Information Highlight (As of 31 December 2025)

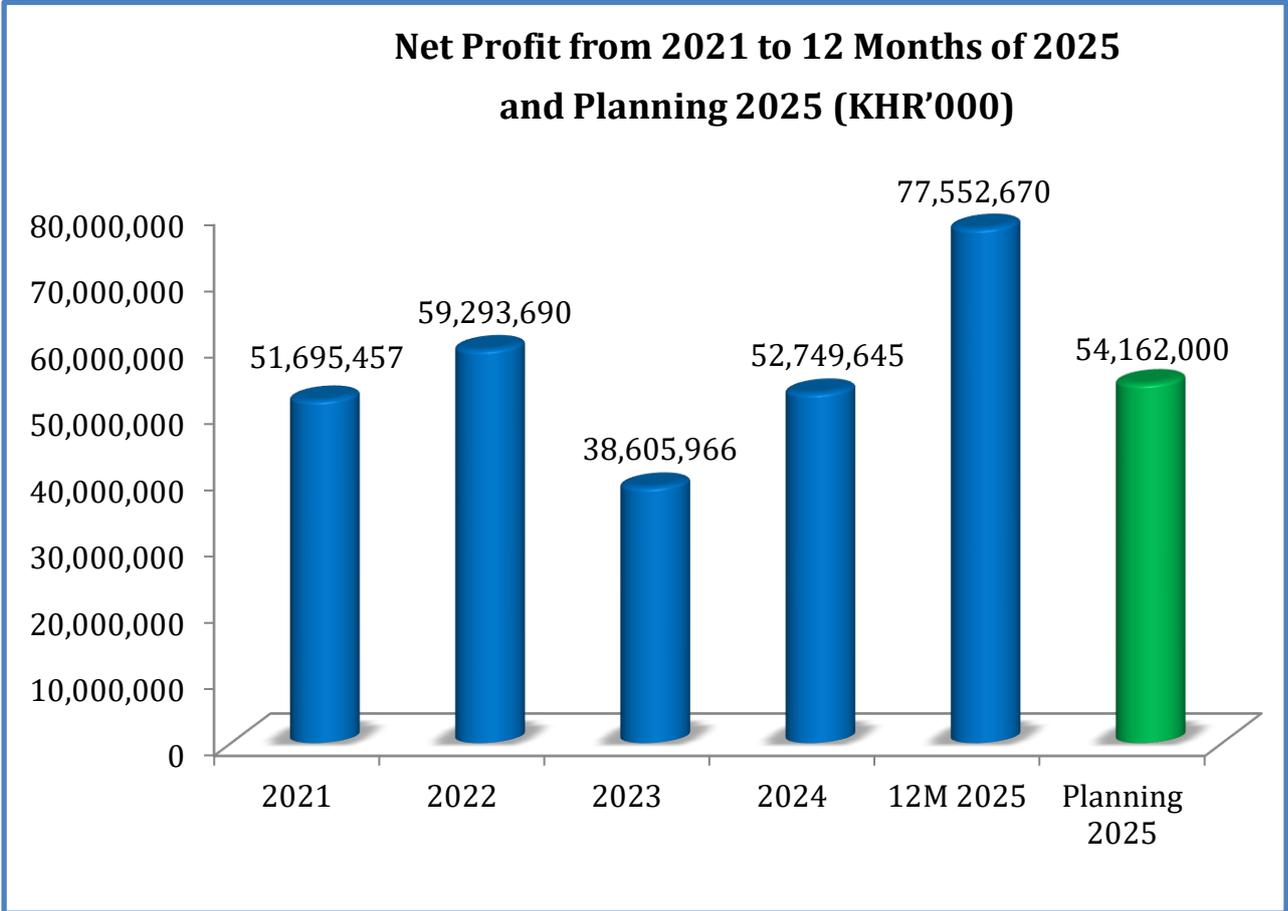
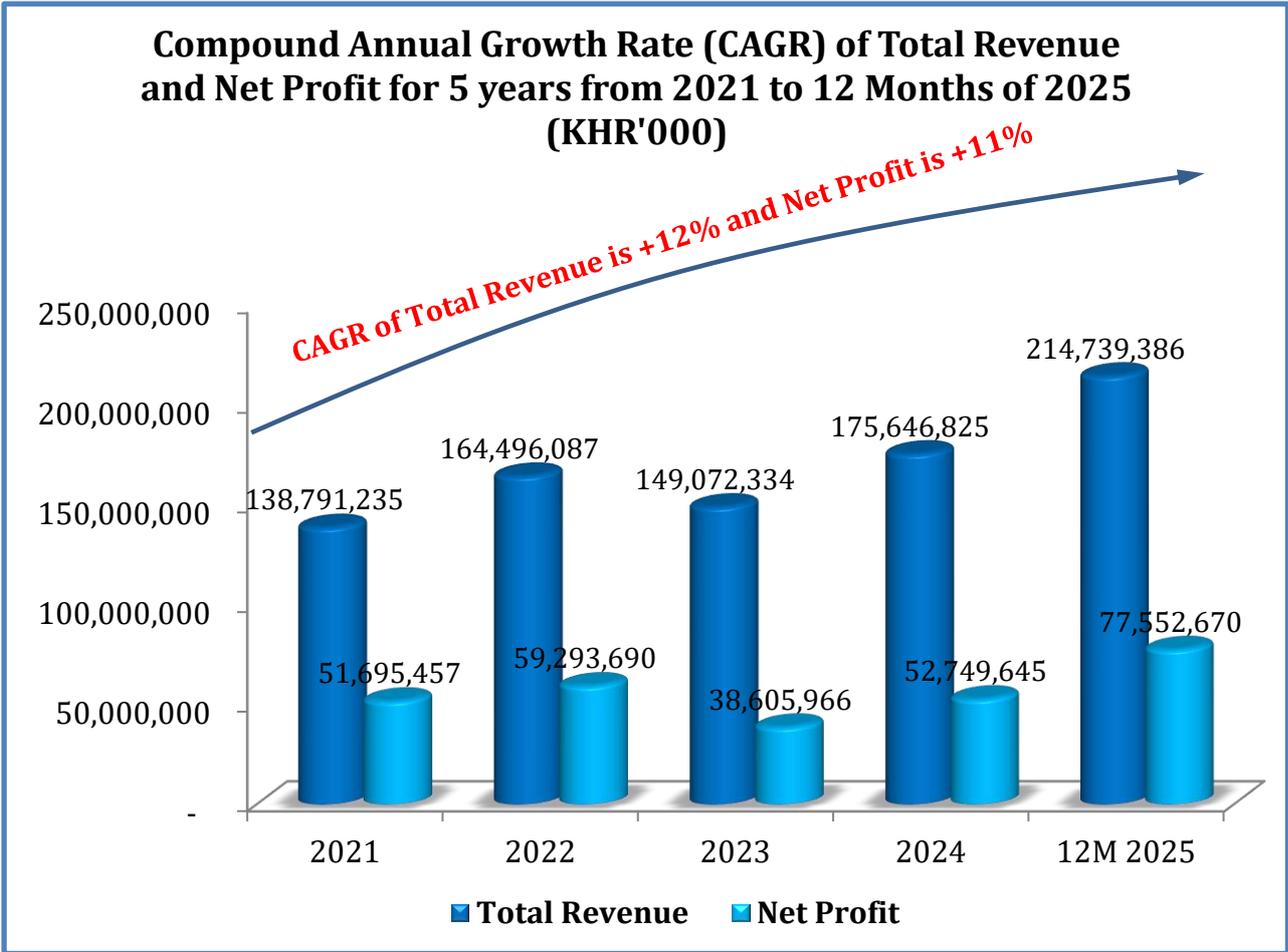


Types of Revenue Distribution Compared to Total Revenues (Q4 2025)



Net Profit for Q4 2025 (KHR'000)

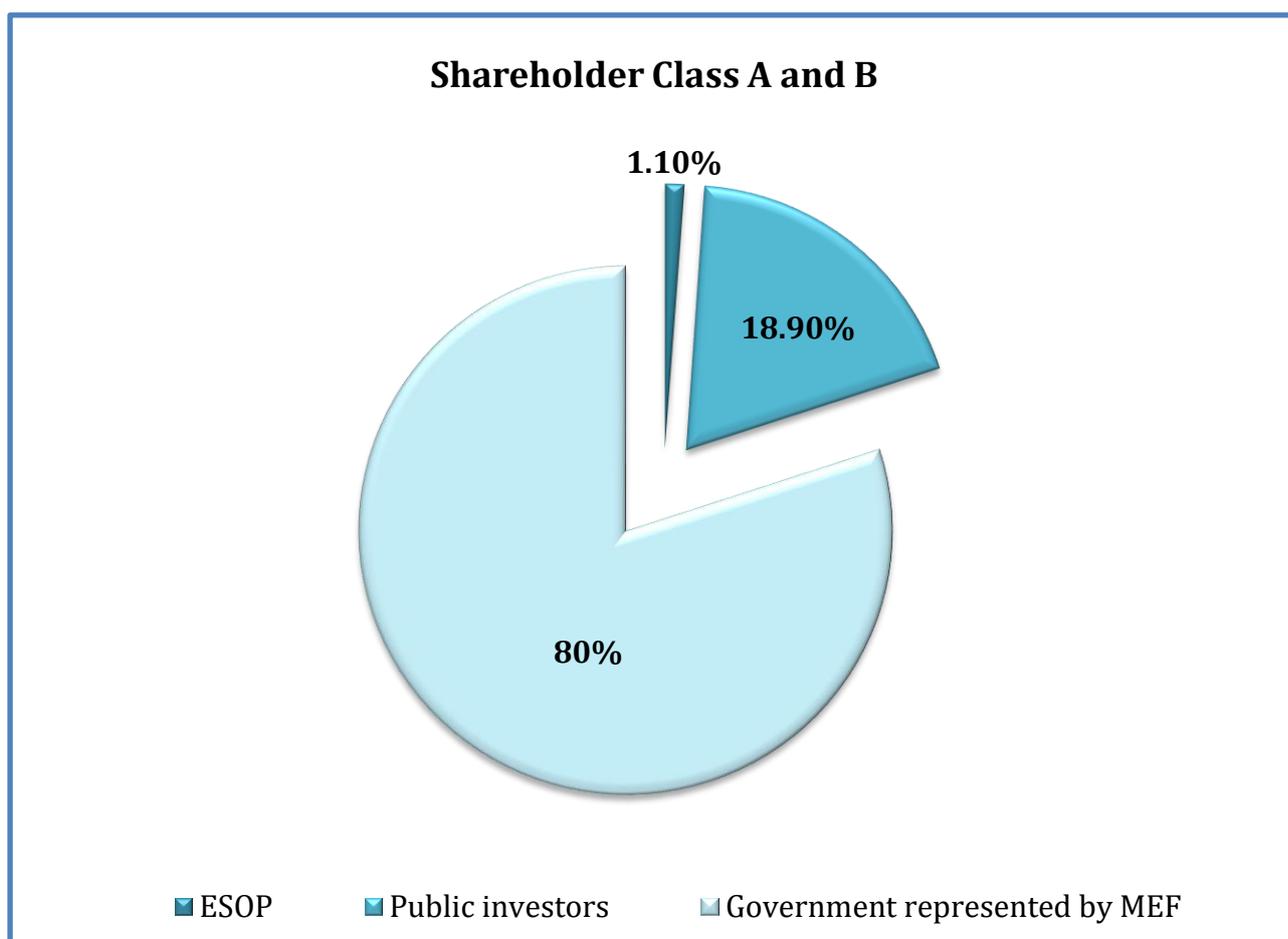




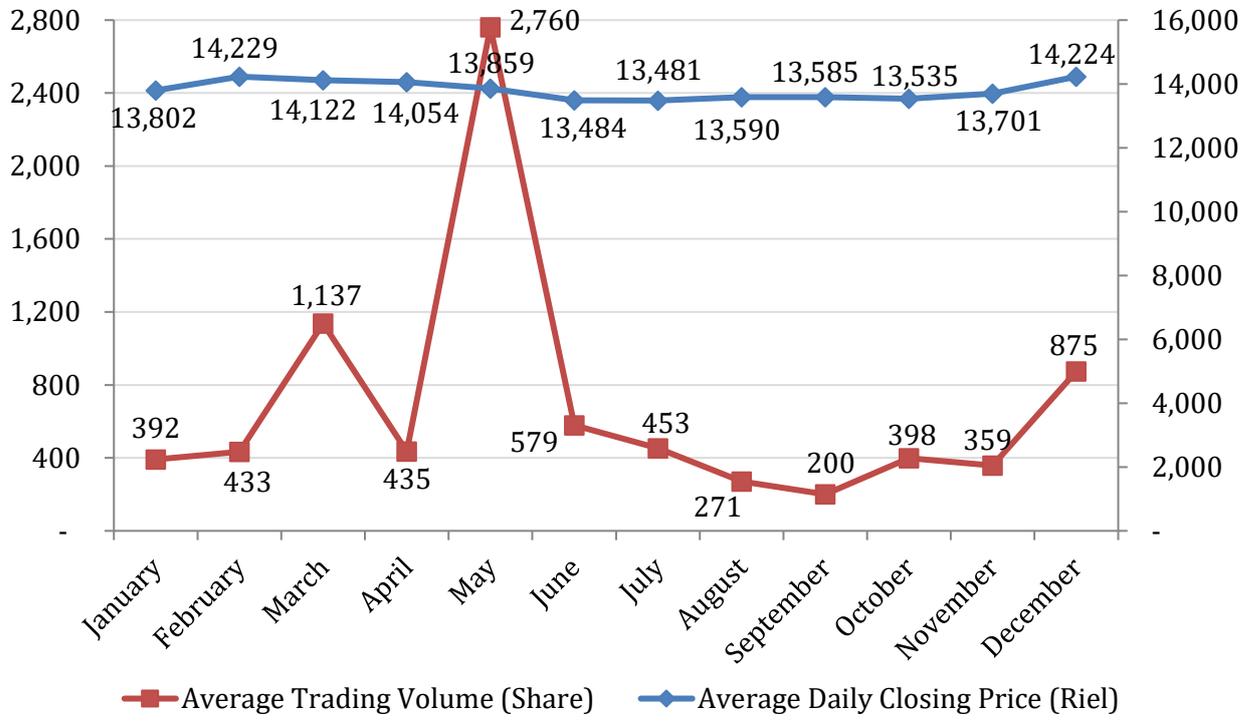
1.3. Stock Ownership (As of 31 December 2025)

Shareholders	Number of Shares	Share in Percentage
Class C		
1. Government represented by MEF	93,769,120	100%
Class B		
1. Government represented by MEF	16,547,492	80%
Class A		
1. ESOP	228,271	1.10%
2. Public investors	3,908,602	18.90%
Total Shares of Class A	4,136,873	20%

* Total shares of Class A and B 20,684,365.



**Average Daily Closing Price (Riel)
and Average Trading Volume (Share) of Class A Shares
For 12 Months 2025**



2. Board of Directors



H.E. HEI Bavy
Chairman of BOD
and CEO



H.E. SUON Rachana
Member (Rep. of Ministry of
Public Works & Transport)



H.E. KEN Sambath
Member (Rep. of Ministry of
Economy & Finance)



H.E. PENN Sovicheat
Member (Rep. of Ministry of
Commerce)



Mrs. LAY Rachana
Member (Independent
Director)



Mrs. POK Pheakdey
Member (Non-Executive Director,
Rep. of Private Shareholders)



Mr. HUN Sokhalay
Member (Rep. of PPAP
Employees)

3. Message from Chairman and CEO

For the fourth quarter of 2025, total revenue is KHR 53,010,784,000 (USD 13,203,184) increased by KHR 12,051,280,000 (USD 3,072,216) or +29.42% compared to the fourth quarter of 2024. And, net profit in the fourth quarter of 2025 is KHR 18,820,951,000 (USD 4,687,659) increased by KHR 6,409,863,000 (USD 1,617,887) or +51.65% compared to the fourth quarter of 2024. For 12 months of 2025, total revenue is KHR 201,802,551,000 (USD 50,312,279) achieved 109.13% of planning 2025 and compared to 12 months of 2024 increased by KHR 32,497,099,000 (USD 8,724,106) or +19.19%. On the other hand, net profit for 12 months of 2025 is KHR 77,552,670,000 (USD 19,334,996) achieved 143.19% of planning 2025 and compared to 12 months of 2024 increased by KHR 24,803,025,000 (USD 6,377,579) or +47.02%.

Apart from this, basic earnings per share in the fourth quarter of 2025 is KHR 909.91 (USD 0.23).

The above achievement is because PPAP has paid attention in providing the service of port operation with transparency and efficiency in responding confidently to the needs of customers. In fact, PPAP has utilized all the mechanisms by strengthening the service quality, expanding storage capacity, infrastructure development, work of Topo Hydrographic, and installing the new machineries and facilities.

A. The Direction of main work implementation of PPAP

- Continue to implement the action plans as planned
- Ensure the quality, price, transparency, efficiency and prompt delivery of services to customers
- Expand widely the existing businesses and services and create more services related to the port and logistics sectors
- Strengthen the capacity development of institutions and staffs to respond to the organizational development in line with globalization and efficient delivery of services
- Strengthen the cooperation of the strategic partnership with the domestic ports and other ports in the world
- Work hard and continue to focus on the modernization of the port operations in accordance with standards and technology
- Increase the competitive advantages to be honest with domestic and oversea ports
- Bring port service to get closer to consumers
- Participate in the social activities and the local community.

B. The Work Implementation of the Board of Directors

During the 4th Quarter, PPAP has organized the 2nd ordinary meeting of the 9th mandate Board of Directors, held on the 20th October 2025, in which the Board of Directors has reviewed and approved as below:

- Approved the result of business/services and financial performance (Unaudited) of PPAP for the first 9 Months of 2025, as well as the forecast of 2025, and the Planning for 2026, for which PPAP shall submit the relevant documents for review and approval from both Guradian Ministries: the Ministry of Public Works and Transport and the Ministry of Economy and Finance.

- Approved PPAP's Procurement Planning for 2026, for which PPAP shall proceed to obtain approval from the Ministry of Economy and Finance.
- Approved PPAP to derecognize and dispose of obsolete or impaired assets under PPAP's state asset management, including the administrative vehicles, machinery, buildings, and equipment, totaling 119 items with a net book value of USD 115,633.06. PPAP shall proceed to obtain approval from both Guardian Ministries: the Ministry of Public Works and Transport and especially, the Ministry of Economy and Finance.
- Permitted PPAP to conduct a comprehensive study of certain obligations and conditions with MSC-MEDLOG for the establishment of a new company under the Dry Port Development Project, before submitting a request for approval to both Guardian Ministries: the Ministry of Public Works and Transport and the Ministry of Economy and Finance.

C. Setting the Goal for Further Implementation

The future version of PPAP will be set the goal for the following implementation:

- Strengthen the human resource development
- Enhance the establishment of logistics center, modern warehouse and cold warehouse
- Enhance the establishment of supporting areas for port
- Enhance the establishment of barge operators to other hub ports beside Cai Mep
- Enhance the import of second hand cargoes through PPAP
- Continue to focus on the installation of the modern facilities to strengthen the capacity of handling equipment at Container Terminal LM17
- Improve the capacity of handling of the bulk cargoes and establish the terminal for the bulk cargoes
- Modernize and expand the Passenger and Tourist Terminal (TS3 and TS1)
- Enhance the establishment of multi-purposed terminal along the rivers
- Strengthen the capacity of handling of agricultural products along the terminals of the provinces located in upper Mekong River
- Maintain the navigation and dredge the Sdao Canal to facilitate the transportation of cargoes between the northeastern provinces and Phnom Penh via Mekong River and the Cambodia-Vietnam border
- Continue to promote the service of inland transportation of container between Container Terminal LM17 of PPAP and the customers' factories/ warehouses or vice-versa
- Continue to promote package services for referred fruit export via Container Terminal LM17 of PPAP.

PPAP do believes and strongly stands to implement the daily work and the operation along the other terminals to be transparency and effective in order to improve confidence and attractiveness of port services with the modernization and standardization to the customers.

PPAP would like to express sincere thanks to the two supervised ministries, Ministry of Public Works and Transport and Ministry of Economy and Finance, as well as Securities and Exchange Regulator of Cambodia and the shareholders who provide the trust and strong support to PPAP.

Phnom Penh, 13th February 2026
Chairman of BOD and CEO

Hei Bavy

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PART 1

GENERAL INFORMATION OF PPAP

A. Identity of PPAP

Name of the listed entity in Khmer : កំពង់ផែស្វយ័តភ្នំពេញ (ក. ស. ក.)

In Latin : PHNOM PENH AUTONOMOUS PORT (PPAP)

 **Standard Code** : KH1000040001

 **Address** : #649, Preah Sisowath Street, Sangkat Sras Chork, Khan Daun Penh, Phnom Penh

 **Phone Number** : +855 (0)23 427 802 **Fax** : +855 (0)23 427 802

 **Website** : www.ppap.com.kh **Email** : ppapmpwt@online.com.kh

 **Company registration number**: CO.7175 Et/2004

Date: November 23rd, 2004

 **License number**: 0014 ពណ.ចំណ **Issued by**: Ministry of Commerce

Date : January 5th, 2015

 **Disclosure Document registration number issued by SECC**: 074/15/SECC

 **Representative of the listed entity**: H.E HEI Bavy

B. Nature of Business

Phnom Penh Autonomous Port (PPAP) is one of the two international ports in Cambodia. Functioning as Port Operator and Port Authority, PPAP is now providing varieties of main port services and other relevant services.

1. Operation as Port Operator

As a port operator, PPAP provides main services such as :

- stevedoring, storage, stuffing/unstuffing, loading/unloading, and transporting the containerized cargoes for the export and import
- services of pilotage, tug assistance, mooring/ unmooring
- berthing within Passenger and Tourist Terminal (TS1)

2. Operation as Port Authority

As the port authority, PPAP has the roles to :

- maintain navigation channels, installation of aids to navigation such as buoys and landmarks and protection of environment within its commercial zone.
- ensure the enforcement of rules and regulations related to port and water transport.

3. Other Services

Within the main services on Port Operation and Port Authority, PPAP also provides other services / businesses that can generate additional revenue such as :

- Dredging service : PPAP has 2 dredging machines for providing the sand from dredging to customers.
- Sand management service: According to Prakas No 001 and 002 dated on the 10th of April, 2015, of Ministry of Mines and Energy, PPAP may use the sand from dredging for commercial purposes.
- Surveying and installing bouy: PPAP has the services of surveying and installing bouy according to customer needs.

- Container maintenance and repair service: PPAP has the service of container maintenance and repair according to customer needs.
- Besides the main services, PPAP also receives the additional incomes from the use of asset such as the rental of building, land and other assets.

4. Port Commercial Zone

According to Sub-Decree No. 01 ANK. BK. the of 5th January, 2009, PPAP's Commercial Zone is 166 kilometers long, stretching from Chaktumuk river : Mekong luer river 100km, Mekong krorm river 60km, and Tonle Sap river 6km. As an authority within the zone, PPAP oversees the private terminals including petroleum/gas terminals and other general cargo terminals. PPAP also manage and operate our 6 main terminals such as :

4.1. Container Terminal LM17

In 2024, PPAP completed the expansion project of the container terminal, Phase 3 and Phase 2, so after the construction of the above project is completed, the container terminal LM17 has a container handling capacity of up to 500,000 TEUs per year. At the same time, Container Terminal LM17 will continue to develop the Phase 4 expansion project which is divided into 5 steps ,starting from 2024 to 2027. After the completion of the entire Phase 4 expansion project, the Container Terminal LM17 will increase its container handling capacity by an additional 400,000 TEUs (Total 900,000 TEUs). The Container Terminal LM17 currently has 3 jetties, Jetty No.1: 300m x 22m, Jetty No.2: 149m x 12m, Jetty No.3: 149m x 16m, and equipped with 4 TCC cranes, 4 FCC cranes, and 12 RTG cranes, 5 Reach Stakers, 4 Sky Stackers, and 64 Trucks.

Address	Kandal Leu Village, Banteay Deak Commune, Kean Svay District, Kandal Province
Terminal location	Located at the right bank of the Mekong River and 25km downstream from the intersection of the Chaktomuk River (11°28'23.6"N and 105°08'49.8"E)
Total land size	399,052.32 m²
Registered land size	394,984.00 m²
Size of the processing land title	4,068.32 m²
Berth	3 (5,000 DWT)
Anchorage	Between 8.0m and 17.0m in depth, anchorage is available at 11°28'28.14"N and 105°9'2.32"E (mud and sand bottom, strong current during the rainy season).
Tidal effect	Ranges from +0.2m to +0.45m between February and April (as of December 2015)
Permitted draft	Varies from the minimum level of 4.5m in March to the maximum level of 5.5m in September (draft for vessels proceeding to LM17 depends on them being able to cross the bar at Cua Tieu)

Hours of Operation	7days/24hrs
Handling equipment	Traveling Cargo Crane, Fixed Cargo Crane, Tyred Gantry, Folk-Lift, Reach Stacker Cont-stacker, Sky Stacker & Empty Reach Stacker, Truck and Terminal Tractor.

Note: * The difference between registered land size and actual land size is because part of the land adjacent to the street and river bank cannot receive the ownership.

4.2. Multipurpose Terminal (TS3)

Multipurpose Terminal (TS3) was PPAP's main port for general container cargoes and for tourism. Due to TS3 Terminal's limited capacity to accommodate the continual growth of container traffic, PPAP has invested in developing a new container terminal (LM17). Since the completion of LM17, TS3 has been converted into a multipurpose terminal. While it mainly handles general cargoes, it also serves as a passenger terminal. Currently, PPAP has been preparing to transform this port into an international passenger and tourist port, with the construction of a waiting hall and a tourist station (Tourist Hall), which had completed in April 2023.

Address	#649, Preah Sisowath Street, Sangkat Sras Chork, Khan Daun Penh, Phnom Penh
Terminal location	Located at the right bank of Tonle Sap, 3.2km from the intersection of the Chaktomuk River (11°34'59.68"N and 104°55'17.41"E)
Register land size*	85,846 m ²
Berth	3 (5,000 DWT)
Anchorage	Between 5m and 15m in depth, anchorage is available at 11°33'46.98"N and 104°56'34.57"E, in front of the terminal in the Tonle Sap River and also in the Chaktomuk quarter area (mud and sand bottom, strong current during the rainy season).
Tidal effect	Ranges from +0.1m to +0.35m between February and April (as of December 2015)
Permitted drafts	Varies from the minimum level of 4.5m in March to the maximum level of 5.5m in September (draft for a vessel proceeding to TS3 depends on being able to cross the bar at Cua Tieu)
Hours of Operation	7days/24hrs

4.3. Sub-feeder Multipurpose Terminal UM2

In order to improve stevedoring operation of Subfeeder Multipurpose Terminal UM2 to be more effective, productive and attracting customers to use Subfeeder Multipurpose Terminal UM2, this Terminal must improve and develop more due to it is located next to Kompongcham and Tboung Kmom boarder which have the connection between the northern and northeast side province of Cambodia that is the necessary areas of agriculture and agro-industry from the south downtown to Vietnam country. Sub-Feeder Multipurpose Terminal UM2 play an important role in order to gathering the inland waterway transportation and cargo trading. Currently, PPAP completed the construction of a 12-meters

by 46.9-meters wharf also finished construction Phase I and Phase II step I of infrastructure and also plans to implement the Phase II Step II in 2025.

Address	Doun Mau Leu Village, Tonle Bet commune, Thbong Khmom district, Thbong Khmom province
Terminal location	Located at the left bank of the Mekong River and 103km upstream from the intersection of the Chaktomuk River (11°57'47.73"N and 105°28'33.13"E)
Total land size	240,745.59 m ²
Registered land size	160,725.00 m ²
Size of the processing land title	80,020.59 m ²
Berth	1 (pontoon; 6m x 28m) 1 (5,000 DWT)
Anchorage	Between 6m to 20m in depth, anchorage is available at 11°58'43.41"N and 105°28'9.58"E (mud and sand bottom, strong current during the rainy season).
Tidal effect	No effect
Permitted drafts	Varies from the minimum level of 4.5m in March to the maximum level of 5.5m in September (draft for a vessel proceeding to UM2 depends on being able to cross the bar at Cua Tieu)
Channel depth	Draft of 4.5m during the dry season; subject to regular maintenance from the intersection of the Chaktomuk River to Kampong Cham via the Sdao Channel (3.5km long and 60m wide)
Hours of Operation	7days/24hrs
Handling equipment	Mobile crane, Pontoon.

Note: * The difference between registered land size and actual land size is because part of the land adjacent to the street and river bank cannot receive the ownership.

4.4. Passenger & Tourist Terminal (TS1)

TS1 is the main passenger terminal for PPAP. From TS1, people can travel to many domestic ports in other provinces as well as Vietnam. . In the 4th Quarter of 2025, the total of 58,760 passengers transited at TS1. The figure includes all passenger travels from Phnom Penh to domestic ports, Phnom Penh to Vietnam, and tours of the Mekong River near Phnom Penh.

Address	Preah Sisowath (Street 1), Sangkat Daun Penh, Khan Daun Penh, Phnom Penh
Terminal location	Located at the right bank of Tonle Sap and approximately 2km from the conjunction of the Chaktomuk quarter (11°34'32.45"N and 104°55'36.88"E)

Registered land size*	6,637 m ²
Berth	2 units of floating pontoon
Anchorage	Between 5m and 15m in depth, anchorage is available at 11°33'46.98"N and 104°56'34.57"E, in front of the terminal in the Tonle Sap River and also in the Chaktomuk quarter area (mud and sand bottom, strong current during the rainy season).
Tidal effect	Ranges from +0.1m to 0.35m between February and April (as of December 2014)
Permitted drafts	Varies from the minimum level of 4.5m in March to the maximum level of 5.5m in September (draft for a vessel proceeding to TS1 depends on being able to cross the bar at Cua Tieu)
Hours of Operation	7days/24hrs

4.5. Sub-feeder Multipurpose Terminal TS11

Sub-feeder multipurpose terminal TS11 is located along the NR5, in Kilometer 6 commune, Russey Keo District, Phnom Penh, which is about 6.6 kilometers long or a 20mn drive from the city center Wat Phnom. It is the strategic area to distribute and collect goods between manufacturers and consumers because it is located nearby the downtown of Phnom Penh city. The development of this terminal will reduce the traffic jam in Phnom Penh City. Anyway, The multipurpose terminal TS3 can not be fully operated as it is located in the city center, which is restricted the container trucks to enter the city during the daytime. Therefore, in order to promote water transport as well as Door to Door Service, the development of Sub-feeder Multipurpose Terminal TS11 is very important and necessary to connect goods between other provinces and Phnom Penh to have a choice. And lower shipping costs.

Address	Located along the NR5, Kilometer 6 commune, Russey Keo District, Phnom Penh.
Terminal location	Located along Tonle Sap river and approximately 3km from conjunction of the Chaktomuk quarter (11°37'34.6"N and 104°54'29.4"E)
Land size	12,533 m ²
Berth	1 (5,000 DWT)
Anchorage	The anchorage is available at two location: -First Location is available at 11°34'26.6"N and 104°55'50.4"E -Second location is available at 11°33'39.9"N and 104°56'50.7"E Located at the conjunction of Chatomuk quarter because the riverbed of TS11 is narrow that is difficult for anchorage.
Tidal effect	No effect

Permitted draft	Varies from the minimum level of 4.5m in March to the maximum level of 5.5m in September (draft for a vessel proceeding to TS11 depends on being able to cross the bar at Cua Tieu)
Hours of Operation	7days/24hrs
Handling equipment	Mobile crane, Fixed Cargo Crane, Constacker, Fork-Lift, Truck & Terminal Tractor

4.6. Sub-feeder Multipurpose Terminal LM26

Sub-feeder multi-purpose terminal LM26 is located in Koh Roka commune, Peam Chor District, Prey Veng Province, in the southern part of Cambodia and it is about 3 kilometers away from Vietnam Border, Dong Thap province. It is a potential terminal for Cambodian people to export agricultural products to Vietnam and import raw material and construction materials. Moreover, this terminal will create more opportunities to boost and connect the tourism sector between the two countries.

Currently, the port has expanded the sand-laying infrastructure, filling the conveyor yard and designing other port infrastructure to meet the needs of the two countries' inflows and outflows and connecting waterways for work. Export to the global market more efficiently, as well as contribute to reducing logistics costs and impact on land use. In addition, the Sub-feeder Multi-Purpose Terminal LM26 has been developing various infrastructure construction works to be fully prepared for the first phase of container loading in 2025.

Address	Koh Roka commune, Peam Chor District, Prey Veng Province.
Terminal location	Located at eastern bank of the Lower Mekong river and approximately 103km from conjunction of the Chaktomuk quarter (10°55'40.5"N and 105°11'30.6"E)
Total land size	210,662 m ²
Registered land size	150,262 m ²
Size of the processing land title	60,400 m ²
Anchorage	The anchorage is available at two location: -First Location is available at 10°56'01.9"N and 105°11'17.6"E -Second location is available at 10°55'10.1"N and 105°11'24.4"E
Hours of Operation	7days/24hrs
Facilities	Mobile crane , Floating crane and Conveyor

4.7. Terminal which are planned to develop at the future

4.7.1 Sub-feeder Multipurpose Terminal UM1

Sub-feeder Multipurpose Terminal UM1 covers an area of 3.8 hectares, which is a strategic location in Prek Anchanh Commune, Muk Kampoul District, Kandal Province. This multi-purpose terminal is planned to be set up to boost water transport, boosting the growth of goods passing through the PRC. Reduce transportation and logistics costs, find additional sources of revenue, establish a

collection and distribution point for goods through water and land transport links, increase the competitiveness of PWR. Reduce port and inland waterway transport services to consumers, facilitate better trade, promote national economic growth and attract investment, facilitate and reduce the use of roads, bridges and create Additional job opportunities for Cambodians. Therefore, Sub-feeder Multipurpose Terminal UM1 has played an important role as a gathering place for water transport activities and a place for exchanging local and foreign goods. The Sub-feeder multi-purpose terminal UM1 project is being developed for the handling of container for the first time by the end of 2025.

Address	Prek Anchanh Commune, Muk Kampoul District, Kandal Province.
Total land size	38,362 m2
Tidal effect	From 0.2 m to 0.4 m
Channel depth	4.5 meters
Hours of Operation	7days/24hrs
Facilities	Mobile crane , Floating crane

4.7.2 Sub-feeder Multipurpose Chhlong (Kratie)

Address	Prek Ta Am Village, Bos Leav Commune, Chit Borey District, Kratie Province.
Total land size	500,000 square meters
Hours of Operation	7days/24hrs

4.7.3 Sub-feeder Multipurpose Boeung Ket (Kampong Cham)

Address	Boeung Ket Krom Village, Prek Kak Commune, Stung Trang District, Kampong Cham Province.
Total land size	200,000 square meters
Hours of Operation	7days/24hrs

4.7.4 Sub-feeder Multipurpose Phnom Krom (Siem Reap)

Address	Village 5, Sangkat Chong Kneas, Siem Reap City, Siem Reap Province.
Total land size	100,000 square meters
Hours of Operation	7days/24hrs

4.7.5 Sub-feeder Multipurpose Kampong Chhnang

Address	Kandal Village, Sangkat Kampong Chhnang, Kampong Chhnang City, Kampong Chhnang Province.
Total land size	3,150,000 square meters
Tidal effect	from 0.10 m to 0.3 m
Channel depth	4.50 m
Hours of Operation	7days/24hrs

4.7.6 Sub-feeder Multipurpose Kampong Chhnang-Kampong Thom

Address	Kampong Boeng Village, Kampong Hao Commune, Kampong Leng District, Kampong Chhnang Province.
Total land size	250,000 square meters
Tidal effect	from 0.10 m to 0.3 m
Channel depth	4.50 m
Hours of Operation	7days/24hrs

4.7.7 Sub-feeder Multipurpose Prek Kdam

Address	Peam Chumnic Village, Kampong Luong Commune, Ponhea Leu District, Kandal Province.
Total land size	400,000 square meters
Tidal effect	from 0.10 m to 0.3 m
Channel depth	4.50 m
Hours of Operation	7days/24hrs

4.7.8 Sub-feeder Multipurpose Sovannaphum LM25

Address	Samrong Kear Village, Samrong Thom Commune, Kien Svay District, Kandal Province.
Total land size	156,000 square meters
Tidal effect	from 0.10 m to 0.4 m
Channel depth	4.50 m
Hours of Operation	7days/24hrs

4.7.9 Sub-feeder Multipurpose kdar Bontas LM5

Address	Khsum Village, Banteay Dek Commune, Kien Svay District, Kandal Province.
Total land size	85 438 square meters
Tidal effect	from 0.10 m to 0.4 m
Channel depth	4.50 m
Hours of Operation	7days/24hrs

C. Quarter's Key Events

As of 4th Quarter of 2025, there has no any quarter's key events.

Part 2

Information on Bussiness Operation Performance

A. The results of the business operations, including partial business information for the 4th quarter of 2025

1. Catalog of Passenger Goods

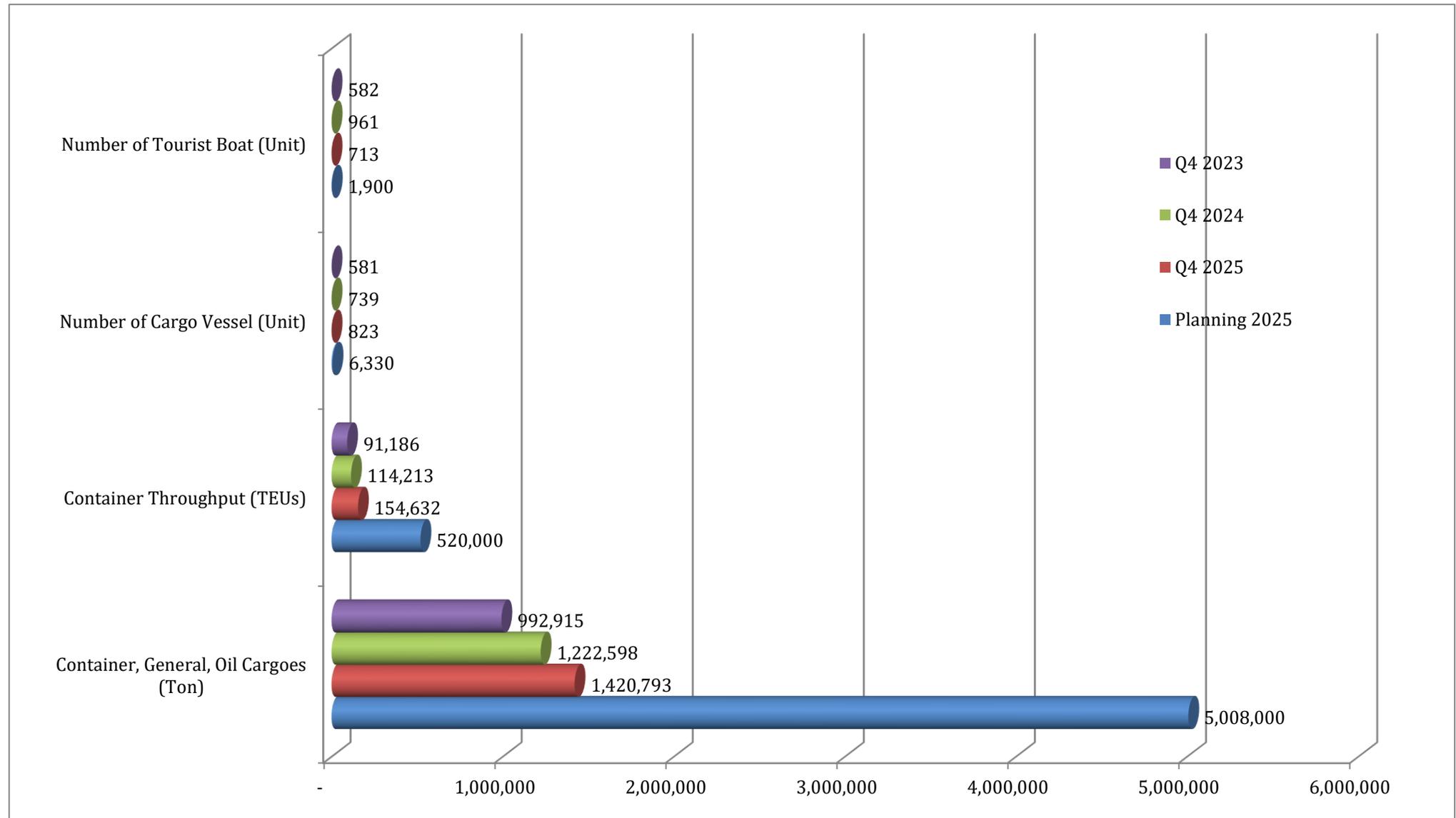
No.	Description	Unit	Planning 2025	Q4			12 months		Compare (%)	Up/Down (%)	
				2025	2024	2023	2025	2024		8=((2)-(3))/(3)	9=((3)-(4))/(4)
A	B	C	1	2	3	4	5	6	7=(5/1)	8=((2)-(3))/(3)	9=((3)-(4))/(4)
I	<u>Container, General, Oil Cargoes</u>	<u>Ton</u>	<u>5,008,000</u>	<u>1,420,793</u>	<u>1,222,598</u>	<u>992,915</u>	<u>5,606,495</u>	<u>4,729,254</u>	111.95%	+16.21%	+23.13%
	A- <u>Container Throughput</u>	-	<u>2,922,000</u>	<u>903,666</u>	<u>716,628</u>	<u>558,058</u>	<u>3,361,235</u>	<u>2,832,040</u>	115.03%	+26.10%	+28.41%
	- Imported Container Cargo	-	1,337,000	425,165	311,934	264,636	1,545,388	1,220,555			
	- Exported Container Cargo	-	1,585,000	478,501	404,694	293,422	1,815,847	1,611,485			
	B- <u>Mobile General Cargo Handling</u>	-	<u>1,158,000</u>	<u>269,303</u>	<u>278,323</u>	<u>261,022</u>	<u>1,247,280</u>	<u>1,039,467</u>	107.71%	-3.24%	+6.63%
	- Inside Port	-	271,000	9,290	276,913	15,711	91,565	924,501			
	- Outside Port	-	887,000	260,013	1,410	245,311	1,155,715	114,966			
	C- <u>Imported Oil & Gas</u>	-	<u>928,000</u>	<u>247,824</u>	<u>227,647</u>	<u>173,835</u>	<u>997,980</u>	<u>857,748</u>	107.54%	+8.86%	+30.96%
	<u>Container Throughput (TEUs)</u>	<u>TEU</u>	<u>520,000</u>	<u>154,632</u>	<u>114,213</u>	<u>91,186</u>	<u>600,023</u>	<u>480,200</u>	115.39%	+35.39%	+25.25%
	- Laden Cargo	-	322,400	106,542	74,331	49,420	391,324	294,803			
	- Empty Cargo	-	197,600	48,090	39,882	41,766	208,699	185,397			
II	<u>Cargo Handling</u>	<u>Ton</u>	<u>4,875,200</u>	<u>1,172,969</u>	<u>994,951</u>	<u>819,080</u>	<u>4,608,515</u>	<u>3,871,506</u>	94.53%	+17.89%	+21.47%
	- General Cargo	-	1,740,000	269,303	278,323	261,022	1,247,280	1,039,467			
	- Container Throughput (Ton)	-	3,135,200	903,666	716,628	558,058	3,361,235	2,832,040			
III	<u>Number of Cargo Vessel</u>	<u>Unit</u>	<u>6,330</u>	<u>823</u>	<u>739</u>	<u>581</u>	<u>3,333</u>	<u>3,306</u>	52.65%	+11.37%	+27.19%
	- Foreign Vessels and Barge	-	5,700	686	606	477	2,757	2,797			

No.	Description	Unit	Planning 2025	Q4			12months		Compare (%)	Up/Down (%)	
				2025	2024	2023	2025	2024		8=((2)-(3))/(1)	9=((3)-(4))/(1)
A	B	C	1	2	3	4	5	6	7=(5/1)	8=((2)-(3))/(1)	9=((3)-(4))/(1)
	- Cambodian Vessels and Barge	-	0	0	0	0	0	0			
	- Oil Vessels and Tanker	-	630	137	133	104	576	509			
IV	<u>Number of Local Passenger Boat (In-Out)</u>	<u>Unit</u>	<u>9,400</u>	<u>2,058</u>	<u>1,908</u>	<u>2,030</u>	<u>7,642</u>	<u>8,124</u>	81.30%	+7.86%	-6.01%
	- PhnomPenh-SeimReap-PhnomPenh	-	0	0	0	0	0	0			
	- Vessels in Town	-	9,400	2,058	1,908	2,030	7,642	8,124			
V	<u>Number of Local Passenger (In-Out)</u>	<u>Passenger</u>	<u>192,000</u>	<u>35,728</u>	<u>38,160</u>	<u>40,600</u>	<u>146,204</u>	<u>162,480</u>	76.15%	-6.37%	-6.01%
	- PhnomPenh-SeimReap-PhnomPenh	-	0	0	0	0	0	0			
	- Vessels in Town	-	192,000	35,728	38,160	40,600	146,204	162,480			
VI	<u>Number of Foreign Passenger and Tourist Boat (In-Out)</u>	<u>Voyage</u>	<u>1,900</u>	<u>713</u>	<u>691</u>	<u>582</u>	<u>2,248</u>	<u>2,065</u>	118.32%	+3.18%	+18.73%
	- PhnomPenh-ChovDok-PhnomPenh	-	1,300	428	428	348	1,422	1,353			
	- Cruise Boat	-	600	285	263	234	826	712	137.67%	+8.37%	+12.39%
VII	<u>Number of Foreign Passenger and Tourist (In-Out)</u>	<u>Person</u>	<u>46,600</u>	<u>23,032</u>	<u>22,358</u>	<u>18,686</u>	<u>70,495</u>	<u>65,908</u>	151.28%	+3.01%	+19.65%
	- PhnomPenh-ChovDok-PhnomPenh	-	23,400	9,620	9,875	7,816	30,691	29,758			
	- Tourist on Cruise Boat	-	23,200	13,412	12,483	10,870	39,804	36,150	171.57%	+7.44%	+14.84%

(Source from the Report of Department of Planning/Marketing of PPAP)

- Cargo-fuel and gas throughput in Q4 2025: **1,420,793 Tons**, increased by 16.21% compared to Q4 2024 (**1,222,598 Tons**). For 12months of 2025, PPAP has accomplished **111.95%** compared to planning 2025 (**5,008,000 Tons**).
- Cargo vessels throughput in Q4 2025: **823 Units**, increased by **11.37%** compared to Q4 2024 (**739 Units**). For 12months of 2025, PPAP has accomplished **52.65%** compared to planning 2025 (**6,330 Units**).
- International passengers and tourist cruises throughput via Cambodia-Vietnam in Q4 2025: **713 Voyages**, increased by **3.18%** compared to Q4 2024 (**691 Voyages**). For 12months of 2025, PPAP has accomplished **43.47%** compared to planning 2025 (**1,900 Units**).
- Containers throughput in Q4 2025: **154,632 TEUs**, increased by **35.39%** compared to Q4 2024 (**114,213 TEUs**). For 12months of 2025, PPAP has accomplished **115.39%** compared to planning 2025 (**520,000 TEUs**).
- The number of international passengers and tourists throughput via Cambodia-Vietnam in Q4 2025: **23,032 Passengers**, increased by **3.01%** compared to Q4 2024 (**22,358 Passengers**). For 12months of 2025, PPAP has accomplished **151.28%** compared to planning 2025 (**46,600 Passengers**).

Graphs on performance comparisons of the fourth quarter of 2025 - 2024 - 2023 and Planning 2025



2. The implementation of Hydrographic work and the construction of port infrastructure and machinery installation

❖ Sand Dredging Management

- Maintenance and repair of vessel navigation at Upper Mekong River Phnom Penh-Kampong Cham for 2025, achieved 100% completion.
- Detailed project study of lower Mekong River, achieved 100% completion.
- Repair and maintenance of navigational markers along the Lower Mekong River (Phnom Penh– K'am Samnar), achieved 100% completion.
- Repair and maintenance of navigational markers along the Upper Mekong River (Phnom Penh – Kampong Cham), achieved 100% completion.
- Repair and maintenance of navigational markers along the Tonle Sap River (Phnom Penh – Chhnok Tru), achieved 100% completion.

❖ The construction of port infrastructure

Container Terminal LM17

- Phasae 4 development, achieved 51,81% completion.
- Installation of four shelters for Tally Man, achieved 100% completion.
- Construction of two guard posts with 1.5 m x 1.8m x 2.9m, and installation 1 set of 2m rotating stand, achieved 100% completion.
- Repainting RTG Lots, concrete Lots number marker and concrete curb, achieved 100% completion.
- Repair and improvement works for wire mesh fencing (248 meters in length), concrete curbs, and the drainage system surrounding the garage area, achieved 100% completed.
- Improvement project of the container yard, including the relocation of cameras and the additional construction of concrete pavement extending from the Phase 1 yard to the scanning warehouse near Gate 3 at Phase 4, achieved 100% completion.
- Repair and improvement works for water system and the firefighting pipe system, including replacement of electrical cables on Port Bridges 1 and 2, achieved 100% completed.
- Repair works for 2 set of 40ft containers near Exit Gate 2, achieved 100% completed.
- Improvement project of garage area and preparing green space, achieved 100% completion.
- Repair works for steel ladders (monkey ladders) located along the port bridges and FCC foundations, achieved 70% completion.
- Repair, replacement, and upgrading works for the firefighting water pump motor system and the irrigation water pump motor system, achieved 28% completion.
- Repair and replacement of the new MV PIX switchgear cabinet at Substation, achieved 5% completion.

Sub-feeder Multipurpose Terminal LM26

- Construction set of 40ft office containers for police and customs officers, along with the construction and improvement of temporary offices, achieved 20.20% completion.
- Sand yard cleaning and leveling works covering an area of 103,205 m², achieved 100% completed.

- Cleaning and leveling works at the southern site area (former fish transshipment site) covering 10,360 m², achieved 100% completed.
- The construction of gate in/out with size 14m x 20m, achieved 100% completion.
- Installation of two 40 ft office container for use at the entry/exit gate, achieved 100% completion.

Multipurpose Terminal TS3

- Repairing of the clean water system, fire-fighting system, and electrical power supply connected to domestic/international tourist vessels, achieved 32,26% completion.
- Repair and relocation of the SHE medical clinic, achieved 100% completed.
- Construction of the water channel from the southern pedestrian bridge to the 9th open yard, along with other supporting infrastructures, achieved 100% completed.

Sub-feeder Multipurpose Terminal UM1

- Infrastructure development (including the pier bridge, FCC foundation, Crawler Crane foundation, mooring foundation for vessel entry/exit, and MEP network), achieved 90,73% completion.
- Cleaning and leveling of the yard area within the port premises, achieved 100% completed.

❖ Purchase/installation of machinery or new equipment

In the fourth quarter of 2025, PPAP has procured the following machinery and equipment:

- | | |
|------------------|--------|
| 1. Reach Stacker | 1 unit |
| 2. Spreader | 1 unit |

B- Revenue Structure

Source of Revenue	4 th Quarter for the Period Ended 31 December 2025		4 th Quarter for the Period Ended 31 December 2024		4 th Quarter for the Period Ended 31 December 2023	
	KHR'000	Compared to total revenue	KHR'000	Compared to total revenue	KHR'000	Compared to total revenue
Stevedoring	23,562,369	44.45%	18,274,166	44.61%	14,615,032	43.71%
Lift On Lift Off (LOLO)	18,290,477	34.50%	13,863,330	33.85%	11,246,118	33.63%
Port dues & charges	7,489,432	14.13%	6,333,412	15.46%	5,524,592	16.52%
Storage fees	802,378	1.51%	477,870	1.17%	439,802	1.32%
Gate fees	1,572,832	2.97%	1,213,316	2.96%	966,429	2.89%
Weighting fee	72,198	0.14%	42,132	0.10%	25,727	0.08%
Stuffing/Unstuffing	18,866	0.03%	14,353	0.04%	14,211	0.04%
Logistic services	1,202,232	2.27%	740,925	1.81%	605,114	1.81%
Total:	53,010,784	100.00%	40,959,504	100.00%	33,437,025	100.00%

PART3

**Financial Statements Reviewed by
the External Auditor**

**Condensed Interim Financial Statements
for the three-month and twelve-month periods ended 31 December 2025
and
Independent Auditors' Report on Review of
Condensed Interim Financial Statements
Will be Attached as Appendix I**

Part 4
Management's Discussion and Analysis
(MD&A)

A- Overview of operations

PPAP is one of the Cambodia's two international port. The port commercial zone covered from Phnom Penh to lower Mekong River (Neak Leoung) and Phnom Penh to upper Mekong River (Tonle Bet) in accordance to the sub-decree number 01 dated 5th January 2009. PPAP has two function as a port operation and port authority. *Please refer to Section 1.2 of this Fourth Quarter 2025 report for further information.*

The container throughput of PPAP in the fourth quarter 2025 has increased 40,419 TEUs or 35.39% compared to the fourth quarter 2024. For vessels in the fourth quarter 2025 increased by 84 units or 11.37% compared to the fourth quarter 2024. However, ship (voyage) in the fourth quarter 2025 increased 22 voyage or 3.18% compared to the fourth quarter 2024. On the other hand, general cargo in fourth quarter 2025 has also decreased 9,020 TONS or 3.24% compared to fourth quarter 2024.

The following discussion and analysis of PPAP's top management on the financial position and result of operation is conducted base on the Interim financial report for Fourth Quarter ended 31 December 2025 and 2024 as set out in Section 3 of this Fourth Quarter Report.

PPAP has four main revenue source:

1. **Stevedoring:** refer to revenue from the service of loading or discharging goods/containers into/from vessel and moving cargo from quay to container yard and vice versa.
2. **Lift On/Lift off (LOLO):** refer to revenue from service of loading or discharging good/containers from container yard to truck and vice versa.
3. **Port Dues & Charges:** refer to revenue from maritime service and berthing service which include tonnage due, berthing due, channeling due, pilotage fee, tug boat fee, mooring/unmooring fee, open/close vessel's hatch fee, and cleaning service for vessel.
4. **Storage Fee:** refer to revenue from storage of goods/containers in the container yards or warehouse. General cargos are exempted from stroage fee for 5 days for both import and export cargos, and container cargos as exempted from storage fee for 7 days for both export and import.

1. Revenue Analysis

1.1 Revenue analysis

For the fourth quarter ended 31 December 2025 compared to the fourth quarter ended 31 December 2024

Description	4 th Quarter for the Period Ended 31 December 2025		4 th Quarter for the Period Ended 31 December 2024		Change			
	USD	KHR'000	USD	KHR'000	USD	%	KHR'000	%
Port operation	11,038,386	44,319,120	8,381,194	33,885,167	2,657,192	+31.70%	10,433,953	+30.79%
Port authority	1,865,363	7,489,432	1,566,513	6,333,412	298,850	+19.08%	1,156,020	+18.25%
Other services	299,435	1,202,232	183,261	740,925	116,174	+63.39%	461,307	+62.26%
Total:	13,203,184	53,010,784	10,130,968	40,959,504	3,072,216	+30.32%	12,051,280	+29.42%

Total revenue increased by KHR 12,051,280,000 (USD 3,072,216) or +29.42% from KHR 40,959,504,000 (USD 10,130,968) in the fourth quarter of 2024 to KHR 53,010,784,000 (USD 13,203,184) in the fourth quarter of 2025. This increase in revenue is due to the increase from port operations such as stevedoring, lift on/lift off (LOLO), storage fees, gate fees, the increase from port authority (port dues and charges), and the increase from other services (logistics). etc.

1.2 Revenue by segment analysis

For the fourth quarter ended 31 December 2025 compared to the fourth quarter ended 31 December 2024

Description	4 th Quarter for the Period Ended 31 December 2025		4 th Quarter for the Period Ended 31 December 2024	
	KHR'000	Compared to total revenue	KHR'000	Compared to total revenue
Stevedoring	23,562,369	44.45%	18,274,166	44.61%
Lift On Lift Off (LOLO)	18,290,477	34.50%	13,863,330	33.85%
Port dues & charges	7,489,432	14.13%	6,333,412	15.46%
Storage fees	802,378	1.51%	477,870	1.17%

Description	4 th Quarter for the Period Ended 31 December 2025		4 th Quarter for the Period Ended 31 December 2024	
	KHR'000	Compared to total revenue	KHR'000	Compared to total revenue
Gate fees	1,572,832	2.97%	1,213,316	2.96%
Weighting fee	72,198	0.14%	42,132	0.10%
Stuffing/Unstuffing	18,866	0.03%	14,353	0.04%
Logistic services	1,202,232	2.27%	740,925	1.81%
Total:	53,010,784	100.00%	40,959,504	100.00%

For the fourth quarter of 2025, the 3 main revenues of PPAP represent about **93%** of total revenue from operations and services. Those revenues included stevedoring, lift on/lift off (LOLO) and port dues and charges.

For the fourth quarter ended 31 December 2025 compared to the fourth quarter ended 31 December 2024

Description	4 th Quarter for the Period Ended 31 December 2025		4 th Quarter for the Period Ended 31 December 2024		Change			
	USD	KHR'000	USD	KHR'000	USD	%	KHR'000	%
Stevedoring	5,868,585	23,562,369	4,519,952	18,274,166	1,348,633	+29.84%	5,288,203	+28.94%
Lift On/Lift Off (LOLO)	4,555,536	18,290,477	3,428,971	13,863,330	1,126,565	+32.85%	4,427,147	+31.93%
Port Dues & Charges	1,865,363	7,489,432	1,566,513	6,333,412	298,850	+19.08%	1,156,020	+18.25%

For the fourth quarter of 2025, the 3 main revenues has increased KHR 10,871,370,000 (USD 2,774,048) or +28.26% compared to the fourth quarter of 2024.

2. Gross profit margin analysis

Gross profit is presented in the statement of profit or loss of PPAP came from the total revenue from operation and other services minus the cost of services (operating costs).

For the fourth quarter ended 31 December 2025 compared to the fourth quarter ended 31 December 2024

Description	4 th Quarter for the Period Ended 31 December 2025		4 th Quarter for the Period Ended 31 December 2024		Change			
	USD	KHR'000	USD	KHR'000	USD	%	KHR'000	%
Revenue	13,203,184	53,010,784	10,130,968	40,959,504	3,072,216	+30.32%	12,051,280	+29.42%
Cost of Service								
Crane charge	1,226,398	4,923,988	1,009,990	4,083,390	216,408	+21.43%	840,598	+20.59%
Depreciation	1,437,656	5,772,189	1,175,813	4,753,812	261,843	+22.27%	1,018,377	+21.42%
Fuel and gasoline	405,729	1,629,002	416,343	1,683,275	(10,614)	-2.55%	(54,273)	-3.22%
Salaries and wage	754,769	3,030,398	724,082	2,927,464	30,687	+4.24%	102,934	+3.52%
Maintenance costs	463,126	1,859,451	325,420	1,315,673	137,706	+42.32%	543,778	+41.33%
Barge freight	124,290	499,024	216,740	876,280	(92,450)	-42.65%	(377,256)	-43.05%
Logistics costs	9,972	40,038	4,187	16,928	5,785	+138.17%	23,110	+136.52%
Impairment loss on property, plant and equipment	832,163	3,341,134	0	0	832,163	+100.00%	3,341,134	+100.00%
Loss on write off on property, plant and equipment	649,844	2,609,124	0	0	649,844	+100.00%	2,609,124	+100.00%
Others	65,964	264,845	93,633	378,557	(27,669)	-29.55%	(113,712)	-30.04%
Total Cost of Service	5,969,911	23,969,193	3,966,208	16,035,379	2,003,703	+50.52%	7,933,814	+49.48%
Gross profit	<u>7,233,273</u>	<u>29,041,591</u>	<u>6,164,760</u>	<u>24,924,125</u>	<u>1,068,513</u>	<u>+17.33%</u>	<u>4,117,466</u>	<u>+16.52%</u>
Gross Profit Margin	54.78%	54.78%	60.85%	60.85%				

- Gross Profit Margin Analysis

Gross Profit Margin decreased by -6.07% from 60.58% in the fourth quarter of 2024 to 54.78% in the fourth quarter of 2025. The increase in gross profit margin is due to the increase revenue by KHR 12,051,280,000 (USD 3,072,216) or +29.42% compared to the fourth quarter of 2024, while the cost of service increased by KHR 7,933,814,000 (USD 2,003,703) or +49.47% compared to this fourth quarter of 2024.

3. Profit before tax analysis

Profit before income tax derived from gross profit plus other income, minus general administration, plus financial income/(costs), net.

For the fourth quarter ended 31 December 2025 compared to the fourth quarter ended 31 December 2024

Description	4 th Quarter for the Period Ended 31 December 2025		4 th Quarter for the Period Ended 31 December 2024		Change			
	USD	KHR'000	USD	KHR'000	USD	%	KHR'000	%
Gross profit	7,233,273	29,041,591	6,164,760	24,924,125	1,068,513	+17.33%	4,117,466	+16.52%
Other income	382,953	1,537,556	(1,076,472)	(4,352,176)	1,459,425	+135.57%	5,889,732	+135.33%
General administration expenses								
Salaries and other benefits	1,279,884	5,138,734	1,226,766	4,959,815	53,118	+4.33%	178,919	+3.61%
Utilities and fuel	169,904	682,165	162,195	655,754	7,709	+4.75%	26,411	+4.03%
Depreciation	215,033	863,357	206,011	832,902	9,022	+4.38%	30,455	+3.66%
Board of Directors' fee	62,776	252,046	62,321	251,964	455	+0.73%	82	+0.03%
Donation	283,607	1,138,682	119,317	482,399	164,290	+137.69%	656,283	+136.05%
Office supplies	38,796	155,766	48,313	195,329	(9,517)	-19.70%	(39,563)	-20.25%
Business entertainments	28,660	115,070	61,202	247,440	(32,542)	-53.17%	(132,370)	-53.50%
Repair and maintenace	209,030	839,255	82,164	332,189	126,866	+154.41%	507,066	+152.64%
Communication expenses	31,013	124,517	29,625	119,774	1,388	+4.69%	4,743	+3.96%
Professional fee	29,592	118,812	54,797	221,544	(25,205)	-46.00%	(102,732)	-46.37%

Description	4 th Quarter for the Period Ended 31 December 2025		4 th Quarter for the Period Ended 31 December 2024		Change			
	USD	KHR'000	USD	KHR'000	USD	%	KHR'000	%
Travelling expenses	22,889	91,899	30,446	123,093	(7,557)	-24.82%	(31,194)	-25.34%
Other tax expenses	65,823	264,279	61,948	250,456	3,875	+6.26%	13,823	+5.52%
Other expenses	130,534	524,095	118,652	479,711	11,882	+10.01%	44,384	+9.25%
Loss on disposal/write off on property, plant and equipment	93,927	377,117	0	0	93,927	+100.00%	377,117	+100.00%
Loss on disposal/write off on intangible assets	51,034	204,901	0	0	51,034	+100.00%	204,901	+100.00%
Impairment loss on investment properties	45,913	184,341	0	0	45,913	+100.00%	184,341	+100.00%
Total general administration expenses	2,758,415	11,075,036	2,263,757	9,152,370	494,658	+21.85%	1,922,666	+21.01%
Share of loss from joint arrangement	241,869	971,104	117,451	474,854	124,418	+105.93%	496,250	+104.51%
Impairment loss on financial assets	606,857	2,436,531	503,283	2,034,773	103,574	+20.58%	401,758	+19.74%
Operating profit	<u>5,706,537</u>	<u>22,911,746</u>	<u>3,445,265</u>	<u>13,929,206</u>	<u>2,261,272</u>	<u>+65.63%</u>	<u>8,982,540</u>	<u>+64.49%</u>
Financial income/(cost), net	14,482	58,145	30,727	124,229	(16,245)	-52.87%	(66,084)	-53.20%
Profit before income tax	<u>5,721,019</u>	<u>22,969,891</u>	<u>3,475,992</u>	<u>14,053,435</u>	<u>2,245,027</u>	<u>+64.59%</u>	<u>8,916,456</u>	<u>+63.45%</u>

For the fourth quarter of 2025, Profit before income tax increased by KHR 8,916,456,000 (USD 2,245,027) or +63.45% compared to the fourth quarter of 2024. The increase is due to the increase in gross profit by KHR 4,117,466,000 (USD 1,068,513) or +16.52% .

4. Profit after tax analysis

PPAP is subject to the Law on Commercial Enterprise for taxation sector and value-added tax (VAT), thus PPAP has the obligation to pay tax at 20% of taxable profit. However, from 2019 onward PPAP will have an obligation to pay tax as normal after received 50% reduction on the tax on profit for three years (from 2016 to 2018).

For the fourth quarter ended 31 December 2025 compared to the fourth quarter ended 31 December 2024

Description	4 th Quarter for the Period Ended 31 December 2025		4 th Quarter for the Period Ended 31 December 2024		Change			
	USD	KHR'000	USD	KHR'000	USD	%	KHR'000	%
Profit before income tax (a)	5,721,019	22,969,891	3,475,992	14,053,435	2,245,027	+64.59%	8,916,456	+63.45%
Income tax expense (b)	1,033,360	4,148,940	406,220	1,642,347	627,140	+154.38%	2,506,593	+152.62%
Net profit for the year	4,687,659	18,820,951	3,069,772	12,411,088	1,617,887	+52.70%	6,409,863	+51.65%
Other comprehensive income	4,730,845	19,650,142	3,049,451	4,941,289	1,681,394	+55.14%	14,708,853	+297.67%
Effective tax rate (b)/(a)	18.06%	18.06%	11.69%	11.69%				

PPAP earns profit after tax KHR 18,820,951,000 (USD 4,687,659) in the fourth quarter of 2025 and KHR 12,411,088,000 (USD 3,069,722) in the fourth quarter of 2024, representing an increase of KHR 6,409,863,000 (USD 1,617,887) or +51.65%.

5. Factors and trends analysis affecting financial conditions and results

5.1. Level of regional, global trade and globalization

The financial condition and results of PPAP are dependent on throughput volumes and transshipment activity at ports. There rely heavily on the domestic, and global trade volume as well as the regional exports and imports. These may be significantly affected by the changes in regional and global economic, financial and political conditions that are beyond PAPP's control.

5.2. Capacity at the Container Terminal LM17

The main handling operations are conducted at Container Terminal LM17. PPAP has a container cargo handling capacity of approximately 700,000 TEUs as of 2025. To accommodate future growth, PPAP plans to complete Phase 4 of the port infrastructure project by 2027, which will add an additional 500,000 TEUs of handling capacity at Container Terminal LM17.

Description	Units	Output				
		4th Quarter 2022	4th Quarter 2023	4th Quarter 2024	4th Quarter 2025	Planning 2025
Container Terminal LM17	TEUs	88,653	91,186	114,213	154,632	520,000

5.3. Operation Efficiency

In order to increase the efficiency of operation, PPAP seeks to reduce its costs and achieve optimal operating efficiency by utilizing its existing resources and install the modern equipment and handling machinery. PPAP, therefore, has the following methods to increase the efficiency of operation:

-  Continue introducing new handling machinery in order to speed up the process of cargo handling and reduce wait time cause by the malfunction of machinery.
-  Improving capability of operation by providing employee training.
-  Expand the terminal in order to ensure that vessels are quickly and efficiently transport cargo to and from PPAP.
-  Improving to increase the container storage capacity at LM17 on step 4.
-  Efficiently managing the container yard by reducing the duration of storage of container at the container yard.
-  Efficiently utilizing the terminal by formulating a clear the berthing plan.

5.4. Price

In order to retain existing customers and attract more new customers, PPAP Has offered favorable tariffs on cruise ships, cruise ships, retail and container ships and other types of freight vessels. PPAP also offers preferential prices for both freight services at both inside and outside of the container terminal. In addition to the preferential shipping costs, PPAP also offers preferential package prices for container service (Stevedore) to all container carriers based on the volume of containers that

are shipped. This means that if the container carrier of any company shipping more containers will receive a much higher discount.

5.5. Connection to Feeder Port

The connection to feeder port plays an important role when Transport Company selecting a port to transport cargo. Efficient connectivity enable shipper to reduce shipping time. Efficient transportation between feeder-ports depend on the service of other feeder port that managing the flow of transportation. PPAP's location in Phnom Penh Capital is advantageous in consolidating cargo for waterway transshipment.

5.6. Depreciation

Depreciation arise from the depreciated of property, plant and equipment of PPAP such as quay, storage facilities, and handling machinery. The useful lives is estimated on key assets such as harbours and building (10-50 years), plants and machinery (10-15 years), furniture and fixtures (5 years), computer (5-15years), office equipment and others (5-15 years), moto vehicles (8-15 years). Depreciation method, useful lives, and residual values are reviewed at each reporting date and adjusted if appropriate.

B- Significant factors affecting profit

1. Demand and supply conditions analysis

Cargo volume of PPAP is directly related to the national, Regional and Global Economy. PPAP must conduct analysis on the economy and trade in order to recognize the trend of increase or decline in the demand of transportation. It is the base for a timely response on the matters as well as creating proper investment plan on the port infrastructure and machinery. It can avert losses on the expenditure of capital by avoiding excessive investment over the demand of transporation.

2. Fluctuation in prices of cost of service analysis

Maintaining competitiveness in the market is an important factors for the long-term growth of PPAP which include the quality and price of service provided. To ensure quality and competitiveness of our service, PPAP focus on the management of some operating expense as below:

2.1. Staff salaries and other benefits

A large portion of the company's expense is related to staff salaries and other benefits, which is **15.41%** (5.72% from operation staff and 9.69% from administration staff and other benefits) of total revenue in the fourth quarter of 2025 which recorded in Cost of Services and General Administration Expense. However, PPAP have plan which arrange appropriate human resource according to the scope of work and pay salaries base on the number of container throughput (TEU) in order to ensure that staff cost will not significantly affect our profit.

2.2. Crane Charge

Another large potion of cost of service is crane charges which is **9.29%** of total revenue in the fourth quarter of 2025. PPAP has signed a contract with its business partner for the use of the Traveling

Cargo Crane to provide handling services and share the revenue according to the terms of the contract. PPAP expect that crane charge will increase as the number of container throughput is also expected to increase.

3. Tax analysis

PPAP is subject to the Law on Commercial Enterprise for matter of taxation. PPAP has an obligation to pay tax as stipulated in the laws and regulation in force. The General Department of Taxation require PPAP to pay tax under the real regime tax system and is a large taxpayer.

3.1. Tax on profit

PPAP has the obligation to pay tax at 20% of taxable profit by preparing tax, by preparing tax on a monthly basis based on 1% of monthly turnover. This prepayment tax of 1% turnover will be settled with the payment of 20% profit tax at the end of fiscal year. PPAP's share was officially listed on the 9th of December 2015. According to Anukret No.01 ANK.BK dated on the 8th of January 2015 on Tax Incentive in Securities Sector, Listed enterprise will received 50% reduction on the tax on profit for three year from the date of the Anukret enforce. Therefore, from 2019 onward PPAP will not received Tax Incentive in Securities Sector, thus PPAP will have obligation to pay tax as normal.

For three year from the date of the Anukret enforce. Therefore, from 2019 onward PPAP will not received Tax Incentive in Securities Sector, thus PPAP will have obligation to pay tax as normal.

3.2. Value added tax (VAT)

PPAP is a VAT registered company. PPAP has to charge VAT of 10% on invoice amount when issuing invoice to its customers. This tax is collected for the government as an output VAT. This output VAT is settled with the 10% input VAT that PPAP has to pay to its supplier when making purchase.

3.3. Tax withheld on Interest Income

PPAP has an obligation to pay withholding tax on interest income at the rate of 4% on deposit and 6% on fixed deposit. PPAP has fixed deposit at the Foreign Trade Bank (FTB).

3.4. Import Tax

PPAP has an obligation to pay import tax on materials and raw materials at rates ranging from 7% to 35%, depending on the type of goods, as determined by the General Department of Customs and Excise. According to the Project of Port infrastructure at LM17 in 2022, PPAP will import additional container handling equipment. As such, the expense on import tax will rise.

C- Material changes in sales and revenue

The main revenue from PPAP are from handling container cargo service such as Stevedor, LOLO and Port Due & Charge which represent about **93%** of the total revenue in the fourth quarter 2025. This revenue increase mainly contributed by the increase of container throughput and number of vessel which mainly due the growth of construction of industry and other commercial industries such as textile, apparel & footwear manufacturing industry. Moreover, the opening of Cap Mei Hub Port in

Vietnam also contribute to the increase of container throughput from our terminals as it provides a more direct and faster route to East pacific country and U.S West.

D- Impact of exchange rate, interest rate and commodity prices

1. Impact of Exchange Rate

PPAP maintain its accounting record in USD which is its functional currency because most of the revenue from the business is USD currency. In addition, most of the payment on machinery maintaining, fuel and gasoline, and other expense is also in USD currency except salary and tax expense. Therefore, the impact from exchange rate is minimum for PPAP.

2. Impact of Interest Rate

Interest rate risk is the risk that the fair value or future cash flows of the financial instruments of PPAP would fluctuate because of changes in market interest rates.

The exposure of PPAP to interest rate risk arises primarily from fixed deposits. PPAP manages its interest rate exposure by closely monitoring the market interest rate. PPAP does not use derivative financial instruments to hedge any debt obligations.

3. Impact of Flunctuation of Gasoline Price

The operation of PPAP depend heavily on the machinery which require high consumption of gasoline. The flunctuation of gasoline price will impact on the cost of service. Hence, PPAP is work to improve our operation by efficient management of container yard which can lead to the reduction of gasoline usage, reduction in unnecessary movement of machinery. Therefore, PPAP equipped with modern marchinery in lifting by substitute to electicity base machinery.

E- Impact on Inflation

Increase in inflation rate may impact the expenditure and investment of the company because of the increase in price of commodity, thus diminish in purchasing power. According to Worldbank.org, the Cambodia inflation rate is averaging 3.8% from year 2011 to 2014 which we believe that it will not materially impact our financial position and operation of PPAP.

F- Governmental/ Economic/ Fiscal/ Monetary Policy of Royal Government

PPAP is benefiting from the some of the government policy as the following:

- ❖ Rice Export policy of Cambodia is showing positive effect by increasing the export of rice via PPAP.
- ❖ The government policy which exempt the import tax on agriculture equipment/machinery which encourage investment in agriculture sector.
- ❖ The government's effort to establish quota or exemption with trade-partner country encourages high volume of export.
- ❖ The establishment of Special Economic Zone and Bonded Warehouse attracted direct investment from foreign country.

- ❖ Cambodia Development Industrial Policy 2015 – 2025 is attracting investment in Cambodia and large enterprise as well as some small and medium size enterprise.
- ❖ Government policy to encourage waterway transportation.
- ❖ The National Bank of Cambodia continued the adoption of tight monetary policy and managed floating exchange rate system. It has boosted public confidence in the macroeconomic environment of Cambodia and facilitated the private sector in carrying out business.
- ❖ The tax incentive in securities sectors which provided to the listed enterprise in Cambodia is encouraging more private and public enterprise to go IPO. This will contribute to the development of Cambodia economy.

Part 5

Other Necessary Information for Investor Protection

For the Fourth Quarter of 2025, PPAP has necessary information for the investor protection as follows:

- Approved the result of business/services and financial performance (Unaudited) of PPAP for the first 9 Months of 2025, as well as the forecast of 2025, and the Planning for 2026, for which PPAP shall submit the relevant documents for review and approval from both Guardian Ministries: the Ministry of Public Works and Transport and the Ministry of Economy and Finance.
- Approved PPAP's Procurement Planning for 2026, for which PPAP shall proceed to obtain approval from the Ministry of Economy and Finance.
- Approved PPAP to derecognize and dispose of obsolete or impaired assets under PPAP's state asset management, including the administrative vehicles, machinery, buildings, and equipment, totaling 119 items with a net book value of USD 115,633.06. PPAP shall proceed to obtain approval from both Guardian Ministries: the Ministry of Public Works and Transport and especially, the Ministry of Economy and Finance.
- Permitted PPAP to conduct a comprehensive study of certain obligations and conditions with MSC-MEDLOG for the establishment of a new company under the Dry Port Development Project, before submitting a request for approval to both Guardian Ministries: the Ministry of Public Works and Transport and the Ministry of Economy and Finance.

Signature of The Board of Directors of PPAP

13th February, 2026

Read and Approved

Suon Rachana

Signature

Suon Rachana

Member

(Rep. of Ministry of Public Works and Transport)

13th February, 2026

Read and Approved

Ken Sambath

Signature

Ken Sambath

Member

(Rep. of Ministry of Economy and Finance)

Appendix I

**Condensed Interim Financial Statements
for the three-month and twelve-month periods ended 31 December 2025
and
Independent Auditors' Report on Review of
Condensed Interim Financial Statements**

PHNOM PENH AUTONOMOUS PORT

**Condensed Interim Financial Statements
for the three-month and twelve-month
periods ended 31 December 2025
and**

**Independent Auditors' Report on Review of
Condensed Interim Financial Statements**

Corporate Information

Company	Phnom Penh Autonomous Port
Registration No	Co.7175 Et/2004
Registered office	No. 649, Preah Sisowat Quay Sangkat Sras Chork, Khan Daun Penh, Phnom Penh Kingdom of Cambodia
Majority shareholder	Ministry of Economy and Finance
Board of Directors	H.E. Hei Bavy, Chairman and Chief Executive Officer H.E. Suon Rachana, Member representing MPWT H.E. Ken Sambath, Member representing MEF H.E. Penn Sovicheat, Member representing MOC Mrs. Lay Rachana, Member as Independent Director (appointed on 17 June 2025) H.E. Gui Anvanith, Member as Independent Director (ceased on 17 June 2025) Mrs. Pok Pheakdey, Member as Non-Executive Director representing of private shareholders Mr. Hun Sokhalay, Member representing of PPAP employees (appointed 17 June 2025) Mr. Kong Sothea, Member representing of PPAP employees (ceased on 17 June 2025)
Management team	H.E. Hei Bavy, Chief Executive Officer H.E. Mam Rithy, State Controller H.E. Choun Sokhem, Deputy Director General of Administration/Finance Mr. Hiek Phirun, Deputy Director General of Maritime Service/Traffic Mrs. Seng Kunthea, Deputy Director General of Technique Mrs. Hei Phanin, Deputy Director General of Business/Operation Mr. Kong Sothea, Director of Internal Audit Department Mr. Keo Sophanara, Director of Administration Department Mr. Ouk Poly, Acting Director of Personnel/HR Department Mr. Im David, Director of Engineer Department Mrs. Khov Chansoma, Director of Accounting/Finance Department Mr. Chiep Viraya, Director of Hydrographic Department Mr. Hun Sokhalay, Director of LM 17 Operation Department Mr. Prak Samit, Acting Director of Commercial Zone/Domestic Port Department Mr. Hoen Song, Director of TS3 Operation Department Mr. Tol Sokhom, Director of Harbour Department Mr. Kong Channy, Director of Corporate Secretariat Ms. Chheav Vanthea, Director of Planning/Marketing Department Mr. Chhiv Songkaing, Director of Sub-feeder Multi-purpose Terminal UM1

Corporate Information (continued)

Management team (continued) Mr. Say Chantha, Director of Machinery Management Department
Mrs. Meas Visal, Director of Sub-Feeder Multipurpose Terminal TS11
Mr. Heng Vutha, Acting Director of Sub-Feeder Multipurpose Terminal UM2

Principal bankers
ACLEDA Bank Plc.
Advanced Bank of Asia Limited
J Trust Royal Bank Plc.
Chip Mong Commercial Bank Plc.
Phnom Penh Commercial Bank Plc.
Foreign Trade Bank of Cambodia
Canadia Bank Plc.
Bank of China Limited Phnom Penh Branch
Asia-Pacific Development Bank Plc.
MB Bank (Cambodia) Plc.
Wing Bank (Cambodia) Plc.

Auditor
KPMG Cambodia Ltd

Phnom Penh Autonomous Port

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KINGDOM OF CAMBODIA

Nation Religion King



Phnom Penh Autonomous Port

N°: 195 PPAP

PHNOM PENH, Date: February 13th 2026

Statement by the Board of Directors

In the opinion of the Board of Directors, the accompanying condensed interim financial statements of Phnom Penh Autonomous Port ("PPAP" or the "Company"), which comprises the condensed interim statement of financial position as at 31 December 2025, and the related condensed interim statements of profit or loss and other comprehensive income for the three-month and twelve-month periods then ended, and changes in equity and cash flows for the twelve-month periods then ended, and notes to the condensed interim financial statements as set out on pages 4 to 48 are prepared, in all material respects, in accordance with Cambodian International Accounting Standard 34, *Interim Financial Reporting*.

Signed in accordance with a resolution of the Board of Directors.



H.E. Hei Bavy
Chairman and Chief Executive Officer

Phnom Penh, Kingdom of Cambodia

Date: February 13th 2026

Mrs. Khov Chansoma
Director of Accounting/Finance Department



KPMG Cambodia Ltd
GIA Tower, Sopheap Mongkul Street, Phum 14
Sangkat Tonle Bassac, Khan Chamkar Mon
Phnom Penh, Cambodia
+855 (17) 666 537 / +855 (81) 533 999 | kpmg.com.kh

THE INDEPENDENT AUDITORS' REPORT ON REVIEW OF CONDENSED INTERIM FINANCIAL STATEMENTS

To the shareholders of Phnom Penh Autonomous Port

Introduction

We have reviewed the accompanying condensed interim financial statements of Phnom Penh Autonomous Port ("PPAP" or "the Company"), as set out on pages 4 to 48 (hereafter referred to as "the condensed interim financial statements") which comprise:

- the condensed interim statement of financial position as at 31 December 2025;
- the condensed interim statements of profit or loss and other comprehensive income for the three-month and twelve-month periods ended 31 December 2025;
- the condensed interim statement of changes in equity for the twelve-month period ended 31 December 2025;
- the condensed interim statement of cash flows for the twelve-month period ended 31 December 2025; and
- other explanatory notes to the condensed interim financial statements.

Management is responsible for the preparation and presentation of these condensed interim financial statements in accordance with the Cambodian International Accounting Standard 34 *Interim Financial Reporting*. Our responsibility is to express a conclusion on these condensed interim financial statements based on our review.

Scope of Review

We conducted our review in accordance with the Cambodian International Standard on Review Engagements 2410 *Review of Interim Financial Information Performed by the Independent Auditor of the Entity*. A review of interim financial information consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with Cambodian International Standards on Auditing and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.



Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the accompanying condensed interim financial statements, are not prepared, in all material respects, in accordance with the Cambodian International Accounting Standard 34, "Interim Financial Reporting".

For KPMG Cambodia Ltd

Yim Lundy
Engagement Partner

Phnom Penh, Kingdom of Cambodia

13 February 2026

Phnom Penh Autonomous Port

Condensed interim statement of financial position as at 31 December 2025

	Notes	31 December 2025		31 December 2024	
		US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
ASSETS					
Non-current assets					
Property, plant and equipment	5	158,753,930	637,079,521	131,579,526	529,607,591
Intangible assets		285,781	1,146,839	198,760	800,006
Right-of-use assets	6(a)	10,826,171	43,445,424	9,769,749	39,323,240
Lease receivables	6(b)	1,710,971	6,866,127	2,053,172	8,264,017
Investment properties	7	87,176,228	349,838,203	87,267,416	351,251,349
Investment in associate	8	2,500,000	10,032,500	-	-
Other receivables	9	16,814,425	67,476,288	1,471,661	5,923,436
Other investments	11	10,000,000	40,130,000	15,000,000	60,375,000
		<u>288,067,506</u>	<u>1,156,014,902</u>	<u>247,340,284</u>	<u>995,544,639</u>
Current assets					
Inventories	10	946,508	3,798,337	793,580	3,194,160
Lease receivables	6(b)	221,862	890,332	178,359	717,895
Trade and other receivables	9	6,919,948	27,769,751	7,036,270	28,320,987
Other investments	11	5,000,000	20,065,000	-	-
Cash and bank balances	11	4,083,145	16,385,661	12,001,625	48,306,541
		<u>17,171,463</u>	<u>68,909,081</u>	<u>20,009,834</u>	<u>80,539,583</u>
TOTAL ASSETS		<u><u>305,238,969</u></u>	<u><u>1,224,923,983</u></u>	<u><u>267,350,118</u></u>	<u><u>1,076,084,222</u></u>
EQUITY AND LIABILITIES					
EQUITY					
Share capital	12	114,453,485	457,813,940	114,453,485	457,813,940
Share premium	13	155,502	622,008	155,502	622,008
Reserves	14	90,695,742	369,161,772	78,885,751	321,721,038
Retained earnings		19,755,129	79,885,586	13,342,342	54,230,134
Currency translation reserves		-	(4,318,096)	-	(1,867,873)
Total equity		<u><u>225,059,858</u></u>	<u><u>903,165,210</u></u>	<u><u>206,837,080</u></u>	<u><u>832,519,247</u></u>

Phnom Penh Autonomous Port

Condensed interim statement of financial position (continued) as at 31 December 2025

	Notes	31 December 2025		31 December 2024	
		US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
LIABILITIES					
Non-current liabilities					
Other payables	15	16,197	64,999	15,571	62,673
Borrowings	16	27,214,942	109,213,562	12,419,845	49,989,876
Contract liabilities	17	12,450,000	49,961,850	12,750,000	51,318,750
Lease liabilities	6(a)	12,485,029	50,102,421	11,778,139	47,407,009
Provision for retirement benefits	18	683,442	2,742,653	650,388	2,617,812
Liability arising from joint arrangement	19	10,566,544	42,403,541	10,890,371	43,833,743
Deferred tax liabilities, net	20(c)	995,735	3,995,885	473,093	1,904,199
		<u>64,411,889</u>	<u>258,484,911</u>	<u>48,977,407</u>	<u>197,134,062</u>
Current liabilities					
Trade and other payables	15	9,009,676	36,155,829	5,957,901	23,980,550
Borrowings	16	2,253,510	9,043,336	2,289,274	9,214,328
Lease liabilities	6(a)	403,355	1,618,664	457,242	1,840,399
Contract liabilities	17	300,000	1,203,900	300,000	1,207,500
Current income tax liabilities		3,800,681	15,252,133	2,531,214	10,188,136
		<u>15,767,222</u>	<u>63,273,862</u>	<u>11,535,631</u>	<u>46,430,913</u>
Total liabilities		<u>80,179,111</u>	<u>321,758,773</u>	<u>60,513,038</u>	<u>243,564,975</u>
TOTAL EQUITY AND LIABILITIES		<u>305,238,969</u>	<u>1,224,923,983</u>	<u>267,350,118</u>	<u>1,076,084,222</u>

The accompanying notes form an integral part of these condensed interim financial statements.

Phnom Penh Autonomous Port

Condensed interim statement of profit or loss and other comprehensive income for the three-month and twelve-month periods ended 31 December 2025

	Note	For the twelve-month period ended				For the three-month period ended			
		31 December 2025		31 December 2024		31 December 2025		31 December 2024	
		US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Revenue	22	50,312,279	201,802,551	41,588,173	169,305,452	13,203,184	53,010,784	10,130,968	40,959,504
Cost of services	23	(18,249,707)	(73,199,575)	(15,810,898)	(64,366,166)	(5,969,911)	(23,969,193)	(3,966,208)	(16,035,379)
Gross profit		32,062,572	128,602,976	25,777,275	104,939,286	7,233,273	29,041,591	6,164,760	24,924,125
Other income/(loss)	24	1,323,847	5,309,950	(100,513)	(409,188)	382,953	1,537,556	(1,076,472)	(4,352,176)
General and administrative expenses	25	(9,969,492)	(39,987,632)	(9,562,535)	(38,929,080)	(2,758,415)	(11,075,036)	(2,263,757)	(9,152,370)
Share of loss from joint arrangement		587,790	2,357,626	345,518	1,406,604	241,869	971,104	117,451	474,854
Impairment losses on financial assets	26	(105,350)	(422,558)	(326,883)	(1,330,740)	606,857	2,436,531	503,283	2,034,773
Operating profit		23,899,367	95,860,362	16,132,862	65,676,882	5,706,537	22,911,746	3,445,265	13,929,206
Finance income	27	1,313,702	5,269,259	1,312,689	5,343,957	305,360	1,226,020	315,368	1,275,033
Finance costs	27	(1,049,230)	(4,208,462)	(1,162,656)	(4,733,173)	(290,878)	(1,167,875)	(284,641)	(1,150,804)
Finance income, net	27	264,472	1,060,797	150,033	610,784	14,482	58,145	30,727	124,229
Profit before tax		24,163,839	96,921,159	16,282,895	66,287,666	5,721,019	22,969,891	3,475,992	14,053,435
Income tax expense	20(b)	(4,828,843)	(19,368,489)	(3,325,478)	(13,538,021)	(1,033,360)	(4,148,940)	(406,220)	(1,642,347)
Net profit for the period		19,334,996	77,552,670	12,957,417	52,749,645	4,687,659	18,820,951	3,069,772	12,411,088

Phnom Penh Autonomous Port

Condensed interim statement of profit or loss and other comprehensive income (continued) for the three-month and twelve-month periods ended 31 December 2025

	Note	For the twelve -month period ended				For the three-month period ended			
		31 December 2025		31 December 2024		31 December 2025		31 December 2024	
		US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Other comprehensive income									
<i>Items that will not be reclassified to profit or loss</i>									
Remeasurement of defined benefit liability	17	35,988	144,348	(25,401)	(103,407)	35,988	144,492	(25,401)	(102,696)
Related tax	9(b(ii))	7,198	28,871	5,080	20,681	7,198	28,900	5,080	20,538
		<u>43,186</u>	<u>173,219</u>	<u>(20,321)</u>	<u>(82,726)</u>	<u>43,186</u>	<u>173,392</u>	<u>(20,321)</u>	<u>(82,158)</u>
Currency translation differences		-	(2,450,223)	-	(12,278,359)	-	655,799	-	(7,387,641)
Other comprehensive loss, net of tax		<u>43,186</u>	<u>(2,277,004)</u>	<u>(20,321)</u>	<u>(12,361,085)</u>	<u>43,186</u>	<u>829,191</u>	<u>(20,321)</u>	<u>(7,469,799)</u>
Total comprehensive income for the period		<u>19,378,182</u>	<u>75,275,666</u>	<u>12,937,096</u>	<u>40,388,560</u>	<u>4,730,845</u>	<u>19,650,142</u>	<u>3,049,451</u>	<u>4,941,289</u>

Earnings per share attributable to the shareholders of PPAP during the period are as follow:

Basic earnings per share	28	0.93	3.75	0.63	2.55	0.23	0.91	0.15	0.60
Diluted earnings per share	28	<u>0.93</u>	<u>3.75</u>	<u>0.63</u>	<u>2.55</u>	<u>0.23</u>	<u>0.91</u>	<u>0.15</u>	<u>0.60</u>

The accompanying notes form an integral part of these condensed interim financial statements.

Phnom Penh Autonomous Port

Condensed interim statement of changes in equity for the twelve-month period ended 31 December 2025

	Share capital		Share premium		Reserves		Retained earnings		Currency translation reserves		Total	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Balance at 1 January 2025	114,453,485	457,813,940	155,502	622,008	78,885,751	321,721,038	13,342,342	54,230,134	-	(1,867,873)	206,837,080	832,519,247
Transaction with the shareholders of PPAP												
Dividends (Note 29)	-	-	-	-	-	-	(1,155,404)	(4,629,703)	-	-	(1,155,404)	(4,629,703)
Transaction recognised directly in equity												
Transfers from retained earning to reserves (Note 14)	-	-	-	-	11,809,991	47,440,734	(11,809,991)	(47,440,734)	-	-	-	-
Total comprehensive incomes												
Net profit for the period	-	-	-	-	-	-	19,334,996	77,552,670	-	-	19,334,996	77,552,670
Other comprehensive income	-	-	-	-	-	-	43,186	173,219	-	(2,450,223)	43,186	(2,277,004)
	-	-	-	-	-	-	19,378,182	77,725,889	-	(2,450,223)	19,378,182	75,275,666
Balance at 31 December 2025	114,453,485	457,813,940	155,502	622,008	90,695,742	369,161,772	19,755,129	79,885,586	-	(4,318,096)	225,059,858	903,165,210
Balance at 1 January 2024	114,453,485	457,813,940	155,502	622,008	70,637,971	287,822,662	9,798,425	40,091,294	-	10,410,486	195,045,383	796,760,390
Transaction with the shareholders of PPAP												
Dividends (Note 29)	-	-	-	-	-	-	(1,145,399)	(4,629,703)	-	-	(1,145,399)	(4,629,703)
Transaction recognised directly in equity												
Transfers from retained earning to reserves (Note 14)	-	-	-	-	8,247,780	33,898,376	(8,247,780)	(33,898,376)	-	-	-	-
Total comprehensive incomes												
Net profit for the period	-	-	-	-	-	-	12,957,417	52,749,645	-	-	12,957,417	52,749,645
Other comprehensive income	-	-	-	-	-	-	(20,321)	(82,726)	-	(12,278,359)	(20,321)	(12,361,085)
	-	-	-	-	-	-	12,937,096	52,666,919	-	(12,278,359)	12,937,096	40,388,560
Balance at 31 December 2024	114,453,485	457,813,940	155,502	622,008	78,885,751	321,721,038	13,342,342	54,230,134	-	(1,867,873)	206,837,080	832,519,247

The accompanying notes form an integral part of these condensed interim financial statements.

Phnom Penh Autonomous Port

Condensed interim statement of cash flows for the twelve-month period ended 31 December 2025

	For the twelve-month period ended			
	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Cash flows from operating activities				
Profit before tax	24,163,839	96,921,159	16,282,895	66,287,666
<i>Adjustments for:</i>				
Depreciation of property, plant and equipment	5,539,322	22,218,221	4,944,818	20,130,354
Depreciation of intangible assets	45,194	181,273	12,703	51,714
Depreciation of right-of-use assets	175,182	702,655	288,855	1,175,929
Depreciation of investment property	97,203	389,881	92,542	376,738
Interest expenses	994,853	3,990,356	1,132,613	4,610,868
Interest income from lease receivables	(83,943)	(336,695)	(160,196)	(652,158)
Interest from investments and banks	(1,226,636)	(4,920,037)	(1,148,515)	(4,675,605)
Net unwinding effect of long-term deposit	(3,123)	(12,527)	(3,978)	(16,194)
Impairment losses on financial assets	105,350	422,558	326,883	1,330,740
Impairment losses on property, plant and equipment	832,163	3,337,806	-	-
Impairment losses on investment properties	45,913	184,157	-	-
Lease receivable written off	(35,208)	(141,219)	204,904	834,164
(Gain)/Loss on sub-leases termination	(62,314)	(249,941)	1,394,101	5,675,385
Loss/(Gain) on disposal and write-off of property, plant and equipment	781,981	3,136,526	(2,723)	(11,085)
Loss on written-off of intangible assets	51,034	204,697	-	-
Retirement benefits obligation expenses	56,754	227,640	42,494	172,993
Amortisation of liabilities from joint arrangement	(323,827)	(1,298,870)	(323,824)	(1,318,288)
	<u>31,153,737</u>	<u>124,957,640</u>	<u>23,083,572</u>	<u>93,973,221</u>
<i>Changes in working capital:</i>				
Inventories	(152,928)	(613,394)	8,228	33,496
Lease receivable	(330,270)	(1,324,713)	(11,269)	(45,876)
Trade and other receivables	1,557,095	6,245,508	(280,584)	(1,142,257)
Trade and other payables	3,049,016	12,229,603	2,935,259	11,949,439
Short-term fixed deposit	219	878	2,761	11,240
Contract liabilities	(300,000)	(1,203,300)	(300,000)	(1,221,300)
Cash generated from operations	<u>34,976,869</u>	<u>140,292,222</u>	<u>25,437,967</u>	<u>103,557,963</u>

Phnom Penh Autonomous Port

Condensed interim statement of cash flows (continued) for the twelve-month period ended 31 December 2025

	For the twelve-month period ended			
	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Cash flows from operating activities (continued)				
Cash generated from operations	34,976,869	140,292,222	25,437,967	103,557,963
Income tax paid	(2,958,762)	(11,867,594)	(2,755,860)	(11,219,106)
Withholding tax credit	(70,774)	(283,875)	(67,495)	(274,772)
Retirement benefits obligation paid	(19,659)	(78,853)	(14,683)	(59,774)
Net cash generated from operating activities	<u>31,927,674</u>	<u>128,061,900</u>	<u>22,599,929</u>	<u>92,004,311</u>
Cash flows from investing activities				
Purchase of property, plant and equipment	(33,991,855)	(136,341,330)	(9,918,263)	(40,377,249)
Prepayment for the purchase of property, plant and equipment	-	-	(1,395,000)	(5,679,045)
Purchase of intangible assets	(183,249)	(735,012)	(79,480)	(323,563)
Purchase of investment property	(51,928)	(208,283)	-	-
Investment in associate	(2,500,000)	(10,027,500)	-	-
Other receivables	(16,734,641)	(67,122,645)	-	-
Cash received from lease receivables	44,463	178,341	95,884	390,344
Proceeds from disposal of property, plant and equipment	1,806	7,244	52,800	214,949
Interest received	1,226,417	4,919,159	1,145,754	4,664,365
Net cash used in investing activities	<u>(52,188,987)</u>	<u>(209,330,026)</u>	<u>(10,098,305)</u>	<u>(41,110,199)</u>
Cash flows from financing activities				
Dividends paid	(1,155,404)	(4,629,703)	(1,145,399)	(4,662,919)
Proceed from borrowing	16,734,641	67,122,645	-	-
Interest paid	(1,001,405)	(4,016,635)	(1,119,483)	(4,557,415)
Payment of principal portion of lease liabilities	(165,025)	(661,915)	(63,652)	(259,127)
Repayments of borrowings	<u>(2,069,974)</u>	<u>(8,302,666)</u>	<u>(2,069,974)</u>	<u>(8,426,864)</u>
Net cash generated from/(used in) financing activities	<u>12,342,833</u>	<u>49,511,726</u>	<u>(4,398,508)</u>	<u>(17,906,325)</u>

Phnom Penh Autonomous Port

Condensed interim statement of cash flows (continued) for the twelve-month period ended 31 December 2025

	For the twelve-month period ended			
	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Net (decrease)/increase in cash and cash equivalents	(7,918,480)	(31,756,400)	8,103,116	32,987,787
Cash and cash equivalents at beginning of period	12,001,625	48,306,541	3,898,509	15,925,409
Currency translation differences	-	(164,480)	-	(606,655)
Cash and cash equivalents at end of period (Note 11)	<u>4,083,145</u>	<u>16,385,661</u>	<u>12,001,625</u>	<u>48,306,541</u>
Significant non-cash transaction from investing activities				
Capitalised of depreciation on right-of-use assets (Note 6(a)(i))	160,958	645,603	-	-
Capitalised interest on lease liabilities (Note 6(a)(ii))	<u>176,863</u>	<u>709,397</u>	<u>-</u>	<u>-</u>
	<u>337,821</u>	<u>1,355,000</u>	<u>-</u>	<u>-</u>

The accompanying notes form an integral part of these condensed interim financial statements.

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements for the three-month and twelve-month periods ended 31 December 2025

These notes form an integral part of and should be read conjunction with the accompanying condensed interim financial statements.

1. Background information

Phnom Penh Autonomous Port (“PPAP”) was registered under the Sub-Decree number 51 អនក្រឹត្យ on 17 July 1998 as a state-owned public enterprise supervised by the Ministry of Economy and Finance (“MEF”) and the Ministry of Public Works and Transport (“MPWT”). PPAP was listed on the Cambodia Securities Exchange on 9 December 2015 with the security certificate number 003 CSX/SC and became a state-owned public enterprise offering shares to the public.

PPAP has responsibilities as port authority and port operator, including but not limited to:

- Provide pilotage navigating the vessel entering into or departing from port;
- Provide vessel's berth;
- Provide a location for vessel repairing and fuel refilling;
- Provide dredging service and maintain navigation channel;
- Monitor operation according to technical standard and ensure safety, environmental sustainability, and orders in the port's commercial zone;
- Check ship documents in order to complete the formalities for vessel entering into-departing from the port;
- Train human resources in navigation and port sector through the Cambodia Maritime Institute;
- Develop port infrastructure through cooperation with the domestic and foreign development partners in order to expand container terminal, general/bulk cargo terminal, feeder port, and passenger/tourist terminal;
- Establish port supporting areas, including special economic zone, industrial zone, agricultural products procession zone and logistics zone;
- Take various measures in order to ensure the enforcement of laws and legal norms related to port and means of water transportation;
- Lift on- lift off (“LOLO”), load-unload, and store cargo;
- Transport goods within port area, between the port and industrial area;
- Provide bonded warehouse service, temporary customs warehouse service and container yard;
- Provide tug-boat assistance and mooring-unmooring service;
- Provide logistics supply, pure water, and hygiene service to vessel;

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

1. Background information (continued)

PPAP has responsibilities as port authority and port operator, including but not limited to: (continued)

- Provide container stuffing-unstuffing service;
- Provide container repair and maintenance service;
- Provide tourist/passenger terminal and domestic port service; and
- Operate other business of any kinds authorised by the laws and legal norms in force to support the growth of PPAP.

The registered office and principal place of business of PPAP is located at No. 649, Preah Sisowat Quay, Sangkat Sras Chork, Khan Duan Penh, Phnom Penh, Kingdom of Cambodia.

As at 31 December 2025, the Company had 915 employees (31 December 2024: 876 employees).

2. Basis of preparation

(a) Statement of compliance

These condensed interim financial statements have been prepared in accordance with Cambodian International Accounting Standard (“CIAS”) 34, *“Interim Financial Reporting”*. They do not include all the information required for a complete set of CIFRS financial statements. However, selected explanatory notes are included to explain events and transactions that are significant to an understanding of the changes in the Company’s financial position and financial performance since the last annual financial statements as at and for the year ended 31 December 2024.

These condensed interim financial statements were authorised for issue by the Company’s Board of Directors on 13 February 2026.

(b) Functional currency

The national currency of Cambodia is the Khmer Riel (“KHR”). However, as the Company transacts and maintains its accounting records primarily in United States Dollars (“US\$”), management has determined the US\$ to be the Company’s functional currency as it reflects the economic substance of the underlying events and circumstances of the Company.

The condensed interim financial statements are presented in US\$, which is the Company’s functional currency. All amounts have been rounded to the nearest dollars, unless otherwise indicated.

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

2. Basis of preparation (continued)

(c) Use of estimates and judgements

In preparing these condensed interim financial statements, management has made judgements, estimates and assumptions that affect the application of the Company's accounting policies and the reported amounts of assets, liabilities, income and expenses. Actual results may differ from these estimates.

Estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to estimates are recognised prospectively.

3. Material accounting policies

The accounting policies applied in these condensed interim financial statements are the same as those applied in the Company's annual financial statements as at and for the year ended 31 December 2024.

4. Translation of United States Dollars into Khmer Riel

The condensed interim financial statements are expressed in United States Dollars ("US\$"), which is the Company's functional currency. The translations of US\$ amounts into Khmer Riel ("KHR") meets the presentation requirements pursuant to Law on Accounting and Auditing and has been done in compliance with IAS21 – *the Effects of changes in Foreign Exchange Rate*.

Assets and liabilities are translated at the closing rate as at the reporting date and share capital and other equity account are translated at the historical rate. The statements of profit or loss and other comprehensive income and cash flows are translated into KHR at the average rate for the reporting period, which has been deemed to approximate the exchange rate on the date of transactions as exchange rates have not fluctuated significantly during the period. Exchange differences arising from the translation are recognised as "Currency Translation Differences" in other comprehensive income.

The Company uses the following exchange rates:

			Closing rate	Average rate twelve-month	Average rate three-month
For the three-month and twelve-month periods					
31 December 2025	US\$1 =		KHR 4,013	KHR 4,011	KHR 4,015
31 December 2024	US\$1 =		KHR 4,025	KHR 4,071	KHR 4,043

These convenience translations should not be construed as representations that the US\$ amounts have been, could have been, or could in the future be, converted into KHR at this or any other rate of exchange.

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

5. Property, plant and equipment

	For the twelve-month period ended 31 December 2025									
	Land US\$	Computer US\$	Office equipment and others US\$	Furniture and fixtures US\$	Motor vehicle US\$	Machineries US\$	Harbours and buildings US\$	Construction in progress US\$	US\$	Total KHR'000 (Note 4)
Cost										
Balance at beginning of the period	44,294,317	1,385,656	1,953,522	68,188	2,306,968	31,552,067	84,868,852	2,016,739	168,446,309	677,996,393
Additions (*)	163,070	55,841	32,459	7,000	156,418	158,609	283,929	33,472,350	34,329,676	137,696,330
Transfers	2,222,974	24,818	71,561	-	-	9,210,846	9,476,833	(21,007,032)	-	-
Disposal	-	-	-	-	(52,705)	-	-	-	(52,705)	(211,400)
Write off (**)	-	-	(101,850)	-	-	-	(740,598)	-	(842,448)	(3,379,059)
Currency translation differences	-	-	-	-	-	-	-	-	-	(1,954,485)
Balance at end of the period	<u>46,680,361</u>	<u>1,466,315</u>	<u>1,955,692</u>	<u>75,188</u>	<u>2,410,681</u>	<u>40,921,522</u>	<u>93,889,016</u>	<u>14,482,057</u>	<u>201,880,832</u>	<u>810,147,779</u>
Less: Accumulated depreciation and impairment										
Balance at beginning of the period	-	1,008,040	757,023	59,769	1,131,678	16,290,576	17,619,697	-	36,866,783	148,388,802
Depreciation for the period	-	157,774	166,341	2,651	152,480	2,363,416	2,696,660	-	5,539,322	22,218,221
Disposal	-	-	-	-	(12,688)	-	-	-	(12,688)	(50,892)
Write off (**)	-	-	(7,922)	-	-	-	(90,756)	-	(98,678)	(395,797)
Impairment loss (***)	-	-	-	-	-	-	832,163	-	832,163	3,337,806
Currency translation differences	-	-	-	-	-	-	-	-	-	(429,882)
Balance at end of the period	<u>-</u>	<u>1,165,814</u>	<u>915,442</u>	<u>62,420</u>	<u>1,271,470</u>	<u>18,653,992</u>	<u>21,057,764</u>	<u>-</u>	<u>43,126,902</u>	<u>173,068,258</u>
Carrying amounts										
Balance at beginning of the period	<u>44,294,317</u>	<u>377,616</u>	<u>1,196,499</u>	<u>8,419</u>	<u>1,175,290</u>	<u>15,261,491</u>	<u>67,249,155</u>	<u>2,016,739</u>	<u>131,579,526</u>	<u>529,607,591</u>
Balance at end of the period	<u>46,680,361</u>	<u>300,501</u>	<u>1,040,250</u>	<u>12,768</u>	<u>1,139,211</u>	<u>22,267,530</u>	<u>72,831,252</u>	<u>14,482,057</u>	<u>158,753,930</u>	<u>637,079,521</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

5. Property, plant and equipment (continued)

- (*) Additions of property, plant and equipment during the year include the capitalised depreciation on right-of-use assets and the capitalised interest on lease liabilities in relation to the land leased for construction of Sub-Feeder Multi-Purpose Terminal UM1, amounting to US\$160,958 and US\$176,863, respectively (2024: Nil) (Refer to Note 6(a)).
- (**) The write off resulted from force majeure event on 19 October 2025 at its Container Terminal LM17. The event caused damage to the completed construction works including the asphalt road, garden, retaining wall, and riverbank slope among other.
- (***) The impairment arose from signs of deterioration observed in the surrounding riverbank slope, caused by long-term exposure to rising river water levels that had compromised the stability of the embankment along the river bay of the damage area in a force majeure event on 19 October 2025.

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

5. Property, plant and equipment

For the twelve-month period ended 31 December 2024

	Land US\$	Computer US\$	Office equipment and others US\$	Furniture and fixtures US\$	Motor vehicle US\$	Machineries US\$	Harbours and buildings US\$	Construction in progress US\$	Total US\$	Total KHR'000 (Note 4)
Cost										
Balance at beginning of the period	40,682,318	1,250,460	1,713,723	61,588	2,067,898	29,515,766	77,324,274	5,964,819	158,580,846	647,802,756
Additions	276,792	74,762	36,099	6,600	221,070	4,000	364,336	8,934,604	9,918,263	40,377,249
Transfers	3,335,207	60,434	203,700	-	18,000	2,032,301	7,233,042	(12,882,684)	-	-
Disposal	-	-	-	-	-	-	(52,800)	-	(52,800)	(214,949)
Currency translation differences	-	-	-	-	-	-	-	-	-	(9,968,663)
Balance at end of the period	<u>44,294,317</u>	<u>1,385,656</u>	<u>1,953,522</u>	<u>68,188</u>	<u>2,306,968</u>	<u>31,552,067</u>	<u>84,868,852</u>	<u>2,016,739</u>	<u>168,446,309</u>	<u>677,996,393</u>
Less: Accumulated depreciation										
Balance at beginning of the period	-	803,634	613,135	59,214	982,174	14,173,755	15,292,776	-	31,924,688	130,412,351
Depreciation for the period	-	204,406	143,888	555	149,504	2,116,821	2,329,644	-	4,944,818	20,130,354
Disposal	-	-	-	-	-	-	(2,723)	-	(2,723)	(11,085)
Currency translation differences	-	-	-	-	-	-	-	-	-	(2,142,818)
Balance at end of the period	-	<u>1,008,040</u>	<u>757,023</u>	<u>59,769</u>	<u>1,131,678</u>	<u>16,290,576</u>	<u>17,619,697</u>	-	<u>36,866,783</u>	<u>148,388,802</u>
Carrying amounts										
Balance at beginning of the period	<u>40,682,318</u>	<u>446,826</u>	<u>1,100,588</u>	<u>2,374</u>	<u>1,085,724</u>	<u>15,342,011</u>	<u>62,031,498</u>	<u>5,964,819</u>	<u>126,656,158</u>	<u>517,390,405</u>
Balance at end of the period	<u>44,294,317</u>	<u>377,616</u>	<u>1,196,499</u>	<u>8,419</u>	<u>1,175,290</u>	<u>15,261,491</u>	<u>67,249,155</u>	<u>2,016,739</u>	<u>131,579,526</u>	<u>529,607,591</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

6. Leases

(a) Company as lessee

The right-of-use assets and lease liabilities are in respects of 2 leases of lands with the terms of 40 and 30 years.

(i) *Right-of-use assets*

	For the twelve-month period ended			
	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Cost				
Balance at beginning of the period	10,484,821	42,201,405	9,186,899	37,528,482
Additions	782,715	3,139,470	33,734	137,331
Termination of sub-leases	609,847	2,446,096	1,264,188	5,146,509
Currency translation differences	-	(123,033)	-	(610,917)
Balance at end of the period	<u>11,877,383</u>	<u>47,663,938</u>	<u>10,484,821</u>	<u>42,201,405</u>
Less: Accumulated depreciation				
Balance at beginning of the period	715,072	2,878,165	426,217	1,741,096
Depreciation for the period	175,182	702,655	288,855	1,175,929
Capitalised depreciation for the period (Note 5)	160,958	645,603	-	-
Currency translation differences	-	(7,909)	-	(38,860)
Balance at end of the period	<u>1,051,212</u>	<u>4,218,514</u>	<u>715,072</u>	<u>2,878,165</u>
Carrying amounts				
Balance at beginning of the period	<u>9,769,749</u>	<u>39,323,240</u>	<u>8,760,682</u>	<u>35,787,386</u>
Balance at end of the period	<u>10,826,171</u>	<u>43,445,424</u>	<u>9,769,749</u>	<u>39,323,240</u>

(ii) *Lease liabilities*

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
	Non-current	12,485,029	50,102,421	11,778,139
Current	403,355	1,618,664	457,242	1,840,399
	<u>12,888,384</u>	<u>51,721,085</u>	<u>12,235,381</u>	<u>49,247,408</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

6. Leases (continued)

(a) Company as lessee (continued)

(ii) Lease liabilities (continued)

Movements of the lease liabilities during the periods were as follow:

	For the twelve-month period ended			
	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Balance at beginning of the period	12,235,381	49,247,408	12,265,299	50,103,746
Additions	777,715	3,119,415	33,734	137,331
Interest expense	305,929	1,227,081	477,791	1,945,087
Capitalised interest (Note 5)	176,863	709,397	-	-
Interest paid	(442,479)	(1,774,783)	(477,791)	(1,945,087)
Principal paid	(165,025)	(661,915)	(63,652)	(259,127)
Currency translation differences	-	(145,518)	-	(734,542)
Balance at end of the period	<u>12,888,384</u>	<u>51,721,085</u>	<u>12,235,381</u>	<u>49,247,408</u>

(b) Company as lessor

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Non-current				
Finance lease receivable (i)	1,511,086	6,063,988	2,002,052	8,058,259
Operating lease receivable (ii)	199,885	802,139	51,120	205,758
	<u>1,710,971</u>	<u>6,866,127</u>	<u>2,053,172</u>	<u>8,264,017</u>
Current				
Finance lease receivable (i)	71,857	288,362	95,084	382,712
Operating lease receivable (ii)	150,005	601,970	83,275	335,183
	<u>221,862</u>	<u>890,332</u>	<u>178,359</u>	<u>717,895</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

6. Leases (continued)

(b) Company as lessor (continued)

(i) Finance lease

Lease receivables are in respects of the sub-leasing of the right-of-uses asset on the leased lands to various customers. The Company has classified the sub-leases as finance lease, because the sub-leases are for the whole of the remaining term of the head lease.

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Non-current	1,511,086	6,063,988	2,002,052	8,058,259
Current	71,857	288,362	95,084	382,712
	<u>1,582,943</u>	<u>6,352,350</u>	<u>2,097,136</u>	<u>8,440,971</u>

Including in the carrying amount of finance lease, there was an allowance for impairment losses amounting to US\$31,611 as at 31 December 2025 (31 December 2024: US\$60,678). Movements of allowance for impairment losses on finance lease receivables during the period were as follow:

	For the twelve-month period ended			
	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Balance at beginning of the period	60,678	244,229	-	-
Recognised in profit or loss (Note 26)	(29,067)	(116,588)	60,678	247,020
Currency translation differences	-	(786)	-	(2,791)
Balance at end of the period	<u>31,611</u>	<u>126,855</u>	<u>60,678</u>	<u>244,229</u>

(ii) Operating lease

The Company leases out its investment property. The Company has classified these leases as operating leases, because they do not transfer substantially all of the risks and rewards incidental to the ownership of the assets. Note 7 set outs information about the operating leases of investment property.

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

6. Leases (continued)

(b) Company as lessor (continued)

(ii) Operating lease (continued)

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Non-current	199,885	802,139	51,120	205,758
Current	150,005	601,970	83,275	335,183
	<u>349,890</u>	<u>1,404,109</u>	<u>134,395</u>	<u>540,941</u>

Including in the carrying amount operating lease, there was an allowance for impairment losses amounting to US\$3,044,243 as at 31 December 2025 (31 December 2024: Nil). Movements of allowance for impairment losses on operating lease receivables during the period were as follow:

	For the twelve-month period ended			
	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Balance at beginning of the period	-	-	-	-
Recognised in profit or loss (Note 26)	185,190	742,797	-	-
Transfer from trade and other receivables (Note 9)	2,859,053	11,467,662	-	-
Currency translation differences	-	6,088	-	-
Balance at end of the period	<u>3,044,243</u>	<u>12,216,547</u>	<u>-</u>	<u>-</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

7. Investment properties

Investment properties comprises lands and buildings that are leased to third parties under operating leases.

	For the twelve-month period ended 31 December 2025				For the twelve-month period ended 31 December 2024			
	Land US\$	Buildings US\$	Total US\$	Total KHR'000 (Note 4)	Land US\$	Buildings US\$	Total US\$	Total KHR'000 (Note 4)
Cost								
Balance at beginning of the period	85,762,296	2,287,349	88,049,645	354,399,821	85,762,296	2,287,349	88,049,645	359,682,800
Addition	-	51,928	51,928	208,283	-	-	-	-
Currency translation differences	-	-	-	(1,056,493)	-	-	-	(5,282,979)
Balance at end of the period	<u>85,762,296</u>	<u>2,339,277</u>	<u>88,101,573</u>	<u>353,551,611</u>	<u>85,762,296</u>	<u>2,287,349</u>	<u>88,049,645</u>	<u>354,399,821</u>
Less: Accumulated depreciation								
Balance at beginning of the period	-	782,229	782,229	3,148,472	-	689,687	689,687	2,817,372
Depreciation for the period	-	97,203	97,203	389,881	-	92,542	92,542	376,738
Impairment loss	-	45,913	45,913	184,157	-	-	-	-
Currency translation differences	-	-	-	(9,102)	-	-	-	(45,638)
Balance at end of the period	<u>-</u>	<u>925,345</u>	<u>925,345</u>	<u>3,713,408</u>	<u>-</u>	<u>782,229</u>	<u>782,229</u>	<u>3,148,472</u>
Carrying amounts								
Balance at beginning of the period	<u>85,762,296</u>	<u>1,505,120</u>	<u>87,267,416</u>	<u>351,251,349</u>	<u>85,762,296</u>	<u>1,597,662</u>	<u>87,359,958</u>	<u>356,865,428</u>
Balance at end of the period	<u>85,762,296</u>	<u>1,413,932</u>	<u>87,176,228</u>	<u>349,838,203</u>	<u>85,762,296</u>	<u>1,505,120</u>	<u>87,267,416</u>	<u>351,251,349</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

8. Investment in associate

This represents the investment of 25% stake in Funan Techo Inland Waterways and Logistics Co., Ltd. in relation to the Funan Techo Canal project, as resolved by the Board of Directors of PPAP on 29 July 2024. The objective of PPAP's investment is to participate in the first section of the waterways (SPC 1), spanning 21 km of the Funan Techo Canal, and to operate this canal to expand the shipping route from PPAP to both domestic seaports and international destinations.

At the Board of Directors meeting on 17 January 2025, the Board of Directors of PPAP resolved to inject US\$2,500,000 in Funan Techo Inland Waterways and Logistics Co., Ltd., equivalent to 25% of the registered capital, for the Funan Techo Canal project. This capital was injected and paid on 12 March 2025.

As of the reporting date, no significant transactions related to the Funan Techo Canal project have been made by Funan Techo Inland Waterways and Logistics Co., Ltd. that require recognition in the Company's condensed interim financial statements.

9. Trade and other receivables

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Non-current				
<i>Other receivables</i>				
Deposit	79,784	320,174	76,661	308,561
Prepayments	-	-	1,395,000	5,614,875
Advance to related party (Note 30(c))	16,734,641	67,156,114	-	-
	<u>16,814,425</u>	<u>67,476,288</u>	<u>1,471,661</u>	<u>5,923,436</u>
Current – carrying amount				
<i>Trade receivables</i>				
Third parties	5,627,008	22,581,183	4,792,498	19,289,805
<i>Other receivables</i>				
Other receivables	1,003,172	4,025,728	1,951,119	7,853,254
Prepayments	149,365	599,402	171,703	691,105
Deposits	85,195	341,888	59,445	239,265
Advances	55,208	221,550	61,505	247,558
	<u>1,292,940</u>	<u>5,188,568</u>	<u>2,243,772</u>	<u>9,031,182</u>
	<u>6,919,948</u>	<u>27,769,751</u>	<u>7,036,270</u>	<u>28,320,987</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

9. Trade and other receivables (continued)

Including in the carrying amount of trade and other receivables, there was an allowance for impairment losses amounting to US\$511,155 as at 31 December 2025 (31 December 2024: US\$3,420,981). Movements of allowance for impairment losses on trade and other receivables during the period were as follow:

	For the twelve-month period ended			
	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Balance at beginning of the period	3,420,981	13,769,449	3,154,776	12,887,260
Recognised in profit or loss (Note 26)	(50,773)	(203,651)	266,205	1,083,720
Transfer to lease receivables (Note 6(b)(ii))	(2,859,053)	(11,467,662)	-	-
Currency translation differences	-	(46,871)	-	(201,531)
Balance at end of the period	<u>511,155</u>	<u>2,051,265</u>	<u>3,420,981</u>	<u>13,769,449</u>

10. Inventories

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
	Diesel oil	123,678	496,320	80,918
Lubricant oil	64,122	257,322	37,321	150,217
Spare parts	753,188	3,022,543	657,453	2,646,249
Stationery	5,520	22,152	17,888	71,999
	<u>946,508</u>	<u>3,798,337</u>	<u>793,580</u>	<u>3,194,160</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

11. Other investments, cash and bank balances

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Non-current				
Other investments – term deposit (*)	<u>10,000,000</u>	<u>40,130,000</u>	<u>15,000,000</u>	<u>60,375,000</u>
Current				
Other investment– term deposit (*)	<u>5,000,000</u>	<u>20,065,000</u>	<u>-</u>	<u>-</u>
Cash on hand	6,511	26,129	8,198	32,997
<i>Cash at Bank:</i>				
Saving Account	674,972	2,708,663	6,638,726	26,720,872
Current Account	3,321,422	13,328,866	5,274,680	21,230,587
Term deposits (original maturity up to three months)	<u>80,240</u>	<u>322,003</u>	<u>80,021</u>	<u>322,085</u>
Cash and cash equivalents	<u>4,083,145</u>	<u>16,385,661</u>	<u>12,001,625</u>	<u>48,306,541</u>

(*) These represent term deposits with the maturity date ranging from 48 months to 240 months and earning annual interest at rates ranging from 6.25% to 7.75% (2024: 6.25% to 7.75%) during the period.

The Company has an overdraft (“OD”) facility with Foreign Trade Bank (“FTB”) with a limit of US\$4,500,000. This OD has been renewed on 2 May 2025. On 25 August 2025, the Company entered into an agreement with the FTB to increase the OD’s limit to US\$10,000,000. The facility is secured by long-term fixed deposits, bear interest rate at 7% per annum and will be matured on 2 May 2026. There was no outstanding balance as at 31 December 2025 (31 December 2024: nil).

12. Share capital

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Voting shares of US\$1 each:				
Class A	4,136,873	16,547,492	4,136,873	16,547,492
Class B	16,547,492	66,189,968	16,547,492	66,189,968
	<u>20,684,365</u>	<u>82,737,460</u>	<u>20,684,365</u>	<u>82,737,460</u>
Non-voting shares of US\$1 each:				
Class C	<u>93,769,120</u>	<u>375,076,480</u>	<u>93,769,120</u>	<u>375,076,480</u>
	<u>114,453,485</u>	<u>457,813,940</u>	<u>114,453,485</u>	<u>457,813,940</u>

Class C shareholders are not entitled to dividend but have first priorities in case of PPAP’s liquidation.

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

13. Share premium

On 9 December 2015, PPAP was successfully listed on the Cambodia Securities Exchange (“CSX”). The total number of ordinary shares (voting) is 20,684,365 shares, of which 4,136,873 (Class A) shares was from the IPO with a par value of KHR4,000 per share. After the listing, MEF holds 80% of the total number of shares. PPAP received the proceeds from the IPO amounting to US\$5,193,915 and incurred IPO costs of US\$901,540.

14. Reserves

	Legal reserve US\$	General reserve US\$	Development fund US\$	Total US\$	Total KHR'000 (Note 4)
Balance at 1 January 2025	4,359,769	4,359,769	70,166,213	78,885,751	321,721,038
Transfer from retained earnings (*)	647,871	647,871	10,514,249	11,809,991	47,440,734
Balance at 31 December 2025	<u>5,007,640</u>	<u>5,007,640</u>	<u>80,680,462</u>	<u>90,695,742</u>	<u>369,161,772</u>
Balance at 1 January 2024	3,890,110	3,890,110	62,857,751	70,637,971	287,822,662
Transfer from retained earnings (*)	469,659	469,659	7,308,462	8,247,780	33,898,376
Balance at 31 December 2024	<u>4,359,769</u>	<u>4,359,769</u>	<u>70,166,213</u>	<u>78,885,751</u>	<u>321,721,038</u>

In accordance with PPAP’s Articles of Incorporation, article 66, dated 5 September 2016, the Board of Directors can decide to distribute the PPAP’s profit, after offsetting with losses carried forward (if any), as follows:

- for legal reserve – 5%
- for general reserve – 5%
- the remaining balance for dividend and development fund.

(*) The transfer from retained earnings to reserves was done followed the resolution on the Board of Directors on 20 March 2025 and 27 March 2024, respectively.

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

15. Trade and other payables

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Non-current				
<i>Other payables</i>				
Deposit	16,197	64,999	15,571	62,673
Current				
<i>Trade payables</i>				
Third parties	4,051,077	16,256,972	2,886,999	11,620,171
Amount due to related party (Note 30(c))	549,101	2,203,542	180,447	726,299
	4,600,178	18,460,514	3,067,446	12,346,470
<i>Other payables</i>				
Deposits	422,063	1,693,739	333,250	1,341,331
Other tax payables	91,078	365,496	229,655	924,361
Accrual and other payables	3,896,357	15,636,080	2,327,550	9,368,388
	4,409,498	17,695,315	2,890,455	11,634,080
	9,009,676	36,155,829	5,957,901	23,980,550

16. Borrowings

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Non-current				
Phnom Penh Port – New Container Terminal Project (“PPPNCTP”) or Phnom Penh Port LM17 (a)				
	10,349,838	41,533,900	12,419,845	49,989,876
Funan Techno Canal Project – SPC2 (b)				
	16,865,104	67,679,662	-	-
	27,214,942	109,213,562	12,419,845	49,989,876
Current				
Phnom Penh Port – New Container Terminal Project (“PPPNCTP”) or Phnom Penh Port LM17 (a)				
	2,253,510	9,043,336	2,289,274	9,214,328
	29,468,452	118,256,898	14,709,119	59,204,204

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

16. Borrowings (continued)

Movements of Borrowings during the period were as follow:

	For the twelve-month period ended			
	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Balance at beginning of the period	14,709,119	59,204,204	16,800,875	68,631,575
Addition	16,734,641	67,122,645	-	-
Interest expense	653,592	2,621,558	619,910	2,523,654
Interest paid	(558,926)	(2,241,852)	(641,692)	(2,612,328)
Principle paid	(2,069,974)	(8,302,666)	(2,069,974)	(8,426,864)
Currency translation differences	-	(146,991)	-	(911,833)
Balance at end of the period	<u>29,468,452</u>	<u>118,256,898</u>	<u>14,709,119</u>	<u>59,204,204</u>

(a) Phnom Penh Port – New Container Terminal Project (“PPNCTP”) or Phnom Penh Port LM17

PPNCTP represents an on-lending agreement between the MEF and PPAP for the lending of proceeds of the Import-Export Bank of China (“the Eximbank”) under the Preferential Buyer Credit Loan Agreement: No. (2010)29(136) dated 4 November 2010 for the Phnom Penh Port – New Container Terminal Project (“Project”).

The amount to be re-lent to PPAP shall be deemed to be simultaneously lent to PPAP on the same dates, in the same currency and the same amount as those disbursed by the Eximbank for the purposes of financing the implementation of the Project. PPAP pays interest to the MEF semi-annually at the rate of 4% per annum. The loan period is for 20 years, including a grace period of not exceeding 7 years from the date of the conclusion of the Loan Agreement.

(b) Funan Techno Canal Project – SPC2

On 12 June 2025, PPAP entered into a borrowing agreement amounting to US\$29,415,565 with the MEF to finance the Funan Techno Canal Project – SPC 2, with a maturity date of 30 March 2041 and an interest rate of 2% per annum. Principal and interest payments are made annually, starting from 30 March 2027 until the maturity.

As of the reporting date, a sum of US\$16,734,641 has been drawdown, with the remaining amount to be disbursed in the next two drawdowns.

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

17. Contract liabilities

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Non-current	12,450,000	49,961,850	12,750,000	51,318,750
Current	300,000	1,203,900	300,000	1,207,500
	<u>12,750,000</u>	<u>51,165,750</u>	<u>13,050,000</u>	<u>52,526,250</u>

Contract liabilities are in respect of deferred income arising from lease of land to Chean Chhoeng Thai Group, in which they had prepaid the lease in full at the beginning of the lease. The total consideration is amortised on a straight-line basis over the term of 50 years.

18. Provision for retirement benefits

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Defined benefits obligation				
Present value of defined benefits obligation	<u>577,890</u>	<u>2,319,073</u>	<u>536,224</u>	<u>2,158,302</u>
Other benefits				
National Social Security Funds	<u>105,552</u>	<u>423,580</u>	<u>114,164</u>	<u>459,510</u>
	<u>683,442</u>	<u>2,742,653</u>	<u>650,388</u>	<u>2,617,812</u>

Movements of the defined benefits obligation during the period were as follows:

	For the twelve-month period ended			
	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Balance at beginning of the period	536,224	2,158,302	440,823	1,800,762
Current service costs (*)	56,754	227,640	42,494	172,993
Interest costs	31,947	128,139	33,414	136,028
Benefits paid	(11,047)	(44,310)	(5,908)	(24,051)
Remeasurement	(35,988)	(144,348)	25,401	103,407
Currency translation differences	-	(6,350)	-	(30,837)
Balance at end of the period	<u>577,890</u>	<u>2,319,073</u>	<u>536,224</u>	<u>2,158,302</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

18. Provision for retirement benefits (continued)

(*) These amounts were recognised within salaries, wages and related expenses in the condensed interim statement of profit or loss and other comprehensive income.

Movements of the other benefits during the period were as follows:

	For the twelve-month period ended			
	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Balance at beginning of the period	114,164	459,510	122,939	502,206
Payment	(8,612)	(34,543)	(8,775)	(35,723)
Currency translation differences	-	(1,387)	-	(6,973)
Balance at end of the period	<u>105,552</u>	<u>423,580</u>	<u>114,164</u>	<u>459,510</u>

19. Liability arising from joint arrangement

Liability arising from joint arrangement is in respect of the property, plant and equipment arising from the agreement on Investment Cooperation for the development of the multi-purpose terminals between PPAP and PTL S Cooperation Co., Ltd. The details are as follow:

Sub-Feeder Multi-purpose Terminal TS11 ("TS11")

On 8 November 2021, PPAP and PTL S Cooperation Co., Ltd. ("PTL S") entered into an agreement on Investment Cooperation for Development of Sub-Feeder Multi-purpose Terminal TS11 ("TS11"). Pursuant to the agreement, both parties agreed to cooperate in the development of the sub-feeder multipurpose terminal known as TS11 located at Spean Kpous Village, Sangkat Kilometre 6, Khan Russey Keo, Phnom Penh, whereby PPAP will contribute the right-of-uses of leased land, and PTL S will invest US\$9 million for the construction and other supporting facilities for the terminal based on development master plan. Under the terms of agreement, the duration of the cooperation is 40 years, starting from 8 November 2021 to 8 November 2061. PTL S has the right to extend the cooperation for another 10 years upon the end of the cooperation period.

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

19. Liability arising from joint arrangement (continued)

Sub-Feeder Multi-purpose Terminal UM2 (“UM2”)

On 29 August 2022, PPAP and PTLs entered into another agreement on Investment Cooperation for Development of Sub-Feeder Multi-purpose Terminal UM2 (“UM2”). Pursuant to the agreement, both parties agreed to cooperate in the development of the sub-feeder multi-purpose terminal UM2 known as UM2 located at Daun Mao Leur Village, Tonle Bet Commune, Tboung Khmum District, Tboung Khmum Province, whereby PPAP will contribute land for the operation, and PTLs will invest US\$26.5 million for the construction and other supporting facilities for the terminal based on development master plan. Under the terms of agreement, the duration of the cooperation is 40 years, starting from 29 August 2022 to 29 August 2062. PTLs has the right to extend the cooperation for another 10 years upon the end of the cooperation period.

Pursuant to the above agreements, both parties shall manage the operation of the terminals, TS11 and UM2. PPAP and PTLs shall share 51% and 49%, respectively, in respect of profit or loss arising from the operation of the terminals.

20. Income tax

(a) Applicable tax rates

In accordance with Cambodian tax law, the Company has the obligation to pay tax on income (“TOI”) at the rate of 20% of taxable income or minimum tax at 1% of turnover inclusive of all taxes except value-added tax, whichever is higher.

On 5 September 2024, the Company obtained a gold status certificate of tax compliance from the General Department of Taxation (“GDT”) for the fiscal year 2025 and 2026, respectively. As such, the Company is qualified for the exemption of minimum tax during these years.

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Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

20. Income tax (continued)

(b) Income tax expense

i. Amount recognised profit or loss

	For the twelve-month period ended				For the three-month period ended			
	31 December 2025		31 December 2024		31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Current tax at applicable tax rate	4,383,386	17,581,761	3,484,986	14,187,378	890,932	3,577,092	807,624	3,265,224
Change to estimates related to prior period	(84,383)	(338,460)	167,665	682,564	(84,383)	(338,798)	-	-
Income tax credit	-	-	(467,718)	(1,879,654)	-	-	(467,718)	(1,866,726)
Current income tax	4,299,003	17,243,301	3,190,933	12,990,288	806,549	3,238,294	345,906	1,398,498
Deferred tax	529,840	2,125,188	134,545	547,733	226,811	910,646	60,314	243,849
	<u>4,828,843</u>	<u>19,368,489</u>	<u>3,325,478</u>	<u>13,538,021</u>	<u>1,033,360</u>	<u>4,148,940</u>	<u>406,220</u>	<u>1,642,347</u>

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Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

20. Income tax (continued)

(b) Income tax expense (continued)

i. Amount recognised profit or loss (continued)

The reconciliation of income tax expense shown in the condensed interim statement of profit or loss and other comprehensive income was as follows:

	For the twelve-month period ended						For the three-month period ended					
	31 December 2025			31 December 2024			31 December 2025			31 December 2024		
	%	US\$	KHR'000 (Note 4)	%	US\$	KHR'000 (Note 4)	%	US\$	KHR'000 (Note 4)	%	US\$	KHR'000 (Note 4)
Profit before tax		24,163,839	96,921,159		16,282,895	66,287,666		5,721,019	22,969,891		3,475,992	14,053,435
Income tax expense at applicable tax rate	20.00	4,832,768	19,384,232	20.00	3,256,579	13,257,533	20.00	1,144,204	4,593,979	20.00	695,198	2,810,686
Non-deductible expenses	0.67	161,606	648,202	3.13	509,444	2,073,948	(0.08)	(4,837)	(19,421)	9.18	319,232	1,290,654
Income tax credit	-	-	-	1.03	(461,718)	(1,879,654)	-	-	-	(13.28)	(461,718)	(1,866,726)
Change to estimates related to prior period	(0.35)	(84,383)	(338,460)	(2.84)	167,665	682,564	(1.47)	(84,383)	(338,798)	-	-	-
Others	(0.34)	(81,148)	(325,485)	(0.90)	(146,492)	(596,370)	(0.38)	(21,624)	(86,820)	(4.21)	(146,492)	(592,267)
	19.98	4,828,843	19,368,489	20.42	3,325,478	13,538,021	18.07	1,033,360	4,148,940	11.69	406,220	1,642,347

During the period, the Company has paid a total of US\$ 2,958,762 in respect to the tax on income and prepayment tax on income (31 December 2024: US\$ 2,755,860).

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

20. Income tax (continued)

(b) Income tax expense (continued)

ii. Amount recognised in OCI

	Before tax US\$	Tax benefit US\$	Net of tax	
			US\$	KHR'000 (Note 4)
<i>31 December 2024</i>				
Remeasurement of defined benefit liability	<u>(25,401)</u>	<u>5,080</u>	<u>(20,321)</u>	<u>(82,726)</u>
<i>31 December 2025</i>				
Remeasurement of defined benefit liability	<u>35,988</u>	<u>7,198</u>	<u>43,186</u>	<u>173,219</u>

(c) Deferred tax liabilities, net

The deferred tax assets/(liabilities) comprises the following:

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
<i>Deferred tax assets:</i>				
Lease liabilities	2,577,676	10,344,214	2,447,076	9,849,481
Contract Liabilities	2,550,000	10,233,150	2,610,000	10,505,250
Impairment losses on financial assets	717,402	2,878,934	696,332	2,802,736
Provision for retirement benefits	136,689	548,533	130,077	523,560
Long-term deposit	<u>3,239</u>	<u>12,998</u>	<u>3,115</u>	<u>12,538</u>
	<u>5,985,006</u>	<u>24,017,829</u>	<u>5,886,600</u>	<u>23,693,565</u>
<i>Deferred tax liabilities:</i>				
Property, plant and equipment, Intangible assets, and Investment properties	(4,492,596)	(18,028,788)	(3,972,687)	(15,990,065)
Right-of-use assets	(2,165,234)	(8,689,084)	(1,953,950)	(7,864,649)
Lease receivables	<u>(322,911)</u>	<u>(1,295,842)</u>	<u>(433,056)</u>	<u>(1,743,050)</u>
	<u>(6,980,741)</u>	<u>(28,013,714)</u>	<u>(6,359,693)</u>	<u>(25,597,764)</u>
Deferred tax liabilities, net	<u>(995,735)</u>	<u>(3,995,885)</u>	<u>(473,093)</u>	<u>(1,904,199)</u>

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Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

20. Income tax (continued)

(d) Tax contingencies

The Company assesses its tax obligations based on applicable tax laws and regulations as of the reporting date. Given the evolving nature of tax legislation, certain tax treatments may necessitate judgment and interpretation. Management exercises judgment in establishing the Company's tax positions and continually monitors regulatory developments. While the Company strives to comply with current tax requirements, interpretations of tax regulations may vary. Any adjustments resulting from regulatory reviews, once conducted and finalised, will be reflected into the financial statements as appropriate.

21. Capital commitments

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Capital and credit commitments				
<i>In respect of property, plant and equipment:</i>				
Contracted but not yet provided	10,833,977	43,476,750	23,052,352	92,785,717
Letter of credits (*)	1,248,300	5,009,428	4,185,000	16,844,625
	<u>12,082,277</u>	<u>48,486,178</u>	<u>27,237,352</u>	<u>109,630,342</u>

(*) These pertain to letters of credit facility with Foreign Trade Bank ("FTB") for the purpose of acquiring of property, plant and equipment.

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Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

22. Revenue

	For the twelve-month period ended				For the three-month period ended			
	31 December 2025		31 December 2024		31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Stevedoring	22,584,971	90,588,319	18,669,016	76,001,564	5,868,585	23,562,369	4,519,952	18,274,166
Lift On Lift Off ("LOLO")	17,184,282	68,926,155	14,062,335	57,247,766	4,555,536	18,290,477	3,428,971	13,863,330
Port dues and charges	6,837,729	27,426,131	5,834,481	23,752,172	1,865,363	7,489,432	1,566,513	6,333,412
Gate fees	1,514,395	6,074,238	1,260,100	5,129,867	391,739	1,572,832	300,103	1,213,316
Trucking and logistics services	1,301,984	5,222,258	1,188,531	4,838,510	299,435	1,202,232	183,261	740,925
Storage fees	799,253	3,205,804	491,297	2,000,070	199,845	802,378	118,197	477,870
Weighting fee	70,041	280,934	66,126	269,199	17,982	72,198	10,421	42,132
Stuffing/Unstuffing	19,624	78,712	16,287	66,304	4,699	18,866	3,550	14,353
	<u>50,312,279</u>	<u>201,802,551</u>	<u>41,588,173</u>	<u>169,305,452</u>	<u>13,203,184</u>	<u>53,010,784</u>	<u>10,130,968</u>	<u>40,959,504</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

23. Cost of services

	For the twelve-month period ended				For the three-month period ended			
	31 December 2025		31 December 2024		31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Crane charges	4,930,943	19,778,012	4,024,181	16,382,441	1,226,398	4,923,988	1,009,990	4,083,390
Depreciation	4,912,004	19,702,048	4,569,326	18,601,726	1,437,656	5,772,189	1,175,813	4,753,812
Salaries and wages	2,972,380	11,922,216	2,755,667	11,218,320	754,769	3,030,398	724,082	2,927,464
Fuel and gasoline	1,491,788	5,983,562	1,684,835	6,858,963	405,729	1,629,002	416,343	1,683,275
Maintenance costs	1,494,525	5,994,540	1,445,717	5,885,514	463,126	1,859,451	325,420	1,315,673
Barge freight	625,595	2,509,262	993,120	4,042,992	124,290	499,024	216,740	876,280
Logistic costs	42,267	169,533	18,120	73,767	9,972	40,038	4,187	16,928
Impairment loss on property, plant and equipment	832,163	3,337,806	-	-	832,163	3,341,134	-	-
Loss on write off on property, plant and equipment	649,844	2,606,524	-	-	649,844	2,609,124	-	-
Others	298,198	1,196,072	319,932	1,302,443	65,964	264,845	93,633	378,557
	<u>18,249,707</u>	<u>73,199,575</u>	<u>15,810,898</u>	<u>64,366,166</u>	<u>5,969,911</u>	<u>23,969,193</u>	<u>3,966,208</u>	<u>16,035,379</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

24. Other income/loss

	For the twelve-month period ended				For the three-month period ended			
	31 December 2025		31 December 2024		31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Rental income	1,126,595	4,518,773	1,116,723	4,546,179	279,899	1,123,794	278,635	1,126,521
Others	170,146	682,455	176,865	720,018	40,740	163,571	38,994	157,653
Gain/(Loss) on lease receivables termination	62,314	249,941	(1,394,101)	(5,675,385)	62,314	250,191	(1,394,101)	(5,636,350)
Loss on lease receivables remeasurement	(35,208)	(141,219)	-	-	-	-	-	-
	<u>1,323,847</u>	<u>5,309,950</u>	<u>(100,513)</u>	<u>(409,188)</u>	<u>382,953</u>	<u>1,537,556</u>	<u>(1,076,472)</u>	<u>(4,352,176)</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

25. General and administrative expenses

	For the twelve-month period ended				For the three-month period ended			
	31 December 2025		31 December 2024		31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Salaries and other benefits	5,383,097	21,591,602	5,071,995	20,648,092	1,279,884	5,138,734	1,226,766	4,959,815
Depreciation	944,897	3,789,982	769,592	3,133,009	215,033	863,357	206,011	832,902
Donation	910,656	3,652,641	905,029	3,684,373	283,607	1,138,682	119,317	482,399
Utilities and fuel	668,276	2,680,455	681,666	2,775,062	169,904	682,165	162,195	655,754
Repair and maintenance	302,201	1,212,128	261,059	1,062,771	209,030	839,255	82,164	332,189
Supplies and low value equipment	277,873	1,114,549	247,504	1,007,589	38,796	155,766	48,313	195,329
Board of Directors' fees	251,347	1,008,153	247,723	1,008,480	62,776	252,046	62,321	251,964
Loss on disposal/write off on property, plant and equipment	133,944	537,249	-	-	93,927	377,117	-	-
Loss on disposal/write off on intangible assets	51,034	204,697	-	-	51,034	204,901	-	-
Business entertainment	168,861	677,301	257,215	1,047,122	28,660	115,070	61,202	247,440
Security expenses	145,469	583,476	147,803	601,706	39,564	158,849	50,863	205,639
Communication expenses	120,813	484,581	99,476	404,967	31,013	124,517	29,625	119,774
Professional fees	113,924	456,949	88,753	361,313	29,592	118,812	54,797	221,544
Travelling expenses	69,099	277,156	93,819	381,937	22,889	91,899	30,446	123,093
Other tax expenses	70,081	281,095	235,227	957,609	65,823	264,279	61,948	250,456
Impairment loss on investment properties (Note 7)	45,913	184,157	-	-	45,913	184,341	-	-
Lease receivable written off	-	-	204,904	834,164	-	-	-	-
Others	312,007	1,251,461	250,770	1,020,886	90,970	365,246	67,789	274,072
	<u>9,969,492</u>	<u>39,987,632</u>	<u>9,562,535</u>	<u>38,929,080</u>	<u>2,758,415</u>	<u>11,075,036</u>	<u>2,263,757</u>	<u>9,152,370</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

26. Impairment losses on financial assets

	For the twelve-month period ended				For the three-month period ended			
	31 December 2025		31 December 2024		31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Impairment losses on trade and other receivables (Note 9)	(50,773)	(203,651)	266,205	1,083,720	43,985	176,600	(27,878)	(112,711)
Impairment loss on lease receivables (Note 6(b))	156,123	626,209	60,678	247,020	(650,842)	(2,613,131)	(475,405)	(1,922,062)
	<u>105,350</u>	<u>422,558</u>	<u>326,883</u>	<u>1,330,740</u>	<u>(606,857)</u>	<u>(2,436,531)</u>	<u>(503,283)</u>	<u>(2,034,773)</u>

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Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

27. Finance income, net

	For the twelve-month period ended				For the three-month period ended			
	31 December 2025		31 December 2024		31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Finance income								
Interest incomes from:								
Other investments and bank balances	1,226,636	4,920,037	1,148,515	4,675,605	283,350	1,137,650	293,231	1,185,533
Lease receivables	83,943	336,695	160,196	652,158	21,218	85,190	21,375	86,419
Others	3,123	12,527	3,978	16,194	792	3,180	762	3,081
Finance income	<u>1,313,702</u>	<u>5,269,259</u>	<u>1,312,689</u>	<u>5,343,957</u>	<u>305,360</u>	<u>1,226,020</u>	<u>315,368</u>	<u>1,275,033</u>
Finance cost								
Net loss on currencies exchange	<u>54,377</u>	<u>218,106</u>	<u>30,043</u>	<u>122,305</u>	<u>(11,922)</u>	<u>(47,867)</u>	<u>7,347</u>	<u>29,704</u>
Interest expenses from:								
Lease liabilities	305,929	1,227,081	477,791	1,945,087	79,428	318,903	120,115	485,625
Borrowings	653,592	2,621,558	619,910	2,523,654	212,390	852,746	148,117	598,837
Provision for retirement benefits	31,947	128,139	33,414	136,028	8,064	32,377	8,686	35,117
Others	3,385	13,578	1,498	6,099	2,918	11,716	376	1,521
	<u>994,853</u>	<u>3,990,356</u>	<u>1,132,613</u>	<u>4,610,868</u>	<u>302,800</u>	<u>1,215,742</u>	<u>277,294</u>	<u>1,121,100</u>
Finance cost	<u>1,049,230</u>	<u>4,208,462</u>	<u>1,162,656</u>	<u>4,733,173</u>	<u>290,878</u>	<u>1,167,875</u>	<u>284,641</u>	<u>1,150,804</u>
Finance income, net	<u>264,472</u>	<u>1,060,797</u>	<u>150,033</u>	<u>610,784</u>	<u>14,482</u>	<u>58,145</u>	<u>30,727</u>	<u>124,229</u>

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Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

28. Earnings per share

	For the twelve-month period ended				For the three-month period ended			
	31 December 2025		31 December 2024		31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Profit attributable to ordinary equity holders	19,334,996	77,552,670	12,957,417	52,749,645	4,687,659	18,820,951	3,069,772	12,411,088
Weighted average number of ordinary shares in issue	<u>20,684,365</u>	<u>20,684,365</u>	<u>20,684,365</u>	<u>20,684,365</u>	<u>20,684,365</u>	<u>20,684,365</u>	<u>20,684,365</u>	<u>20,684,365</u>
Basic earnings per share	0.93	3.75	0.63	2.55	0.23	0.91	0.15	0.60
Diluted earnings per share	<u>0.93</u>	<u>3.75</u>	<u>0.63</u>	<u>2.55</u>	<u>0.23</u>	<u>0.91</u>	<u>0.15</u>	<u>0.60</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

29. Dividends

On 20 March 2025, the Board of Directors of PPAP resolved to distribute the dividends in respect to the financial year ended 31 December 2024 to shareholders of each class of shares as follows:

- Shareholders in Class A is entitled to total dividend of KHR1,429,703,000 (equivalent to US\$356,802)
- Shareholders in Class B is entitled to total dividend of KHR3,200,000,000 (equivalent to US\$798,602)

The dividends were paid on 3 June 2025 after approval from the Company's 10th shareholder general meeting on 9 May 2025.

30. Related party transactions and balances

(a) Identity of related party

For the purposes of these condensed interim financial statements, parties are considered to be related to the Company if the Company has the ability, directly or indirectly, to control the party or exercise significant influence over the party in making financial and operating decisions, or vice versa, or where the Company and the party are subject to common control or common significant influence. Related parties may be individuals or other entities.

The Company have related party relationships with its substantial shareholders and key management personnel.

Key management personnel are defined as those persons having authority and responsibility for planning, directing and controlling the activities of the Company either directly or indirectly.

The key management personnel include all the Directors of the Company, and certain senior management members of the Company.

Key management have relationships with the Company which are entered into in the normal course of business and on substantially the same terms, including warehouse rental, purchase of goods and services, insurance, telephone expense and other expense, as for comparable transactions with other persons of a similar standing or, where applicable, with other employees. These transactions did not involve more than the normal risk of repayment or present other unfavourable features.

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

30. Related party transactions and balances (continued)

(b) Significant transactions with related parties

	For the twelve-month period ended				For the three-month period ended			
	31 December 2025		31 December 2024		31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Related parties:								
<i>MEF</i>								
Interest expense	<u>653,592</u>	<u>2,621,558</u>	<u>619,910</u>	<u>2,523,654</u>	<u>212,390</u>	<u>852,746</u>	<u>148,117</u>	<u>598,837</u>
<i>MPWT</i>								
Donation and charities	97,536	391,217	39,942	162,604	25,197	101,166	6,119	24,738
Crane Charge	1,314,075	5,270,755	1,205,370	4,907,061	422,995	1,698,325	239,621	968,789
Crane rental	<u>-</u>	<u>-</u>	<u>28,000</u>	<u>113,988</u>	<u>-</u>	<u>-</u>	<u>28,000</u>	<u>113,204</u>
<i>Funan Techo Inland Waterways and Logistics Co., Ltd.</i>								
Capital injection (Note 8)	<u>2,500,000</u>	<u>10,027,500</u>	<u>-</u>	<u>-</u>	<u>2,500,000</u>	<u>10,037,500</u>	<u>-</u>	<u>-</u>
<i>Funan Techo Canal Innovest Co., Ltd.</i>								
Advance (Note 9)	<u>16,734,641</u>	<u>67,122,645</u>	<u>-</u>	<u>-</u>	<u>16,734,641</u>	<u>67,189,584</u>	<u>-</u>	<u>-</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

30. Related party transactions and balances (continued)

(c) Significant balances with related parties

	31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Related parties:				
<i>MEF</i>				
Borrowing (Note 16)	<u>29,468,452</u>	<u>118,256,898</u>	<u>14,709,119</u>	<u>59,204,204</u>
<i>MPWT</i>				
Amount due to a related party (Note 15)	<u>549,101</u>	<u>2,203,542</u>	<u>180,447</u>	<u>726,299</u>
<i>Funan Techo Inland Waterways and Logistics Co., Ltd.</i>				
Investment (Note 8)	<u>2,500,000</u>	<u>10,032,500</u>	<u>-</u>	<u>-</u>
<i>Funan Techo Canal Innovest Co., Ltd.</i>				
Advance (Note 9)	<u>16,734,641</u>	<u>67,156,114</u>	<u>-</u>	<u>-</u>

(d) Compensation of key management personnel

Key management compensation during the financial periods are as follows:

	For the twelve-month period ended				For the three-month period ended			
	31 December 2025		31 December 2024		31 December 2025		31 December 2024	
	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)	US\$	KHR'000 (Note 4)
Employee benefits	<u>897,479</u>	<u>3,598,891</u>	<u>914,334</u>	<u>3,722,254</u>	<u>203,705</u>	<u>816,450</u>	<u>244,992</u>	<u>990,501</u>

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

31. Financial risk management objectives and policies

The financial risk management objective of PPAP is to optimise value creation for its shareholders whilst minimising the potential adverse impact arising from volatility of the financial markets.

The Directors are responsible for setting the objectives and underlying principles of financial risk management for PPAP. The management then establishes the detailed policies such as authority levels, oversight responsibilities, risk identification and measurement and exposure limits in accordance with the objectives and underlying principles approved by the Directors.

(a) Credit risk

Credit risk is the risk of financial loss to PPAP if a counter party to a financial instrument fails to perform as contracted. It is PPAP's policy to monitor the financial standing of these counter parties on an ongoing basis to ensure that PPAP is exposed to minimal credit risk.

PPAP's primary exposure to credit risk arises through its trade receivables and other receivables, including lease receivables. The credit period for trade receivables and other receivables, including lease receivables, is one to three months and PPAP seeks to maintain strict control over its outstanding receivables to minimise credit risk. Overdue balances are reviewed regularly by management.

Trade and other receivables

The Company use an allowance matrix to measure ECLs of trade and other receivables with its loss rates being calculated using a 'roll rate' method.

Refer to Note 9 for the movement of the impairment loss on trade and other receivables.

Lease receivables

The Company measure ECL of lease receivables that reflect an unbiased and probability-weighted amount which is determined by evaluating a range of possible outcomes, current conditions, forecasts of future economic conditions, the time value of money and reasonable and supportable information about past events including historical collection and cash shortfalls of its lease receivables.

Refer to Note 6 for the movement of the impairment loss on finance and operating Lease receivables.

(b) Liquidity and cash flow risk

Liquidity and cash flow risk arises from PPAP's management of working capital. It is the risk that PPAP will encounter difficulty in meeting its financial obligations when due.

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

31. Financial risk management objectives and policies (continued)

(b) Liquidity and cash flow risk (continued)

PPAP actively manages its debt maturity profile, operating cash flows and the availability of funding so as to ensure that all operating, investing and financing needs are met. In liquidity risk management strategy, PPAP maintains a level of cash and cash equivalents deemed adequate to finance PPAP's activities.

(c) Interest rate risk

Interest rate risk is the risk that the fair value or future cash flows of the financial instruments of PPAP would fluctuate because of changes in market interest rates.

The exposure of PPAP to interest rate risk arises primarily from deposits at banks, leases transactions and Borrowings. PPAP manages its interest rate exposure by closely monitoring the debt market. PPAP does not use derivative financial instruments to hedge any debt obligations.

32. Seasonality or cyclicity of operations

The demand for PPAP services is subject to seasonal fluctuation as a result of the high demand for mainly garment, commodity, rice, textile raw materials and construction materials. Historically, peak demand is in the third quarter of the year and attributed to the high volume of export to the United States of America and import from China and Vietnam.

33. Segment Reporting

Operating segments are reported in a manner consistent with the internal reporting provided to the PPAP's decision makers. Those whom is responsible for allocating resources to and assessing the performance of the operating segments has been identified as the key management team. PPAP operates in one operating segment being port related business.

34. Contingent liability

The Company is currently disputing the invoices received from Saab Technologies Bv ("SAAB") with the amount totalling to US\$1,084,498 for the services rendered under the Support and Maintenance contract (contract no. CP20120224) for Integrated Terminal Operation System dated 24 February 2012 and subsequent invoices in relation to the Growth Paths and Maintenance and Support Fee starting from January 2023. The Company has identified certain performance obligations mentioned in the contract have not been fully satisfied. These include the dysfunctional cargo system for booking stuffing and unstuffing service, booking of refer service, booking weight bridge service, and other system bugs.

Phnom Penh Autonomous Port

Notes to the condensed interim financial statements (continued) for the three-month and twelve-month periods ended 31 December 2025

34. Contingent liability (continued)

Moreover, there are limited functionalities for the billing system over services such as additional storage fee charge and stuffing-unstuffing charges among others. Furthermore, the Electronic Data Interchange (“EDI”) system for contacting with shipping line and customers and Yard View for monitoring over container masterplan function remains incomplete to date.

On 14 July 2023, the Company has engaged an external legal counsel to conduct the assessment of the claims made by SAAB. Subsequently, the Company has deputed the invoices from SAAB, citing the aforementioned reason. On 12 September 2023, the Company has been notified through a copy of writ of summons that SAAB’s legal counsel commenced a lawsuit at Belgian court. The preliminary hearing was set for 12 December 2023 at the Antwerp Court of Enterprises, Belgium. In accordance with the writ of summons, SAAB has claimed a sum of US\$1,281,613, excluding the present summons costs and the court fee, against the Company. On 19 December 2023, the Company has received another letter from Belgian Court instructing them to appear in the hearing on 25 June 2024. On 28 May 2024, the Company received a letter from the Belgian Court, ordering the payment of US\$1,281,613 plus interest at 12% per annum from 2 September 2023 until the settlement date. The Court has granted the Company a 3-month period from the date of the letter to submit an appeal or objection to the Court's decision.

As of the date of this report, the Company denies all allegations of false and misleading facts regarding the claim against the Company initiated by SAAB. Management believes that the amount claim is not equivalent, nor does it reflect to the actual performance obligations being fulfilled by the vendor as at the date of this report.

35. Financial instruments – fair values

The Company has not disclosed the fair value information for the financial assets and financial liabilities because their carrying amounts are a reasonable approximation of the fair value.



កំពង់ផែស្វយ័តភ្នំពេញ

PHNOM PENH AUTONOMOUS PORT

A LEADING INTERNATIONAL RIVER PORT IN CAMBODIA

PHNOM PENH AUTONOMOUS PORT'S TERMINALS



CONTAINER TERMINAL LM17

Kandal Leu Village, Bantey Dek Commune, Kien Svay District, Kandal Province, Cambodia.



SUB-FEEDER MULTIPURPOSE TERMINAL UM2

Doun Mau Leu Village, Tonle Bet Commune, Tboung Khmum District, Tboung Khmum Province, Cambodia.



SUB-FEEDER MULTIPURPOSE TERMINAL UM1

National Road No. 6A, Kandal Village, Prek Anhchanh Commune, Mok Kampul District, Kandal Province, Cambodia.



SUB-FEEDER MULTIPURPOSE TERMINAL TS11

National Road No.5, Spean Khpos Village, Kilometer 6 Commune, Reussey Keo District, Phnom Penh, Cambodia.



MULTIPURPOSE TERMINAL TS3

#649, Preah Sisowath Quay, Sras Chork Commune, Daun Penh District, Phnom Penh, Cambodia.



PASSENGER AND TOURIST TERMINAL TS1

Preah Sisowath Quay, Wat Phnom Commune, Daun Penh District, Phnom Penh, Cambodia.



SUB-FEEDER MULTIPURPOSE TERMINAL LM26

Koh Roka Village, Koh Roka Commune, Peam Chor District, Prey Veng Province, Cambodia.



CONTACT

+ (855) 10 444 898
+ (855) 10 444 044

www.ppap.com.kh

[. ppapmpwt@online.com.kh](mailto:ppapmpwt@online.com.kh)
[. sale-marketing@ppap.com.kh](mailto:sale-marketing@ppap.com.kh)

#649, Preah Sisowath Quay, Sras Chork Commune, Daun Penh District, Phnom Penh, Cambodia.